

09 June 2025



Princes Road
Maldon
Essex CM9 5DL

www.maldon.gov.uk



APOLOGIES: Committee Services
Email: Committee.clerk@maldon.gov.uk

CHIEF EXECUTIVE
Doug Wilkinson

Dear Councillor

You are summoned to attend the extraordinary meeting of the;

COUNCIL

on **TUESDAY 17 JUNE 2025 at 7.30 pm**

in the **Council Chamber, Maldon District Council Offices, Princes Road, Maldon.**

Please Note: All meetings will continue to be live streamed on the [Council's YouTube channel](#) for those wishing to observe remotely. Public participants wishing to speak remotely at a meeting can continue to do so via Microsoft Teams.

To submit a question in writing or attend in person please complete a [Public Access form](#) (to be received no later than 12noon two clear working days before the Council meeting). All requests will be considered on a first-come, first-served basis.

A copy of the agenda is attached.

Yours faithfully

Chief Executive



AGENDA COUNCIL

TUESDAY 17 JUNE 2025

1. **Chairperson's notices**

2. **Apologies for Absence**

3. **Declaration of Interest**

To disclose the existence and nature of any Disclosable Pecuniary Interests, Other Registrable interests and Non-Registrable Interests relating to items of business on the agenda having regard to paragraph 9 and Appendix B of the Code of Conduct for Members.

(Members are reminded that they are also required to disclose any such interests as soon as they become aware should the need arise throughout the meeting).

4. **Public Questions**

To receive questions from members of the public, of which prior notification in writing has been received (no later than noon two clear working days before the day of the Council meeting).

Should you wish to submit a question please complete the online form at www.maldon.gov.uk/publicparticipation.

5. **Chairperson's Announcements**

6. **Questions in accordance with Procedure Rule 6(3) of which notice has been given**

7. **Maldon District Five Year Housing Land Supply 2025 / 26** (Pages 5 - 54)

To consider the report of the Assistant Director: Planning and Implementation (copy enclosed).

8. **Maldon District Growth Options** (Pages 55 - 92)

To consider the report of the Assistant Director: Planning and Implementation, (copy enclosed).

9. **Mayland Neighbourhood Plan - Decision on Examiner's Report** (Pages 93 - 296)

To consider the report of the Assistant Director: Planning and Implementation, (copy enclosed).

10. **Election of a District Councillor - Allocation of Committee Places**

Following the appointment of Councillor Sarah Dodsley, it is recommended that she (or another Liberal Democrat Group Member) be appointed to the Strategy & Resources Committee and Investigating & Disciplinary Committee vacancies for the remainder of the municipal year, in line with political balance.

11. **Devolution and Local Government Organisation Update** (Verbal Report)

To receive a verbal update from the Assistant Director - Strategy, Partnerships and Communications.

12. **Questions to the Leader of the Council in accordance with Procedure Rule 1 (3)(m)**

13. **Business by reason of special circumstances considered by the Chairperson to be urgent**

NOTICES

Recording of Meeting

Please note that the Council will be recording and publishing on the Council's website any part of this meeting held in open session.

Fire

We do not have any fire alarm testing scheduled for this meeting. In the event of a fire, a siren will sound. Please use either of the two marked fire escape routes. Once out of the building please proceed to the designated muster point located on the grass verge by the police station entrance. Please gather there and await further instruction. If you feel you may need assistance to evacuate the building, please make a member of Maldon District Council staff aware.

Health and Safety

Please be advised of the different levels of flooring within the Council Chamber.

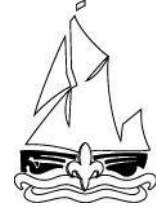
Closed-Circuit Televisions (CCTV)

Meetings held in the Council Chamber are being monitored and recorded by CCTV.

Lift

Please be aware, there is not currently lift access to the Council Chamber.

This page is intentionally left blank



**REPORT of
ASSISTANT DIRECTOR: PLANNING AND IMPLEMENTATION**

**to
COUNCIL (EXTRAORDINARY)
17 JUNE 2025**

MALDON DISTRICT FIVE YEAR HOUSING LAND SUPPLY 2025 / 26

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to set out for publication the Council's Five-Year Housing Land Supply (5YHLS) position 2025 / 26.

2. RECOMMENDATIONS

- (i) That the approved methodology of the 5YHLS be amended to include a windfall allowance in the supply;
- (ii) That the approved methodology of the 5YHLS be amended to including some supply from outline major planning applications, if clear and compelling evidence is obtained to justify the inclusion;
- (iii) That the 5YHLS briefing paper appended to this report at **APPENDIX A** and its accompanying spreadsheets at **APPENDIX B and APPENDIX C** be endorsed as providing robust evidence that the Council can demonstrate a supply of specific, deliverable sites sufficient to provide for 2.8 years' worth of housing against the Council's identified housing requirements;
- (iv) That the Maldon District 5YHLS 2025 / 26 position be approved and published on the Council's website.

3. SUMMARY OF KEY ISSUES

3.1 Methodology

- 3.1.1 The Maldon District 5YHLS Methodology was reviewed in 2022 / 23 through a focussed 5YHLS Working Group (the Working Group) appointed by the Council. Following external legal advice, the Working Group reported its findings to the Statutory Annual meeting of the Council on 18 May 2023 (Minute 17/2023 refers). This concluded that the methodology for the 5YHLS calculations was considered to be robust if the decisions concerning what is included in the supply could soundly be backed by evidence.

- 3.1.2 At that time, the approved methodology for the 5-year supply was as follows:

"The Council should be using the Standard Methodology as set out in the National Planning Policy Framework (NPPF) for the assessment of the housing need figure because the Local Development Plan became 5 years old on the 17th July 2022. This is a matter which officers had already noted and amended for the publication of this

5YHLS calculation. By using the Standard Method, any undersupply of housing is automatically taken out of the supply calculations as it is factored into the Method already.

The Council should consider the buffer it is putting on its housing requirement and set out the rationale for that. The Council is already adding a 5% buffer and given the high delivery of housing completions against the national Housing Delivery Test, this 5% buffer is considered to be acceptable as an ongoing factor within the methodology.

The Council should only count “major development” as deliverable if either:

- (a) it has a detailed grant of planning permission or*
- (b) otherwise there is “clear evidence” housing completions will begin on site within five years. This is a matter which the Council was already considering in its methodology.*

With regard to using a slippage rate, the Council was advised that it was not a requirement of national policy but that it was for the Council to determine whether one should be added onto the 5YHLS. The slippage rate for the District is very low, 2.77%, given that there is a 5% buffer already added onto the 5YHLS figure and the slippage rate is below that, it has been determined to remove the slippage rate for this financial year. This will, however, still be reviewed yearly and if it rises above 5% then consideration will be given to adding it back into the 5YHLS calculation.

Concerning the addition of a windfall allowance in the supply. The Council has been advised that given the robust development management policies against windfall development, the fact that two thirds of applications for windfall are being refused and the modest amount, of net-new dwellings provided by this route it is likely that any Inspector would strip out reliance on windfall from the supply. Though it is for the decision-maker to determine this factor in the supply and national guidance does allow it, it does have to be clearly evidenced, and Inspectors are more likely to be risk averse if the evidence is not present to support factors in the methodology. This was therefore not included in the 5YHLS methodology.”

3.2 December 2024 – Changes to the NPPF Standard Method

3.2.1 On 12 December 2024 the NPPF was updated by the Government alongside an update to the methodology of the Standard Method for calculating a housing target for the District. From that date, Maldon District’s housing need of 276 increased to a mandatory housing target of 569 housing units per annum. The effect on the District’s 5YHLS has been to reduce it to 2.7 years from 6.3 years. With the publication of an amended affordability ratio for the District on 24 March 2025, this mandatory target has now risen to 575 housing units per annum.

3.2.2 Given these changes and the significant impact of them on the District, it was considered by the Planning Policy Working Group that it was an opportune time to review the methodology for the calculation of the 5YHLS to ensure that it remained as robust as possible as a material consideration in the determination of planning applications and planning appeals. Though no changes will give the District a 5YHLS in 2025 / 26. With the supply going under 5-years the Council has now gone into the ‘tilted balance’ with regard to planning decision making and therefore, the sites which may be granted planning permission in the next couple of years could go toward making up the 5YHLS. It is also important to capture those units in the supply if they are going to be delivered.

- 3.2.3 The two main matters that the Council could consider amending in terms of the methodology is whether the Council could now include a windfall allowance into the supply and whether supply could be included from major outline planning permissions. Both of these are discussed below.

3.3 Inclusion of Windfall developments in the 5YHLS

- 3.3.1 The NPPF defines in the glossary a windfall as: "Sites which have not been specifically identified in the development plan". At paragraph 75 of the NPPF it states.

"Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends."

- 3.3.2 In regard to the evidence that the Council has, which could support the inclusion of a windfall allowance into the 5YHLS calculation:

- In the main, the sites which have come forward in the Housing and Economic Land Availability Assessment (HELAA) are for ten units or more and are larger than 1.0 hectare in size, therefore if they came forward would be major development sites. In this regard to these sites, very few have, at the present time, come forward as windfall sites since the HELAA was initially completed in 2022.
- Regarding minor development sites, those under ten units, there has been a small supply since 2016, but it has risen as the Local Development Plan strategic sites have gained approval and built out, particularly in the last three years. The following housing units have been approved since 2016. These sites do not include replacement dwellings or sites which have expired. The evidence for these sites is included in **APPENDIX C** of this document.

Year	Number of units granted Planning Permission
2016	23
2017	31
2018	66
2019	47
2020	51
2021	65
2022	44
2023	85
2024	83
Total	495
Average	55

- 3.3.3 Any windfall that is put into the 5YHLS from 2025 will not however start to come forward straightaway. Analysis of delivery rates across minor windfall development shows that it is taking on average 2.5 years for the first unit completion on site. Therefore, it is proposed that 27 units of windfall housing should be put into the 5YHLS from year three and 55 units of windfall housing should be put in for years four and five. This will be a total of 137 units. The delivery of windfall will be monitored yearly, and adjustments made in future years as necessary. The evidence is set out at **APPENDIX C**.

3.4 Inclusion of Major Outline Planning Permissions

- 3.4.1 Firstly, with regard to this matter. The judge in an important Court of appeal decision: *Modwen Vs SOS* (2014) stated that “the assessment of housing supply is concerned with deliverability, and does not require certainty that the housing sites will actually be developed within the 5 year period and as the Inspector recognised deliverability was not disproved by showing that there were uncertainties”.
- 3.4.2 This court of appeal decision was based on the 2012 NPPF and there have been a number of updates since then and a number of updates to the National Planning Practice Guidance. Nonetheless what it sets out is that it is not necessary to have absolute concrete evidence of deliverability of sites for them to be included in the 5-year supply.
- 3.4.3 Present National Planning Practice Guidance (NPPG) states the following.

What constitutes a ‘deliverable’ housing site in the context of plan-making and decision-taking?

“In order to demonstrate 5 years’ worth of deliverable housing sites, robust, up to date evidence needs to be available to support the preparation of strategic policies and planning decisions. [Annex 2 of the National Planning Policy Framework](#) defines a deliverable site. As well as sites which are considered to be deliverable in principle, this definition also sets out the sites which would require further evidence to be considered deliverable, namely those which:

- *have outline planning permission for major development.*
- *are allocated in a development plan.*
- *have a grant of permission in principle; or*
- *are identified on a brownfield register.*

Such evidence, to demonstrate deliverability, may include:

- *current planning status – for example, on larger scale sites with outline or hybrid permission how much progress has been made towards approving reserved matters, or whether these link to a planning performance agreement that sets out the timescale for approval of reserved matters applications and discharge of conditions.*
- *firm progress being made towards the submission of an application – for example, a written agreement between the local planning authority and the site developer(s) which confirms the developers’ delivery intentions and anticipated start and build-out rates.*
- *firm progress with site assessment work; or*
- *clear relevant information about site viability, ownership constraints or*
 - *infrastructure provision, such as successful participation in bids for large-scale*
 - *infrastructure funding or other similar projects.”*

- 3.4.4 A developable site within the context of the NPPF is stated to be:

“Developable: To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.”

- 3.4.5 In regard to major development sites (sites over ten units) with outline planning permission, it is considered that the Council could include some of the granted housing units in the 5YHLS where the Council has been able to obtain and validate evidence that the site is developable within the 5-year period. This evidence will need to be stress-tested and could comprise some, or all of the following:
- Written confirmation from the landowner or promoter that a developer is on board to deliver the site
 - Written responses from the landowners/developers to ascertain when they intend to bring the site forward through Reserved Matters applications and how many units a year they are going to develop.
 - Evidence that the site has started to discharge its planning conditions.
 - Evidence that the site is having active pre-application discussions with the Council or there is a Planning Performance Agreement (PPA) in place which is being worked on to enable Reserved Matters applications to be submitted.
- 3.4.6 If major outline sites are found to have a realistic prospect of delivery, then the Council will apply the average delivery build-out time for this type of site to the 5YHLS. The average delivery time for major sites in the District are as follows.
- Major Outline planning permissions for sites under 50 units take on average 5.6 years to reach first unit completion from the date of decision. There are only five of these types of sites, two of which have not started yet. It is not considered a representative trend sample to ascertain what the delivery lead-should be. Therefore, a judgement will have to be made to ascertain what is an appropriate start time in relation to these in the 5-year supply on a case-by-case basis.
 - Major Outline planning permission for sites between 50 and 100 units take on average 4.5 years to reach first unit completion from the date of decision.
 - Major Outline planning permission for site over 100 units take on average 4.1 years to reach first unit completion from the date of decision.
- 3.4.7 The Lichfield 'Start to Finish' Third Edition - post 2024 election and NPPF Consultation 2024 has shown that major sites with a grant of outline permission take on average between 3 and 4.6 years to deliver their first site – this is comparable to the District's delivery time for sites over 50 units. These figures will be kept under constant review and revised each year, the evidence for the above is set out at **APPENDIX C**.
- 3.4.8 The Council has once again taken external legal advice from Counsel on the inclusion of a windfall allowance and housing supply from major outline planning permissions. Counsel has advised that it is acceptable providing the Council's evidence is sufficiently compelling and clear. The stress-testing questions set out at 3.17 of **APPENDIX A** are appropriate and would be the sort of evidence that the Council should look to have prior to putting any supply into the 5YHLS from outline major permissions. Where there is no developer on board with regard to a site then it would be difficult to show a realistic prospect of housing being delivered within the 5-years.
- 3.4.9 In order for the Council to try and obtain clear and compelling evidence from developers / agents a form has been devised to send out to all relevant parties in respect of those sites granted outline planning consent.

4. CONCLUSION

- 4.1 Given the above details set out in this report it is recommended that the methodology of the 5YHLS housing supply be changed to include a windfall allowance and if clear and compelling evidence is obtained from developers / landowners or agents some housing supply from major outline planning permissions.
- 4.2 That the briefing paper appended to this report at **APPENDIX A** and its accompanying spreadsheets at **APPENDIX B and APPENDIX C** be endorsed as providing robust evidence that the Council can demonstrate a supply of specific, deliverable sites sufficient to provide for 2.8 years' worth of housing against the Council's identified housing requirements.

5. IMPACT ON PRIORITIES AS SET OUT IN THE CORPORATE PLAN 2025 - 2028

5.1 Supporting our communities

- 5.1.1 Monitoring housing supply ensures that the Council supports housing development to meet the need of residents in the most sustainable locations across the District.

5.2 Growing our economy

- 5.2.1 The housing sector provides jobs within the District and assists in supporting the local and wider economy.

5.3 Delivering good quality services.

- 5.3.1 The 5YHLS should assist the Council in the determination of planning applications for 2025 / 26 by setting out the clear evidence that supports the 5YHLS and could reduce the risk of costs being awarded at planning appeals for unreasonable local planning authority behaviour if it were to refuse planning applications due to the land supply.

6. IMPLICATIONS

- (i) **Impact on Customers** – Having a clear methodology for the 5YHLS helps the public understand the Council's rationale for decision making affecting housing in the planning process.

- (ii) **Impact on Equalities** – None.

Impact on Risk (including Fraud implications) – The risk of challenge against the 5YHLS has been reduced through the work of the 5YHLS Working Group in 2022 / 23 and 2025. The legal advice the Council obtained both in 2022 / 23 and 2025 helps support the robustness of the methodology used to calculate the 5YHLS. This should assist the Council in the determination of planning applications and defending appeals going forward.

- (iii) **Impact on Resources (financial)** – The risk of challenge against the 5YHLS has been reduced through the work of the 5YHLS Working Group in 2022 / 23 and 2025. The legal advice the Council obtained both in 2022 / 23 and 2025 helps support the robustness of the methodology used to calculate the 5YHLS. This should assist the Council in the determination of planning

applications and defending appeals going forward and reduce the risk of costs being awarded against the Council for unreasonable behaviour.

- (iv) **Impact on Resources (human)** – None.
- (v) **Impact on Devolution / Local Government Reorganisation** – It is important that the Council if it merges into a larger authority provides that authority with a robust evidence base that it can use going forward.

Background Papers: None.

Enquiries to: Anne Altoft-Shorland, Head of Planning Policy and Implementation.

This page is intentionally left blank

Maldon District Council

Five Year Housing Land Supply Statement 2024/25

Up to 31st March 2025

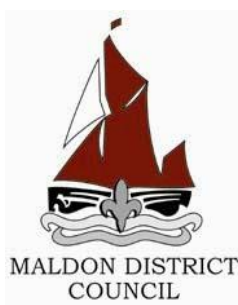


Table of Contents

Executive Summary	3
1.0 Introduction	4
2.0 The Five-Year Period and Housing Requirement.....	5
Base-line housing requirement	5
2.4 The National Standard Method for Calculating Housing Need	6
2.5 Housing completions.....	7
2.8 NPPF Buffer	7
3.0 The Supply of Deliverable Housing	8
3.7 Sites not included in the 5YHLS.....	9
3.9 Windfall	9
3.13 Slippage and Non-Implementation rate	10
4.0 Calculating the Rolling Five Year Housing Requirement.....	11
5.0 Conclusion	11

Executive Summary

- (i) In accordance with National Planning Policy Framework (NPPF December 2024) paragraph 78, the Council has set out that at the present time it **does not have** a five-year deliverable land supply of housing against the District's housing requirements.
- (ii) The Council's latest housing requirements are set out using the National Standard Method as set out in National Planning Practice Guidance and using the National Standard Method. This has set the District's Housing Need at **575** dwellings per year.
- (iii) The base-line housing requirement for housing over the 5-year period of the 5 Year Housing Land Supply (5YHLS) is the National Standard Method Housing Need figure (575) multiplied by 5. The Council is applying a 5% buffer onto that figure and including any shortfall from previous years as set out in Paragraph 013 of the National Planning Practice Guidance.

MALDON DISTRICT 5-YEAR HOUSING LAND SUPPLY	
REQUIREMENT	
Annual Housing Target 575 x 5 years	2,875
Plus Housing Shortfall	154
Plus 5% buffer	151.45
Total Housing Requirement (Y)	3,180
SUPPLY	
Housing on the Strategic Housing Allocations from the LDP	1,073
Housing from windfall planning permissions	591
Windfall allowance	137
Total Housing Supply (X)	1,801
X divided by Y x 5 years	
1,801/3180 x 5	2.83 years

- (iv) The Council can therefore demonstrate a 2.8 years' worth of housing land supply against its identified housing requirement.

1.0 Introduction

- 1.1 This statement sets out Maldon District Council's 5YHLS position and identifies specific sites which are considered to meet the criteria set out in the National Planning Policy Framework (NPPF) (MHCLG, 2024) that contribute to it.
- 1.2 This statement has been prepared in accordance with the NPPF and the National Planning Practice Guidance (NPPG).
- 1.3 The NPPF sets out the Government's housing objectives including a commitment to significantly boost the supply of housing.
- 1.4 The NPPF was updated in December 2024 and the requirements to update annually a supply of deliverable sites sufficient to provide five years' worth of housing against their housing requirements have altered significantly, which are reflected in this report. Firstly, there has been the introduction of paragraph 78 as set out below.

NPPF para 78

...Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.

The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

- a) 5% to ensure choice and competition in the market for land; or
- b) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply; or
- c) From 1 July 2026, for the purposes of decision-making only, 20% where a local planning authority has a housing requirement adopted in the last five years examined against a previous version of this Framework, and whose annual average housing requirement is 80% or less of the most up to date local housing need figure calculated using the standard method set out in national planning practice guidance

- 1.5 Maldon District Council falls within (a) of paragraph 78 in that the Council has to provide a 5% buffer onto its 5YHLS to ensure choice and competition in the market for land.
- 1.6 For the purposes of the 5YHLS, Maldon District has not underdelivered on its housing delivery for the last three years as set out in Table 2 below.

1.7 For the purposes of the NPPF 2024, deliverable sites are defined within Annex 2 as follows:

Deliverable:

To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

2.0 The Five-Year Period and Housing Requirement

- 2.1 This statement includes completions from the reporting year of 2024/25; planning approvals up to 31 March 2025, projected completions for a five-year period from 1 April 2025 to 31 March 2030 and a windfall allowance.

Base-line housing requirement

- 2.2 Maldon District Council's housing requirements are set out in the Approved Maldon District Local Development Plan (LDP) July 2017, this included at the time an up-to-date assessment of the District's objectively assessed housing needs (OAN). It was identified that the District's housing requirement for the period 2014 – 2029 (15 years) should be 310 new homes per annum, or 4,650 over the plan period. The LDP housing requirement figure of 310 dwellings per annum (dpa) was comparable to the 2019 minimum local housing need of 308 dpa, as calculated using the Government's then standard method.
- 2.3 In the National Guidance on Housing Supply and Delivery at Paragraph: Paragraph: 001 Reference ID: 68-001-20241212 it states that.

The standard method for calculating local housing need provides a minimum number of homes to be planned for. Authorities should use the standard method as the starting point when preparing the housing requirement in their plan, unless exceptional circumstances justify an alternative approach

2.4 The National Standard Method for Calculating Housing Need

1. The Government altered the Standard Method in December 2024. The standard method uses a formula that incorporates a baseline of local housing stock which is then adjusted upwards to reflect local affordability pressures to identify the minimum number of homes expected to be planned for.
2. The baseline for the Standard Method is 0.8% of the housing stock in an area.
3. **Affordability adjustment.** The above annual growth figure is then adjusted based on how affordable it is to buy a house in the area, by looking at the area's 'affordability ratio'. This figure is found on the most recent [median workplace-based affordability ratios](#), published by the Office for National Statistics at a local authority level.

If the average house price is more than five times the average annual earnings of someone who works in the area, then the figure is adjusted upwards – the more unaffordable the area, the bigger the need adjustment. For each 1% the ratio is above 5, the housing stock baseline should be increased by 0.95%.

For Maldon District in March 2025 the affordability ratio figure was 12.38. This is based on a five-year average as set out in the revised Standard Method.

4. A formula is then applied to the above figures. These figures input into the formula changes year on year as the affordability ratio changes and the housing stock changes.

The formula for 2024/25 is as follows.

Standard Method Calculation for 2025/26	
Stock up to 2023	29918
Stock x 0.8 %	239.344
2024 Median workplace-based affordability ratio from the ONS (they have used annualised weekly earning for MDC) average 5 years	12.38
For every 1% above 5 the affordability ratio is increased by 0.25% plus 1	2.4022
Total uplift Ratio	0
Total Housing Need	574.95
Rounded	575

5. The 5-year housing need figure for the District is therefore 575 homes x 5 = **2875**

2.5 Housing completions

2.6 Completions for the reporting year (in **Table 1**) have been calculated from the data provided in **Appendix A, as MSExcel spreadsheets**. For monitoring purposes, housing completions are recorded as complete where:

- a) Building Control have recorded the housing unit as complete; or
- b) it is recorded as being valid to pay Council Tax; or
- c) it has been confirmed via a site visit.

Table 1
Completed
dwelling

Category	Net Completions
Sites completed within the year	400

s total for reporting year 2024/25

Table 2 Calculation of completions since the start of the LDP period 2014/15 to 2024/25 and the shortfall in housing completions against the yearly target.

Year	Annual Requirement	Net Recorded Completions	Shortfall/Surplus for each year
2014/15	310	69	-241
2015/16	310	230	-80
2016/17	310	243	-67
2017/18	310	166	-144
2018/19	310	306	-4
2019/20	310	462	152
2020/21	310	426	116
2021/22	310	330	20
2022/23	310	449	139
2023/24	279	403	124
2024/25	569	400	-169
Total	3638	3484	-154

2.7 There is therefore a cumulative undersupply of **154** housing units since 2014/15.

2.8 NPPF Buffer

2.9 The NPPF requires that a buffer is added onto the baseline plus any shortfall in housing. For Maldon District Council this buffer is 5% because the Council has not underdelivered for the preceding 3 years.

3.0 The Supply of Deliverable Housing

3.1 The District's housing supply consists of the following components:

- Local Development Plan Strategic Sites with planning permission
- Windfall Sites with planning permission
- A windfall allowance

3.2 Developable and deliverable sites (or part of a site) with a reasonable expectation that development will occur in the next five years are included in the 5YHLS. The NPPF definition of deliverable is set out on page 5 of this document. With regard to this matter. The judge in an important Court of appeal decision: *Modwen Vs SOS (2014)* stated that *"the assessment of housing supply is concerned with deliverability, and does not require certainty that the housing sites will actually be developed within the 5 year period and as the Inspector recognised deliverability was not disproved by showing that there were uncertainties"*.

3.3 This court of appeal decision was based on the 2012 NPPF and there have been an number of updates since then and a number of updates to the National Planning Practice Guidance. But what it sets out is that it is not necessary to have absolute concrete evidence of deliverability of sites for them to be included in the 5-year supply.

Deliverable sites are:

- Available now;
- Suitable location for development;
- Achievable with a realistic prospect that housing will be delivered on the site within 5 years;
- Sites with planning permission for under 10 houses are deliverable until the permission expires;
- Sites with detailed planning permission are deliverable until the permission expires; and
- Sites with outline permission for under 10 houses are considered deliverable.

3.4 Where it can be evidenced that a site will not be developed within five years, or there is reasonable uncertainty regarding when the site will be developed, that site has been excluded from the housing supply for the 5YHLS calculation.

3.5 In regard to major development sites (sites over 10 units) with outline planning permission, the Council will include some of the granted housing units in the 5-year supply where the Council has been able to obtain and validate evidence that the site is developable within the 5-year period. This evidence will comprise some, or all of the following:

- Confirmation from the landowner or promoter that a developer is on board to deliver the site
- Written responses from the landowners/developers to ascertain when they intend to bring the site forward through Reserved Matters applications
- Evidence that the site has started to discharge its planning conditions.
- Evidence that the site is having active pre-application discussions with the Council or there is a Planning Performance Agreement (PPA) in place which is being worked on to enable Reserved Matters applications to be submitted.

- 3.6 If major outline sites are found to have a realistic prospect of delivery, then the Council will apply the average delivery build-out time for this type of site to the 5-year supply. The average delivery time for major sites in the District are as follows.
- Major Outline planning permissions for sites under 50 units take on average 5.6 years to reach first unit completion from the date of decision. There are only 5 of these types of sites, two of which have not started yet. It is not considered a representative trend sample to ascertain what the delivery lead-should be. Therefore, a judgement will have to be made to ascertain what is an appropriate start time in relation to these in the 5-year supply on a case-by-case basis.
 - Major Outline planning permission for sites between 50 and 100 units take on average 4.5 years to reach first unit completion from the date of decision.
 - Major Outline planning permission for site over 100 units take on average 4.1 years to reach first unit completion from the date of decision.
- 3.7 The Lichfield ‘Start to Finish’ Third Edition - post 2024 election and NPPF Consultation 2024 has shown that major sites with a grant of outline permission take on average between 3 and 4.6 years to deliver their first site – this is comparable to the District’s delivery time for sites over 50 units. These figures will be kept under constant review and revised each year, the evidence for the above is set out at Appendix B in an MSExcel Spreadsheet.

3.8 Sites not included in the 5YHLS

- 3.9 Where development is unlikely to come forward on sites with extant planning permission, the site is discounted from the 5YHLS. These sites are either no longer available for development or have various long-term issues preventing development or making it challenging to bring them forward in reasonable time. If circumstances change, for example work recommences on site, or a new planning permission is granted, the site would be placed back into the 5YHLS schedule subject to the same deliverable and developable tests above.

3.10 Windfall

- 3.11 The Council has included a windfall allowance in the 5YHLS. This is because the present Local Development Plan was approved in July 2017 and therefore the strategic site allocations in it are now either built, or being built out. Therefore, ahead of an updated Local Development Plan, sites coming forward will inevitably be windfall development.
- 3.12 Since 2016 the number of minor housing units (sites under 10 units) being delivered through windfall has totalled 495. This is an average of 55 units per year. As can be seen from the table below the last two years has increased for the reasons set out above and it is expected that this will increase further due to the tilted balance implications in the NPPF and ahead of an updated Local Development Plan.

Year	Number of units granted Planning Permission
2016	23
2017	31
2018	66
2019	47
2020	51
2021	65
2022	44
2023	85
2024	83
Total	495
Average	55

- 3.13 The windfall that is put into the 5YHLS from 2025 will not, however, start to come forward straightaway. Analysis of delivery rates across minor windfall development shows that it is taking on average 2.5 years for the first unit completion on site. Therefore, it is proposed that 27 units of windfall housing should be put into the 5YHLS from year 3 and 55 units of windfall housing should be put in for years 4 and 5. This will be a total of 137 units. The delivery of windfall will be monitored yearly, and adjustments made in future years as necessary. The evidence is set out at Appendix C in a MSEXcel spreadsheet.

3.14 Slippage and Non-Implementation rate

- 3.15 Expired planning permissions are excluded from the 5YHLS. The Council is not obliged to deduct a slippage rate in its 5YHLS supply calculations. Planning permissions which have expired are greyed out in the **Appendix A** in an MSEXcel spreadsheet which accompanies this Statement.
- 3.16 The total number of expiries for the District is very low. There have been nil expiries with regard to the Strategic Site Allocations. With regard to the windfall sites, the total net capacity of all the windfall sites set out in **Appendix A** is 2,421 units. The total number of expired units for same period to the 31 March 2025 is 70. This is 2.89%. Given the fact that the District has passed the Housing Delivery Test (HDT) with 142% as published in December 2024, it is considered reasonable that a slippage rate under 5% at the present time does not warrant being included in the 5YHLS.

4.0 Calculating the Rolling Five Year Housing Requirement

4.1 The District's requirement for a 5YHLS is as follows:

MALDON DISTRICT 5-YEAR HOUSING LAND SUPPLY	
REQUIREMENT	
Annual Housing Target 575 x 5 years	2,875
Plus Housing Shortfall	154
Plus 5% buffer	151.45
Total Housing Requirement (Y)	3,180
SUPPLY	
Housing on the Strategic Housing Allocations from the LDP	1,073
Housing from windfall planning permissions	591
Windfall allowance	137
Total Housing Supply (X)	1,801
X divided by Y x 5 years	
1,801/3180 x 5	2.83 years

5.0 Conclusion

- 5.1 This statement provides evidence that the Council can demonstrate a supply of specific deliverable sites sufficient to provide for 2.8 years' worth of housing against the Council's identified housing requirements. The details of all the sites are set out in **Appendix A** that accompanies this paper.
- 5.2 The 5-year supply has substantially fallen because of the Governments Standard Method changes published in December 2024.
- 5.3 The Council will continue to monitor the District's housing supply on a regular basis. This statement will be updated yearly.

This page is intentionally left blank

INSTRUCTIONS:

Scroll down for definitions: PDL, Deliverable, Brownfield Land Register Regs 2017, Covid pp extensions; major sites street names list

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.

PDL excludes:

- 1/ land that is or was last occupied by agricultural or forestry buildings;
- 2/ land that has been developed for **minerals extraction or waste disposal** by landfill, where provision for restoration has been made through development control procedures;
- 3/ land in built-up areas such as **residential gardens**, parks, recreation grounds and allotments; and
- 4/ land that was previously-developed but where the remains of the permanent structure or fixed surface structure have **blended into the landscape**.

NPPF 2019 Annexe 2 page 70

Previous definition - NPPF 2012

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

- 1/ land that is or has been occupied by agricultural or forestry buildings;
- 2/ 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;
- 3/ land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- 4/ 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~~.

Deliverable:

To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within 5

NPPF 2019, Annexe 2, Page 66

Formulas - the summary and Calculations tables have been set up with formulas to draw information from the windfall and allocated sites spreadsheets.

To take information from one spreadsheet to another you click in the box you want the calculation to appear in and type in the formula box =SUM then go to the sheet you are picking the sum up from and click in the relevant box, you write your calculation from that point so =SUM(Windfall!AN287+'Allocated sites'!AJ13) brings the total completions from both the windfall and allocated spreadsheets. Your calculation needs to be in a bracket.

For parish totals you will need to put the name of the parish in "" and it must always be spelt in the same way. In order to freeze the lines of the calculation put a \$ sign in front of the column and row details.

Brownfield Land Register Regs 2017

(1) The criteria referred to in paragraph (1)(b) of regulation 3 are, in relation to each parcel of land—

(a) the land has an area of at least 0.25 hectares or is capable of supporting at least 5 dwellings;

(b) the land is suitable for residential development;

(c) the land is available for residential development; and

(d) residential development of the land is achievable.

“suitable for residential development” in relation to any land means that the land at the entry date—

(a) has been allocated in a local development plan document for residential development;

(b) has planning permission for residential development;

(c) has a grant of permission in principle for residential development; or

(d) is, in the opinion of the local planning authority, appropriate for residential development, having regard to—

(i) any adverse impact on—

(aa) the natural environment;

(bb) the local built environment, including in particular on heritage assets;

(ii) any adverse impact on the local amenity which such development might cause for intended occupiers of the development or for occupiers of neighbouring properties; and

(iii) any relevant representations received.

Covid Extension to expiry periods Business and Planning Act 2020 (July 2020 in Parliament)

Full/Reserved matters: Permissions with a commencement condition due to expire between the date the Business and Planning Act 2020 comes into force = 28 days after Royal Assent (s17, inserts s93A into T&CP Act 1990) and 31 December 2020, extends commencement period to 1 May 2021

PP EXPIRING mid AUG-31 DEC 2020 ARE EXTENDED TO 1 MAY 2021

Unimplemented planning permission with time limits for implementation between 23 March and 28 days after royal assent of B&P Act are restored and time limit extended to 1 May 2021 subject to Additional Environmental Approval being granted.

PP EXPIRING 23 MARCH TO ACT COMMENCEMENT - EXTENDED TO 1 MAY 2021 IF HAVE AE APPROVAL

Outline permissions: (s18 B&P Act 2020 inserts s93D into The Act 1990) where deadline for RM application deadline falls between 23 March 2020 and 31 December 2020, the deadline for RM application submission is extended to 1 April 2020.

PP EXPIRING 23 MARCH TO 31 DEC EXTENDED TO 1 MAY 2021

Listed Building Consent: (S19 B&P Act 2020 inserts s18A into Planning (Listed Buildings and Conservation Areas) Act 1990) commencement period expiring 23 March to 31 Dec 2020 extended to 1 MAY 2021

s17-19 come into force - at the end of the period of 28 days beginning with the day on which this Act is passed.

Major Sites Street Names		
S2a	Taylor Wimpey Handley Gardens Maldon	Stirling close Whitley Place Spitfire rd Lancaster ave Gladiator Close Lincoln Way
S2c	Linden Maldon	Ben Coby Avenue Mons Way Embleton Close Corbett close
S2e	Bellway Heybridge	Lewis Way Barbrook Ave Myall Close Hinton Close Miller grove
S2f	Persimmon Sharpes Meadow	Swifts Bld Heybridge Woods View River Ebro Spickets Drive St Andrews Way
S2i	BDW Corinthian Place BoC	Harris St Regatta Rd Fitzwilliam Rd Endeavour Way
S2j	Persimmon/Charles Church Grangewood Park BoC	Boat yard ave Pannel Brook cres Harbour rd Yacht Way grangewood park ave Spinnakers Way Pond view

Major Sites Street Names continued		
	Matthew Homes Barley Fields BoC aka Pippins	Ambrosia Ave Braeburn Close Lord Darby Bramley Avenue
	David Wilson Homes Blackwater Reach Southminster aka Theedhams Farm	Hare Grove Skylark Ave Fieldfare Rd High Brook Drive David Fisher way

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

APPENDIX B

[illegible]

Permit/Revision Number	IC Application Type	SDS or LRA	UPRN	Address	Description	Consent Date	Expiry Date	S10 Area (sq ft)	Green Area/Open Space (sq ft)	Parish	Ward	Ground/Overhead	Replacement Building IRR CODE	Work in Progress	Total Capacity (Units) Reported and Approved	Demolition/Status	Starts	Completion	Outstanding unit(s) not yet completed	Debatable	Unstarted completion date	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261	3262	3263	3264	3265	3266	3267	3268	3269	3270	3271	3272	3273	3274	3275	3276	3277	3278	3279	3280	3281	3282	3283	3284	3285	3286	3287	3288	3289	3290	3291	3292	3293	3294	3295	3296	3297	3298	3299	3300	3301	3302	3303	3304	3305	3306	3307	3308	3309	3310	3311	3312	3313	3314	3315	3316	3317	3318	3319	3320	3321	3322	3323	3324	3325	3326	3327	3328	3329	3330	3331	3332	3333	3334	3335	3336	3337	3338	3339	3340	3341	3342	3343	3344	3345	3346	3347	3348	3349	3350	3351	3352	3353	3354	3355	3356	3357	3358	3359	3360	3361	3362	3363	3364	3365	3366	3367	3368	336
------------------------	---------------------	------------	------	---------	-------------	--------------	-------------	------------------	-------------------------------	--------	------	-----------------	-------------------------------	------------------	--	-------------------	--------	------------	---------------------------------------	-----------	---------------------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-----

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
12/00831/FUL	FUL	Thistledown, Latchingdon Road, Cold Norton	Demolish existing redundant workshop and erection of one pair of semi-detached cottages	30/12/12			Complete	2				2				9
13/00903/FUL	FUL	Land At Former 61, Mountview Crescent, St Lawrence	Erect 1-4 bed dwelling.	11/12/13	0.07		Complete	1			1					7
13/01065/FUL	FUL	Community of St John The Baptist, The Old Rectory, Rectory Rd, Tollehunt Knights CM9 8EZ	14 bedroom accommodation block	06/03/14	2.31		Complete	0		1						5
13/01030/OUT 14/00643/RES	FUL	Land Between 46 And 48 Woodrolfe Road Tollesbury Essex.	Erection of a detached house	02/10/14	0.2		Complete	0		1						5
14/00771/FUL	FUL	Land Adjacent Dhan Shiri Maldon Road Burnham-On-Crouch Essex	Single live/work unit in place of the existing timber barn	10/10/14	0.01		Complete	1			1					6
14/00757/FUL	FUL	Falconers Lodge Oak Farm Road Woodham Walter Essex	Construction of Five/six bedroom house	08/12/14	1.33		Complete	1			1					6
14/01039/FUL	FUL	Land Rear Of Impscamp Purleigh Grove Cold Norton Essex	Amended plans for FUL/MAL/13/01118 - permission for one dwelling	06/02/15	0.12		Complete	1			1					5
14/00931/FUL	FUL	Crodons Barn Post Office Road Woodham Mortimer Essex	Conversion and extension of existing barn to provide live/work unit. Erection of single storey timber framed house.	18/02/15	0.1		Complete	2			2					5
14/00158/FUL	FUL	167 Station Road - Burnham-On-Crouch, CM0 8HJ	2no. detached dwellings, change of use of rear courtyard of 167 Station Road from A1 retail to residential. Conversion of part rear of 167 Station Road into a two bedroom dwelling.	10/04/15	0.16		Complete	3		1	2					4
13/00920/FUL	FUL	Land At Junction Of Captains Wood Road And Maypole Road Great Totham Essex	The use of land for the stationing of caravans for residential purposes for 1 no. gypsy pitch together with dayroom	28/05/15	0.26		Complete	1					1			7
FUL/MAL/12/00112	FUL	Reddings Farm Reddings Lane Asheldham Essex	Conversion of vacant farm buildings to form accommodation for agricultural farm workers. Renewal of FUL/MAL/12/00112 (7 Bedrooms)	24/06/15	0.43		Complete	1			1					5
15/00688/FUL	FUL	Land rear of 144b High Street Maldon	Erection of two No. semi detached cottages	27/11/15	0.05		Complete	2							2	9
15/00807/FUL	FUL	Land Adjacent 1 Arcadia Road Burnham-On-Crouch Essex	Creation of new one bedroom bungalow	10/02/16	0.01		Complete	1			1					4
15/01276/FUL	FUL	Angham Barn Beckingham Road Great Totham Essex	New two storey dwelling to replace extant approval 12/00225/FUL	03/03/16	0.45		Complete	0		1						3
15/01289/FUL	FUL	Middle Farm Goldhanger Road Heybridge Essex	New 4 bedroom house and garage; change of use from agricultural to residential.	30/03/16	0.07		Complete	1			1					4
16/00191/FUL	FUL	7 Church Corner Herbage Park Road Woodham Walter Maldon CM9 6RJ	Renewal of FUL/MAL/13/00101 for demolition of workshop, construction of single storey dwelling	14/04/16	0.06		Complete	0		1						3
16/00092/FUL	FUL	Land Adjacent Riptide Maldon Road Latchingdon Essex	Erection of detached dwelling	18/05/16	0.07		Complete	1			1					4
16/00249/FUL	FUL	Softlink Solutions Limited Foundry Place Witham Road Tolleshunt Major Essex CM9 8JT	Conversion from commercial to residential into a single dwelling	18/05/16	0.07		Complete	1			1					4
16/00372/COUPA	FUL	Barn At White Rail Farm Maldon Road Tolleshunt Major Essex	Proposed change of use of agricultural building to a dwellinghouse (C3)	24/05/16	0.01		Complete	1			1					4
15/00289/OUT 16/00396/RES	FUL	Land Between Tower Bungalow And 4 Brook Lane Asheldham Essex	Erection of a pair of semi-detached chalet style two bedroom bungalows	07/06/16	0.12		Complete	2		1	1					3
16/00422/FUL	FUL	Land adjacent to 41 Alamein Road, Burnham on Crouch	Erect one 3 bed dwelling	15/06/16			Complete	1			1					4
16/00384/HOUSE	FUL	7-9 South Street Tillingham	Internal alterations between two dwellings to form a single dwelling.	04/07/16	0.04		Complete	-1								
15/00755/FUL	FUL	Land adj 1 Pitt Cottages,Hall Road, Asheldham	Proposed construction of two, three bedroom bungalows.	06/07/16	0.16		Complete	0	2	0						2
16/00293/FUL	FUL	Redlands 22 Crescent Road Heybridge Essex CM9 4SJ	Convert existing detached dwelling into 2x3 bed semi detached dwellings	12/07/16	0.06		Complete	1			1					4
16/00348/FUL	FUL	Land Between Wycke Lane And Woodrolfe Farm Lane Tollesbury Essex	Erection of detached dwelling	08/09/16	0.46		Complete	1			1					4
15/00983/FUL	FUL	Land rear of 110 High Street Maldon	Proposed 1 x two bed and 2 x one bed apartments	13/09/16	0.04		Complete	3			3					4
16/00867/FUL	FUL	Land rear of 14 Mayland Green, Mayland	Two 3-bed bungalows	22/09/16	0.11		Complete	2	1	1						2
16/00900/FUL	FUL	Adj. PaternosterHouse Barnhall Road Tolleshunt Knights Essex CM9 8HA	New dwelling	05/10/16	0.1		Complete	0		1						3
16/00694/FUL	FUL	Land Rear Of 106 High Street Maldon Essex	New 2-bed two storey mews house	20/10/16	0.02		Complete	1			1					4
16/01013/FUL	FUL	Land Between Little Woodrolfe And Woodrolfe Farm Woodrolfe Farm Lane Tollesbury Essex	Proposed erection of 1No. Four bedroom detached dwelling	10/11/16	0.13		Complete	1					1			6
16/00883/FUL	FUL	The Caravan Church Road North Fambridge Essex CM3 6LU	Erection of a single detached chalet style dwelling	29/11/16	0.14		Complete	1			1					4
14/00769/FUL	FUL	Rose Stables Land South Of Captains Wood Road Great Totham Essex	CoU of land to the stationing of caravans for residential purposes for 2No. gypsy pitches together with utility/day-room	14/12/16	0.21		Complete	2					2			6
16/00957/FUL	FUL	Land Adjacent To 30 Scotts Hill Southminster Essex	Construction of four semi-detached two storey dwellings	20/12/16	0.1		Complete	4			4					4
16/01294/OUT 17/00328/RES	FUL	Land Opposite Monksfield, Stoney Hills, Burnham-on-Crouch	Planning permission for the erection of two detached dwellings	17/01/17	0.67		Complete	2			1		1			3
14/01231/OUT 16/01308/RES2	FUL	The Warrens, 56 Walden House, Road, Great Totham	Proposed demolition of existing house and garage and the erection of 3 detached houses	23/01/17	0.4		Complete	2		1		1				2

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
16/00819/FUL	FUL	Land Rear of No 60 Maldon Road Goldhanger	Proposed development of four detached dwellings	27/02/17	0.48		Complete	0	1	3						1
16/01089/FUL	FUL	Land Adjacent Furzedown Main Road Mundon Essex	Construction of new detached dwellinghouse (Revision of approved application FUL/MAL/16/00264)	01/03/17	0.35		Complete	1			1					3
16/01385/FUL	FUL	Land Adjacent Lower Barn Farm Roundbush Road Purleigh Essex	Proposed agricultural workers dwelling	03/03/17	0.11		Complete	0		1						2
Complete	FUL	Land South West Of High House Green Lane Burnham-On-Crouch Essex	Erection of a four bedroom detached chalet style dwelling.	14/03/17	0.16		Complete	1			1					3
12/00498/FUL 17/00046/FUL	FUL	Novoli Farm, Pump Lane, Purleigh.	C/U barn to 4 bed dwelling and annex (next to current dwelling) to 1-2 bed dwelling.	21/03/17	0.28		Started	2					1			5
Complete	FUL	Land Adjacent 34 Green Lane Burnham-On-Crouch Essex. Known as Jackdaws	1 No. dwelling-house with garaging	04/04/17	0.37		Complete	1			1					3
17/00496/FUL	FUL	Land Adjacent To Little Rushes Rushes Lane Asheldham Essex	Proposed detached 2 bedroom bungalow.	18/07/17	0.08		Complete	1			1					3
17/00288/FUL	FUL	Land At Remembrance Avenue Burnham-On-Crouch Essex	Development of 2 No. new dwelling houses	18/07/17	0.14		Complete	2				2				4
16/01362/FUL 19/00162/FUL	FUL	Fogs Folly 290 Esplanade Mayland	Demolition of existing dwellinghouse and erection of 3 new dwellings	26/07/17	0.29		Complete	2			2					3
88/01227/FUL 17/00607/LDP	FUL	Land South of Beeches Rectory Lane Latchingdon	Claim for +G64:G394lawful development certificate for continued construction of a new dwelling originally granted planning permission under MAL/1227/88, commenced prior to expiry date.	28/07/17	0.21		Started	1								
17/00637/FUL	FUL	8A High Street Southminster Essex CM0 7DE	Subdivision of first floor flat to create 2 one bedroom flats	03/08/17	0.03		Complete	1			1					3
17/00619/FUL 18/00278/FUL	FUL	13 Barnhall Road Tolleshunt Knights Essex CM9 8HA	Demolition of existing bungalow, and erection of two 4-bedroom dwellings	09/08/17	0.25		Complete	1		1						2
17/00692/FUL	FUL	Land Between Corner Cottage And Swathways Mangapp Chase Burnham-On-Crouch Essex	Detached dwelling and garage	15/08/17	0.1		Complete	0		1						2
16/00611/OUT 17/00730/RES	FUL	1 Staplers Heath Great Totham Essex CM9 8NG	Erection of 4 bedroom dwelling	31/08/17	0.04		Complete	0		1						2
17/00926/FUL & 19/05159/DET	FUL	Land Adjacent To St Anns Southminster Road Asheldham Essex	Construction of 2 no. 2 bedroom chalet style bungalows.	10/10/17	0.24		Started	2								
17/00916/FUL	FUL	22 High Street Burnham-On-Crouch Essex	Subdivision of 1No. apartment into 2 No. apartments, subdivision of existing grd floor cafe / restaurant to create B1 office usage.	10/10/17	0.03		Complete	1			1					3
17/00862/FUL	FUL	Barn Great Downs Farm Station Road Tollebury Essex	Part-Retrospective - CoU and conversion of a building into a self-contained two-bedroom dwellinghouse	12/10/17	0.09		Complete	1			1					3
17/00980/COUPA	FUL	Barn at Tolleshunt Farm Maldon Road	Proposed change of use of agricultural building to a dwellinghouse (Class C3)	26/10/17	0.01		Complete	1			1					3
14/00993/OUT 17/01004/RES	FUL	Pitt Cottages Hall Road Asheldham Essex	Proposed new two bedroom home	07/11/17	0.02		Complete	1			1					3
15/00801/COUPA17/01019/COU	FUL	Middlefield Barns Crouchmans Farm Road Ulting Essex	Proposed change of use of agricultural building to two dwellings. (3 bed)	08/11/17	0.11		Complete	2			1	1				3
17/00516/FUL	FUL	Rear Of 106 High Street Maldon Essex CM9 5ET	Current annexe to become separate dwelling unit.	20/11/17	0.02		Complete	1			1					3
15/00691/OUT 17/01022/RES	FUL	Treelawn Nursery Chelmsford Road Purleigh	Demolition of existing chalet dwelling and erection of 3No. detached houses	22/11/17	0.5		Complete	2					2			5
15/00543/OUT 17/01023/RES	FUL	Washfields Post Office Lane Little Totham	Two new dwellings	30/11/17	0.17		Complete	2				2				4
17/01108/FUL	FUL	Land Rear Of 19 Providence Burnham-On-Crouch Essex	Proposed two bedroom residential dwelling on land to rear of 19 Providence, fronting onto Ship Road.	08/12/17	0.02		Complete	1							1	7
16/00858/OUT 17/01426/RES	FUL	Land between Buller Rd, Fambridge Rd & Rectory Rd, Fambridge Rd	Proposal for a small two bedroom bungalow (Plot 5)	05/01/18	0.03		Complete	1			1					2
14/01160/OUT 17/01068/RES	FUL	Land Adjacent Spring Elms Farm Spring Elms Lane Woodham Walter Essex	Removal of two former poultry sheds and erection of one dwelling	10/01/18	0.3		Complete	1			1					2
17/01096/FUL	FUL	Land Adjacent 101 Maldon Road Burnham-On-Crouch Essex	Proposed new detached dwelling house (4 bed)	16/01/18	0.05		Complete	1					1			4
17/01161/FUL	FUL	Workshop Former Hunters Garage The Square Heybridge Essex CM9 4LT	Erection of 9 No. dwellings and two commercial units (Class A2)	18/01/18	0.12		Complete	9				9				3
17/01393/FUL	FUL	Land Rear Of 47 Spital Road Maldon Essex	Proposed 2 bedroom bungalow	29/01/18	0.05		Complete	1			1					2
17/00044/OUT 17/01403/FUL	FUL	Land Adjacent 21 Cripplegate Southminster Essex	Proposed new dwelling	31/01/18	0.04		Complete	0		1						1
17/01221/FUL	FUL	High View Fambridge Road Althorne	Demolition of existing dwelling house and the construction of a replacement dwelling	09/02/18	0.25		Complete	0								
17/01386/FUL	FUL	Walnut Tree Cottage 44 Beeleigh Road Maldon Essex CM9 5QU	Construction of a new chalet style detached dwelling	13/02/18	0.45		Complete	0		1						1
17/01486/FUL	FUL	Land Adjacent To 6 Captains Wood Road Great Totham	Construction of a detached 4 bedroom dwelling (Resubmission FUL/MAL/17/00745)	02/03/18	0.07		Complete	0		1						1

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
17/01475/FUL	FUL	The Stable At Pale Pitt Farm Latchingdon Road Purleigh	Conversion of existing building to dwelling	06/04/18	0.15		Complete	0		1						1
18/00166/FUL	FUL	Land Rear Of 42 To 46 Mill Road Stoney Hills Burnham-On-Crouch Essex	Erection of one detached dwelling with integral double garage	09/04/18	0.09		Complete	1			1					2
18/00164/FUL	FUL	Maypole Wood Maypole Road Langford Essex CM9 4SZ	Conversion of redundant building to form a single dwelling.	13/04/18	0.36		Started	1								
18/00244/FUL	FUL	195A High Street Maldon Essex CM9 5BU	2 No. 1 bedroom flats at first floor level; 1 No. 2 bedroom flat and 1 No. 1 bed flat at ground floor level;	18/04/18	0.03		Complete	1			1					2
16/01060/OUT 18/00231/RES	FUL	Land Adjacent 87 Mountview Crescent St Lawrence Essex	Planning permission for 3 bedroom dwelling	24/04/18	0.07		Complete	1			1					2
10/00981/FUL 18/00095/FUL (th	FUL	Land Adjacent To Langford Waterworks Hatfield Road Langford Essex	Erection of six houses (2011 permission); proposed 3 no. detached properties (2018)	02/05/18	1.14		Complete	6			4					2
18/00284/FUL	FUL	The Old Fire Station Latchingdon Road Cold Norton Essex	Proposed 2 No. houses with integral garages	10/05/18	0.09		Complete	0		2						1
18/00202/FUL	FUL	Land Adjacent To The Poplars Plains Road Little Totham Essex	Erection of detached dwelling in lieu of authorised scrap yard and licensed scrap metal business	14/05/18	0.05		Complete	0		1						1
18/00255/FUL	FUL	9 High Street Maldon Essex CM9 5PB	Change of use of first floor offices to two residential flats	14/05/18	0.05		Complete	0		2						1
18/00333/FUL 18/00812/FUL	FUL	Springfield Nurseries Steeple Road Latchingdon CM3 6LD	Construction of two bungalows	22/05/18	0.37		Complete	0		2						1
17/00138/FUL 18/00341/FUL	FUL	33 Princes Avenue Mayland Essex CM3 6BA	Erection of 2No. 3 bedroom dwellings to replace existing dwelling.	22/05/18	0.07		Complete	1		1						1
18/00268/FUL	FUL	Longmead 1 Marine Parade Mayland Essex	Erect two detached bungalows on No's 1 Marine Parade and 51A Imperial Avenue	23/05/18	0.11		Complete	2					2			4
18/00345/LDP	LDC	Barns 1 & 2, Lodge Farm, Old London Road, Woodham Walter	Lawful development certificate to convert two barns into dwellings	23/05/18			Complete	2			2					2
15/00978/OUT 17/00103/OUT 1	FUL	Land Rear Of Charwood Stoney Hills Burnham-On-Crouch Essex	Construction of 6 bungalows	25/05/18	0.57		Complete	0		5	1					1
18/00335/FUL	FUL	Land Rear Of 16 High Street Maldon Essex	Demolition of redundant outbuilding and construction of new two storey one bedroom dwellinghouse.	08/06/18	0.01		Complete	0		1						1
18/00506/FUL	FUL	Burnham Dental Practice 89A High Street Burnham-On-Crouch Essex CM0 8AH	Conversion of existing 1st floor residential apartment (C3) to dental practice (D1)	25/06/18	0.01		Complete	-1			0					
17/00389/FUL & 20/05028/DET	FUL	Adjacent Park House Wickham Hall Lane Wickham Bishops	One detached chalet bungalow	25/06/18	0.15		Complete	1					1			4
18/00392/FUL	FUL	28A High Street Maldon Essex	Change of use from storage to residential use.	26/06/18	0.01		Complete	1				1				3
17/00320/FUL	FUL	Steel Barn, Maldon Hall Farm, Spital Road Maldon	Three new 2-bed dwellings	29/06/18	0.22		Complete	3			3					2
17/01007/COUPA 18/00366/FUL	FUL	The New Stables Bull Lane Maldon Essex CM9 4QB	Change of use of a building from office use (Class1(a)) to No.2 dwellinghouses (Class C3)	02/07/18	0.01		Complete	0		2						1
17/00427/COUPA 18/00490/CO	FUL	Barn A Middlefield Barns Crouchmans Farm Road Ulting Essex	Proposed change of use of agricultural building to two one dwelling.	05/07/18	0.02		Complete	1			1					2
18/00416/FUL	FUL	Land At Stock Chase Heybridge Essex	Erection of two detached bungalows	09/07/18	0.1		Complete	2				2				3
18/00642/COUPA	FUL	Land Adjacent The Old Granary Lodge Farm Old London Road Woodham Walter	Prior approval of proposed change of use of agricultural building to a dwellinghouse	18/07/18	0.02		Complete	1					1			4
18/00500/FUL	FUL	The Cups Public House 214 Wantz Road Maldon CM9 5DG	Demolition of The Cups public house. The erection of 6 two bedroom terraced houses	26/07/18	0.09		Complete	6			6					2
18/00668/FUL	FUL	25C Spital Road Maldon Essex CM9 6DZ	Demolition of the existing dwelling and associated outbuilding and erection of 6 two bedroom and 2 one bedroom residential flats.	27/07/18	0.09		Complete	7			1	5				2
17/00204/OUT 18/00794/FUL	FUL	Land At 32A Green Lane Burnham-On-Crouch Essex . Known as Kiln Lodge	Detached four bedroom dwelling	22/08/18	0.25		Complete	1			1					2
17/01251/FUL & 20/01003/FUL	FUL	Land East Of The Rest Southminster Road Asheldham (Three Oaks)	Demolition of existing stables and pole barn and erection of a new single dwelling and change of use of land to residential	22/01/21	0.85		Complete	1						1		2
16/00308/COUPA 17/00860/FUL	FUL	Barn, Little Ashtree Farm, Steeple Road,	Conversion of barn to residential dwelling	06/09/18	1.01		Complete	1			1					2
18/00619/FUL	FUL	Land West Of Abbottswood Beacon Hill Great Totham Essex	New four bedroom dwelling with detached car port	07/09/18	0.15		Complete	1					1			4
18/00796/FUL	FUL	Redwood Park Downhall Road Bradwell-On-Sea Essex	Creation of 1No. extra care units	14/09/18	0.43		Complete	0		1						1
18/00864/FUL & 21/05108/DET	FUL	Land Between The Grey House - Barn Cottage Chapel Road Tolleshunt D'Arcy Essex	Change of use of an existing barn to create a three bedroom dwelling	21/09/18	0.06		Started	1								
18/00094/FUL	FUL	Land South Of Marbles Stoney Hills Burnham-On-Crouch Essex	New detached dwelling house and garage	28/09/18	0.28		Started	1								
15/00617/OUT 18/00923/RES	FUL	3 Woodrolfe Farm Lane Tollesbury Essex CM9 8SU	Single detached house to side garden	03/10/18	0.06		Complete	0		1						1
15/00057/OUT 17/01041/RES 1	FUL	Land rear of 61 Broad Street Green Road Great Totham	One new dwelling	08/10/18	0.16		Complete	1			1					2
18/01033/FUL	FUL	Land Adjacent Homeleigh North End Southminster Essex	Construction of a two storey dwelling with associated vehicular access, hardstanding and landscaping.	23/10/18	0.03		Complete	0		1						1

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completions in 2022/23	Completions in 2023/24	Completions in 2024/25	Years to start completing
18/01035/OUT & 20/01278/FUL	FUL	42 Colchester Road Great Totham Essex CM9 8DR	Splitting of dwelling / offices to form 2 semi detached houses, conversion and extension of existing garage to form 3 bedroom detached house (following outline application 18/01035/OUT). (2 x 4 bedrooms & 1 x 3 bedroom)	03/03/21	0.13		Complete	2						2		2
18/01127/COUPA	FUL	Barn Carringtons Farm North Road Tollesbury Essex	Prior approval of proposed change of use of agricultural building to a dwellinghouse	15/11/18	0.02		Complete	1			1					2
18/01078/FUL	FUL	Avanti Photographics 57 High Street Maldon Essex CM9 5PF	Reconfigure existing retail space with remainder converted to 2No. Maisonettes and 1No. Studio Flat	20/11/18	0.01		Complete	3			3					2
18/01227/OUT, 21/00863/VAR,	FUL	Stables Mangapp Chase Burnham-On-Crouch Essex	Change of use of the site to residential, demolition of existing stables and erection of two dwellings	29/11/23	0.26		Not Started	2								
18/01164/FUL	FUL	Land Adjacent Tideways Lodge Steeple Road Latchingdon Essex	Erection of new dwelling house & removal of existing mobile home	07/12/18	0.22		Complete	1			1					2
18/01286/FUL	FUL	Land Rear Of 119 High Street Maldon Essex	Single storey 1 bedroom dwelling	14/12/18	0.02		Complete	1			1					2
16/00835/OUT 18/01273/FUL 2	FUL	Land Adjacent Endway Farm Southminster Road Asheldham Essex	1 detached two bedroom bungalow	17/12/18	0.19		Complete	1					1			3
18/01265/FUL	FUL	Flagstone 52 West Street Tollesbury Essex CM9 8RJ	Conversion of a three-bedroom bungalow into two two-bedroom houses	17/12/18	0.04		Complete	1					1			3
16/00408/FUL 18/01271/FUL	FUL	Land Rear Of The Hollies Stoney Hills Burnham-On-Crouch Essex CM0 8FS	Erection of 3 dwellings on land to the north of The Hollies	20/12/18	0.4		Complete	3			3					2
18/01357/OUT & 20/00730/RES	FUL	Charmin 81 Main Road St Lawrence Essex CM0 7NA	Demolition of existing bungalow and the construction of 2 chalet style 3 bedroom dwellings.	08/01/19	0.09		Complete	1					1			3
14/01049/OUT15/00718/RES18	FUL	Land Adjacent Charwood Stoney Hills Burnham-On-Crouch Essex	Section 73A application to erect a two storey house with rooms in the roof and detached garage (5 bedroom)	30/01/19	0.2		Complete	1			1					1
18/00923/RES 18/01484/FUL	FUL	1A Woodrolfe Farm Lane Tollesbury Essex CM9 8SU	New 3 bedroom dwelling previously approved under RES/MAL/18/00923. Amended scheme.	11/02/19	0.06		Complete	1			1					1
18/01469/FUL	FUL	Land East Of Goldsands Road Southminster Essex	Proposed agricultural workers dwelling.	14/02/19	0.2		Complete	1					1			3
18/00111/OUT 22/00016/FUL	FUL	Land Adjacent Tye Meadow Spar Lane Purleigh Essex	The demolition of outbuilding and erection of a detached 2 bedroom bungalow	01/04/22	0.2	A	Started	1								
17/01160/FUL	FUL	Land Adjacent Sunnycot Chelmsford Road Purleigh	Erection of detached two bedroom chalet bungalow	19/03/19	0.34		Complete	1					1			3
17/00918/OUT 19/00028/FUL 1	FUL	Nathilda, Purleigh Grove Cold Norton	Outline for two dwellings; full permission for plots A and B	20/03/19	0.39		Complete	0		2						1
17/01037/FUL19/00100/FUL	FUL	Land Between 4 Oaktrees And Lee Cottages The Street Little Totham Essex	Three bed bungalow	21/03/19	0.05		Complete	0			1					2
15/01082/OUT 15/00445/OUT	FUL	Grove Farm Stoney Hills Burnham-On-Crouch	Outline permission for 5 dwellings. Full Permission for four detached bungalows (Plots 1, 2, 4 & 5 of outline planning permission OUT/MAL/15/01082)	28/03/19	0.42		Complete	6			6					2
19/00108/FUL	FUL	Land North West Of Saltings Seaway St Lawrence Essex	Conversion of an annexe to provide a independent two bedroom dwelling	04/04/19	0.02		Complete	1					1			3
18/01479/FUL	FUL	The Clubhouse Coronation Road Burnham-On-Crouch Essex CM0 8HW	Conversion and extension to part of the yacht club to form 3 storey self contained dwelling.	05/04/19	0.07		Complete	1				1				2
14/01257/OUT 19/00203/RES &	FUL	Land adjacent Shamrock Cottage, Tiptree Road, Wickham Bishops, Essex CM8 3NB	Erection of one dwelling (4 plus bedrooms)	09/04/19	0.08		Complete	1				1				2
14/01182/OUT 16/01377/RES 1	FUL	Tippets Farm House (Land South Of Hatch House Farm) Burnham Road Hazeleigh Essex	Erection of farm workers dwelling	18/04/19	0.51		Complete	1			1					1
16/01490/OUT 18/00952/FUL 8	FUL	Land Adjacent 18 Totham Hill Green Great Totham Essex	Erect detached bungalow	26/04/19	0.2		Complete	0			1					1
16/00196/OUT 18/00895/FUL	FUL	Hillcrest House, Stoney Hills Burnham-on-Crouch	Development of 4 new homes	02/05/19	0.38		Complete	4			3	1				1
22/00827/FUL	FUL	Land Adjacent 3 Norfolk Road Maldon Essex	Construction of a detached two storey four bedroom house within the curtilage of existing 3 Norfolk Road.	30/09/22	0.02		Not Started	1								
17/00981/COUPA 19/00395/FUL	FUL	Barn at Great Mountains Farm, Colchester Road,	Change of use of agricultural building to a dwellinghouse	03/06/19	0.02		Complete	1				1				2
19/00224/FUL & 20/05063/DET	FUL	Land Rear Of 32 Steeple Road Mayland Essex	Erection of 2No. bungalows, attached garages and erection of workshop (B1)	04/06/19	0.3		Complete	2						2		3
19/00400/FUL	FUL	Land At Myrtle Cottage Stoney Hills Burnham-On-Crouch Essex	Proposed 2 bedroom dwelling	20/06/19	0.06		Complete	1					1			3
19/00503/FUL	FUL	4 Devonshire Road Burnham-On-Crouch Essex CM0 8BH	Proposed change of use from first floor shop storage to self contained flat, with reinstatement of first floor window.	27/06/19	0.01		Complete	1			1					1

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
19/00169/FUL 22/01026/FUL	FUL	Land Adjacent Brickfields Cottage Green Lane Burnham-On-Crouch Essex	Erection of a detached chalet bungalow (3 bedroom)	09/12/22	0.46		Started	1								
19/00608/COUPA	FUL	Agricultural Building Flambirds Farm Hackmans Lane Purleigh Essex	Prior approval of proposed change of use of agricultural building to No.1 dwellinghouse	19/08/19	0.06		Complete	1				1				2
19/00750/COUPA	COUPA	Barn at Gate Farm, approx 80m North East Of Batts Road Junction The Street, Steeple	Prior approval for a proposed change of use of agricultural building to a dwellinghouse	04/09/19	0.02		Complete	1				1				2
19/00791/FUL	FUL	New Farm Dwelling Wayback Farm St Stephens Road Cold Norton	Construction of an agricultural workers dwellings	13/09/19	0.24		Complete	1				1				2
18/01321/OUT19/00717/RES	FUL	44 Mildmay Road Burnham-On-Crouch Essex CM0 8ED	Demolition of existing bungalow and the construction of one 2 storey dwelling and one chalet style bungalow.	20/09/19	0.06		Complete	1			1					1
19/00345/OUT 21/01327/FUL	FUL	Little Hill Farm Mope Lane Wickham Bishops Witham CM8 3JP	One new dwelling (bedroom size increased to 7 from 5 on the 2021 permission)	23/02/23	0.34		Started	1								
17/00383/OUT 17/00752/OUT 1	FUL	Land South Of Charwood Stoney Hills Burnham-On-Crouch Essex	Erection of six dwellings with associated off-street parking, amenity area and landscaping	04/10/19	0.5		Complete	6				1	5			2
19/00722/FUL	FUL	1 Kings Road Southminster Essex CM0 7EJ	Redevelopment of the site to provide 4No. one-bedroom flats and 2No. one-bedroom flats (all social rent)	10/10/19	0.11		Complete	3				3				2
19/00864/FUL	FUL	Land North Of Charwood Stoney Hills Burnham-On-Crouch Essex	New single storey dwelling	08/11/19	0.12		Complete	1					1			3
18/00623/FUL	FUL	Land South Of Tanglewood - Scalby Road - Southminster	Caravans for residential use for 1 family	15/11/19	0.07		Complete	1					1			3
14/00623/OUT 18/00624/RES19	FUL	Land South Of Gate Marsh House (West Wick House)- Church Road - North Fambridge	One new dwelling	22/11/19	0.05		Complete	1			1					1
19/00430/FUL	FUL	Annexe Shrubbery Farm Curling Tye Lane Woodham Walter Essex CM9 6LT	Conversion of ancillary granny annexe to residential dwellinghouse.	22/11/19	0.07		Complete	1								
19/01020/FUL	FUL	Land Adj To 32 Green Lane Burnham-On-Crouch Essex	Erection of detached 4 bedroom dwelling	27/11/19	0.12		Complete	1				1				2
19/00968/FUL20/00360/FUL	FUL	Rick Limited 12 Station Road Southminster Essex CM0 7EW	Demolish part of single storey rear projection, erect first floor extension and convert existing ground floor unit to form four residential units	29/11/19	0.05		Complete	4						4		4
19/00985/FUL	FUL	Land Adjacent 41 D'Arcy Way Tolleshunt D'Arcy Essex	Proposed infill three bedroom dwelling	08/01/20	0.11		Complete	1			1					1
19/01189/FUL	FUL	Land South Of Charwood And East Of Orchard House Stoney Hills Burnham-On-Crouch	Construct cul-de-sac road, erect three detached bungalows and three detached garages	17/01/20	0.38		Complete	3						3		3
17/01389/FUL	FUL	Land At Junction Of Captains Wood Road And Maypole Road Great Totham Essex	The use of land for the stationing of caravans for residential purposes for 2 no. gypsy pitches	20/01/20	0.26		Complete	2						2		3
19/00552/FUL 20/05051/DET	FUL	Tollesbury Marina Woodrolfe Road Tollesbury Essex	Change of use to mixed use of marina and for the mooring of up to 8No. residential houseboats.	06/02/20	0		Started	8						7		
19/01331/COUPA	COUPA	95 The Street Latchingdon Essex CM3 6JS	Change of use of a building from Office Use (Class B1a) to a Dwellinghouse (Class C3).	13/02/20	0.04		Complete	1							1	4
14/00076/OUT 16/00386/RES19	FUL	Land South Of Buller Lodge, Buller Road, North Fambridge	Construction Of 4 X 2 Bed Detached Bungalows	25/02/20	0.26		Complete	4			1			1	2	1
19/01214/OUT & 23/00145/OUT	OUT	Land at Bellgate, Maldon Road, Latchingdon, CM9 6LF	Detached dwelling (4 bedroom)	15/05/24	0.08		Not Started	1								
18/00730/COUPA 20/00183/FUL	FUL	Shrub Hill Farm Maldon Road Tiptree Essex CO5 0QA	Conversion of farm buildings into a dwelling with single storey extension	22/04/20	0.07		Complete	1						1		3
18/00544/OUT 20/00255/RES	FUL	Stapleton - Stoney Hill - Burnham On Crouch	Demolition of existing dwelling and erection of three single-storey dwellings	29/05/20	0.24		Complete	2				1	1			1
16/01244/OUT & 19/01207/OUT	OUT	Land Adjacent 2 Grange Road Wickham Bishops Essex	Demolition of original forge building, piggyery building and erection of one detached dwelling.	04/10/24	0.17		Not Started	1								
16/00431/FUL (expired)20/0011	FUL	171 - 173 Station Road Burnham-On-Crouch Essex CM0 8HN	7 residential units (3no. one bed units, 4no. two bed units) 1 retail unit (expired 17/6/19) new application approved for partial change of use of ground floor from A3 to residential C3.	11/06/20	0.06		Started	1								
20/00480/COUPA	COUPA	3 High Street, Southminster	Change of use of light industrial to dwelling house (1 bedroom)	07/07/20	0.01		Complete	1				1				2
20/00375/FUL	FUL	Land Rear Of 148 Station Road Burnham-On-Crouch	Proposed change of use from Class B1 and B2 to Class C3, demolition of existing dilapidated industrial building and erection of 4 new residential dwelling houses, ancillary development and landscaping	20/07/20	0.2		Started	4								
20/00423/FUL	FUL	Land At 109 Basin Road, Heybridge Basin	Demolition of existing boat store and erection of boat store and first floor one bedroom apartment	22/07/20	0.04		Complete	1							1	3
20/00490/FUL	FUL	Land At The Summer House, Back Lane, Wickham Bishops	Erection of 1No. dwelling (amendment to planning permission ref. RES/MAL/16/01475) (no record of this on the spreadsheet) 4 bed plus	31/07/20	0.14		Complete	1						1		2

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
20/00511/FUL & 22/00430/FUL	FUL	Land Adjacent 53 Orchard Road Maldon	Development of 2No. terraced dwellings with associated car/cycle parking facilities	30/05/22	0.05		Started	2					1			1
ENF/16/00255/01	FUL	1 & 2 Rosedale Cottages - Maldon Road	Retention of the erection of two dwelling houses	21/08/20			Complete	2			2					1
20/00601/FUL	FUL	The Bungalow Green Lane, Little Totham	Section 73A application for the refurbishment of a building and the change of use of associated land to residential (C3) - 1 Bed room	11/09/20	0.14		Complete	1						1		3
20/00087/OUT & 20/00945/RES	FUL	Land East Of Charwood Stoney Hills Burnham-On-Crouch Essex	Outline application with all matters reserved for a 2 storey 4 bedroom house.	15/09/20	0.11		Complete	1						1		3
20/00631/FUL & 21/00296/FUL	FUL	Land Adjacent Purleigh Law, Walton Hall Lane, Purleigh	Conversion of buildings to create 2No. dwellings, link extensions and alterations to the buildings and demolition of remaining buildings. 4 plus bedrooms	24/09/24	0.22		Started	2								
20/00766/FUL	FUL	Homelands Southminster Road Asheldham Essex	Erection of two bedroom bungalow with an annex and detached cart lodge.	23/09/20	0.58		Complete	1					1			2
20/00411/FUL & 16/01484/FUL	FUL	Land South Of Red Lyons Lodge, Burnham Road, Latchingdon	New dwelling with cart lodge garage - 4 plus bedrooms	23/09/20	0.39		Started	1								
20/00743/FUL & 22/00548/FUL	FUL	Land East Of 29 Pippins Road Burnham-On-Crouch	Construction of a one bedroom dwelling	07/08/22	0.01		Started	1								
20/00641/FUL	FUL	Land North West Of Fernbrook Hall, Mope Lane,Wickham Bishops	Demolition of the existing stable block and the construction of a five bedroom detached house.	19/10/20	2.32		Started	1								
20/00678/FUL	FUL	Agricultural Barns Adjacent 31 Plains Road Great Totham Essex	Demolition of existing outbuildings and construction of 2no. detached residential dwellings with associated landscaping and vehicle parking (2 x 5 bedrooms)	22/10/20	0.3		Complete	2						2		3
20/00785/OUT & 21/00735/RES	FUL	Land Rear Of 37 Burnham Road Latchingdon Essex	Outline application with all matters reserved for a proposed new single storey 2 bed detached dwelling.	29/10/20	0.02		Complete	1					1			2
20/00816/COUPA	COUPA	1 High Street, Southminster	Change of use of offices to flat (2 bedroom)	12/11/20			Complete	1				1				1
20/01000/OUT & 24/00022/RES	FUL	Building at the Old Dairy, Broad Street Green Road, Great Totham	Demolish commercial building and erect up to 3 Dwellings (3 x 3 bedrooms)	06/06/24	0.1		Started	3								
20/00954/FUL	FUL	Barns At Lower Farm, Blind Lane Tolleshunt Knights	Conversion of barns to dwelling, alterations including demolition and replacement of Barn A following prior approval - 5 bed	18/12/20	0.08		Not Starte	1								
20/01056/COUPA & 20/00069/FUL	COUPA	Barn at West Bowers Farm, West Bowers Road, Woodham Walter	Agricultural building to dwelling house (1 bedroom)	23/12/20	0.01		Complete	1						1		3
20/00994/FUL	FUL	Little Grange Farm, Marl pits Road, Woodham Mortimer	Change of use of two barns to form a dwelling (4 bed)	13/01/21	0.54		Complete	1							1	3
20/01076/FUL	FUL	70 Colchester Road, Great Totham	Erection of a dwelling (4 bedroom)	15/01/21	0.05		Complete	1				1				1
18/00014/FUL & 20/01145/FUL	FUL	Springwood, Rectory Lane, Latchingdon	5 bungalows (5 x 3 bed)	25/08/23	0.2		Complete	5				2	1	2		
20/01154/FUL	FUL	Barns adjacent to Mosklyns Farm, Chelmsford Road, Purleigh	Retention of an existing dwelling	10/02/21	0.12		Complete	1			1					1
19/01163/FUL	FUL	The Sun and Anchor, The Street, Steeple	Demolition of the Sun & Anchor Public House with first floor living accommodation and erection of 6 dwelling houses (4 bedroom properties)	22/02/21	0.29	A	Started	5								

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completions in 2022/23	Completions in 2023/24	Completions in 2024/25	Years to start completing
19/00772/FUL	FUL	Clarks Farm Greyhound Rescue Centre, Clarks Farm, Wash Lane, Little Totham	Change of use from a veterinary building to a two bedroom residential dwelling for an assistant manager of the associated greyhound business	08/03/21	0.36	A	Complete	1					1			1
20/01336/OUT & 24/00145/RES	OUT	Site Adjacent Sovereign House Hackmans Lane Purleigh Essex	Erection of two dwelling houses	16/04/24	0.16		Not Started	2								
21/00060/FUL	FUL	95 The Street, Latchingdon	Conversion of existing commercial building into residential with addition of 1st floor extension; to create 1No. Dwelling. (3 bedrooms)	16/03/21	0.04		Started	1								
20/01238/FUL	FUL	The Barn, Little Acre, Sotts Hill, Southminster	Conversion of an agricultural barn into one 3 bedroom residential unit.	19/03/21	0.16		Complete	1						1		2
20/01353/COUPA 23/00151/PA	COUPA	Building C, Stock Hall Farm, Hatfield Road, Ulting	Change of use of agricultural building to a dwellinghouse. (2 bedroom)	03/04/23	0.03		Not Started	1								
20/01082/OUT, 22/01234/FUL	OUT	45 Steeple Road, Mayland	Outline planning application for the construction of single dwellinghouse (4+ bedrooms)	19/07/24	0.12		Not Started	1								
21/00153/COUPA	COUPA	The Stables, Witham Road, Langford	Prior approval for a proposed change of use of agricultural building to a dwelling house (2 bedroom)	08/04/21	0.06		Complete	1					1			1
21/00094/COUPA & 24/00154/RES	COUPA	Hill House Lower Burnham Road Latchingdon	Change of Use of Agricultural Buildings to Dwellinghouse (Class C3) (1 bedroom)	25/10/24	0.01		Not Started	1								
21/00181/COUPA	COUPA	Barn At Old Middle Farm Blind Lane Tolleshunt Knights	change of use from agricultural barn to C3 dwellinghouse (3 bedroom)	21/04/21	0.05		Not Started	1								
21/00136/OUT & 22/00453/RES	FUL	Land adjacent to Bunting Lodge, Mayland Close, Mayland	Erection of a one and half storey dwelling (3 bedroom)	23/04/21	0.07		Not Started	1								
21/00307/COUPA	COUPA	Barn B, At Guisnes Lodge, Back Road, Tollesbury	Conversion of an agricultural livestock building into a dwelling (1 bedroom)	24/05/21	0.03		Complete	1							1	3
21/00333/COUPA	COUPA	Baltic House, Station Road, Maldon	Change of use of first floor from office to residential to form 3 flats (1x2 bedroom and 2x1 bedroom)	25/05/21	0.08		Complete	3						3		2
19/01152/COUPA	COUPA	Agricultural Building At Old House Farm, Braxted Road, Kelvedon	change of use of agricultural building to a dwellinghouse (Class C3) (3 bedroom)	28/05/21	0.05	A	Complete	1						1		2
20/00631/FUL & 21/00296/FUL	FUL	Land Adj. Purleigh Lawn Walton Hall Lane Purleigh	Conversion of existing buildings and new build link extensions to create 2 dwellings (3 bed each)	21/06/21	0.06		Started	2								
18/00428/OUT 21/00334/RES	FUL	Land Between Thiseldome And Buller Lodge, Buller Road, North Fambridge	New 2 bed dwelling	25/06/21	0.11		Not Started	1								
20/00043/FUL	FUL	Land adjacent 1 Poplar Grove Chase, Great Totham	Erection of a dwelling (2 bedroom)	01/07/21	0.03	A	Started	1								
20/01288/FUL, 22/01069/FUL, 2	FUL	Woodpeckers 15 Mangapp Chase Burnham-On-Crouch	Demolition of outbuildings and erection of 5 dwellings (bedrooms not noted yet)	02/07/21	0.64		Complete	4							4	3
20/00546/FUL	FUL	Glen Loy Latchingdon Road Cold Norton	Conversion of a single dwelling into two dwellings (3 bed)	05/07/21	1.87		Complete	1					1			1
21/00415/FUL & 24/00440/FUL	FUL	Land North Of Orchard Way Mope Lane Wickham Bishops	Erection of a dwelling (4 bedroom)	12/08/24	0.77		Not Started	1								
18/01118/FUL & 21/00517/FUL	FUL	Land Between Grenfell And Inglenook Birchwood Road Purleigh Essex	Proposed new two storey, three bedroom dwelling.	25/09/24	0.03		Not Started	1								
21/00433/COUPA	COUPA	Scripps Farm Goat Lodge Road Great Totham	Change of use of agricultural building to a dwellinghouse	23/07/21	0.13		Started	1								
21/00566/COUPA & 21/01159/RES	COUPA	Land South Side Of Keelings Road Dengie	Change of use of agricultural building to a dwellinghouse (2 bedroom), alternatively demolition of existing barn and erection of a new bungalow (2 x 3 bedrooms)	05/01/23	0.5	A	Not Started	1								
21/00594/FUL	FUL	Barns Adjacent To Mosklins Farm Chelmsford Road Purleigh	Alterations to barn, conversion to a dwellinghouse (3 bedroom)	30/07/21	0.19		Complete	1					1			1
21/00622/COUPA	COUPA	Barn A, At Guisnes Lodge, Back Road, Tollesbury	Change of use of a agricultural building to 2 dwellinghouses (3 bedrooms)	30/07/21	0.03		Complete	2						2		2
18/01407/OUT & 20/00577/FUL	FUL	Land Adjacent 20 Chapel Lane Tillingham Essex	Erect two dwellings (2 x 3 bedrooms)	03/08/21	0.06	A	Complete	2					2			1
20/00299/FUL	FUL	Land Rear of St Vincent, 2A King Edward Avenue, Burnham-on-Crouch	Erection of a 2 bedroom bungalow	03/08/21	0.06	A	Complete	1							1	3
21/00619/COUPA, 23/00010/FUL	COUPA	Spital Farm, Station Road, Tolleshunt D'arcy	Change of use of 1No. agricultural buildings into 2No. Dwellinghouses (1 bed and 4 bed)	24/05/23	0.11		Started	2								
19/01021/FUL	FUL	Land to the rear of 63 High Street, Maldon	Erection of 4, 1 bedroom almshouses	23/08/21	0.11	A	Complete	4						4		2
20/00309/OUT	OUT	Land South Of The Old Dairy, Southminster Road, Burnham On Crouch	Erection of detached dwelling (2 bedroom)	07/09/21	0.1	A	Not Started	1								
19/00785/COUPA & 21/00261/FUL	FUL	Land At Oak Farm Oak Farm Road Woodham Walter Essex	change of use of agricultural building to No. 5 dwellinghouse	08/09/21	0.1		Complete	5					5			1
18/00305/FUL 21/00647/LBC 21	FUL	Barn At Maldon Wycke Spital Road Maldon Essex	Conversion of barn into one residential dwelling	10/09/21	0.08		Complete	1								

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
20/00090/OUT & 21/00252/FUL	FUL	Stow Hall Farm, Woodham Road, Stow Maries	Redevelopment of agricultural building into 3 dwellings	10/09/21	0.33		Complete	3						3		2
17/00735/OUT 20/00212/FUL 2	FUL	Sunnyside Stoney Hills Burnham-On-Crouch Essex CM0 8QA	Demolition of existing garage and erection of 2 dwelling houses on land to the west of Sunnyside	14/09/21	0.15		Complete	2				2				1
18/00005/OUT 20/00501/FUL 2	FUL	Land Rear Of Hedge End, Stoney Hills Burnahm-on-Crouch	Full application for the erection of two dwellings	14/09/21	0.14		Complete	2				2				1
21/00522/OUT & 22/00110/FUL	FUL	7 Station Cottages, Hall Road, Southminster	Erect 2 storey dwelling (3 bedroom)	14/10/22	0.5		Not Starte	1								
21/00488/FUL	FUL	Land between Furzedown and Elms Coal Yard, Main Road, Mundon	Erection of one and half storey dwelling (4 bedroom)	15/09/21	0.17		Complete	1					1			1
21/00526/FUL 21/01277/FUL	FUL	Appleberry By The Gables, Stoney Hills, Burnham-On-Crouch	Demolition of existing dwelling and erection of 8 new dwellings (4 x 2 bedrooms and 4 x 3 bedrooms)	15/09/21	0.56		Complete	7					3		5	1
20/00060/FUL	FUL	Gorwell Hall, Tollesbury Road, Tollesbury,	Conversion of a cartlodge to a dwelling	05/10/21	0.63	A	Complete	1						1		2
21/00824/OUT & 24/00410/RES	FUL	Five Corners, Maypole Road, Wickham Bishops	Erect a new detached dwelling	20/09/24	0.09		Not Starte	1								
12/01034/FUL	FUL	Woodcraft Bacons Chase Bradwell-On-Sea	New 4 bed House		0.06		Started	1								
97/00571/FUL	FUL	Land Adj Kerry Lee, Seaway Street, St Lawrence	One Bungalow		0.03		Started	1								
20/00629/FUL	FUL	Land Adjacent To 7 Cripplegate, Southminster	Erect 2 bed dwelling (2 bed)	15/10/21	0.02	A	Not Starte	1								
21/00628/FUL	FUL	Land North Of Riversleigh, Nipsells Chase, Mayland	Erect 1 self build dwelling (2 bed)	15/10/21	0.88		Not Starte	1								
19/01225/FUL	FUL	The Old Cutting Rooms, Church Walk, Maldon	Conversion of commercial premises to 1No. live/work unit and 2No. self-contained maisonettes.	19/02/20			Complete	3				3				1
19/00786/FUL	FUL	Land at Maldon Wick, Spital Road, Maldon	Erection of 3 dwellings. (2 x 4 bedroom, 1 x 5 bedroom)	27/07/20	0.52		Complete	3					2	1		2
20/00378/FUL	FUL	Woodacre, 38 D'Arcy Road, Tolleshunt Knights	Erection of 8 dwellings (5 x 2 bed, 3 x 4 bed)	05/07/22	1.37	A	Started	8								
21/00646/FUL	FUL	Barn at Maldon Wycke, Spital Road, Maldon	Conversion of barn into 1 residential dwelling (3 bedroom)	20/10/21	0.11		Not Starte	1								
21/01115/OUT	OUT	Land Adjacent To 42 Crouch Road Burnham on Crouch	Erection of 2 semi detached houses (3 bed)	14/01/22	0.06		Not Starte	2								
21/01189/FUL	FUL	Adj To 2B Gate Street, Maldon	Conversion of a garage to a 1 bed dwelling	25/01/22	0		Started	1								
21/00162/FUL	FUL	Land adj 7 Granger Avenue, Maldon	Erection of a pair of semi-detached houses (2 x 3 bedrooms)	03/02/22	0.04	A	Started	2								
23/00429/FUL	FUL	Land adj 7 Granger Avenue, Maldon	Erection of a semi-detached dwelling (end of terrace on the end of the two approved on 21/00162/FUL)(2 bedroom)	28/06/23	0.02		Not Starte	1								
21/00407/FUL & 24/00230/FUL	FUL	Land Adjacent To 3 Rookery Lane Great Totham	Erection of two dwelling houses (2 x 2 bedroom) also an application for three dwellings (2 x 1 bed and 1 x 2 bedroom)	16/05/24	0.06		Not Starte	3								
21/01345/COUPA & 23/01154/COUPA	COUPA	Agricultural Barn, Marsh House, Farm, Lower Burnham Road, Purleigh	Change of use of an agricultural barn to a dwelling (2 bedroom)	26/03/24	0.09		Complete	1						1		1
21/01114/FUL	FUL	Barn Cottage, Burnham Road, Althorne	Demolition of existing two storey outbuilding and construction of new single occupancy dwelling	25/02/22	0.03		Complete	1							1	2
21/01025/FUL & 23/01241/FUL	FUL	Land West Of South Bank, Cromwell Lane, Maldon	Erection of 1 dwelling (3 bedroom)	15/08/24	0.48		Not Starte	1								
21/01252/LDP	LPA	Outbuilding At Stock Hall Farm Hatfield Road Ulting	Conversion of agricultural barn to two dwellings (1 bedroom and a 2 bedroom)	11/04/22	0.06		Not Starte	2								
22/00071/FUL	FUL	Sunnyside, Stoney Hills	Demolition of existing house and erection of two dwellings. (3 bedrooms)	17/06/22	0.8		Complete	1							1	2
22/00018/FUL	FUL	Land Rear Of 5 Mildmay Road Burnham-On-Crouch	Erection of a bungalow (2 bed)	13/06/22	0.04		Not Starte	1								
20/00206/FUL	FUL	Anchor Guest House, 7 & 9 Church Street, Maldon	Change of use from a guest house to a HIMO	23/04/20	0		Started	1								
22/00605/FUL	FUL	The Anchorage, 13 Downs Road, Maldon	Two bedroom dwelling	05/08/22	0.08		Started	1								
21/01151/FUL	FUL	Land at Heathgate, Wickham Bishops	Erection of a two storey dwelling (4 bed)	03/03/22	0.17		Not Starte	1								
No planning permission yet		44 - 48 High Street, Maldon	Conversion of upper floors into five flats (1 x 3 bedroom and 4 x 2 bedroom				Started	5								
22/00770/FUL	FUL	Allotment Gardens South Street Bradwell-on-sea	Erection of a dwelling (2 bedroom)	24/08/22	0.1		Complete	1						1		1
22/00595/FUL	FUL	Hall Meadows Hall Road, Asheldham	Construction of a chalet style rural workers dwelling (3 bedroom)	04/10/22	0.11		Started	1								
22/00898/LDE	LDE	Maldon Hall Farm, Spital Road, Maldon	The use of the Barn as a single dwelling house	03/10/22	0.04		Complete	1					1			1
21/00030/OUT & 23/00619/FUL	FUL	Land Adjacent To 55 Kings Road, Southminster	8 no. new dwellings comprising 8 3 bed	27/03/24	0.24		Not Starte	8								
22/00827/FUL	FUL	Land Adjacent 3 Norfolk Road, Maldon	Detached two-storey four-bedroom house	30/09/22	0.02		Not Starte	1								
22/00184/COUPA	FUL	Steel Barn, Maldon Road Goldhanger	Conversion of agricultural building to 5No. dwellinghouse's	14/10/22	0.16		Not Starte	5								
22/00288/COUPA	FUL	Barn A, Gobolts Farm, Barnhall Road, Tolleshunt Knights	Change of use of agricultural barn to four residential dwellinghouses.	17/10/22	0.07		Not Starte	4								
22/00397/FUL & 23/00491/FUL	FUL	Thornfields, Purleigh Grove, Cold Norton	Erection of two dwellings. (2 x 3 bedrooms)	11/12/23	0.85		Complete	2							2	2
22/00855/FUL, 23/00263/FUL	FUL	Land west of 8 West Avenue, Mayland	Erect one detached dwelling (2 bedroom)	28/10/22	0.07		Started	1								
22/00313/COUPA	COUPA	Barn B, Lofts Farm, Broad Street Green, Great Totham	Change of use of agricultural barn to a dwellinghouse (use Class C3) (two bedroom)	21/11/22	0.02		Complete	1							1	2

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
22/00588/FUL	FUL	50 High Street, Southminster	Demolition of existing dwelling and erection of a row of three terrace dwellings (2 x 2 bed, 1 x 3 bed)	05/12/22	0.06		Complete	2						2		1
22/00207/OUT	OUT	13 Mill Road, Tillingham	Outline for the erection of two residential units	08/12/22	0.07		Not Starte	2								
22/00896/FUL	FUL	Homelands Southminster Road Asheldham Essex	Erection of a 4 bed bungalow	08/12/22	0.1		Not Starte	1								
22/00626/FUL	FUL	Land Rear Of 1 To 3 Gate Street Maldon	Erection of a dwelling (3 bedrooms)	16/12/22	0.03		Not Starte	1								
21/00484/FUL & 23/01079/FUL	FUL	Land between Koombora and Mansfield, Victoria Road, Cold Norton	Erection of a self build detached dwelling (3 bed)	26/06/24	0.15	A	Complete	1								
22/01172/COUPA	COUPA	The Computer Centre Probe House 106 Station Road Burnham-On-Crouch	Change of use from vacant first floor office and attic space to a single, one bedroom first-floor flat.	25/01/23	0.02		Not Starte	1								
22/00308/COUPA	COUPA	Land Adjacent To Oak Farm Barn Oak Farm Road Woodham Walter	Change of use of agricultural barn to a dwellinghouse (use Class C3) (two bedroom)	18/11/22	0.03		Not Starte	1								
22/01160/FUL	FUL	Woodstock Farm St Stephens Road Cold Norton	Erection of a rural workers dwelling (3 bedrooms)	10/02/23	0.25		Not Starte	1								
21/01064/FUL	FUL	20 High Street, Maldon	Refurbishment and extension of historic high street building to create ground floor work unit (Use Class E), 1 bedroom ground floor flat and 2 no. 1 bedroom first floor flats.	10/02/23			Started	3								
21/00935/FUL	FUL	Land west of Cemetery Chapel, Southminster Road, Burnham On Crouch	Erection of two dwellings. (1 x 1 bedroom and 1 x 2 bedroom)	06/02/23	0.06	A	Started	2								
22/00931/FUL & 23/00952/FUL	FUL	9 Cherry Blossom Lane, Cold Norton	Erection of 2 bungalows (2 x 3 bed)	26/06/24	0.14		Started	2								
21/01141/FUL	FUL	Chestnuts, Seamer Road, Southminster	Construction of a new live/work dwelling unit.	24/02/23	0.15	A	Not Starte	1								
22/00007/FUL	FUL	Manifold Wick Farm, Rectory Road, Tolleshunt Knights	Change of use from occupied residential annex, to dwellinghouse	21/03/23			Complete	1					1			1
22/00752/FUL	FUL	Land Adjacent 19 Alamein Road Burnham-On-Crouch	End of terrace 2 storey 2 bedroom semi-detached dwelling	10/03/23			Started	1								
22/01012/FUL	FUL	Harmony Kennels Brook House Spar Lane Purleigh	Single storey dwelling and cartlodge replacing existing outbuildings	22/03/23			Not Starte	1								
22/00737/FUL	FUL	Tonnawanda Pump Lane Purleigh	Demolition of existing residential dwelling, detached garage and car port and construction of 2No. detached residential dwellings (1 x 3-bed & 1 x 4-bed	15/03/23			Not Starte	1								
21/00989/FUL	FUL	Land To Rear Of Springwood, Rectory Lane, Latchingdon	Erection of 5No. detached three-bedroomed bungalows	10/03/23		A	Not Starte	5								
23/00951/FUL	FUL	Land To Rear Of Springwood, Rectory Lane, Latchingdon (separate site from that above)	Erection of 2 semi detached houses (3 bed x 2)	10/01/25		A	Not Starte	2								
22/00443/FUL	FUL	Land Rear Of Hill Barn, Rectory Lane, Woodham Mortimer	Conversion of existing equestrian/storage buildings to form 1No. new dwelling (4 bedrooms)	10/03/23		A	Not Starte	1								
22/00646/FUL & 23/00894/FUL	FUL	Land Adjacent to Oaklands, Kelvedon Road, Great Totham	Erection of four dwelling houses (2 three bedrooms and 2 four bedrooms)	11/01/24	0.4	A	Not Starte	4								
23/00191/FUL	FUL	138A High Street, Maldon	Retention of a flat above a commercial premises	21/04/23			Complete	1						1		1
22/01135/FUL	FUL	Land At Loftmans Farm, Maldon Road, Steeple	Erection of a two storey rural workers dwelling	28/04/23	0.2		Started	1								
23/00079/FUL	FUL	Land Between 45 Steeple Road & 1 Mill Road, Mayland	Construction of a two storey 4 bedroom dwelling house	01/06/23	0.13		Complete	1							1	1
21/00712/COUPA	COUPA	Oak Nursery, Hackmans Lane, Purleigh	Conversion of an agricultural building to a dwelling	21/12/22			Started	1								
21/01223/FUL	FUL	The Gnomes, 91 Main Road, St Lawrence	Demolition of existing chalet and garage and the erection of 3 detached dwellings (3 x 3 Bedroom)	24/05/23	0.19		Not Starte	2								
23/00201/OUT	OUT	Land West Of Willows End, Stephenson Road, North Fambridge	Outline for the erection of five dwellings (bedrooms unknown at this stage)	06/07/23	0.6		Not Starte	5								
22/00514/OUT & 23/01085/RES	FUL	14 Southminster Road, Tillingham	Erection of 7 dwellings (bedrooms unknown)	10/07/23	0.29	A	Started	7								
22/01071/OUT & 24/00212/RES	FUL	Land At The Old Rectory East End Road Bradwell-on-sea	Reserved matters application for the approval of all matters on approved planning application 22/01071/OUT (Outline planning application (with all matters of detail reserved) for a detached self build dwelling.)	02/05/24	0.29		Not Starte	1								
23/00304/FUL	FUL	Land Adjacent 2 Grange Road Wickham Bishops	Erection of a detached dwelling	11/07/23			Not Starte	1								
23/00130/OUT & 24/00521/RES	OUT	Birchwood Farm, Birchwood Road, Cocks Clark	Erection of one dwelling (4 bedrooms)	25/10/24	0.06		Not Starte	1								
23/00503/FUL	FUL	61 Station Road, Southminster	Erection of a detached dwelling (2 bedroom)	26/07/23	0.1		Not Starte	1								
23/00574/FUL & 23/01203/FUL	FUL	Land Rear Of Mill Farm, Stoney Hills, Burnham-On-Crouch	Erection of 4 chalet style dwellings (2 x 2 bedroom and 2 x 3 bedroom)	08/08/23	0.32		Started	4								
23/00424/FUL	FUL	Little House 8 Witham Road Wickham Bishops	Demolition of one dwelling and erection of two dwellings. (1 x 3 bed and 1 x 2 bed)	28/07/23	0.13		Not Starte	1								

APPENDIX C

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
19/00258/FUL	FUL	Great Canney Court, Hackmans Lane, Cold Norton	change of use from office use to residential use containing one (1) x two-bedroom and five (5) x one-bedroom residential units and the provision of associated parking and amenity space.	04/05/23	0.15		Complete	6						6		1
22/00772/FUL	FUL	Tillingham Congregational Church Land At Chapel Lane, Tillingham	Conversion of Tillingham Congregational Church to a single family dwelling (3 bedrooms)	23/08/23	0.03		Not Starte	1								
23/00488/OUT	OUT	Land Adjacent To 31 Woodroffe Road, Tollesbury	Erection of two storey dwelling (2 bedrooms)	23/08/23	0.04		Not Starte	1								
22/00344/FUL	FUL	Land south of Maldon Road, Woodham Mortimer	Change of use of land for 2 Gypsy/Traveller pitches comprising the siting of 1 mobile home, 1 touring caravan per pitch	21/08/23	0.21	A	Started	2								
22/00727/FUL	FUL	Fairview, Kings Road, Southminster	Erection of a single storey dwelling (4 bedrooms)	15/09/23	0.08	A	Not Starte	1								
22/00337/FUL	FUL	Land Adjacent To Grove Hall, Blind Lane, Tolleshunt Knights	Conversion of annex to private two bedroom dwelling	05/10/23	0.31	A	Not Starte	1								
22/00207/OUT	OUT	Land Adjacent 13 Mill Road Tillingham Essex	Two residential units and associated garages	02/10/23	0.07		Not Starte	2								
21/00989/FUL & 23/00585/FUL	FUL	Land To Rear Of Springwood Rectory Lane Latchingdon	Erect 5 detached bungalows (3 bedroom)	25/08/23	0.37	A	Started	5								
21/00592/FUL	FUL	The Annex, The Chase, Mangapp Chase, Burnham on Crouch	Conversion of annex to dwelling	19/08/21	0.16		Complete	1						1		2
23/00707/COUPA	COUPA	Poundstretcher 67 High Street Maldon Essex CM9 5EP	Conversion of ancillary first floor commercial floorspace (class E) to 2No. residential units (Use Class C3) under Class G, Part 3 Schedule 2, of the GPDO 2015	13/10/23	0.11		Not Starte	2								
23/00769/LBC	FUL	Land at Willie Almhouse, School Road, Great Totham	Construction of two semi detached cottages (1 bedroom)	10/10/23	0.13		Not Starte	2								
23/00066/FUL	FUL	Land Rear Of 1 And 2 Warwick Close, Maldon	Construction of two new dwellings. (3 bedrooms)	26/10/23	0.22		Not Starte	2								
23/00179/FUL	FUL	Land At 11 Coombe Road, Southminster	Erection of a detached dwelling (3 bedroom)	18/10/23	0.02		Not Starte	1								
23/00517/COU	FUL	11 Market Hill, Maldon	Change of use of upper floors from class E to dwelling house. (2 bedroom)	01/11/23	0.01		Complete	1							1	1
23/00024/FUL	FUL	Slate Hall Cottage, Lower Burnham Road, Stow Maries	Demolition of existing dwelling and erection of two dwelling houses	27/10/23	0.17		Not Starte	1								
23/00145/OUT	OUT	Land At Bellsgate, Maldon Road, Latchingdon	Erection of a detached dwelling	29/11/23			Not Starte	1								
23/00804/FUL	FUL	Land at 27 Spital Road, Maldon	Erection of a 3 bed bungalow	08/01/24	0.1		Not Starte	1								
23/01026/FUL	FUL	Rear Of 10 High Street, Southminster	Erection of a detached dwelling (3 bedroom)	08/01/24	0.03		Not Starte	1								
21/01096/OUT & 24/00303/RES	OUT	Land adjacent 5 Grange Road, Wickham Bishops	Outline planning application (with all matters reserved for future determination) for residential development of land for one dwelling	29/10/24	0.1		Not Starte	1								
23/01216/FUL	FUL	Former Southminster Library, Queenborough Road, Southminster	Change of use to 5 dwellings. (1 x 1 bed, x 2 bed, 1 x 3 bed, 1 x 4 bed)	16/02/24	0.16		Not Starte	5								
23/01023/FUL	FUL	Land Adjacent 4 Hillcrest, Mayland	Erection of a 2 bed bungalow	26/02/24	0.02		Not Starte	1								
23/01031/OUT	OUT	Land Rear Of 7 To 9 King Edward Avenue Burnham-On-Crouch	Erection of a dwelling (bedroom unknown)	21/03/24	0.1		Not Starte	1								
23/00925/FUL	FUL	Land adj 39 Green Lane, Burnham on Crouch	Erection of a 4 bed dwelling	11/04/24	0.14		Started	1								
24/00072/PACUAR	FUL	The Barn, Braxted Park Road, Tiptree, Colchester	Prior approval for the change of use of two agricultural buildings into four dwellings.	12/04/24	0.09		Not Starte	4								
24/00195/PACUAR	FUL	Second Agricultural Building At Flamingo, Lower Burnham Road, Latchingdon	Prior approval for conversion of an agricultural building to two dwellings	26/04/24	0.11		Not Starte	2								
24/00196/PACUAR	FUL	Agricultural Building At Flamingo, Lower Burnham Road, Latchingdon	Prior approval for conversion of an agricultural building to one dwelling	26/04/24	0.08		Not Starte	1								
24/00197/PACUCD	FUL	Shop At Flamingo, Lower Burnham Road, Latchingdon	Prior approval for conversion of a shop building to one dwellings (2 bed)	26/04/24	0.07		Not Starte	1								
23/01003/FUL	FUL	Land At Homefield House, Witham Road, Little Braxted	Change of use of an ancillary storage shed workshop into a key worker family dwelling.	05/05/24	0.36		Not Starte	1								
24/00024/FUL	FUL	Bacons Farm Barn, Bacons Chase, Bradwell on Sea	Conversion of a barn into a dwelling.	17/05/24	0.45		Not Starte	1								
24/00264/FUL	FUL	19 North Road, Tollesbury	Demolition of existing dwelling and erection of a pair of semi-detached houses	29/05/24	0.2		Not Starte	1								
24/00348/PACUCD	FUL	Blackwater House, Farnbridge Road, Maldon	Change of use of a commercial building (Class E) to two dwellings (Class C3).	07/06/24	0.01		Started	2								
24/00356/FUL	FUL	Land Rear Of 36 To 38 The Street, Latchingdon	Erection of 1 dwelling (3 bedroom)	19/06/24	0.04		Not Starte	1								
23/01136/PACUAR	FUL	Agricultural Building At Wraywick Farm, The Marshes, Southminster	Prior notification for the change of use of an agricultural building to two dwellinghouses (Use Class C3)	18/06/24	0.12		Not Starte	2								
23/01181/FUL	FUL	Barn At Hatch House Farm, Burnham Road, Hazeleigh	Replacement of an agricultural building with a new self-build/custom-built dwelling	05/06/24	0.07		Not Starte	1								
24/00451/PACUAR	FUL	White Horse Farm, School Road, Little Totham	Change of use of an agricultural building into one dwelling	18/07/24	0.04		Not Starte	1								

Application No	DC Application Type	Address	Description	Consent Date	Site Area (ha)	Allowed on appeal	Work In Progress	Gross capacity less losses/gains	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completion s in 2022/23	Completions in 2023/24	Completion s in 2024/25	Years to start completing
24/00432/PACUAR	FUL	Barn A And B, Stokes Hall Farm, Burnham Road, Althorne	Change of use of agricultural buildings to five dwellinghouses (Use Class C3)	11/07/24	0.14		Not Starte	5								
24/00273/FUL	FUL	Land At 1 Pitt Cottages Hall Road Asheldham	Demolish an outbuilding and erect a bungalow (3 bedroom)	18/10/24	0.1		Not Starte	1								
23/00864/COU	FUL	Land north of Station Road, Tolleshunt D'Arcy	Change of use of the site for the provision for traveller accommodation including one static mobile home and a tourer caravan	21/08/23	0.13		Complete	1							1	1
24/00615/FUL	FUL	Land At Karingal Chelmsford Road Purleigh	Erect of a 4 bedroom dwelling	02/10/24	0.03		Not Starte	1								
24/00166/FUL	FUL	Land Adjacent 9 St Peters Court Bradwell-on-sea	Erection of a 4 bedroom dwellings	18/10/24	0.2		Not Starte	1								
24/00691/PACUAR	FUL	Land Adjacent To Norton Hall St Stephens Road Cold Norton	Prior notification for the change of use of agricultural buildings to 8 dwellinghouses (Use Class C3) 8 x 3 bedroom	20/11/24	0.28		Not Starte	8								
24/00586/FUL	FUL	Land At Nipsells Farm House Nipsells Chase Mayland	Erection of a dwelling	20/11/24	0.09		Not Starte	1								
23/00666/OUT	OUT	Land at 22 Steeple Road, Mayland	Erect one detached dwelling	24/01/25	0.11		Not Starte	1								
24/00742/FUL	FUL	Land Adjacent Eastholm Latchingdon Road Purleigh	Erect 1 dwelling	17/01/25	1.62		Not Starte	1								
																Average years to start completing on site 2.5

Year	Number of units granted Planning Permission
2016	23
2017	31
2018	66
2019	47
2020	51
2021	65
2022	44
2023	85
2024	83
Total	495
Average	55

APPENDIX C

MAJOR SITE DELIVERY SINCE 2014			Description	Consent date of outline	Consent Da	No of Units	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completions in 2022/23	Completions in 2023/24	Completions in 2024/25	Years to first completion ALL	Years to first completion from Outline	Years to first completion from full permission only
Planning App No	Address															
13/00945/FUL	FUL	94 South Street Tillingham Essex CM0 7TH	Erection of 27 dwellings (including 9 Housing Association units)		31-Jan-14	26	26	1						4		4
14/00108/OUT 17/00126/RES	OUT	Land to the east of Pippins Road, Burnham on Crouch, Essex, CM0 8DH	Provision of up to 75 dwellings	07-Feb-14	22-May-17	75		4	31	34	6			4	4	4
14/01227/OUT 17/00225/RES 13/00679/OUT 17/00224/RES	OUT	Land To East/South Of 53 Burnham Road Latchingdon	54 dwellings	10-Feb-14	14-Sep-17	0		11	43					4	4	4
14/01016/OUT 17/00776/RES	OUT	Land West Of Fambridge Road North Fambridge Essex	Up to 75 market and affordable dwellings, a village centre of up to 1,000 sq m of flexible commercial and community floorspace, a 1.8ha village green and public open space.	01-Dec-14	06-Feb-18	75			1	40	31	3		6	6	6
14/01018/OUT 18/00558/RES	OUT	Manor Farm The Avenue North Fambridge Essex CM3 6LZ	Planning application for up to 30 dwellings	01-Dec-14	17-Jul-18	29					29			8	8	
14/00613/OUT 18/00752/RES	OUT	Theedhams Farm Steeple Road Southminster	94 houses (incl 28 affordable)	01-Aug-16	23-Nov-18	94		19	52	23				3	3	
16/00299/FUL	FUL	Land North Of Latchingdon Bowls Club Burnham Road Latchingdon Essex	Development of 41 homes, and a new village hall - Market Housing		07-Feb-19	41					3			3		3
15/00396/OUT 18/01220/RES	OUT	Land West Of Bridgemans Green Latchingdon Essex	Erect 52 detached dwellings and flats	24-Aug-15	22-Feb-19	52						34	18	8	8	
14/00845/OUT 18/01077/RES	OUT	Land West Of Cemetery Chapel Southminster Road Burnham-On-Crouch	Reserve Matters for development of up to 80 residential dwellings, land reserved for provision of local shops	20-Apr-17	01-Mar-19	80				2	40	35	3	4	4	
18/00443/OUT & 20/00846/RES	OUT	Land North West Of 2 Maldon Road Burnham-On-Crouch Essex	Phase 1 - Create retirement community consisting of 103No. one, two and three-bedroom bungalows (class C.3), 70 bedroom two-storey care home building (class C.2) and 55 bedroom two-storey assisted living apartment building (class C.3), 8 key worker apartments including affordable housing.	31-Jan-19	08-Oct-20	203						1	4	4	4	
22/00887/OUT	OUT	Land North West Of 2 Maldon Road Burnham-On-Crouch Essex	Phase 3 - Create retirement community consisting of extension to phases 1 and 3 - 203 dwellings.		25-Aug-23	203										
21/00075/OUT	OUT	Land North West Of 2 Maldon Road Burnham-On-Crouch Essex	Phase 2 - Extend retirement community consisting of 132 bungalows and 100 apartments. (bedrooms will need checking with RM in - have been noted for monitoring)		21-Mar-22	232										
18/01476/OUT & 24/00209/RES	OUT	Tillingham Hall Farm, North Street, Tillingham	Demolition of redundant agricultural buildings and erection of up to 24 No. residential dwellings (17 x 2 bed, 5 x 3 bed & 2 x 4 bed)		28-May-24	24										
20/00428/FUL	FUL	Land Opposite 34 Hall Road Great Totham	Erection of 30 dwellings (4 x 1 bedroom, 6 x 2 bedroom, 9 x 3 bedroom, 11 x 4 bedroom)		22-Sep-21	30										
15/00267/OUT 17/01474/RES 19/00072/RES	OUT	Land East Of Malone Cottage - Maypole Road - Wickham Bishops	Residential development of 14 dwellings	20-Jul-15	29/08/18 10/04/2019	14			7	7				5	5	5
21/00104/FUL	FUL	Land west of Fambridge Road, North Fambridge	Erection of 12 dwellings (3 x 4 bed, 7 x 2 bed & 2 x 1 bed)		14-Jul-21	12					12			2		2
21/00702/FUL	FUL	Land North Of 48 Woodrolfe Road, Tollesbury	Create residential specialist neighbourhood for older people, consisting of 25 dwellings and community hub building		12-Aug-22	25										
20/01344/FUL	FUL	Knightswood Centre, Steeple Road, Southminster	Conversion of 2No. existing buildings (previous use class C2) into 11 flats and 2 maisonettes and the construction of 3 new bungalows to rear. (8 x 1 bed, 5 x 2 bed, 3 x 3 bed)		19-Jan-23	16										
22/00482/OUT, 24/0884/RES	OUT	Golf Driving Range Burnham Road Woodham Mortimer	18 dwellings with a provision for affordable housing.	09-Feb-23	25-Apr-25	18										
22/00639/FUL	FUL	62 New Road, Tollesbury	Erection of 17 dwellings (2 x 1 bed, 6 x 2 bed, 9 x 3 bed)		20-Jul-23	17										

APPENDIX C

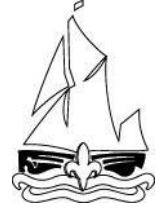
Planning App No	Address	Description	Consent date of outline	Consent Date	No of Units	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completions in 2022/23	Completions in 2023/24	Completions in 2024/25	Years to first completion ALL	Years to first completion from Outline	Years to first completion from full permission only
22/01174/OUTM	OUT	Land North of The Groves, Burnham Road, Latchingdon	Outline planning application for residential development of up to 160 dwellings inc affordable housing, 5% bungalows, 100sqm of office hub floorspace, 0.21ha of land for childrens day nursery (Use Class E), community park	05-Jul-24	05-Jul-24	160									
24/00244/FULM	FUL	Land South Of Brent Way And Off Of Endeavour Way Burnham-On-Crouch	Construction of 63 dwellings - 8 x 1 bed. 16 x 2-bed, 27 x 3-bed. 11 x 4-bed. 1 x 5 bed.		11-Oct-24	63									
22/00454/FUL	FUL	S2(a) South of Maldon (south of Limebrook Way) - Eastern Parcel (42 dw) - additional units to the 606 units approved at line 3	42 dwellings in addition to the 606 units approved on the eastern parcel (6 x 1 bed, 13 x 2 bed, 16 x 3 bed, 6 x 4 bed, 1 x 5 bed)		05-Jul-23	42									
14/01103/OUT 18/00494/FUL 18/00531/RES 19/00411/RES 20/00074/FUL 21/00089/RES	OUT	S2(a) South of Maldon (south of Limebrook Way) - Eastern Parcel (606 dw)	1000 dwellings, an employment area of 3.4 hectares, a local centre, a primary school, two early years and childcare facilities.	04-Jun-15	11/09/2018 12/07/2019	606	5	45	111	91	98	80	85	3	3
14/01103/OUT 19/01097/RES 19/01134/FUL 19/01093/FUL 20/00294/FUL 21/00889/RES	OUT	S2(a) South of Maldon (south of Limebrook Way) - western parcel (394 dw)	1000 dwellings, an employment area of 3.4 hectares, a local centre, a primary school, two early years and childcare facilities.	04-Jun-15	19-Mar-20	394			46	65	82	75	7	6	same as eastern parcel
15/01327/OUT	OUT	S2(b) Land North And West Of Knowles Farm Wycke Hill Maldon	Residential development (up to 320 new homes), small scale employment development (up to 2,000sqm), community uses, a new relief road to the north of A414, strategic landscaping, pedestrian and cycle linkages, estate roads, open space, drainage and sewerage (including SUDS) and other associated development. - All matters reserved except for access.	29-Nov-22	29-Nov-22	320									
13/00763/OUT 15/01055/RES	OUT	S2(c) Land East Of Wycke Hill Maldon Essex	Planning permission for demolition of existing buildings (3 dw) and erection of 108 dwellings	17-Dec-14	06-Feb-17	108	63	45			34		4	4	
15/00419/OUT 19/00741/OUT 21/00384/RES 21/00752/RES 22/00523/RES	OUT	S2(d) Land At Broad Street Green Road, Maypole Road And Langford Road Great Totham/Heybridge	1138 dwellings, Residential Care Home up to 120 beds - main details on line 5 - this is the 5 year supply details for Bellway homes parcels phase 2 of the development parcels of land 10, 11 and 12	25-Oct-19	25/10/2019 14/10/2019 5/12/2022	262					6	16	4	4	
15/00419/OUT 19/00741/OUT 21/00384/RES 21/00752/RES 22/00523/RES 23/00408/RESM	OUT	S2(d) Land At Broad Street Green Road, Maypole Road And Langford Road Great Totham/Heybridge (Crest Nicholson - due to start July)	1139 dwellings, Residential Care Home up to 120 beds - main details on line 5 - this is the 5 year supply details for Unknown developer parcels phases 4 & 5 of the development, parcels of land 6,7,8 and 3	25-Oct-19	25/10/2019 14/10/2020 27/07/2023	414									

APPENDIX C

Planning App No	Address	Description	Consent date of outline	Consent Da	No of Units	Completions in 2018/2019	Completions in 2019/2020	Completions in 2020/2021	Completions in 2021/2022	Completo ns in 2022/23	Completions in 2023/24	Completions in 2024/25	Years to first completion ALL	Years to first completion from Outline	Years to first completion from full permission only	
15/00419/OUT 19/00741/OUT 21/00384/RES 21/00752/RES 22/00523/RES 23/00226/RESM	OUT	S2(d) Land At Broad Street Green Road, Maypole Road And Langford Road Great Totham/Heybridge	Part outline/part detailed (hybrid) application for mixed use development including: (i) Residential development (Use Class C3) for up to 1138 dwellings including 30% as affordable housing (Outline) (ii) Residential Care for up to 120 beds (Use Class C2) (Outline) (iii) "Neighbourhood" uses which may include retail, commercial, and community uses (Use Classes A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or D1a and/or D1b) (Outline) (iv) Primary school and early years childcare facility (Use Class D1c) (Outline) (v) A relief road between Broad Street Green Road and Langford Road (Detailed element) (vi) Formal and informal open space (including any associated sports pavilion/clubhouse) (Use Class D2e) (Outline); (vii) Construction of initial gas and electricity sub-stations (Detailed); and (viii) All associated amenity space, landscaping, parking, servicing, utilities (other than as listed in item (vii) above), footpath and cycle links, on-site drainage, and infrastructure works (Outline).	25/10/19	25/10/2019 14/10/2019 28/7/2023	462						42	100	4	4	
14/00990/OUT 17/00712/RES	OUT	S2(e) Land off Holloway Road, Heybridge	Development of 84 houses	31-Mar-16	25-Sep-17	84	20	64						2	2	
15/00885/FUL	FUL	S2(f) Land West Of Broad Street Green Road Heybridge	Development for 145 residential dwellings		16-May-17	145	51	62	32					1		
No application		S2(h) Land Adjacent Heybridge Swifts Football Club Scraley Road				0										
14/00356/FUL & 19/01257/FUL	FUL	(S2(i) Land Between Chandlers And Creeksea Lane Maldon Road Burnham-On-Crouch Essex	Hybrid scheme: full for 174 homes (including 20 bungalows), outline for care home, nursery school, employment & allotments MARKET HOUSING - also an application won on appeal for an additional 36 homes on 16 Dec 2020. (see line 3 for the 36 units)		11-Aug-17	174		55	32	61	26			2		
19/01257/FUL	FUL	(S2(i) Land Between Chandlers And Creeksea Lane Maldon Road Burnham-On-Crouch Essex	Additional 36 units on site S2(i)		21-Aug-20	36				26	8			2		
23/00500/FUL	FUL	(S2(i) Land Between Chandlers And Creeksea Lane Maldon Road Burnham-On-Crouch Essex	Additional 37 units (11 - 5 beds, 12 - 3 beds, 6 - 2 beds, 2 - 4 beds, 6 - 1 beds)		16-Jan-24	37										
16/00093/FUL ACCORDING TO BC THIS SITE IS COMPLETE	FUL	S2(j) - Land South Of Green Lane And North Of Maldon Road Burnham-On-Crouch Essex	Hybrid application, incl residential development comprising 180 dwellings MARKET		05-May-17	180	70	53	57					1		
19/01208/FUL	FUL	S2(k) Burnham-on-Crouch North (East)	Residential development comprising the construction of 90 residential dwellings (Use Class C3), public open space, landscaping and associated infrastructure.		21-Dec-20	90				3	80	7		1		
													3.7391304	3.7	4	

Just full major permissions take on average 4 years to first completion
 Sites under 50 units takes on average 4 years to first completion
 Major outline sites over 50 units take on average 3.7 years to first completion.

This page is intentionally left blank



**REPORT of
ASSISTANT DIRECTOR: PLANNING AND IMPLEMENTATION**

**to
COUNCIL (EXTRAORDINARY)
17 JUNE 2025**

MALDON DISTRICT GROWTH OPTIONS

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report set out for approval the Maldon District Council Local Development Plan (LDP) Review Options for Growth 2025 to enable further testing and modelling to be undertaken by the Council and partners.

2. RECOMMENDATION

That the Maldon District Council Local Development Plan Review Option for Growth **APPENDIX A** be approved to enable modelling and further testing on the following option for growth:

That strategic growth in the Local Development Plan Review should go into the Towns and large villages – these being Maldon, Heybridge, Burnham-on-Crouch, Southminster, Great Totham South, Tollesbury, Latchingdon, Tillingham, Tolleshunt D'Arcy, Wickham Bishops and Mayland.

3. SUMMARY OF KEY ISSUES

- 3.1 The LDP Review has a number of formal statutory stages to pass through over the next few years as set out in the Maldon District Local Development Scheme 2025-2029. This includes public and stakeholder consultation on draft versions of the LDP when it contains more detail of intent. The Maldon District LDP Issues and Options document in 2022 was the first formal, but non-statutory consultation in the plan-making process. Its main purpose was to ensure that the LDP had adequately scoped and identified the main issues for those parts of the LDP that the Council was reviewing and that all suitable alternative options for accommodating change were being considered. The consultation ran from 17 January to 14 March 2022. A total of 23,400 comments were received from 490 respondents including the public, businesses, landowners, developers and statutory consultees such as neighbouring authorities, Parish Councils, Essex County Council (ECC) and the NHS.
- 3.2 The Issues and Options document consultation presented seven high-level growth options for consultees to consider. These were:
- **Option 1** – Retain the option in the LDP approved in 2017 – focus growth in the settlements of Maldon / Heybridge and Burnham-on-Crouch.
 - **Option 2** – A strong focus on the towns and larger sustainable villages.
 - **Option 3** – Growth generally focused on the towns Maldon / Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

- **Option 4** – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the district.)
 - **Option 5** - Create a new satellite settlement or large urban extension bolted onto one of the towns, larger villages and/or settlement adjacent to the district boundary.
 - **Option 6** - Focus growth in the north of the district to link into the service and facilities available in Tiptree, Witham and Maldon / Heybridge.
 - **Option 7** – Focus growth along the rail line to Althorne, North Fambridge and Southminster.
- 3.3 Following consideration of the Issues and Options consultation feedback and an all Member Briefing Workshop on 12 July 2023, the seven options were distilled down to three options. These were approved by the Council on 14 September 2023 (Minute 247 refers). These were:
- Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.
 - Pursue further testing for Option 5 – A large urban extension bolted onto the existing settlements in the District and adjacent to the District boundary in combination with Option 3 - Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.
 - Pursue further testing for Option 7 - Focus growth along the rail line to Althorne, Burnham-on-Crouch, North Fambridge and Southminster in combination with Option 1 - Retain the option in the LDP approved in 2017 – focus growth in Maldon and Heybridge. (Burnham-on-Crouch is part of Option 7)
- 3.4 At the same Council meeting it was also agreed not to pursue the following two options:
- Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District).
 - Option 6 – Focus growth in the north of the district to link into the service and facilities available in Tiptree, Witham and Maldon and Heybridge.
- 3.5 **APPENDIX A** sets out the national policy changes that have occurred since 14th September 2023. The most fundamental change is the update to the National Planning Policy Framework (NPPF) on 13 December 2024. The Government amended the methodology for the Standard Method which calculates the housing target for every relevant local authority in the country. This change has resulted in the amount of housing that the Council is going to have to consider in its Local Plan increasing from a pre-13 December 2024 need of 276 per annum to a mandatory target of 575 per annum. This change in the way the Standard Method is calculated took immediate effect.
- 3.6 The result of this change was a reduction of the District's Five-Year Housing Land Supply. It has dropped from 6.3 years to 2.7 years. It also meant that the Council has had to consider a significantly higher housing target for the LDP Review than it was previously considering. The table below sets out the approximate amount of housing units the Council will have to consider allocating land for. The details of this are set out in the paper attached at **APPENDIX A**.

Plan Period 2028 - 2043 15 x 575	8,625
5% buffer	431.25
Less Completions	0
Subtotal	9,056.25
Plus estimate of under supply from 2024	845.00
Less estimate of existing commitments	3,000.00
Sub Total to Allocate Land	6,901.25
Windfall sites over 1.0ha in size	825.00
Total	7,726.25

- 3.7 The paper at **APPENDIX A** works through the three previously approved options and for completeness it also revisits the two discounted options.
- 3.8 For the reasons set out in **APPENDIX A**, Options 5 and 7 have more significant constraints on them so that delivery of the District's higher growth target would be problematic, with a high risk of failure at a LDP Review examination on the grounds of soundness. This includes the lack of suitable land on which to deliver the housing target. This leaves the Council with Option 3 to test further this option is as follows.
- Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.
- 3.9 The large villages would be Southminster, Great Totham South, Tollesbury, Latchingdon (though there are issues with the Waste Recycling Centre as set out in **APPENDIX A**), Tillingham, Tolleshunt D'Arcy, Wickham Bishops and Mayland.
- 3.10 In addition to Option 3, the Council will carry out further testing and highway modelling on the sites in the Parish of Stow Maries, but not in or adjacent to the settlement, which lie adjacent to South Woodham Ferrers in the neighbouring Chelmsford City area.
- 3.11 Further testing will involve carrying out highway modelling and in-depth testing of sites in respects of infrastructure considerations, working with statutory providers such as ECC Education, Essex Highways and the NHS to inform later land allocations.
- 3.12 Section 8 of the paper attached at **APPENDIX A** sets out that the Council has had to consider how much growth is required overall and what land is available in each settlement in order to meet the new higher housing target. This is a desk-top exercise to ensure that there is enough land to satisfy the requirement the LDP could set. It is not allocating any sites because the Council does not have enough information yet to definitively and robustly do that. It does however provide a figure for each settlement which can then be modelled and tested and can be used by the statutory providers as part of discussions. Without this, the LDP Review, in reality cannot move any further forward. The table below sets out the relevant figures in column A.

	Households 2021 Census	% of total (rounded)	Land available in these settlements	% All Land available (rounded)	Practical sites Column A	% Practical Sites (rounded)	Present Existing Commitments - dwellings with PP	% (rounded)	Total
Maldon	6,691	30%	2,908	31%	2,426	35%	594	30.5	3020
Heybridge	3,421	15%	309	3%	200	3%	282	4.9	482
Burnham-on-Crouch	3,968	18%	1,194	13%	749	11%	654	14.2	1403
Great Totham South	1,228	6%	184	2%	350	5%	992	13.6	1342
Latchingdon	569	3%	823	9%	0	0%	218	2.2	218
Mayland	1,529	7%	1,165	13%	811	12%	7	8.3	818
Southminster	1,936	9%	1,710	18%	1,504	22%	38	15.6	1542
Tolleshunt D'Arcy	455	2%	58	1%	58	1%	3	0.6	61
Tillingham	458	2%	114	1%	114	2%	36	1.5	150
Tollesbury	1,191	5%	741	8%	663	10%	45	7.2	708
Wickham Bishops	809	4%	90	1%	90	1%	56	1.5	146
Total	22,255	100	9,296	100%	6,965	100 (rounded)	2,925	100	9890

4. CONCLUSION

- 4.1 As set out in the paper attached to this report at **APPENDIX A**, it is considered that to move the LDP Review forward, there is only one option for growth for the District, that is.
- Option 3 – growth in the towns and large villages, plus the potential of bringing forward the site located adjacent to South Woodham Ferrers.
- 4.2 Therefore, it is recommended that the Council pursue testing of Option 3 with maximum housing number for each settlement as set out in the table above at paragraph 3.12.

5. IMPACT ON PRIORITIES AS SET OUT IN THE CORPORATE PLAN 2025 - 2028

5.1 Supporting our communities

- 5.1.1 Meeting the growth within the District ensures that the Council supports housing development to meet the need of residents in the most sustainable locations across the District.

5.2 Investing in our District

- 5.2.1 The LDP is not just about housing, the allocation and protection of employment land and positive employment policies may encourage economic growth within the District in the future.

5.3 Growing our economy

- 5.3.1 The housing sector provides jobs within the District and assists in supporting the local and wider economy. The LDP is not just about housing, the allocation and protection of employment land and positive employment policies may encourage economic growth within the District in the future.

5.4 **Protecting our environment**

- 5.4.1 The LDP will have policies for the protection of biodiversity and climate change will be at the heart of the plan. By placing growth in those places with the most services and facilities it will encourage walking and cycling and promote and increase the use and provision of public transport, which will help reduce the impacts of climate change.

5.5 **Delivering good quality services.**

- 5.5.1 An updated LDP will be used as the legal starting point in the determination of planning applications in the district and the enforcement of planning control.

6. **IMPLICATIONS**

- (i) **Impact on Customers** – Having a clear methodology for the growth option helps the public understand the Council's rationale for decision making affecting housing in the planning process. Housing need and affordability is a fundamental issue and the review of the LDP can provide clearer evidence and policies to support that need.
- (ii) **Impact on Equalities** – The LDP Review will have an Equalities Impact Assessment carried out on it as part of the legal duties of the Council in regard to Plan-Making.
- (iii) **Impact on Risk (including Fraud implications)** – At the present time the LDP Review project is at risk of not being in compliance with its published Local Development Scheme (timetable), which was submitted to Government in March 2025. In order to mitigate this risk, it is important that an option for growth is chosen by the Council and that work on modelling and testing that option can commence as soon as possible.
- (iv) **Impact on Resources (financial)** – The LDP Review is presently within budget.
- (iv) **Impact on Resources (human)** – The LDP Review is primarily resourced through the Planning Policy and Implementation team.
- (v) **Impact on Devolution / Local Government Reorganisation** – It is important that the Council, if it ceases to be and merges into a larger Unitary Authority that the new authority has robust evidence to use in LDP preparation. This will also support any future arrangements with the new Combined Mayoral Authority and the likely duties it will have for Strategic Planning.

Background Papers: None.

Enquiries to: Anne Altoft-Shorland, Head of Planning Policy and Implementation.

This page is intentionally left blank

Maldon District Local Development Plan Review Growth Options 2025

Anne Altoft-Shorland Head of Planning Policy and
Implementation

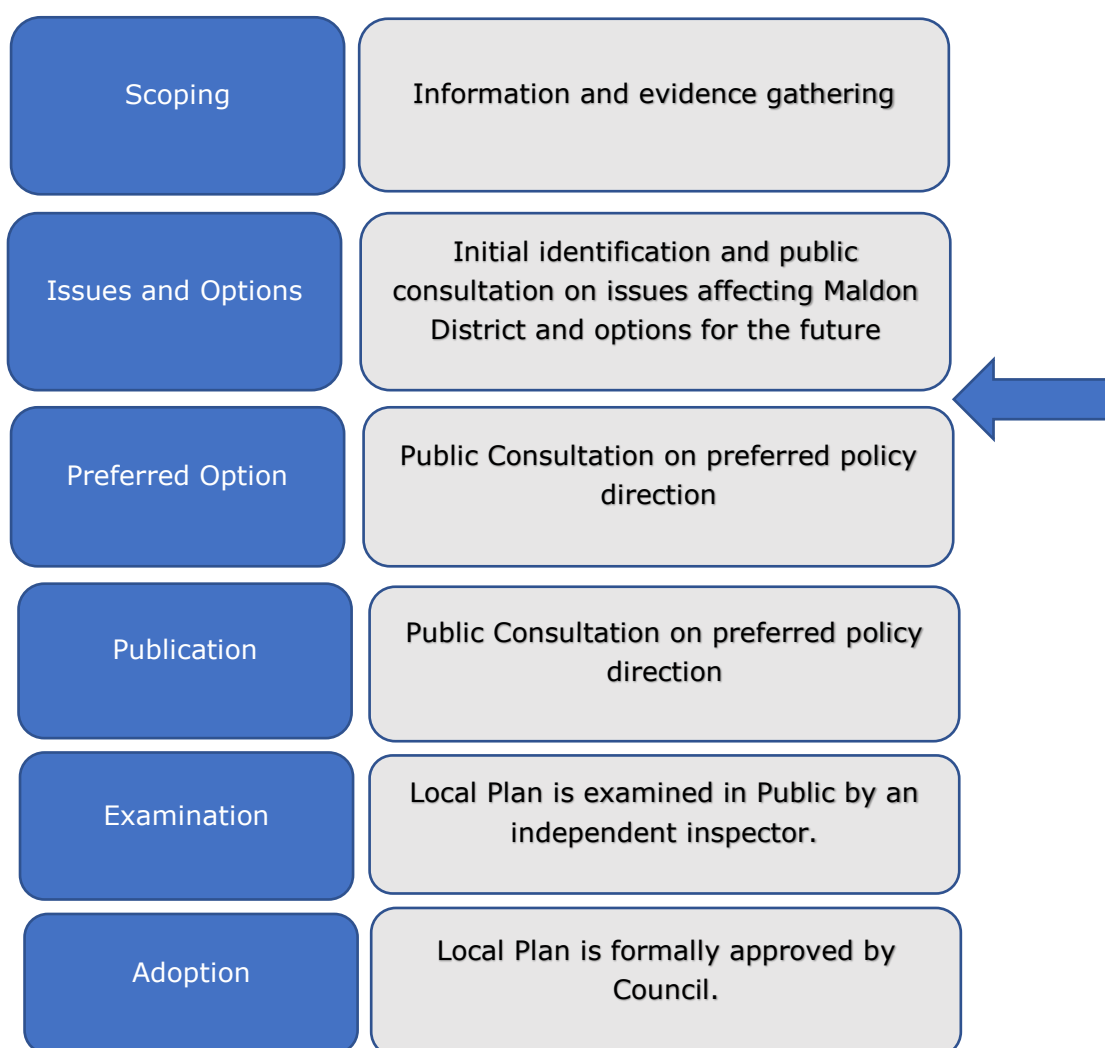
Contents

1.0	INTRODUCTION	2
2.0	WHAT HAS CHANGED SINCE SEPTEMBER 2023?	7
3.0	WHAT IS THE MINIMUM AMOUNT OF GROWTH?	9
4.0	UNCHANGED MATTERS	12
5.0	THE OPTIONS DISCOUNTED ON THE 14TH SEPTEMBER 2023	14
6.0	THE OPTIONS PUT FORWARD FOR FURTHER CONSIDERATION ON THE 14TH SEPTEMBER 2023	18
7.0	SUMMARY OF THE OPTIONS	26
8.0	HOW IS THE GROWTH GOING TO BE DISTRIBUTED	28
9.0	CONCLUSION	30

1.0 INTRODUCTION

- 1.1 All Local Planning Authorities have to prepare a Development Plan called a Local Plan. This document alongside the Minerals Local Plan and Waste Local Plan (prepared by County Councils) and Neighbourhood Plans (prepared by Parishes or Neighbourhood Areas) forms the statutory “Development Plan” and is used as the starting point in the determination of planning applications. It sets out how an area can meet its growth needs for matters such as new housing and employment development. All Local Plans must consider the National Planning Policy Framework (NPPF) when they are prepared, including having a spatial strategy which directs where this growth will go and allocates land so that it can be developed. Local Plans also contain more detailed policies to guide how councils will make decisions on planning applications. The plan covers all types of development, from housing to employment, shops, infrastructure (transport, health, schools, green spaces) and community facilities. There are a few exceptions including how marine, waste and minerals and national strategic infrastructure projects (NSIPs) will be catered for. These exceptions are dealt with in separate plans and strategies prepared by other organisations.
- 1.2 Maldon District Council’s Local Development Plan (LDP) is a Local Plan and was approved by the Secretary of State following an Examination in Public by the Planning Inspectorate in 2017. The present LDP covers the period 2014 to 2029 and applies to the whole of Maldon District. From this point on in reports the term Local Plan Review will be used to bring the Council in line with national terminology.
- 1.3 The Local Plan (LP) Review has a number of formal statutory stages to pass through which will take place over the next few years. This includes consultation on draft versions of the Plan. The Issues and Options document was the first formal, but non-statutory consultation in the plan-making process. Its main purpose was to ensure that the Plan scoped and identified the main issues for those parts of the Plan that the Council is reviewing and that all suitable alternative options for accommodating change were considered. The consultation ran from the 17th January to the 14th March 2022. 23,400 comments were received from 490 respondents including the public, statutory consultees such as neighbouring authorities, Parish Councils, Essex County Council, the NHS, Environment Agency, Marine Management Organisation and special interest groups including developers and landowners.

1.4 The stages in the creation of a Local Plan are set out below.



The blue arrow denotes where in the process the Council presently is.

1.5 To recap, the Council put forward in the Issues and Options Consultation seven high-level growth options for consultees to consider. These were:

OPTION 1 – Retain the option in the LDP approved in 2017 – focus growth in the settlements of Maldon/Heybridge¹ and Burnham-on-Crouch.

OPTION 2 – A strong focus on the towns and larger sustainable villages

OPTION 3 – Growth generally focused on the towns Maldon/Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

¹ Maldon and Heybridge are two separate administrative areas in terms of town and parish councils and the Council would continue to support this, but for the purposes of the LDP and the built form they operate contiguously and therefore appear in this document as either Maldon/Heybridge or Maldon and Heybridge and are referred as a town in the Settlement Pattern.

Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District)

Option 5 - Create a new satellite settlement or large urban extension bolted onto one of the towns, larger villages and/or settlement adjacent to the District boundary.

Option 6 - Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon/Heybridge.

Option 7 – Focus growth along the rail line to Althorne, North Fambridge and Southminster.

- 1.6 There were two specific questions asked during the consultation that covered the growth options; these were:

Question 15. Which growth option do you consider to be the most appropriate for the District of Maldon?

Question 16. Do you believe that there is another suitable growth option for the District, perhaps a combination of any of the above? Please set out your views.

- 1.7 There were a number of responses to these questions; 327 to question 15 and 242 to question 16. 142 respondents in question 16 thought there was another option to consider, however, none of them put forward one and they were just combinations of the options already put forward or a repeat of the answer to question 15.
- 1.8 Many of the responses were around the fact that responders did not want any more growth either overall or in their settlement. It was apparent in the responses that more respondents made comments from the south of the District than the north and this gives the Council a challenge of ensuring it does not place bias to this when determining a growth option given this pattern.
- 1.9 Whilst these types of comments are important to those making them, not wishing to see a settlement grow or not wanting any more growth in general in the District is not an option that the Council can consider when making decisions regarding the Local Plan. When making the decision about which direction the Local Plan will take in regard to choosing a growth option, the Council has a statutory duty to produce a sound Local Plan which sets out how it is going to deliver its full identified growth. That choice needs to be made not by how many like or dislike each option but by evidence to either support or discount it. This also applies to those respondents who were using the consultation to promote a growth option based solely on the fact that there was what they deemed to be a suitable site within it to develop. Whilst helpful to know where land is being promoted, and the amount of land overall is important, individual sites are not relevant at this stage in the process.

- 1.10 The 7 options were distilled down to three options following on from an All-Member briefing workshop on the 12th July 2023 and a report to Council on the 14th September. These were:
- 1. Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.**
 - 2. Pursue further testing for Option 5 – A large urban extension bolted onto the existing settlements in the District and adjacent to the District boundary in combination with Option 3 - Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.**
 - 3. Pursue further testing for Option 7 - Focus growth along the rail line to Althorne, Burnham-on-Crouch, North Fambridge and Southminster in combination with Option 1 - Retain the option in the LDP approved in 2017 – focus growth in Maldon and Heybridge. (Burnham-on-Crouch is part of Option 7)**
- 1.11 It was also agreed not to pursue the following two options.
- Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District).**
- Option 6 – Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon and Heybridge.**
- 1.12 From this point on in this paper the Options will be numbered as set out above.
- 1.13 At the same time consideration was given at the All-Member briefing workshop in regard to the length of the plan period, where it was felt appropriate to have a plan period of 20 years with a housing requirement above the national standard method.
- 1.14 The rationale at the time for this was because of a presumed need, raised by Essex County Council through the Issues and Options Consultation to provide an additional secondary school in the District. This provision would mean that the Council would need to find a site large enough to accommodate a secondary school (10 hectares) and land sufficient to accommodate a minimum of 4,500 homes to help fund the school. This would have been in addition to the existing commitments with planning permission contributing towards the delivery of the LDP 2014-2029. The figures used at that time are set out in the table below.

Table 1 - Previous Housing Figures pre December 2024

Homes to be allocated	4,500
Existing commitments as at June 2024	2,896

Total amount of growth over the 20-year plan period	7,396
Homes to be delivered in the District per annum	369

- 1.15 It was agreed that Officers would commence discussions with statutory consultees and move towards a position of being able to test Options 3, 5 and 7.
- 1.16 Since September 2023, however, there was a general election in July 2024 which resulted in a change of Government. This change has resulted in major changes to National Planning Policy, as set out below.

2.0 WHAT HAS CHANGED SINCE SEPTEMBER 2023?

- 2.1 **National Planning Policy** – The Government, on taking office, immediately announced that it would be amending the National Planning Policy Framework (NPPF) and the Planning Practice Guidance. They stated that they were going to amend the Standard Methodology for the calculation of housing need and wanted to deliver 1.5 million homes over the period of the Parliament and that housing delivery should increase. Though the Council continued to work on its policies, the work on the growth part of the Local Plan was halted because it was judged that the proposed changes to the Standard Method could have a fundamental impact on the amount of growth the Council would have to provide going forward.
- 2.2 On the 13th December 2024 the Government published an amended version of the NPPF. They also amended the methodology for the Standard Method. The detail for the amended methodology is set out below at Section 3. It resulted in the amount of housing that the Council is going to have to consider in its Local Plan increasing from a need of 276 per annum to a mandatory target of 575 per annum. This change in the way the Standard Method is calculated took effect from the date of the publication of the NPPF.
- 2.3 The immediate result of this change was a reduction of the District's 5-year housing supply. It has dropped from 6.3 years to 2.7 years. It also meant that the Council has had to consider a significantly higher housing target for the Local Plan Review.
- 2.4 **Infrastructure** - This was always the key issue in the District; it came out as the top concern in the Issues and Options consultation and consistently is a matter which both the public and Members raise as a serious issue. The present approved Local Development Plan has an Infrastructure Delivery Plan accompanying it and some of the infrastructure in that Plan has and is being delivered (e.g. Limebrook Way Primary School and Early Years Nursery, Maldon, North Heybridge Relief Road, various allotments, open space, funding for youth facilities, etc). Two of the main pieces of infrastructure in the IDP which relate to the currently under construction South Maldon Garden Suburb, however, have yet to be started in a commissioning or consent sense. These are:
- the South Maldon Relief Road (SMRR) and
 - the NHS Health Hub

Both of the above pieces of infrastructure are in Maldon, though the NHS Health Hub is expected to be able to serve a wider area than just the town.

- 2.5 The health hub is vital in terms of health infrastructure delivery in the District. This piece of infrastructure was to facilitate a move and expansion of the Blackwater Surgery, presently located on Princes Road, Maldon. The surgery,

whilst growing slightly at its existing site using S106 funding, needs to move from its present location to deal with an expanding patient roster.

- 2.6 A site was allocated in the LDP for a community health use on strategic allocation Site S2b, off Wycke Hill, Maldon. There is, at this point in time, delivery constraints with the site. It does not have a developer on board, and it has land ownership issues, which as far as the Council knows have yet to be resolved in favour of bringing Site S2b forward for any form of development. The land designated for a community health use has access issues as it is reliant on at least part of the South Maldon Relief Road coming forward. The Relief Road, which in itself has issues with a large funding gap, despite S106 contributions being collected to help pay for it. The cost of the provision of the health hub has not been factored into any Infrastructure Delivery Plan yet. Discussions at this point with the NHS have suggested previous estimates were looking at a facility costing an unknown figure, but it will be in the millions; although this is understood to assume some form of acute health provision will be included. A primary care facility for the Blackwater Surgery would cost much less, but not deliver the Health Hub's aspirations. Site S2b is too small to have the value uplift capacity itself to provide health contributions to fund the health hub, alongside other contributions. Therefore, the Council could technically be looking at needing an alternative site for the Health Hub if this is to remain the favoured solution. Alternatively, it may have to try to make up some of the funding for it from either other S106s or CIL. In terms of the gaps in funding identified on the Health Hub and SMRR, it will be a serious consideration for the Council that the majority of infrastructure funding via CIL could be directed toward these matters to unlock the benefits, which is unlikely to leave funds for very much else.
- 2.7 Another matter which has arisen since the Council's decision about the LDP options for growth is that the NSIP for the A12 widening between Junction 19 at Chelmsford and Junction 25 at the Marks Tey A120 Interchange near Colchester was approved by the previous Government's Secretary of State. The new Government is in the process of reviewing major national infrastructure projects and this is one of those being reviewed. Despite this there is now a need to consider the provision of a Maldon Link Road/ Hatfield Peverel bypass, alongside Braintree District Council and ECC and this has therefore become a higher priority than it was in September 2023.
- 2.8 We have to consider the above issues given they have emerged or become more apparent since September 2023.

3.0 WHAT IS THE MINIMUM AMOUNT OF GROWTH?

- 3.1 The starting point for the determination of the requirement of housing is derived from the national Standard Method. As set out above, the Government changed the Standard Method on the 13th December 2024. Previously, the Standard Method calculation for Maldon for the year (2024/25) resulted in 276 dwellings per annum, this included the affordability uplift that was part of those calculations. The Government at the time were still using the 2014 sub national household projections (SNHP) for the calculations within the Standard Method. Using these figures, the Local Housing Needs Assessment (LHNA) (2021) with an adjustment for suppressed household formation (using 2008-based data), estimated that the housing need in Maldon District would be around 197 homes per annum. This was actually only 6 homes per annum more than the 10 years' worth of growth per annum set out in the Standard Method calculation, which for 2024/25 was 191 homes per annum and demonstrates that at this time the Standard Method result was roughly the same as actual need in the District. The additional affordability ratio used in the Standard Method then brought the annual housing requirement up to the 276 per annum.
- 3.2 The changes to the Standard Method mean that instead of using household projections, as per the previous Method, it now pins the housing target to 0.8% of the District's housing stock, which for 2024/25 is 29,918, with an uplift for affordability.
- 3.3 The adjustment to take into account affordability is calculated by using the [median workplace-based affordability ratios](#), published by the Office for National Statistics at a local authority level. The mean average affordability over the five most recent years for which data is available should be used. For each 1% the ratio is above 5, the housing stock baseline should be increased by 0.95%. Maldon District's affordability ratio is at the present time 12.38.

The adjustment factor is calculated as:

$$\text{Adjustment factor} = \left(\frac{\text{five year average affordability ratio} - 5}{5} \right) \times 0.95 + 1$$

$$\text{Adjustment factor} = \left(\frac{9 - 5}{5} \right) \times 0.95 + 1 = \left(\frac{4}{5} \right) \times 0.95 + 1 = 0.8 \times 0.95 + 1 = 1.76$$

The effect of these calculations is a housing target for the District of **575** homes per annum.

- 3.4 575 dwellings per annum would equate to approximately 8,625 dwellings over a 15-year plan period. The NPPF states at paragraph 22 that Local Authorities should have a minimum plan period of 15 years from the date of the adoption of their local plans. Paragraph 22 states that.

“Strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery”

And Paragraph 72 states.

“Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

a) specific, deliverable sites for five years following the intended date of adoption; and

b) specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan period.”

- 3.5 It is proposed to try and submit the Plan for examination in August 2027. It is not possible to determine how long the examination will run for, but it is hoped that adoption of the Plan can take place before the 31/3/2028. That means that the 15 years Plan Period mandated in the NPPF would start from 1/4/2028 to 31/3/43.

Plan Period 2028 - 2043 15 x 575	8625
5% buffer	431.25
Less Completions	0
Subtotal	9056.25
Plus estimate of under supply from 2024	845
Less estimate of existing commitments	3000
Subtotal to Allocate	6901.25
Windfall sites over 1.0ha in size	825
Total	7726.25

Table 2 - Approximate Growth Figures 2023 - 2043

Note: Table 2 has two estimates in it. Firstly, a new plan period will not have any completions so this figure at the moment is nil. Secondly, we do not know how many commitments we will have in 2028, as the time for submission approaches this figure will be clarified but at the moment it is an estimate and it given the fact the Council does not have a 5YHLS and is in the tilted balance for decision making the commitment figure is unlikely to go below 3000.

- 3.6 The amount of buffer applied is a matter for the Council to consider. An Inspector examining the Council's plan will expect to see an amount applied. The NPPF is clear that a buffer should be applied to any housing target. At the moment the District would be classed as a 5% buffer district because we are meeting the Housing Delivery Test. That means we have been meeting and exceeding our housing target. However, with the higher housing target set out in the amended Standard method, the District has in 2024/25 gone into undersupply in regard to housing delivery and this is most likely going to continue for the foreseeable future. There is therefore a high chance that the District will become a 20% buffer authority. In order to de-escalate that risk to the site allocations and Local Plan Examination, the Council does not have enough land of the right size to allocate 10% of its sites under 1.0 hectare in size. Therefore, it is proposed that a windfall allowance be put into the Plan, the details of how to deliver it to be discussed and approved. This allowance should be that which is proposed for the 5YHLS because the Council has the evidence to support that allowance, and this allowance could be constrained in policy to sites that are under 1.0 hectare in size. This would be for 15 years $55 \text{ housing units} \times 15 = 825 \text{ homes}$. This windfall allowance could bridge the gap between the 5% and 20% buffers if it became necessary.
- 3.7 In terms of economic growth, the LHNA (2021) shows an estimate of the number of jobs that would be supported by projected population growth. Incorporating a number of assumptions around economic participation, commuting, double jobbing and unemployment, it is concluded that housing delivery in-line with the previous standard method would be likely to support around 4,200 additional jobs (2020-40). This may increase with the uplift to the housing target and is a matter that the consultants updating the Local Housing Needs Assessment will address.
- 3.8 The standard method would support sufficient labour supply growth and there is therefore no economic-led requirement to increase local housing need over and above the Standard Method. It is not anticipated at the moment that this will change.

4.0 UNCHANGED MATTERS

- 4.1 There are some matters which relate to all the options put forward in the Issues and Options Consultation and which have not changed since September 2023. In brief these are set out below.
- 4.2 **Affordable Housing** - None of the options can provide for the full amount of affordable housing forecast as being needed. As per the LHNA 2021 there was an identified need for 172 affordable homes per annum. This may change with the 2025 Local Housing Needs Assessment Update, but it is unlikely to go down. Over a 15-year plan period this would equate to a need to deliver approximately 2,580 affordable homes. The higher housing target may assist in this delivery.

The Council may have to allocate some additional sites for either 100% affordable housing or a mix of open market and affordable housing and/or have very robust positive policies in place to enable delivery of affordable homes in other suitable locations, outside any strategic allocations to try and make up any shortfall.

Planning Inspectors expect local authorities to leave “no stone unturned” with regard to delivering affordable housing. This means that the Council will have to work hard to demonstrate to the Examination Inspector that it can ensure the maximum delivery across the Plan period. As part of the evidence base of the Local Plan Review, the Council has commissioned an Economic Viability Assessment. This piece of work is going to re-examine the amount of affordable housing we can request from developers to assess whether we can increase the amount per site to help address any shortfall.

- 4.3 **Smaller sites of less than 1.0 hectare** - The NPPF requires Local Plans to ensure 10% of the housing requirement is delivered on sites of less than 1 hectare. Based on the Maldon District Housing and Economic Land Availability Assessment (HELAA) data, none of the options can supply enough land to provide 10% of the housing requirement on sites of less than 1.0 hectare. This is even the case if we add in sites of 1.0 hectare or less which *already* have planning permission. There is a shortfall in every case. The Government are discussing the production of a small site national policy, however, prior to that it is likely that the Council will have to have some kind of windfall policy to address this requirement. 10% of the housing requirement will be approximately 861 housing units. This is very near to the windfall allowance recommended for the 5YHLS at 55 units per year or 825 units over a 15 year period.
- 4.4 **Brownfield land** - The term ‘brownfield’ land means land which is, or was, developed previously. As the term ‘developed’ has a legal meaning, there are exclusions in national policy which include agricultural buildings, mineral extraction areas, waste disposal or landfill, land in built-up areas including parks, allotments and recreation grounds and also residential gardens. As

Members were shown at the All-Member briefing in 2023, none of the options provide for very much land at all in terms of brownfield land. This is to be expected in a District like Maldon which does not have the traditional redundant industrial workings or vacant office blocks which form supply in other council areas. The majority of brownfield land the District did have has already been developed either for employment or some residential use. This lack of brownfield land will not impact on the Plan's soundness at Examination; it's a land type we cannot create. We should as a matter of course however, and as good practice, consider suitable brownfield sites first in any of the chosen options, including whether by specifically allocating them for residential development to help them come forward. Detailed housing policies can also assist in bringing forwards windfall development on brownfield sites.

- 4.5 Another way of ensuring that disused brownfield land does not impact on residential and visual amenities in areas of high flood risk is to try and allocate identified land in these areas and ensure that policy is flexible enough that given the right criteria this type of land can come forward in the future. The Council is working with the Environment Agency on this issue.
- 4.6 **Flood risk** - In 2021, the Council commissioned a Strategic Flood Risk Assessment (SFRA) for the District, to update the last assessment undertaken in 2007. An All-Member briefing was held on 19th July 2024 to reveal its findings and recommendations for planning policy and practice, as well as emergency planning. The flood risk maps for the updated SFRA have been checked by the Policy Team, against the settlements of the District and apart from Steeple, Heybridge Basin and Bradwell Waterside, which have substantial flood risk, there are no settlements which could not accommodate some level of growth due to flood risk. This information will be rechecked once the maps have been updated (The Environment Agency published new updates to their information as the Council was completing its SFRA) Any major sites which fall wholly into flood risk areas will therefore be discounted (except those brownfield ones as discussed above at 4.5).

5.0 THE OPTIONS DISCOUNTED ON THE 14TH SEPTEMBER 2023

- 5.1 There were two options discounted at the 14th September 2023 Council meeting. Given the passage of time it is appropriate that the Council reviews the reasons these two options were discounted. They were.

Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District)

And

Option 6 - Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon/Heybridge.

- 5.2 **Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District)**

- 5.3 The issues raised in the previous paper presented to Council on 14th September have not altered with regard to this option. There is, however, enough land to deliver the housing requirement in this option.

- 5.4 There was a lack of support for this option in the Issues and Options consultation from the statutory consultees, although this is not a reason in itself to discount an option, because their rationale maybe guided by their organisational considerations. However, it is important to consider what they are saying and whether it has credence, particularly given we have a legal obligation to work with them for strategic and cross-boundary matters under the Duty to Cooperate. Neighbouring local authorities are concerned that if the Council directs growth to all the settlements, then we would be unable to provide for our own infrastructure, which then places pressure on theirs, particularly around education and health services. The County Council and NHS are concerned that spreading the growth to settlements which are unsustainable would make it more difficult to deliver their services as the need would be distributed around the District. There will also be a need to consider primary school and early years provision alongside growth, which will also be difficult to secure if infrastructure payments are limited as a result of pepper potting. Given the increase in the housing target these concerns would still be justified and it would in effect mean more growth spread around the District, to which the County Council and the NHS would have to provide services, thus stretching their resources.

- 5.5 Given the level of concern raised among many of the consultees regarding infrastructure delivery and that it is a key consideration, the question must be asked whether this option can deliver economies of scale to ensure that there is not a deficit in infrastructure funding. If the Council pepper-pots the growth to all the settlements, whilst it may appear to a degree to limit the impact of that growth in terms of visual impact as well as all parts of the District taking a 'share' of the growth; this is not an adequate planning reason to continue with this option. The risk of infrastructure not being funded is high, particularly with

regard to the ability to bring forward large items of infrastructure such as schools or highway/public transport improvements, and a centralised health provision. The Council would definitely have to look to adopt CIL if this option were to be supported. This is because there would be a watering down of the economies of scale needed to deliver large items of infrastructure. Also, Members should be aware that even with this option, some settlements will still be allocated substantial amounts of growth because pepper potting does tend to mean that growth goes where the sites are. Therefore, settlements with no land coming forward would not receive any allocations whilst those settlements with large sites, no matter how large or small the settlement is, would have to be considered.

- 5.6 **Analysis of Option 4** - There is sufficient land in this option to allocate the residual housing requirement for a 15-year plan period. The option does allow for the delivery of the affordable housing target.

This option could in effect allocate land in the towns, large, medium and small villages some of these settlements do not even have basic shopping for everyday needs, they have no access to a railway station or bus services, and it may not be possible to provide a bus service if a settlement is particularly isolated. Some of these settlements do not even have roadside pavement linkages. Therefore, this option could increase rural isolation and would have to come with a comprehensive funded transport strategy – as part of an Infrastructure Delivery Plan, to ensure that future residents could access higher order settlements for their essential needs. ECC are likely to be reluctant to fund this scale of intervention if other options were available for the Council to choose from that present more affordable or sustainable transport solutions. There is a risk, albeit unknown at this time, that the cost of this kind of provision alongside other infrastructure provision could make the LP Review unviable, which would mean it is found unsound at Examination. There is also a risk that taking forward this option would result in objections from the Council's Duty to Co-operate partners at the Examination, objections which the Inspector would, given that sustainability is a key tenant of national planning policy, most likely support. Failure of the Duty to Cooperate is not recoverable once the LP Review is submitted.

- 5.7 Overall, there is no fundamental change to the constraints and issues around this option that mean we should consider it again for the distribution of growth at this time and it remains discounted.
- 5.8 **Option 6 - Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon/Heybridge.**
- 5.9 To date, the Council has struggled to identify enough land to accommodate this option, despite a further extension to the call for sites ending on the 15th August 2023, including placing an advert in the national Estates Gazette. A large site for approximately 300 dwellings came forward recently on the edge of Great Totham South but this has been discounted on landscape grounds.

Most of the District's wooded areas and local wildlife sites are in the north and also the Great Braxted Estate takes up approximately 200 hectares of land, which is more wooded or managed under positive land management including for biodiversity net gain.

- 5.10 With a higher housing figure and excluding Maldon/Heybridge there is still not enough land in the north of the District to satisfy the requirement of 5,684 houses. Even with Maldon and Heybridge factored in, there is still not enough land.

	Households	% of Households	New Target	Land available (Practical Sites)
Settlements				
Maldon/Heybridge	6,691	64.50	3666.05	2426
Great Totham South	1228	11.84	672.83	350
Tolleshunt D'Arcy	455	4.39	249.30	58
Tollesbury	1191	11.48	652.56	663
Wickham Bishops	809	7.80	443.26	90
Total	10,374	100.00(rounded)	5684.00	3587

Table 3 - Approximate Growth Figures for Option 6

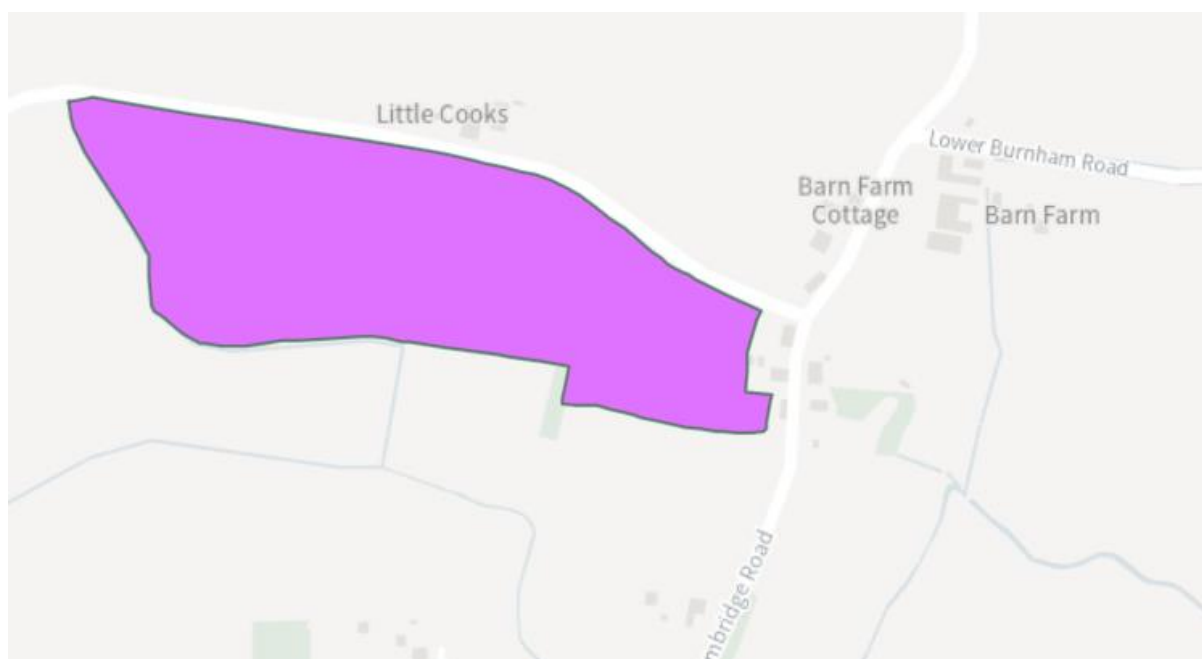
- 5.11 The table above sets out the number of households in the northern part of the District in the larger villages and Maldon and Heybridge. Using the % of total households to show the amount of housing needed in each settlement it demonstrates that practically the District would only be able to accommodate 3,587 houses, compared to the housing target of 6901 houses.
- 5.12 In regard to this option there are also concerns raised from National Highways concerning the impact on the operation of the A12, part of the Strategic Road Network. This is the only option on which they have commented. Whilst it is not known at this time what the new Government will decide with regard to the A12 widening scheme, the Council has to presume, until informed otherwise, that it is going ahead. As with all the other options, highway impact has been raised as an issue and this would be assessed through transport modelling. The Danbury AQMA has now been lifted but if the Council chose to place additional growth in the north of the District this then may become an issue again for Chelmsford City Council.
- 5.13 Colchester City Council have objected to this option because of the impact on the infrastructure in and around Tiptree; they have commented that settlements could coalesce and there could be a disproportionate amount of affordable housing in one area. The last two reasons are currently unsubstantiated as there are no plans or discussions about the coalescence of settlements which are not already in this position, and it is unclear how that could happen or why it would impact on Colchester City's area. With regard to the comment on affordable housing, they may be concerned that there would

be a disproportionate distribution of housing, focusing it all in one part of the District to the detriment of the rest of the area. The impact on Tiptree is a cause for consideration, as is the impact on Witham, which Braintree District Council are concerned about because both settlements are already planned for in terms of growth and infrastructure. This effectively means that any infrastructure impact on those settlements would have to be funded from developer contributions in Maldon District which would mean it would not be available to be spent in the Maldon District itself, but this is not a reason to discount this option without further investigation.

- 5.14 **Analysis of option 6** – On its own without any other option, so without Maldon and Heybridge being added into the option, this option would not deliver the housing requirement. Even if Maldon and Heybridge is added into the option it would still fall short of the amount of land needed to deliver.
- 5.15 With this option and in regard to the impact on Tiptree and Witham, there is a risk in that because both of these settlements are already planned for in terms of housing and infrastructure requirements. Therefore, by taking this option forward, any additional identified pressures would have to be funded by developer contributions from sites within the northern part of the District. This would effectively mean funding for new infrastructure provision would go out of the District into the adjacent areas where the impact is felt; as a Duty to Cooperate matter. This could impact on the District's ability to fund other infrastructure within the area, such as contributions toward the health hub and South Maldon Relief Road. This option could also place a disproportionate amount of growth in Tollesbury and Great Totham South because they are the two settlements with the most land put forward in the north.
- 5.16 Overall, there is no fundamental change to the constraints and issues around this option that would mean we should consider it again for the distribution of growth at this time and this option remains discounted.

6.0 THE OPTIONS PUT FORWARD FOR FURTHER CONSIDERATION ON THE 14TH SEPTEMBER 2023

- 6.1 There were three options that the Council considered that should be taken forwards. As with the discounted options above, given the passage of time it is appropriate that the Council reviews the reasons these three options were considered for taking forward for further work. They were:
- 1. Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.**
 - 2. Pursue further testing for Option 5 – A large urban extension bolted onto the existing settlements in the District and adjacent to the District boundary in combination with Option 3 - Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.**
 - 3. Pursue further testing for Option 7 - Focus growth along the rail line to Althorne, Burnham-on-Crouch, North Fambridge and Southminster in combination with Option 1 - Retain the option in the LDP approved in 2017 – focus growth in Maldon and Heybridge. (Burnham-on-Crouch is part of Option 7).**
- 6.2 Taking the options in the reverse order:
- 3. Pursue further testing for Option 7 - Focus growth along the rail line to Althorne, Burnham-on-Crouch, North Fambridge and Southminster in combination with Option 1 - Retain the option in the LDP approved in 2017 – focus growth in Maldon and Heybridge. (Burnham-on-Crouch is part of Option 7)***
- 6.3 With regard to this option: Since the Council report in 2023, the Council has had the Local Wildlife Sites confirmed via a Nature Conservation Study, a piece of work which is part of the evidence base of the LP Review. One of those wildlife sites (Ma47) is North Fambridge Woods.



Ma47 North Fambridge Woods

- 6.4 This site lies to the west of the single access into North Fambridge from the B1010/B1012 onto Fambridge Road. Growth at North Fambridge would, it is believed, entail an upgrade to that junction. It is not clear to what extent at the moment, but it would mean a change in the junction to make it safer and the settlement more accessible. That upgrade could impact on both the dwellings around the junction and the adjacent wildlife site. At the present time it is difficult to turn out of the junction when leaving North Fambridge and difficult to turn down onto Fambridge Road into the settlement. The Council is unlikely to support any loss or impact on the wildlife site and would be concerned about the impact on the neighbouring residents.
- 6.5 North Fambridge could have provided approximately 930 dwellings. The settlement is covered by the Latchingdon WRC (Water Recycling Centre). Anglian Water have commented that there is no headroom available to accommodate wastewater flows at Latchingdon WRC and there are significant network constraints. No investment has been identified by Anglian Water for their AMP8 2025 – 2030 business plan for growth. The network constraints draining to Latchingdon WRC, are essentially that any development in a flood risk area or requiring sewerage to traverse a flood risk area is a significant constraint. Anglian Water assessment for the network capacity is red for this WRC. They have informed the Council that this matter is not a matter which they believe can be overcome and therefore the view is that at the present time any further growth into both Latchingdon and North Fambridge should be constrained.
- 6.6 North Fambridge does have a train station which lends itself to providing a sustainable form of transport for those living in the settlement. The settlement does not have a school, doctors' surgery or a shop and whilst developer

contributions could have been sought for the delivery of a school and health facility if deemed necessary by statutory infrastructure providers, it is unlikely that they could have been provided in this new plan period and would most likely have to be phased. On balance with the possible works required to the junction, the impact on the adjacent properties and wildlife site at the junction to the settlement, the questions of constraint over the water infrastructure and the timing of other infrastructure provision, there is now a significant question mark over the settlement's ability to deliver growth in a sustainable and timely way.

- 6.7 Althorne is included in this option because it has a train station. There is a large site put forward in the HELAA in Althorne. It would be inappropriate to discuss the details of this site in this paper as it is subject to a live planning application. However, in terms of its potential as a strategic site allocation, there is some information which can be inferred from the consultation responses on that application. It must be stressed that the factors for consideration in the determination of a planning application are not quite the same as the factors for determining the location of strategic growth.
- 6.8 In terms of education, the quantum of development (550 homes) is not sufficient to generate enough pupil numbers to provide a 1FTE primary school. There is no other land in Althorne suitable to come forward to ensure the numbers are such that this matter could be resolved and a new primary school built in Althorne. The primary school in Latchingdon is unable to expand according to Essex County Council (ECC) and given the water network constraints in Latchingdon, that settlement is unlikely to strategically grow in the future. This means that any opportunities to expand the primary school through additional land opportunities are unlikely to come forward. Therefore, any pupils generated from the development in Althorne would have to travel to the nearest primary schools, which would be Burnham-on-Crouch and St Leonards in Southminster. Whilst St Mary's in Burnham-on-Crouch is having an extension and increase in capacity, it would not be considered a sustainable solution in spatial planning terms to include a site from which children have no ability to walk to their primary school but have to travel by car or bus.
- 6.9 In regard to the water network, Althorne falls within the Maylandsea WRC area. There is some headroom capacity at this WRC for future growth, but with additional growth at Mayland as well it would not be able to accommodate flows from development at this scale without further investment in the works. Sites would require phasing or a reduction in the quantum of growth. Mayland has a number of facilities already whereas Althorne does not. Therefore, the logical place to take up that headroom would be Mayland not Althorne. As there is existing capacity at the present time there is no proposed growth investment scheme identified in Anglian Water's AMP8 (2025 - 2030). Therefore, growth would have to be phased.

- 6.10 With regard to the highway network, ECC have concerns over the impact on the junctions at South Woodham Ferrers concerning the level of growth. This may be able to be overcome but will need modelling. As a strategic location for growth Althorne raises enough concerns in terms of its sustainability, WRC centre issues, educational issues of transporting children to school, to remove it at this time from consideration.
- 6.11 This would leave Maldon, Heybridge, Burnham-on-Crouch and Southminster in the option. Given the increase in housing numbers, this would mean that there would be insufficient land in this option to bring forward the housing requirement.
- 6.12 Considering Option 2 above. This option stated:
- 2. Pursue further testing for Option 5 – A large urban extension bolted onto the existing settlements in the District and adjacent to the District boundary in combination with Option 3 - Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.***
- 6.13 This option had a focus on the large sites in the Housing, Economic, Land Availability Assessment (HELAA), these were located in Maldon, Southminster, land adjacent to South Woodham Ferrers (in the parish of Stow Maries) and Althorne. The option would have looked at growth in combination with the other town in the District, Burnham-on-Crouch and all the large villages. In effect this was Option 3 above with two additional large sites incorporated into it – Sites adjacent to South Woodham Ferrers and a site in Althorne.
- 6.14 Since the Council meeting in September 2023, two of those larger sites have had matters emerge on them that now require further discussion as to whether they can progress any further in terms of a strategic allocation at the present time.
- 6.15 **Althorne** – This is discussed above at 6.7.
- 6.16 **South Woodham Ferrers** - In regard to the sites put forward on the land adjacent to South Woodham Ferrers, this site lies in the parish of Stow Maries but is not adjacent to the settlement being some distance from it. South Woodham Ferrers has not been identified in the Chelmsford City Council's Preferred Option Consultation 2025 as a place for new additional growth. At the present time there are already site allocations in the settlement set out in the Chelmsford City Council Adopted Local Plan for 1,220 homes, 1,000 sqm of employment land, 1,900 sqm of food retail space, health facilities etc, with key highway improvements. But these highway improvements are only linked to the allocated growth, not new additional growth and the highway network in and around South Woodham Ferrers is deemed to have limited capacity for new development. Therefore, if the Council were to take this site forward the cumulative impacts would have to be included into any highway modelling.

- 6.17 In regard to the local water recycling centre (WRC), Anglian Water have commented that there is no headroom available to accommodate wastewater flows at South Woodham Ferrers WRC and it has limited scope for permit extensions due to the nearby protected landscape. The Stage 2 Water Cycle Study for the Chelmsford Local Plan identifies that the current consented Dry Weather Flow (DWF) will be exceeded at the WRC based on the proposed growth and current headroom is very limited. Following discussion with Anglian Water, the Water Cycle Study identifies that a specific water quality parameter of concern at South Woodham Ferrers WRC is copper, where the main/ only source is from domestic flows.
- 6.18 The presence of copper means that before an application to increase the DWF permit at South Woodham Ferrers can be made, significant modelling will be required. This will necessitate verification by the Environment Agency before any potential solutions such as the optimisation of treatment process of copper can be identified and considered in terms of feasibility and deliverability, and future investments proposed. The Anglian Water PR24 Business Plan for AMP8 (2025-2030) has not identified any growth investment at South Woodham Ferrers WRC and therefore future investment is unlikely to be identified until AMP9 (2030-2035). Anglian Water are, however, already undertaking the necessary modelling work to understand the issues with regard to the copper infiltration and to see if there are any solutions to the issue.
- 6.19 In terms of sustainability, the site adjacent to South Woodham Ferrers is adjacent to a settlement with services and facilities, it has a secondary school and can accommodate growth in terms of primary education. There are shops and services, and it has a train station. It is a more sustainable solution to place some of the District's growth near the boundary of the District adjacent to a sustainable settlement than to place it within the Dengie, where residents will have to drive to travel out of the District to access South Woodham Ferrers services and facilities anyway. However, any strategic growth located adjacent to the settlement of South Woodham Ferrers would have to overcome the constraints set out above. This site is discussed again under Option 3.
- 6.20 If the Council removes the site in Althorne from Option 5 this then leaves large sites in Maldon and Southminster, which means that Option 5 effectively becomes the same as Option 3, growth in the towns and large villages with the possibility of one additional large site being allocated adjacent to South Woodham Ferrers, therefore by default Option 5 then negates itself for continued work.
- 6.21 We turn to the final option, called 1 in the September 2023 Council Paper. This was as follows:

Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

- 6.22 This option can still accommodate all the housing requirement at 575 per annum, but only just. It does not place all the growth in one or two places and therefore does spread the infrastructure burden somewhat and the overall spatial impact of the growth.
- 6.23 It is considered sustainable to place growth in the main towns and large villages because they have the majority of the services and facilities which can be accessed the most easily by foot and cycle. Whilst many state that the bus services in the District are poor, in fact the towns and large villages are serviced by the bus network, though of course there could be improvement to those services.
- 6.24 This option whilst naming Heybridge, only includes Heybridge in terms of its brownfield sites, which could provide approximately 200 dwellings. There are approximately 109 dwellings which spatially look as if they are in Heybridge but actually lie in the parish of Great Totham. There are still flood risk issues in Heybridge, which does call into question more large strategic allocations. The North Heybridge Garden Suburb is still under construction and will be until at least 2031. Any flood alleviation scheme being brought forward is not going to be designed to protect future growth from flood risk but only mitigate against the present allocated growth. Therefore, the Council should carefully consider if it wishes to promote very much more growth in this location.
- 6.25 With regard to Burnham-on-Crouch – there is some capacity for this town to accommodate growth. Like Maldon though, the amount of growth will have to ensure that the secondary education provision can be accommodated. Any growth would need highway modelling to ensure that the impact through South Woodham Ferrers can be accommodated. The WRC would need to have some capacity upgrade and therefore any growth would have to be phased to accommodate this.
- 6.26 In regard to the large villages and their ability to take on additional growth. The large villages are those villages with the most services and facilities as set out in the Rural Facilities Study:
- 6.27 **Southminster** – This village has a good number of services and facilities. The primary school has some capacity. Whilst the plans for the new doctors' surgery are currently stalled, this is due to the way the NHS nationally funds these types of projects, not a lack of a site. There is some capacity at Ormiston Rivers Academy (Burnham-On-Crouch) and William De Ferrers secondary school (South Woodham Ferrers). The WRC has some capacity. Any growth would need highway modelling to ensure that the impact through South Woodham Ferrers can be accommodated. Overall, Southminster does not have any major issues, as yet identified. As with Burnham-on-Crouch any growth would need highway modelling.
- 6.28 **Mayland** – This is in the top four of the large villages, it has a good number of services and facilities. There is a primary school which has capacity and there are two doctors' surgeries. This settlement feeds into both The Plume

(Maldon) and Ormiston Rivers Academy (Burnham-On-Crouch) secondary school provision, so any growth could be shared out between the two schools. Mayland Parish Council are in the final stages of producing a Neighbourhood Plan and have produced their own design code. Therefore, it would be behoved to the Council to support this and any allocations that are brought forward would take the matters set out in that Plan into account in terms of location and conformity to their policies and code (when approved). The Maylandsea WRC has some headroom for growth.

- 6.29 **Latchingdon** – This is in the top four of the large villages, it has a good number of services and facilities. There is a primary school, which has issues with parking and according to the response from ECC education, on planning applications cannot be enlarged. There are issues with this settlement with regard to the WRC which are unlikely to be resolved, as set out above. There is no doctors' surgery. Given this, it is not considered a suitable location for any large strategic allocations at this time. There may be a possibility for some smaller allocations and small windfall development. Any growth would need highway modelling to ensure that the impact through South Woodham Ferrers can be accommodated.
- 6.30 **Tollesbury** – This settlement is quite remote in terms of its connectivity to higher order settlements for services and facilities that go beyond day-to-day needs. It does, however, have a number of services and facilities, which means it's quite self-contained and this could be the reason those services and facilities have not been lost. There is a dichotomy in this regard, because if the Council works towards making Tollesbury more accessible, it could start to affect how residents use the services and facilities in the settlement as they obtain the ability to travel more easily elsewhere. The primary school is linked into Tolleshunt D'Arcy's primary school which is under capacity and some growth could help to increase that primary school by 1 form of entry. This will help to sustain the future of that village school. There is very little headroom at both the Tollesbury and Tolleshunt D'Arcy WRC, so growth may have to be phased. Tollesbury is undertaking work on a Neighbourhood Plan and their consultation has indicated that growth should be located to the west of the village because of access being easier. This is a sensible approach and highway modelling may support that response.
- 6.31 **Tillingham** – This settlement has a medical centre and a primary school. It also has a fire station. The WRC has some headroom for growth. Some growth could help to sustain these services and facilities, especially the fire station. Officers have spoken to the Fire Service and they would not object to more growth in Tillingham as it would assist with drawing in volunteers for the local station.
- 6.32 **Great Totham South** – This settlement has a primary school and other services and facilities. It is in the north of the District so looks to both Tiptree,

Witham and Maldon for its higher order services. Growth in this settlement would assist in maintaining those services and facilities. There is headroom at the WRC.

- 6.34 **Wickham Bishops** – Wickham Bishops does not have either a doctors' surgery or primary school. It does have some retail and is close to Witham services and facilities with its schools, train station and GP surgeries. There is still not enough land come forward to enable sufficient growth to provide either of those two essential items of infrastructure. A small allocation could help sustain the settlement overall though. The settlement feeds into the Great Totham WRC which has headroom.
- 6.35 **Tolleshunt D`Arcy** – This settlement is close to Tiptree and its services and facilities. The village has a primary school, which is very small: the present capacity is 210 with only 114 pupils being registered on the 2024 school roll. Any growth could help its future sustainability by increasing the numbers on the roll. It sits within an educational group comprised of Tollesbury, which is presently also under capacity with a capacity of 210 but a roll of 193. There is headroom at the both the Tollesbury and Tolleshunt D`Arcy WRC.

7.0 SUMMARY OF THE OPTIONS

7.1 In summary, from the Options for growth:

7.2 The Council started out with 7 high level options for growth as set out below.

OPTION 1 – Retain the option in the LDP approved in 2017 – focus growth in the settlements of Maldon/Heybridge and Burnham-on-Crouch.

OPTION 2 – A strong focus on the towns and larger sustainable villages

OPTION 3 – Growth generally focused on the towns Maldon/Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District)

Option 5 - Create a new satellite settlement or large urban extension bolted onto one of the towns, larger villages and/or settlement adjacent to the District boundary.

Option 6 - Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon/Heybridge.

Option 7 – Focus growth along the rail line to Althorne, North Fambridge and Southminster.

7.3 Council on the 14th September 2023 approved examining three options, derived from the seven above.

1. Pursue further testing for Option 3 – Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

2. Pursue further testing for Option 5 – A large urban extension bolted onto the existing settlements in the District and adjacent to the District boundary in combination with Option 3 - Growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

3. Pursue further testing for Option 7 - Focus growth along the rail line to Althorne, Burnham-on-Crouch, North Fambridge and Southminster in combination with Option 1 - Retain the option in the LDP approved in 2017 – focus growth in Maldon and Heybridge. (Burnham-on-Crouch is part of Option 7).

7.4 This paper has examined those three options in more detail and also the two options that were discounted on the 14th September 2023. The two discounted options are still recommended to be discounted. They are as follows.

Option 4 – Pepper pot growth throughout the Settlement Pattern (Spread the growth across all the sustainable settlements in the District)

And

Option 6 - Focus growth in the north of the District to link into the service and facilities available in Tiptree, Witham and Maldon/Heybridge.

- 7.5 Out of the three options set out above and following the details set out in this paper there is only one option which it is believed can be taken forward and have less limited constraints for further testing and can deliver the increased housing requirement.

Pursue further testing for growth generally focused on the towns Maldon and Heybridge and Burnham-on-Crouch and all the large villages of the Settlement Pattern.

- 7.6 It is recommended that the site adjacent to South Woodham Ferrers is included in this option given its sustainable location as set out above. However, this should be treated for the present as an additional site, given the potential constraints and risks associated with it. If, after further testing, those constraints can be overcome, then this site could be allocated and the amount of housing it can provide will be removed from the Dengie allocations.

8.0 HOW IS THE GROWTH GOING TO BE DISTRIBUTED

- 8.1 The Council needs a logical, objective way of determining how much growth should go in each settlement.
- 8.2 In order to move on with the work of the LDP Review, the Council has to not only choose an option for growth, but it has to set a broad level of the amount of growth for each settlement in that option. This is so the highway modelling and other work associated with sites can be carried out. Without that information it is not possible to move on with the work needed for the LP Review.
- 8.3 As an example, one way of distributing growth is to do it on % ratio to the number of households in a parish or town. The higher number of households would reflect a larger % of the growth. It is caveated that there has to be sufficient land to accommodate that growth. These figures would be rounded up, which is the normal practice.
- 8.4 Given the level of growth, though this is a starting point, practically, it will not deliver the housing target. Officers have had to look across the sites and work out if, overall, there is even enough land to deliver the amount of growth set out on Page 8 above. The table below shows the results of that exercise.
- 8.5 It is important to start out at this point with more potential housing units than we are actually going to need because some sites will inevitably fall away when more intensive work starts on them, and we may get additional sites come forward. Therefore, the figures in Column A are suggested as a maximum for each relevant settlement plus the site adjacent to South Woodham Ferrers, which as to be modelled and stress tested as with all the other sites.

	Households 2021 Census	% of total		Land available in these settlements	% All Land available	Practical sites Column A	% Practical Sites	Present Existing Commitments - dwellings with PP	%	Total
Maldon	6,691	30%		2908	31%	2426	35%	594	30.5	3020
Heybridge	3,421	15%		309	3%	200	3%	282	4.9	482
Burnham on Crouch	3968	18%		1194	13%	749	11%	654	14.2	1403
Great Totham South	1228	6%		184	2%	350	5%	992	13.6	1342
Latchingdon	569	3%		823	9%	0	0%	218	2.2	218
Mayland	1529	7%		1165	13%	811	12%	7	8.3	818
Southminster	1936	9%		1710	18%	1504	22%	38	15.6	1542
Tolleshunt D`Arcy	455	2%		58	1%	58	1%	3	0.6	61
Tillingham	458	2%		114	1%	114	2%	36	1.5	150
Tollesbury	1191	5%		741	8%	663	10%	45	7.2	708
Wickham Bishops	809	4%		90	1%	90	1%	56	1.5	146
Total	22,255	100%		9296	100%	6965	100% (rounded)	2925	100	9890

Site adjacent to SWF - 1500

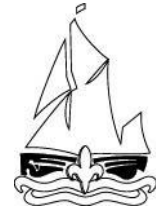
District Split % all land available		
North (inc Maldon)	4290	46.15
South	5006	53.85
District Split % Practical sites		
North (inc Maldon)	3787	54.37
South	3178	45.63

HOUSING TARGET 6901

9.0 CONCLUSION

- 9.1 As set out above, and given the details set out in this paper, it is considered that there is only one realistic option for growth for the District – that is Option 3 – growth in the towns and large villages, plus the potential of bringing forward the site located adjacent to South Woodham Ferrers.
- 9.2 Therefore, it is recommended that the Council pursue testing of Option 3 with maximum housing number for each settlement as set out in the table above, including analysis of the site adjacent to South Woodham Ferrers.

This page is intentionally left blank



REPORT of ASSISTANT DIRECTOR – PLANNING AND IMPLEMENTATION

**to
COUNCIL (EXTRAORDINARY)
17 JUNE 2025**

MAYLAND NEIGHBOURHOOD PLAN – DECISION ON EXAMINER'S REPORT

1. PURPOSE OF THE REPORT

- 1.1 To inform Members of and seek their approval for the recommended modifications made in the Examiner's Report (at **APPENDIX 1**) for the Mayland Neighbourhood Plan and Design Guidance and Codes (herein referred to as the Plan); and to seek Members' approval for the Neighbourhood Plan to proceed to Referendum.

2. RECOMMENDATIONS

- (i) that the Examiner's modifications be agreed and that subject to these modifications the Mayland Neighbourhood Plan is determined to meet the Basic Conditions and other legislative requirements;
- (ii) that the draft Decision Statement attached at **APPENDIX 2** be approved to be published on the Council's website; and
- (iii) that the Mayland Neighbourhood Plan be agreed as modified (at **APPENDIX 3**) enabling it to proceed to a local Referendum based on the boundary of Mayland Neighbourhood Area as recommended by the Examiner.

3. NEIGHBOURHOOD PLANNING INTRODUCTION

- 3.1 Neighbourhood planning is part of the Government's initiative to empower local communities to take forward planning proposals at a local level¹. Neighbourhood Plans, once made, form part of the statutory Development Plan. Following an update to Neighbourhood Planning guidance² in 2020, a Neighbourhood Plan will now carry significant weight in decision making when a Local Planning Authority (LPA) has issued a Decision Statement detailing its intention to send the Plan to Referendum.
- 3.2 Neighbourhood planning is led by a town or parish council or neighbourhood forum. In this case, the preparation of the Neighbourhood Plan has been undertaken by Mayland Parish Council.
- 3.3 The production of a Neighbourhood Plan must follow a regulatory process, which is summarised below for Mayland with the time periods for each stage.

¹ Section 116 of the Localism Act 2011

² Planning Practice Guidance – Neighbourhood Planning (Paragraph: 107)

Key Stage	Action	Date
1. Neighbourhood Area Designation	Mayland Neighbourhood Plan Area designation requested by Mayland Parish Council (MPC) and approved by Maldon District Council (MDC). This sets the area the Neighbourhood Plan will apply to.	30 June 2014
2. Pre-submission consultation	Regulation 14 consultation ³ organised by the Parish Council (minimum six weeks). Following a period of community engagement and evidence base creation, the Neighbourhood Plan was drafted. MPC undertook a pre-submission consultation on the draft Plan for an eight-week period.	1 October 2023 - 1 December 2023
3. Submission	MPC submitted the Neighbourhood Plan to MDC.	15 February 2024
4. Publication	Regulation 16 consultation ⁴ organised by MDC (minimum six weeks). The Council publicised the draft Plan for a seven-week period and representations were invited to be made.	4 October 2024 - 22 November 2024
5. Examination	An Independent Examiner reviews the Plan against the statutory Basic Conditions ⁵ . The Examiner either recommends that a Neighbourhood Plan does not proceed to Referendum, or can proceed Referendum, with or without modifications, and recommends the extent of the area the Referendum applies to. This is explained further in Section 5 of this Report.	The Examination began on 3 March 2025, with the Examiner's final report received by the Parish Council on 11 April 2025.
6. Plan Proposal Decision	MDC considers the Examiner's report, including the recommended modifications, and if satisfied with the Plan proposal, agrees for it to proceed to Referendum.	17 June 2025
7. Referendum	This will be organised and funded by MDC. Where 50% or more of those voting are in favour of the Neighbourhood Plan, it comes into force, and must be 'made' by the Council and it forms part of the statutory Development Plan.	Date to be confirmed in 2025.

4. EXAMINATION

- 4.1 Following the Regulation 16 consultation, an Independent Examiner was appointed by Maldon District Council, with consent of the Parish Council, to carry out the examination of the Neighbourhood Plan. The Examiner, Christopher Lockhart-Mummery KC, examined the Plan by written representations, and undertook an unaccompanied site visit of the Neighbourhood Plan area.
- 4.2 The Examiner must consider whether the submitted Plan meets the Basic Conditions. The Examiner is not testing the soundness of a neighbourhood plan or examining other material considerations. To comply with the basic conditions, the Plan must:

³ Regulation 14 of The Neighbourhood Planning (General) Regulations 2012 (as amended).

⁴ Regulation 16 of The Neighbourhood Planning (General) Regulations 2012 (as amended).

⁵ Paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990.

- 4.3 Having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan;
- a) The making of the neighbourhood plan contributes to the achievement of sustainable development;
 - b) The making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area;
 - c) The making of the neighbourhood plan does not breach, and is otherwise compatible with, European Union obligations and the European Convention on Human Rights (ECHR);
 - d) Consider the additional condition⁶: the making of the neighbourhood plan is not likely to have a significant effect on a European site or a European offshore marine site either alone or in combination with other plans or projects.
- 4.4 The Examiner has now issued the final report and recommends a number of modifications which are necessary to ensure that the Mayland Neighbourhood Plan meets the basic conditions. A copy of the Examiner's report is attached at **APPENDIX 1**.
- 4.5 The Examiner's conclusion is that, subject to the modifications recommended in the report, the Mayland Neighbourhood Plan meets the basic conditions and other statutory requirements outlined in the report. The Examiner recommends that, subject to the modifications proposed in the report, the Mayland Neighbourhood Plan can proceed to Referendum.

5. THE LOCAL PLANNING AUTHORITY'S ROLE

- 5.1 Maldon District Council as the LPA is responsible for determining whether the Neighbourhood Plan meets the basic conditions, with or without modifications, and for whether the Neighbourhood Plan should proceed to Referendum. It must also decide on whether the Referendum area should be extended beyond the Neighbourhood Area.
- 5.2 Once the Council has received the Examiner's report it must decide what action to take. Regulation 18 of the Neighbourhood Planning (General) Regulations 2012 (as amended) states that the LPA must decide:
- a) to decline to consider a plan proposal;
 - b) to refuse a plan proposal;
 - c) what action to take in response to the recommendations of an Examiner made in a report;
 - d) what modifications, if any, they are to make to the draft plan;
 - e) whether to extend the area to which the Referendum (or Referendums are) to take place; or
 - f) that they are not satisfied with the plan proposal.
- 5.3 There are no grounds to decline to consider the Neighbourhood Plan under part (a) as this relates to repeat proposals; or to refuse to consider the Plan under part (b) as the legislative requirements have been met.

⁶ Regulation 32 of the Neighbourhood Planning (General) Regulations.

- 5.4 In relation to part (c), the Examiner has made a series of recommendations; the LPA needs to consider what action to take in relation to these. The Council proposes to accept the Examiner's recommendations. However, this is discussed further in Section 6 of this report. If the authority proposes to make a decision which differs from that recommended by the Examiner, then a six-week period must be given for people to make representations. If the LPA considers it appropriate, then the issue can be referred to further examination.
- 5.5 The LPA must also consider, under part (d) whether there are any other modifications which are required to ensure the basic conditions are met; to ensure the Neighbourhood Plan is compatible with the Convention rights, to ensure the requirements of legislation are met, and to correct errors. Minor modifications, for example to correct errors in the Plan's text are permissible, as they do not impact on the Plan itself. However, if the Council makes other modifications, for example by changing policy, those modifications will be subject to a six-week consultation period, and the Council's decision could be open to legal challenge. Officers are not recommending that further modifications are made to the Plan.
- 5.6 The LPA must consider whether to extend the area to which the Referendum is held under part (e). This is further discussed in Section 7 of this report. However, it is not considered necessary to extend the Referendum area.
- 5.7 If the LPA is not satisfied that the Plan meets the basic conditions, is not compatible with Convention rights or requirements of legislation are not met then they must refuse the Neighbourhood Plan under part (f). This is not the case with this Neighbourhood Plan.
- 5.8 The Neighbourhood Planning (General) Regulations 2012 state that an LPA must publish the actions which will be taken in response to the recommendations of the Examiner. This is known as a 'Decision Statement', attached in draft form at **APPENDIX 2**.

6. CONSIDERATION OF THE EXAMINER'S REPORT AND PROPOSED MODIFICATIONS

- 6.1 The Examiner has recommended modifications to ensure that the Plan meets the basic conditions, has the clarity required by national guidance and ensure that the policies do what they are intended to do. The Examiner's modifications and Officers' recommendations for each of these are set out Table 1 in the draft Decision Statement attached at **APPENDIX 2**.
- 6.2 Having considered each of the recommendations made in the Examiner's Report and the reasons for them, Officers agree that the Examiner has undertaken a fair examination of the submitted Neighbourhood Plan, properly considering all duly made representations. Officers recommend that the Council accept all the Examiner's modifications to the draft Plan.
- 6.3 Mayland Parish Council has agreed the Examiner's recommendations and updated the final Neighbourhood Plan and Design Guidance and Codes Report accordingly.
- 6.4 Officers have considered whether any other modifications are required to ensure that the Neighbourhood Plan meets the required conditions. It is not considered that any additional modifications are required.

- 6.5 Officers consider that, subject to the Examiner's modifications being made to the Plan, the Mayland Neighbourhood Plan meets the basic conditions set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), is compatible with the Convention Rights and meets the requirements of paragraph 8(1) of Schedule 4B to the Town and Country Planning Act 1990 (as amended).

7. REFERENDUM

- 7.1 It is recommended that Members agree that the Examiner's recommended modifications to the Plan are made and that the modified Neighbourhood Plan proceeds to Referendum. The Neighbourhood Plan incorporating the Examiner's modifications is attached at **APPENDIX 3**. The Neighbourhood Plan (**APPENDIX 3**) incorporates the Design Guidance and Codes Report.
- 7.2 It is recommended that Members agree the Decision Statement and that this is published as soon as possible and publicised in a manner to meet publicity requirements in the Regulations.
- 7.3 In relation to the Referendum area, the Examiner concluded that there is no reason to alter, or extend the Plan area, for the purpose of holding a Referendum. Officers agree with this recommendation and therefore recommend to the Council that the area for the Referendum should be the Mayland Neighbourhood Area as approved by MDC on 30 June 2014 (shown in **APPENDIX 1** and **APPENDIX 3**). The Neighbourhood Area covers the whole parish area.
- 7.4 Once the Council has published the Decision Statement detailing its intention to send a Neighbourhood Plan to Referendum, the Plan can be given significant weight in decision-making. Therefore, once the Decision Statement has been published, the Council's Development Management team will be able to use the Mayland Neighbourhood Plan, in determining planning applications within the Mayland Neighbourhood Area.
- 7.5 Subject to the decision of the Council, as recommended in this report, arrangements will be made for the Referendum to be held in Mayland Parish in Summer 2025.
- 7.6 Following the Referendum, if more than 50% of those voting, vote 'yes' then the Neighbourhood Plan comes into force and must be 'made' within eight weeks of the Referendum, through a formal decision of the Council.

8. CONCLUSION

- 8.1 The Mayland Neighbourhood Plan has been examined by an Independent Examiner. The Examiner has found that subject to modification, the plan meets the relevant legal, procedural and planning tests and can proceed to Referendum.
- 8.2 The Council has a statutory duty to decide whether to progress the Plan to Referendum, with or without modifications, or to refuse the Plan. The Council must publish a decision statement setting out the reasons for that decision as soon as possible after making it. The Council must consider each of the Examiner's recommendations, and the reasons for them, and decide what action to take in response.

- 8.3 It is recommended that the Examiner's modifications are implemented, and that the modified Plan proceeds to Referendum.
- 8.4 Once a Decision Statement is approved and published, a Neighbourhood Plan is given significant weight in decision-making, for determining planning applications within its Neighbourhood Area.
- 8.5 If the Council decides that the Neighbourhood Plan can proceed to Referendum, the Referendum will be arranged. A Neighbourhood Plan comes into force once it has been approved at Referendum. It has the same legal status as the Local Development Plan and will be used by Development Management to help determine applications for planning permission that are located within the parish boundary.

9. IMPACT ON PRIORITIES AS SET OUT IN THE CORPORATE PLAN 2025 - 2028

9.1 Supporting our communities

- 9.1.1 The Neighbourhood Plan provides additional localised planning policies for future development in the parish of Mayland. It will help to protect the residential amenity of existing and future residents in Mayland.

9.2 Protecting our environment

- 9.2.1 The Neighbourhood Plan provides localised planning policies for future development in the parish of Mayland, specifically including policies that will protect and enhance the environment.

10. IMPLICATIONS

- (i) **Impact on Customers** – The Neighbourhood Plan provides additional localised planning policies for future development in the parish of Mayland. It will help to protect the residential amenity of existing and future residents in Mayland.
- (ii) **Impact on Equalities** – There are no negative impacts identified.
- (iii) **Impact on Risk (including Fraud implications)** – The decision on the Examiner's Report and whether or not the Plan proceeds to Referendum lowers risk by creating certainty over the status of the Neighbourhood Plan.
- (iv) **Impact on Resources (financial)** – The Council is required to pay for the Examination and the Referendum. Normally, a Council can apply for a Ministry of Housing, Communities and Local Government (MHCLG) grant once the Referendum date has been set, however there are presently no details of whether the MHCLG grant will be available in 2025 / 26. Once a Council has approved and published the Decision Statement detailing the intention to send the Plan to referendum, the Council can apply for the grant, at the next available application window.
- (v) **Impact on Resources (human)** – The Referendum is a statutory requirement that will be actioned by the Elections Team. Discussions have already taken place during the Neighbourhood Plan's production to ensure that the team are ready to meet the obligation.

- (vi) **Impact on Devolution / Local Government Reorganisation** – The Neighbourhood Plan will not impact on Devolution or Local Government Reorganisation.

Background Papers:

Information on the Mayland Neighbourhood Plan Area designation, Regulation 14 and 16 consultations and the Examination can be found on the MDC website at: [Mayland | Community Led Planning & Neighbourhood Plans | Maldon District Council](#)

Enquiries to: Louise Staplehurst, Principal Planning Policy Officer.

This page is intentionally left blank

THE MAYLAND NEIGHBOURHOOD PLAN 2021-2042

SUBMISSION VERSION

REPORT OF EXAMINATION

By

Christopher Lockhart-Mummery KC

Independent Examiner

April 2025

SUMMARY

I was appointed by Maldon District Council (MDC) with the support of Mayland Parish Council in December 2024 to undertake the examination of the submission version of the Mayland Neighbourhood Plan 2021-2042 (the NP).

A neighbourhood area was designated by MDC on 30 June 2014 for the whole of the Parish area. The area is shown on Figure 1 of the NP.

A Consultation Statement January 2024 sets out the local engagement and consultation undertaken. I am satisfied that the level of consultation amply met the relevant statutory requirements.

I decided that the statutory conditions for the holding of a hearing did not exist, and the examination proceeded on the basis of the documents only, together with responses to my requests for further information, and my visit to the area.

I conclude that the NP is well-evidenced, well-researched and clearly laid out. While there are no development allocations, it presents a set of clear policies to guide future sustainable development proposals.

I found a very few instances where modifications are required to satisfy the basic conditions.

I recommend that, subject to those few modifications being made, the NP should proceed to referendum.

I see no reason why the area of the referendum should differ from the plan area.

CONTENTS**Pages**

Introduction	1
Mayland and Maylandsea in context	1-2
The Local Plan	2
Evolution of the NP	2-3
SEA and HRA	3
The Examination Process	4
Basic Conditions – General	4-5
Other statutory requirements	6
Assessment of NP	6-9
Design Guidance and Codes Report	9
Conclusions and Recommendations	9-10

Introduction

1. I was appointed in December 2024 by MDC with the support of Mayland Parish Council to undertake the examination of the submission version of the Mayland Neighbourhood Plan 2021-2042 (the NP).
2. I am a King's Counsel with over 40 years' experience of planning law and practice. I am a member of the NPIERS Panel of Independent Examiners. I am independent of any local connections or interests and have no conflicts of interest.

Mayland and Maylandsea in context

3. On 30 June 2014 MDC designated, at the request of the Parish Council, a neighbourhood plan for the whole of the Parish. The neighbourhood area is shown on Figure 1 of the NP.
4. The context of the NP is admirably described in Section 3 of the NP:

The neighbourhood plan area encompasses the villages of Mayland and Maylandsea. It is located on the Dengie Peninsular, bordering Lawling Creek and Mundon Creek which are tributaries of the River Blackwater.

The Blackwater Estuary is a Site of Special Scientific Interest (SSSI). Its mudflats support internationally and nationally important numbers of water fowl.

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.

The neighbourhood plan area is also home to the Mayland Nature Reserve.

The Parish has a population of around 3,900 people, the majority of whom live in the village which is primarily accessed via Steeple Road/Maldon Road.

The village is served by a small central area located on Imperial Avenue which includes a good range of services and facilities including a local school and large park.

The neighbourhood plan area features three listed buildings.

The Local Plan

5. 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 Plan, approved in 2017, the Essex and Southend-on-Sea Waste Local Plan 2017 and the Essex Minerals Local Plan 2014. Paragraph 4.4 of the Basic Conditions Statement (BCS) states that all policies in Section 2 of the Local Plan are taken to be strategic policies. A table and subsequent paragraphs of Section 4 set out the respects in which the NP is contended to be in general conformity with relevant strategic policies. I have no reason to doubt this assessment.
6. Relevant policies of the Local Plan are also summarised in paragraph 1.7 of the NP.
7. The current Local Plan has a plan period to 2029. In February 2021 MDC determined that it needed to review the LP.
8. A revised Local Development Strategy (LDS) was agreed on 26 February 2025. It is intended that Regulation 18 consultation on a preferred strategy will be undertaken in the period October - December 2026. Regulation 19 publication is estimated for April - June 2027, with submission planned for August 2027.

Evolution of the NP

9. The neighbourhood Planning (General Regulations 2012) set out a legal requirement at Regulation 15 that the submission of a neighbourhood plan proposal to the local planning authority must include certain documents,

amongst which is a “consultation statement”. The Consultation Statement (CS) for this NP was published in January 2024.

10. Comprehensive details of the consultation and engagement carried out are set out in the CS. The process was unavoidably delayed by the Covid lockdown periods. Regulation 14 consultation took place between 1 October – 1 December 2023. Volume 4 reports on the views expressed at this stage, and the responses made by the NP Steering Group.
11. Regulation 16 consultation took place between 4 October – 22 November 2024.
12. I am satisfied that the consultation process amply met the statutory requirements.

SEA and HRA

13. A Screening Opinion for the purposes of Strategic Environmental Assessment (SEA) and the Habitats Regulations Assessment (HRA) was carried out in April 2023.
14. Following appropriate consultations, MDC concluded that no likely significant effects on the environment would arise (largely by virtue of the fact that no development allocations are proposed) and that accordingly SEA was not required.
15. The NP boundary lies within the zones of influence for five Natura 2000 sites. MDC determined that there are likely to be no significant negative effects on the European Designated Sites resulting from the NP policies.
16. I have no reason to doubt the validity of either of the above assessments.

The Examination Process

17. I refer to my appointment above. The examination commenced on 3 March 2025.
18. Having read all the papers, I notified MDC that the statutory conditions for the holding of a hearing did not exist, and that the examination would therefore proceed on the basis of the documents only together with my visit to the area.
19. I was supplied with the latest (February 2025) LDS (see paragraph 7 above).
20. I visited the area on 19 March 2025. I gained a good picture of the area from that visit.

Basic Conditions - General

21. Schedule 4B paragraph 8 to the Town and Country Planning Act 1990 provides that a Neighbourhood Plan meets the Basic Conditions if it meets those specified in paragraphs (a), (d), (e), and (f). In summary, these require the NP to be appropriate having regard to national policies and guidance, to contribute to the achievement of sustainable development, to be in general conformity with the strategic policies in the development plan and to be compatible with those EU obligations now assimilated into UK law. One further basic condition has been prescribed under paragraph 8(2)(g) which relates to European conservation sites.
22. As the courts have frequently emphasised, as I do now, the role of a Neighbourhood Plan Examiner is tightly constrained. It is essentially confined to considering compliance with the basic conditions. The Examiner cannot consider anything else: paragraph 8(6) of Schedule 4B of the Town and Country Planning Act 1990. Therefore the Examiner is not able to consider whether – as would be the case for a local plan – the NP is “sound” (in accordance with paragraph 36 of the NPPF). Accordingly, the Examiner can only consider the content of the NP (the planning judgments made, the choices made, the physical

aspects regarded as important etc.) insofar as those matters impact on the basic conditions. This inevitably limits, significantly, the extent to which it is proper to respond to what I might call wider “planning merits” points made by some representors.

23. The above reference is important in relation to a number of the representations made at the Regulation 16 stage. This is particularly the case in relation to the representations of Essex County Council across a number of its functions. A proportion of their suggested changes, if made, might or might not have made a “better” NP, but very few related to the basic conditions. Indeed, this is shown by the fact that there was no mention of the basic conditions in their representations.
24. National planning guidance advises in relation to the preparation of neighbourhood Plans (41-040-20160211) that:

Proportionate robust evidence should support the choices made and the approach taken. The evidence should be drawn upon to explain succinctly the intention and rationale of the policies in the draft neighbourhood plan...

25. Parallel advice is given (41-041-20140306) as to the drafting of policies:

A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and context of the specific neighbourhood area for which it has been prepared.

This has guided me in a number of my comments on the policies and text in the NP.

26. I address the criteria in the Basic Conditions where relevant as I assess, below, the contents of the NP.

Other Statutory Requirements

27. These are set out in the Town and Country Planning Act 1990 (as amended) and sections 38A-38C of the Planning and Compulsory Purchase Act 2004.
28. The NP was prepared and submitted for examination by a qualifying body: section 38A.
29. It has been prepared for an area designated under section 61G of the 1990 Act.
30. The NP meets section 38A(2) in that it sets out policies in relation to the development and use of land in the neighbourhood area.
31. Section 38B requires the NP to specify a period for which it is to have effect. This is complied with (2021-2042).
32. As indicated above, the remit of this examination is significantly more limited than is the case for a local plan examination, but is confined to compliance with the above statutory requirements. Where a particular policy and/or supporting text does not raise any such compliance issues I shall make limited comment accordingly. My main comments and consequent recommendations therefore relate to passages where modifications are required.

Assessment of NP

33. I congratulate the authors of the NP for producing a clearly written and well presented NP. I mention in particular the clear differentiation between policies (in green) and projects (in pink). The figures are clear and greatly aid the understanding of the NP. The written justification for the policies (the supporting text) is, unlike many NPs, clear and of appropriate length to explain the subsequent policy. This unusually high quality results in an unusually low incidence of criticisms and necessary recommended modifications, as seen below. For these reasons, I have not found it necessary or appropriate to comment separately on each section of the NP, or each policy.

34. All policy and data references should be updated to the latest available reference. So all references to the (superseded) NPPF should be amended to accord with the latest (2024) version. All references to guidance/reference documents published by MDC and Essex County Council should be checked and updated as necessary.
35. Policy MAY G6: Home Working is poorly drafted. In the interests of clarity, the policy should provide as follows:

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.

I so **Recommend**.

36. Policy MAY D2 refers to sustainable and energy efficient buildings. As MDC point out, paragraph 2 of the policy makes reference to the Greater Essex Planning Policy Position for Net Zero Carbon Development. MDC make the points that this is a very technical policy which exceeds the NPPF and government guidance and goes beyond building regulations. MDC have made no decisions on whether they will be taking this policy forward as part of the Local Plan review. I accordingly **Recommend** that the reference to this document be deleted.
37. Policy MAY E1 relates to recreational disturbance, avoidance and mitigation. Essex County Council contend, rightly in my view, that paragraph 1 of this policy should be strengthened. Paragraph 1 should be deleted and replaced with the following:
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) Supplemental Planning document, to avoid adverse in-combination recreational disturbance effects on European Sites.

I so **Recommend**.

38. Policy MAY E2 addresses Biodiversity. The last sentence of paragraph 1 refers to managing biodiversity net gains “in perpetuity”. MDC rightly make the point that biodiversity net gain lasts for 30 years. This last sentence should be deleted.

I so **Recommend**.

39. Policy MAY A2, public transport, requires, by paragraph 1, contributions to the enhancement of public transport irrespective of the need arising from the development in question. Paragraph 1 should be amended so that its requirements are triggered only in circumstances where the requirements are necessary as a result of the impact of the development. Accordingly, at the end of the first sentence in paragraph 1 there should be added “*where the tests in paragraph 58 of the NPPF are met*”. I so **Recommend**.

40. Policy MAY A4, Parking standards and design, refers to the Maldon District Council Vehicle Parking Standards SPD, or any successor document. Paragraph SP 03 of the Mayland Design Guidance and Codes Report, however, incorporates the EPOA (Essex Planning Officers Association) Parking Guidance. MDC make the point that these standards have not been adopted by the Council. I agree that, to ensure consistency, reference should be made to the Maldon Parking Standards in this section of the Design Guidance. I so **Recommend**.

41. Policy MAY A5 refers to electric vehicle charging points. Paragraph 1, EV infrastructure is to be triggered “Where electric vehicle (EV) charging is proposed”. This does not conform with the more rigorous requirement of paragraph 112 of the NPPF. The phrase quoted should be deleted and replaced by:

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 [the phrasing of the existing policy to be continued].

I so **Recommend**.

42. There are a considerable number of instances where the grammar of the text or policy needs correcting, together with spelling etc.

Design Guidance and Codes Report

43. This forms Appendix 2 to the NP.
44. I note the comments of MDC. These include (page 36/37) reference to the guidance that streets should be designed for cyclists to mix with motor vehicles, apparently in conflict with advice from Active Travel England. However, having toured the area, I do not think that such advice is appropriate for the local circumstances in Mayland. I see no material conflict with the advice, and no conflict with national policy or guidance in this respect.

Conclusions and Recommendations

45. As noted above, I regard the quality of the NP, its policies and text, as unusually high. This has resulted in the very limited number of criticisms and recommendations in this report.
46. There are minor respects in which the NP does not comply with national policy and guidance. It would so comply if my recommended modifications were made, and thus comply with the Basic Conditions.
47. I therefore **Recommend** that, subject to the above modifications, the NP should proceed to referendum.
48. I see no reason why the area of the referendum should differ from the plan area.

49. I regard it as within the powers of MDC not only to correct any minor errors in the NP not identified in this report, but also to make truly minor amendments which do not affect the substance of the NP or this report.

Christopher Lockhart-Mummery KC

Examiner

April 2025

This page is intentionally left blank

Maldon District Council
Mayland Neighbourhood Plan
Draft Decision Statement



MALDON
DISTRICT COUNCIL

1. Summary

- 1.1 Following an Independent Examination, Maldon District Council confirms that the Mayland Neighbourhood Plan, as recommended to be modified by the Examiner, will proceed to a Neighbourhood Planning Referendum.
- 1.2 In this case, the Mayland Neighbourhood Plan also includes the Mayland Design Guidance and Design Codes.
- 1.3 This Decision Statement sets out Maldon District Council's response to each of the Examiner's recommendations.
- 1.4 The Referendum will be held in 2025.

2. Background

- 2.1 The Mayland Neighbourhood Plan and Design Guidance and Codes relates to the Neighbourhood Area designated by Maldon District Council on 30 June 2014. The area comprises the Mayland Parish Area. The Neighbourhood Area is wholly within the Local Planning Authority area.
- 2.2 Mayland Parish Council undertook a pre-submission consultation on the draft Plan in accordance with Regulation 14 of The Neighbourhood Planning (General) Regulations 2012 (as amended). This took place for an 8-week period, between 1 October 2023 and 1 December 2023.
- 2.3 Following the submission of the Mayland Neighbourhood Plan to the Council on 15 February 2024, the Council publicised the draft Plan for a 7-week period and representations were invited in accordance with Regulation 16 of The Neighbourhood Planning (General) Regulations 2012 (as amended). The consultation took place between 4 October 2024 and 22 November 2024.
- 2.4 The Council appointed Christopher Lockhart-Mummery KC, with the agreement of Mayland Parish Council, to undertake the Examination of the Mayland Neighbourhood Plan. The Examiner's final report was received by the Parish Council on 11 April 2025.

3. Decision and reasons

- 3.1 The Examiner's report concludes that subject to making the recommended modifications, the Plan meets the basic conditions set out in the legislation and should proceed to a Neighbourhood Planning referendum. The Examiner also recommends that the referendum area is consistent with the Neighbourhood Area that was designated by the Council on 30 June 2014.
- 3.2 The Neighbourhood Planning (General) Regulations 2012 (as amended) requires in Regulation 18 the Local Planning Authority to outline what action to take in response to the recommendations of an Examiner in relation to a Neighbourhood Plan.
- 3.3 Having considered each of the recommendations in the Examiner's report and the reasons for them, the Council, with the agreement of Mayland Parish Council, has decided to accept the recommended modifications to the Mayland Parish Neighbourhood Plan set out in Table 1 below. This decision was made at Council on 11 June 2025.
- 3.4 The Council considers that subject to the modifications set out in Table 1 below, the Plan meets the basic conditions set out in the legislation.
- 3.5 The Council is also required to consider whether to extend the area to which the referendum is to take place under Regulation 18(1e). The Examiner recommended that the Neighbourhood Plan should proceed to a referendum based on the area that was designated by Maldon District Council as the Neighbourhood Area. The Council has considered this recommendation and the reasons for it and has decided to accept it.
- 3.6 The Referendum on the Mayland Neighbourhood Plan will be based on the designated Mayland Parish Neighbourhood Area (see map on page 7).
- 3.7 To meet the requirements of the Localism Act 2011 and The Neighbourhood Planning (Referendums) Regulations 2012 (as amended), a referendum which poses the question "Do you want Maldon District Council to use the Neighbourhood Plan for Mayland to help it decide planning applications in the neighbourhood area?", will be held in 2025.

18 June 2025

Table 1 Mayland Neighbourhood Plan – Independent Examiner’s recommended changes**Key:**Underlined text is new text~~Crossed out text (example) is
deleted~~

Note: Only the Examiner’s recommended changes are outlined in the table below. The full Examiner’s report can be found on Maldon District Council’s website, under the Mayland Neighbourhood Planning page: [Mayland | Community Led Planning & Neighbourhood Plans | Maldon District Council](#).

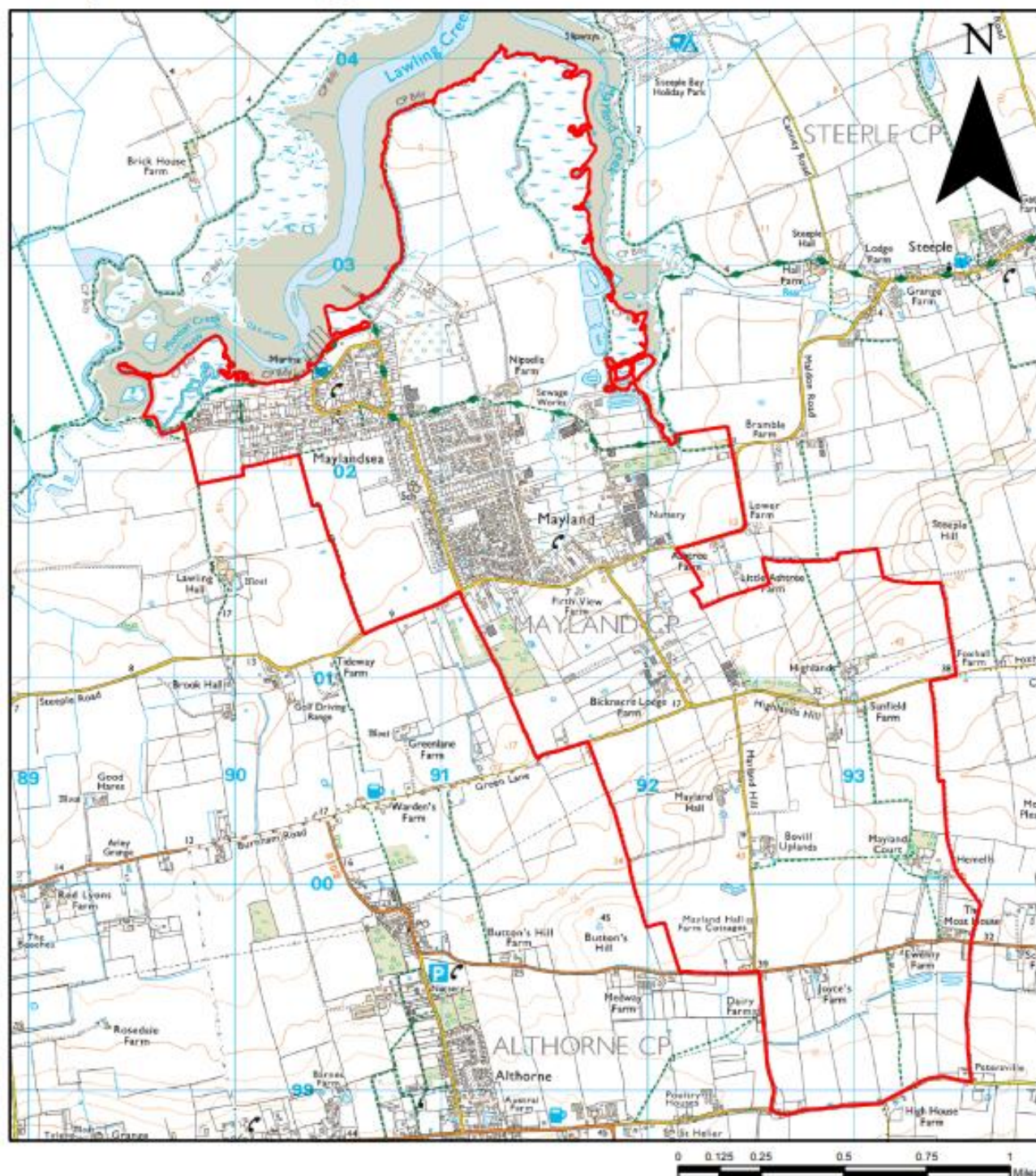
Section / Policy	Examiner’s recommended changes	Maldon District Council’s decision and reason
Policy MAY G6: Home working	Policy wording amended: <i>Insofar as planning permission is required proposals which ~~would~~ <u>will</u> assist home working within the Neighbourhood Plan area will be supported ~~subject to compliance with other policies in the Development Plan,~~ where the use of the home for employment purposes is ancillary to the main residential use of the building. <u>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.</u></i>	Agreed. The amended wording provides clarity.
Policy MAY D2: Sustainable and energy efficient buildings	The amendment relates to paragraph 2 of the policy only: <i>All Homes must be ‘Future Homes Standard’ ready as a minimum. Proposals for net zero development that exceed the Future Home Standard ~~and which are in line with the Greater Essex Planning Policy Position for Net Zero Carbon Development~~ will be supported.</i>	Agreed. The amended wording provides clarity and ensures consistency with national legislation and the approved LDP which is in the process of being reviewed.
Policy MAY E1: Recreational disturbance, avoidance and mitigation	The amendment relates to paragraph 1 of the policy only: <i>All ~~residential~~ <u>qualifying new</u> development within the zones of</i>	Agreed. The amended wording rightly strengthens the policy.

Section / Policy	Examiner's recommended changes	Maldon District Council's decision and reason
	<i>influence of European Sites should <u>be required to</u> make an appropriate financial contribution towards mitigation measures, ~~as detailed in~~ <u>accordance with</u> the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document, to avoid adverse in-combination recreational disturbance effects on European Sites.</i>	
Policy MAY E2: Biodiversity	The amendment relates to paragraph 1 of the policy only: <i>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. ~~The management plan should show how biodiversity net gains shall be managed in perpetuity.~~</i>	Agreed. Removal of 'in perpetuity' ensures the policy is consistent with national legislation.
Policy MAY A2: Public transport	The amendment relates to paragraph 1 of the policy only: <i>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, <u>where the tests in paragraph 58 of the NPPF are met</u>. Any new routes should connect with existing public transport interchanges and access wider destinations.</i>	Agreed. The amendment ensures the policy is consistent with the NPPF.
Policy MAY A5	The amendment relates to paragraph 1	Agreed. The amended wording strengthens the

Section / Policy	Examiner's recommended changes	Maldon District Council's decision and reason
	of the policy only: <i><u>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 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.</u></i>	policy and is consistent with the NPPF.
Design Guidance and Codes Report: SP 03 Car Parking Solutions	The amendment relates to the first paragraph of SP 03 contained within the Design Guidance: <i><u>Parking areas are a necessity but do not need to be unsightly or dominate streetscenes. New development should have regard to the EPOA Parking Guidance Maldon District Council Vehicle Parking Standards SPD, or any successor document.</u></i>	Agreed. The Plan and Design Guidance must be consistent and should reference the Parking Standards adopted by the Council which in this case are the standards contained in the Maldon District Vehicle Parking Standards SPD.
General comments	There are a considerable number of instances where the grammar of the text or policy needs correcting, together with spelling etc.	Agreed. Grammar and spelling must be correct.
Other matters	All policy and data references should be updated to the latest available reference. All references to the (superseded) NPPF should be amended to accord with the latest (2024) version. All references to guidance/reference documents published by MDC and Essex County Council should be checked and updated as necessary.	Agreed. The Mayland Neighbourhood Plan and Design Guidance and Codes Report must both refer to the latest data and policy.

Figure 1 Mayland Neighbourhood Plan Area

Mayland Neighbourhood Area



1:26,400

For reference purposes only. No further copies may be made.
 This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey
 on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright.
 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Maldon District Council 100018588 2017

Mayland Parish Council



Neighbourhood Plan 2021-2042 Referendum Version

April 2025

Mayland Parish Council

NEIGHBOURHOOD PLAN 2021-2042

Referendum Version
April 2024

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

Mayland Parish Council
Lawling Park Hall
Katoria 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	32
MAY G2	Development layout	34
MAY G3	Housing type and mix	37
MAY G4	Self and custom build housing	39
MAY G5	Employment sites and development	41
MAY G6	Home working	42
MAY D1	Character-led design	45
MAY D2	Sustainable and energy efficient buildings	49
MAY D3	New green spaces	51
MAY C1	Community facilities	56
MAY C2	Lawling Park	57
MAY C3	Imperial Avenue Local Centre	60
MAY C4	Digital infrastructure	63
MAY C5	Food growing	64
MAY E1	Recreational disturbance, avoidance and mitigation	67
MAY E2	Biodiversity	67
MAY E3	Riverside	70
MAY E4	Sustainable drainage	73
MAY E5	Paving of front gardens	74
MAY A1	Walking, cycling and horse-riding	77
MAY A2	Public transport	78
MAY A3	Street design	82
MAY A4	Parking standards and design	84
MAY A5	Electric vehicle charging points	85

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 will be made when over 50% of Parishioners voting say 'yes' and will then become 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 referendum 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 and independent examination. The last stage is the holding of a referendum, during which people of voting age residing in the Parish will be able to cast a vote on whether they think the Neighbourhood Plan should be brought into force ('made'). If more than 50% of those people who turnout vote 'yes', the Neighbourhood Plan will be used to help shape planning decisions and applications in Mayland/Maylandsea.

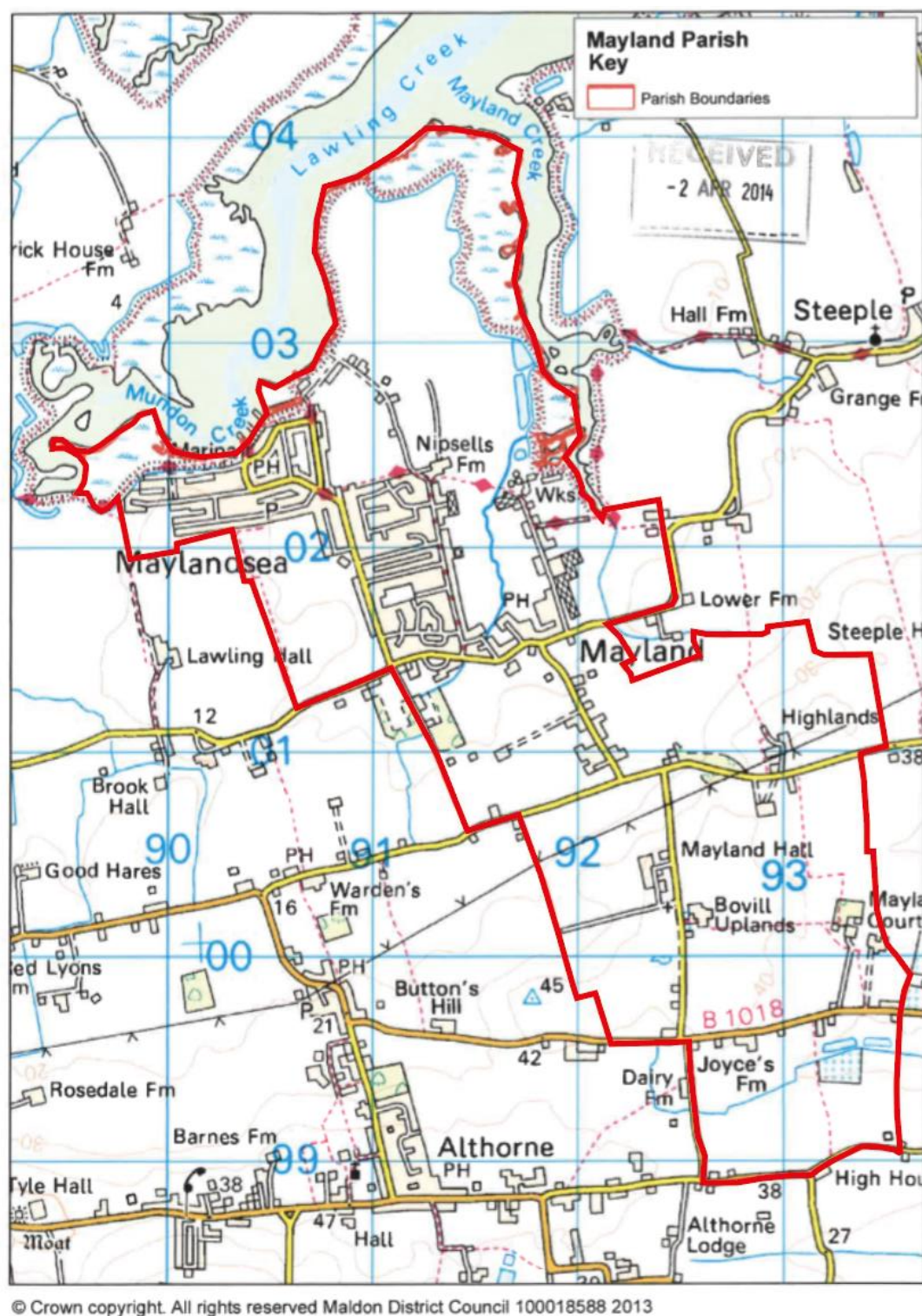


Figure 1: The designated Neighbourhood Plan Area

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](#).

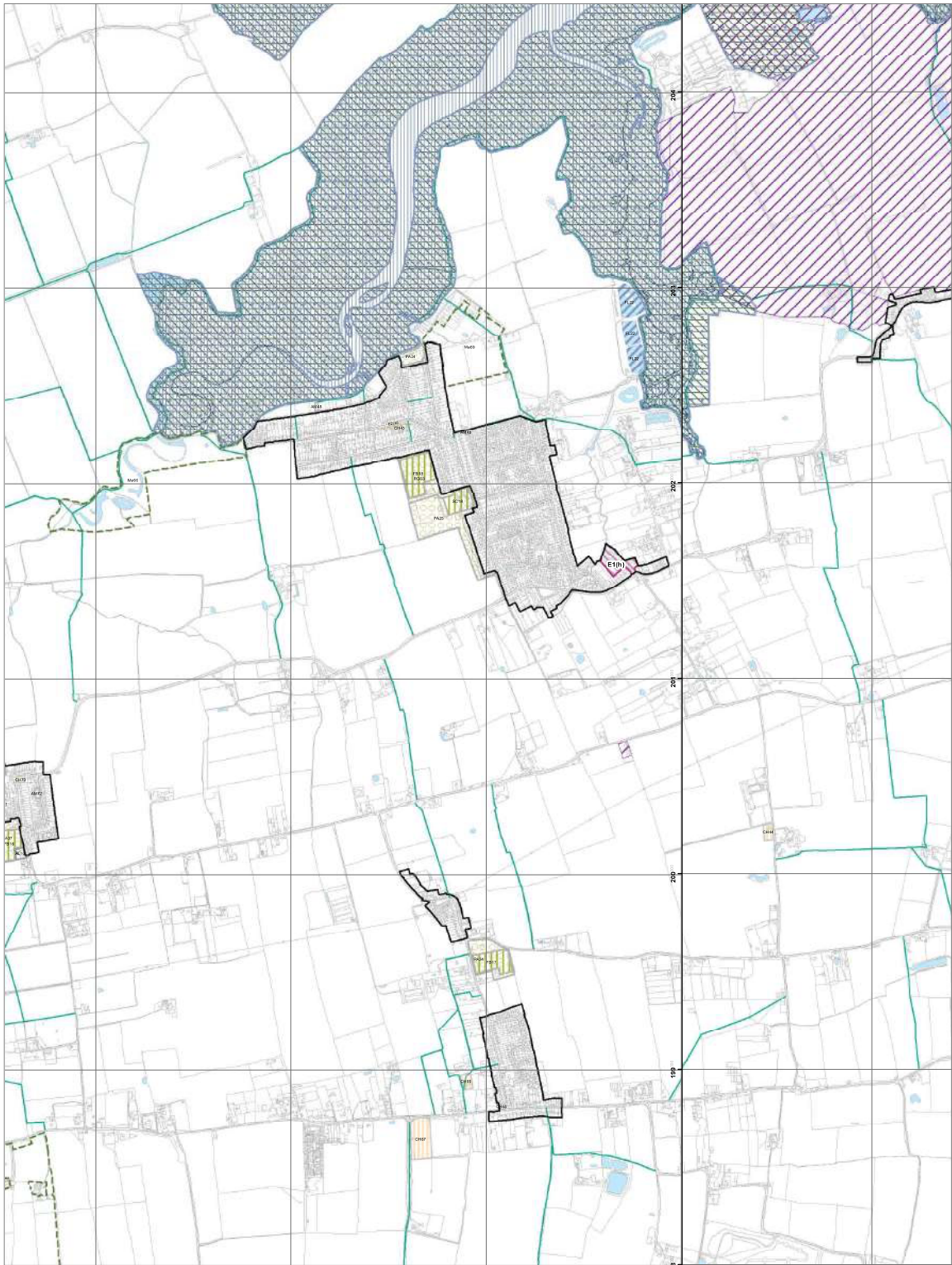


Figure 2: Approved Maldon District Local Development Plan policies map, Mayland / Maylandsea extract (see key on following page)



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.

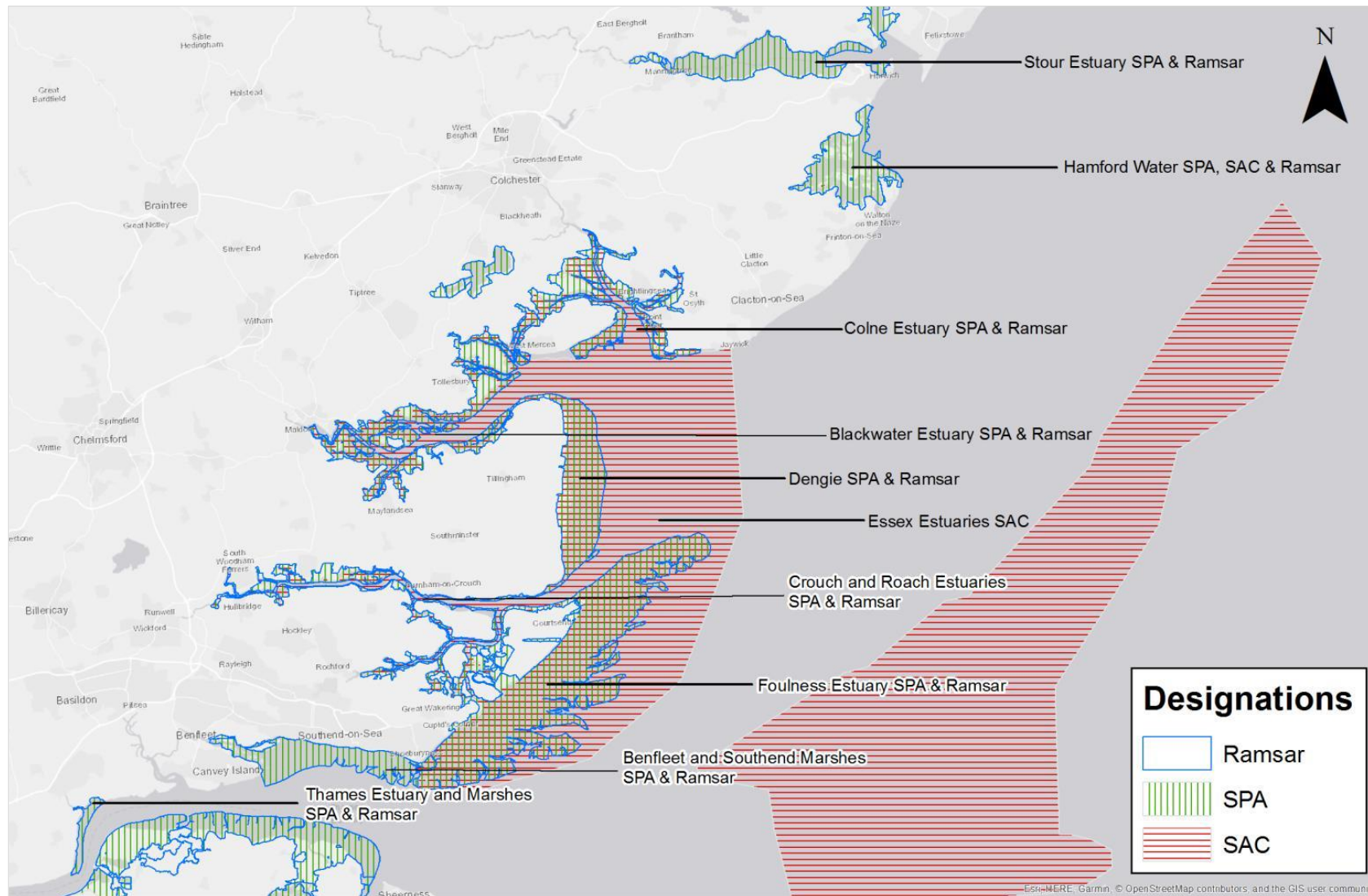


Figure 4: Designated habitats on the Essex Coast (source: Essex County Council)

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 As and when the Plan is 'made' it will form 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 referendum 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.

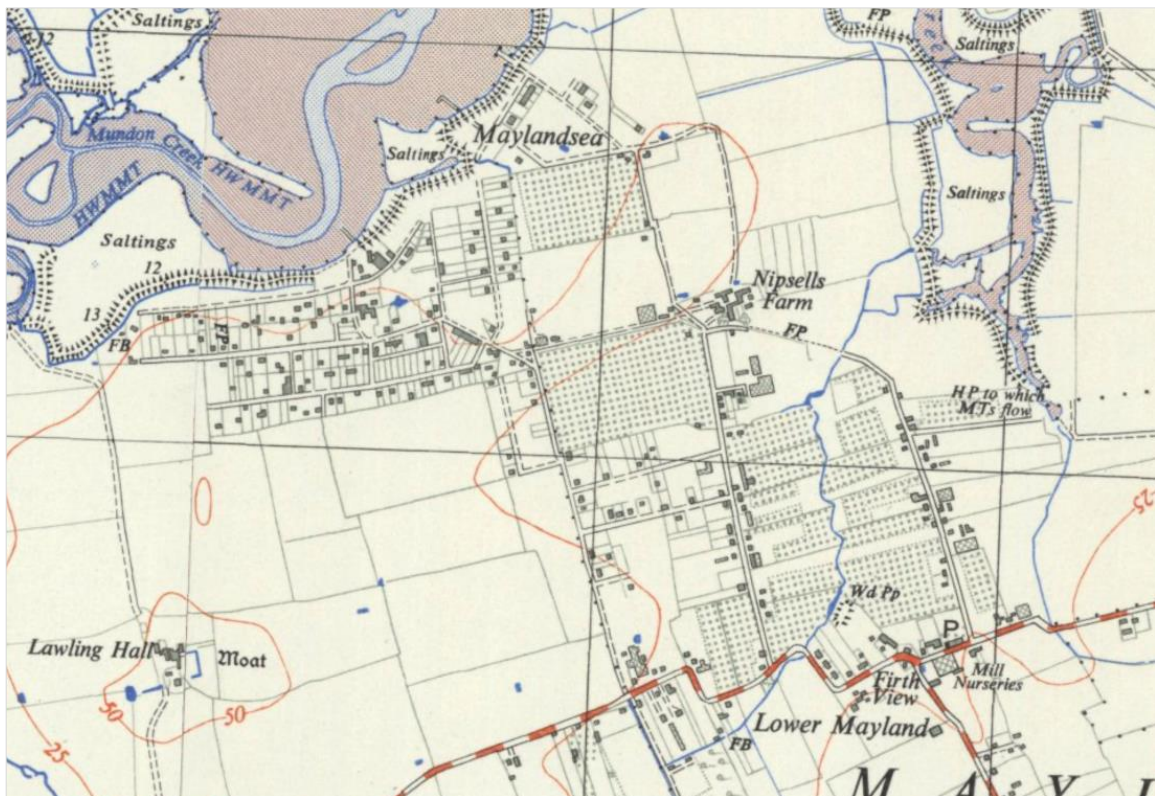


Figure 5: Map of Mayland / Maylandsea from the 1950s, showing network of nurseries and small holdings. Source: National Library of Scotland online historical maps (maps.nls.uk), from OS 1:25,000 map series, 1937-61

- 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 disease 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 coastal path should be retained for the enjoyment of all. The relationship with the waterfront is an asset for the village but this 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.

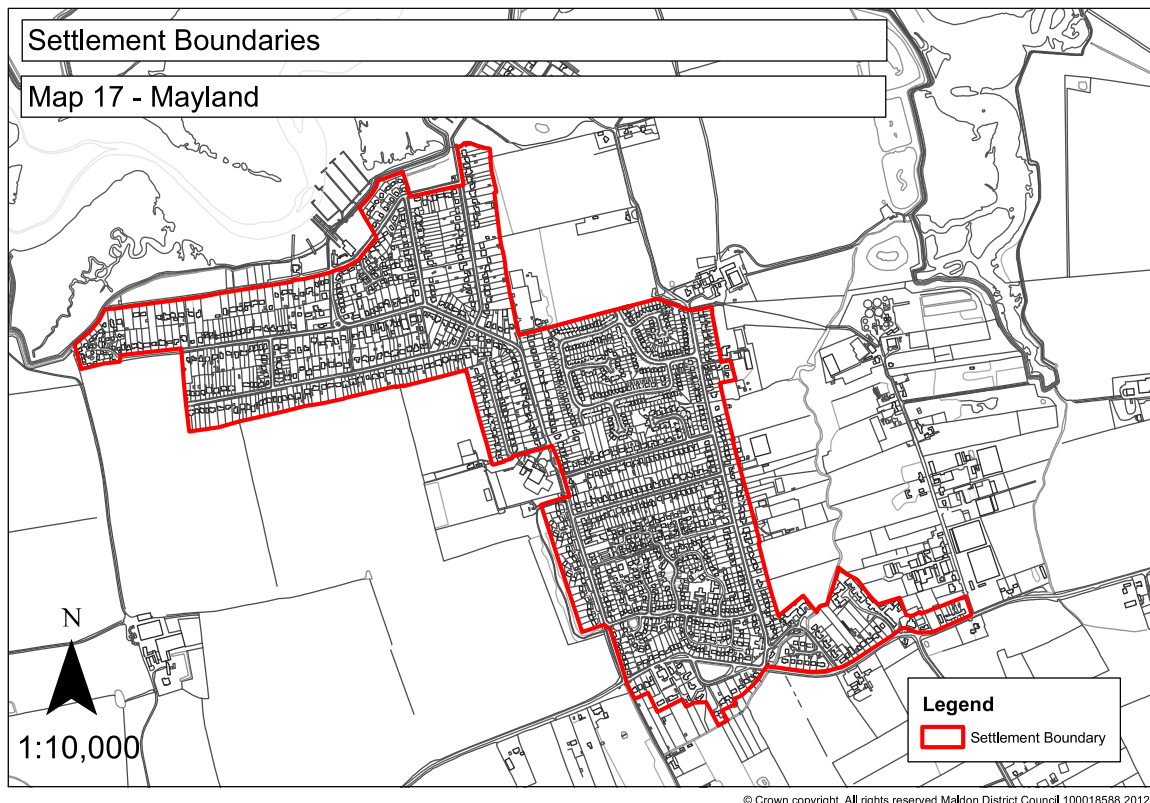


Figure 7: Settlement boundary (source: Maldon District Council)

- 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.

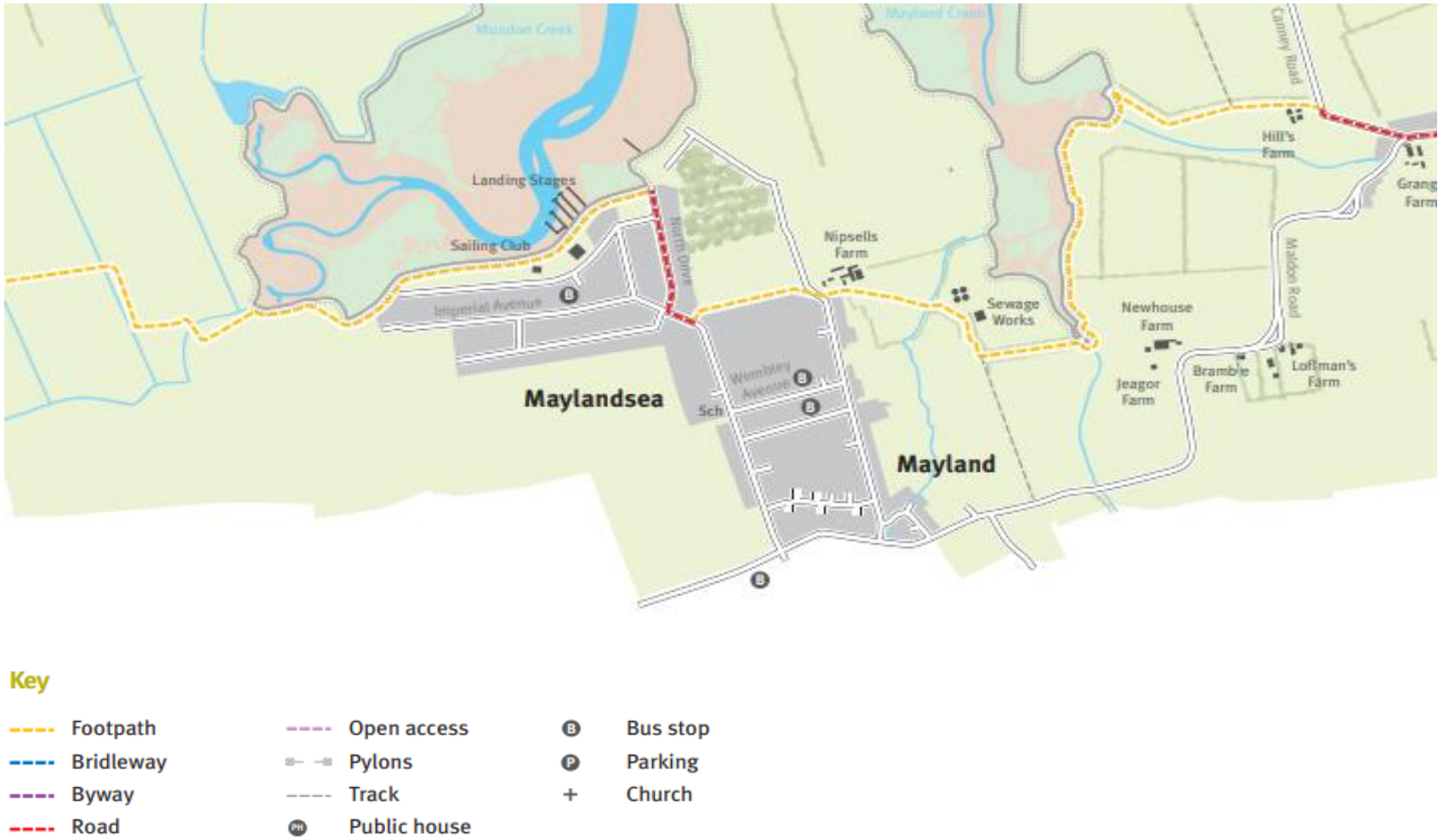


Figure 8: Map displaying the section of St. Peter's Way which passes through Maylandsea (Source: Essex County Council)

- 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).

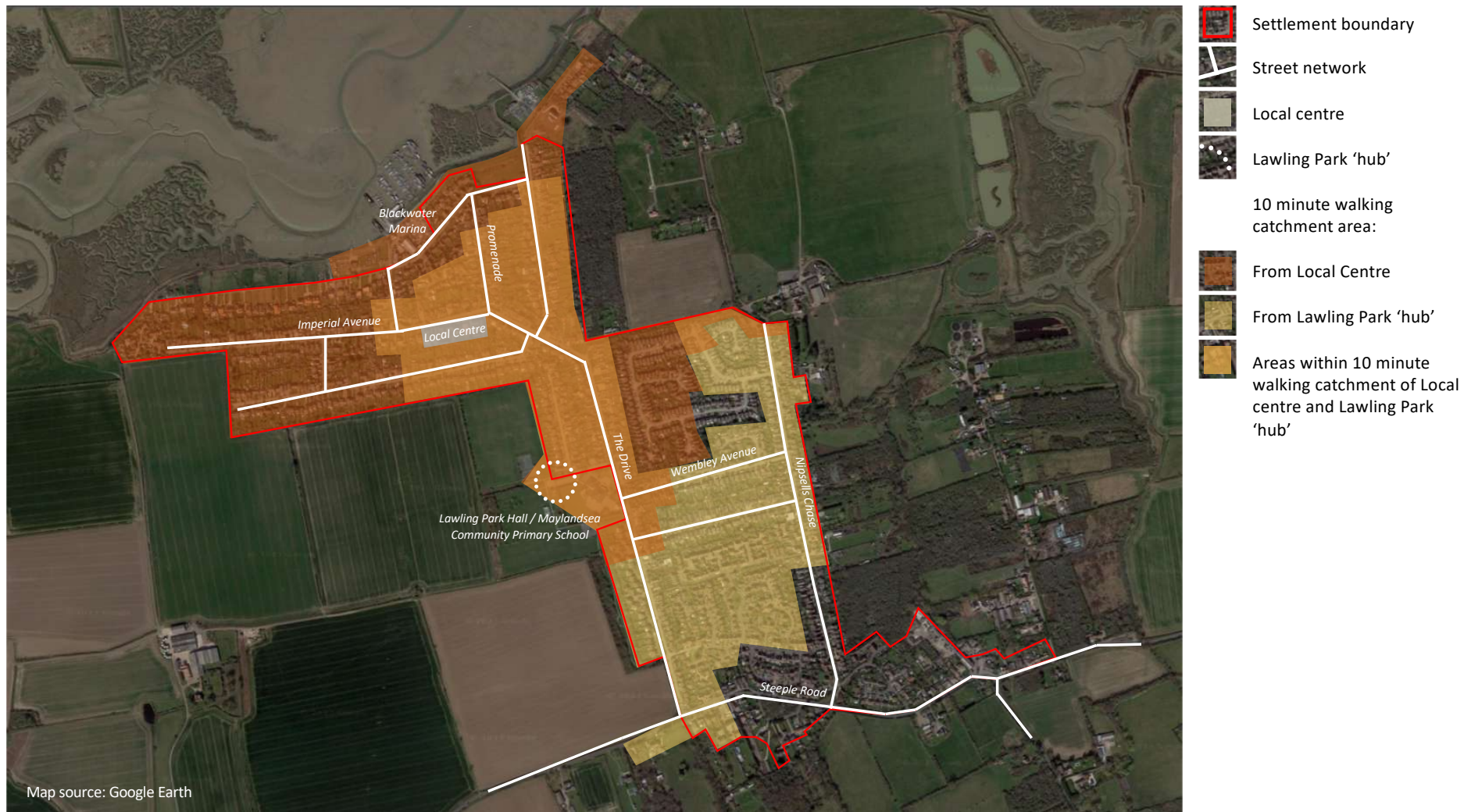
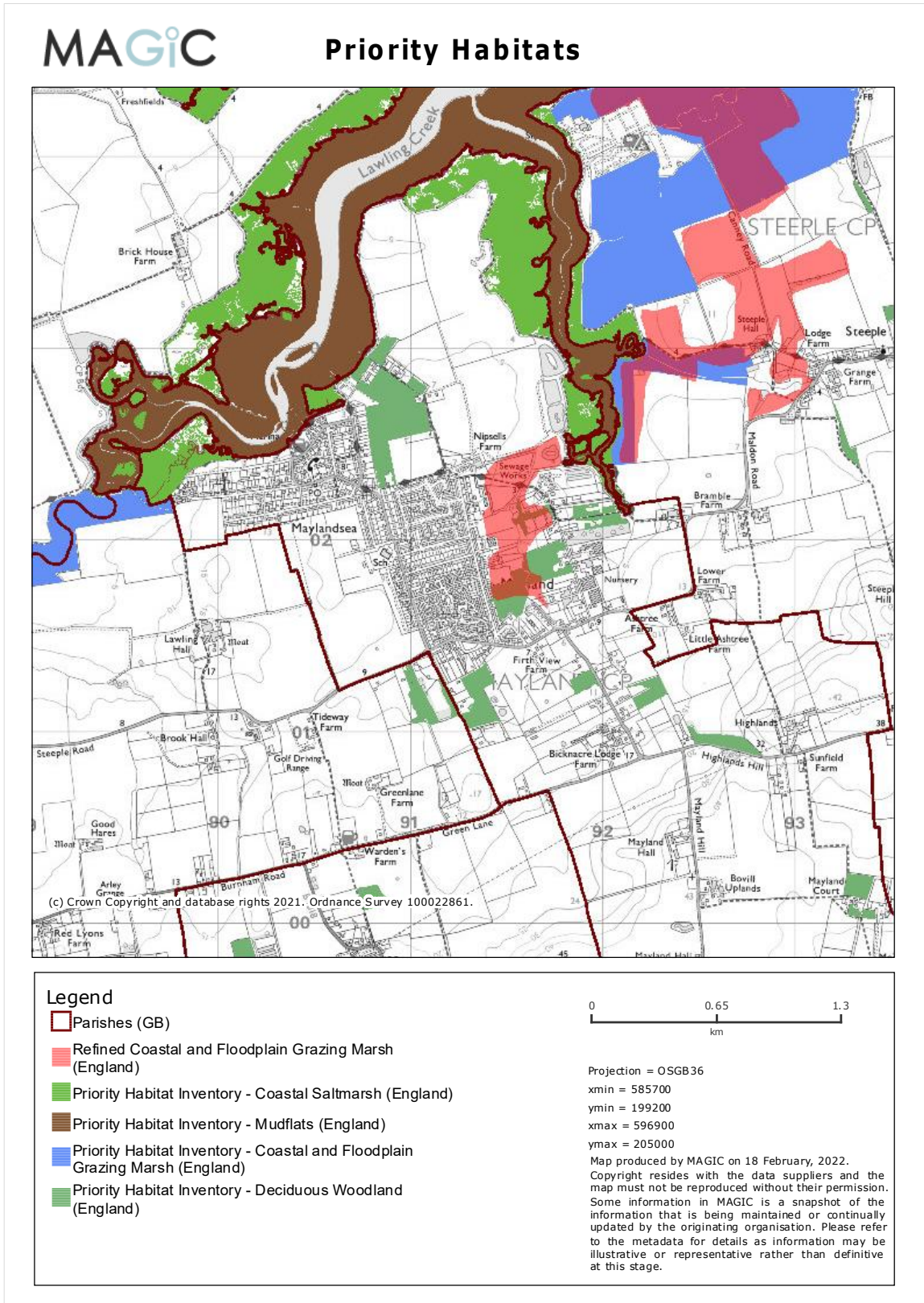


Figure 10: Plan showing the ten-minute walking catchment distances around the Imperial Avenue local centre and the cluster of community facilities around Lawling Park. The darker area on the map is where the catchments around both of these locations overlap. These are areas which benefit from being in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



- 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.

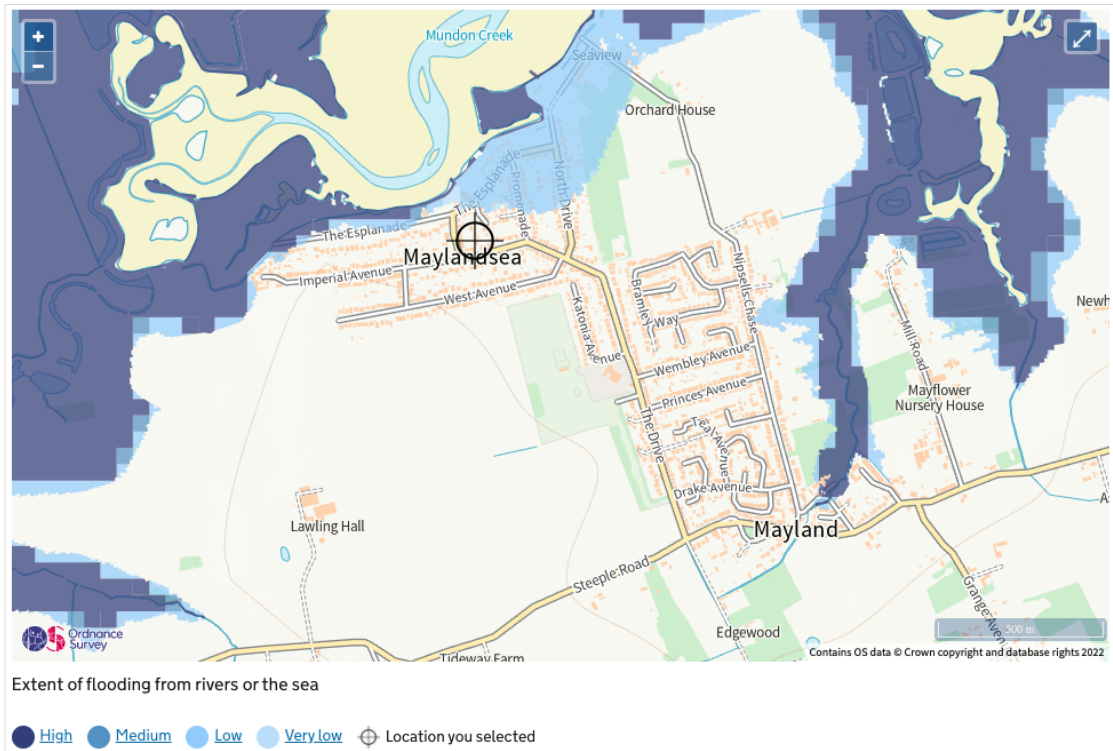


Figure 12: Extent of fluvial flood risk. Image source: [Central Government](#)

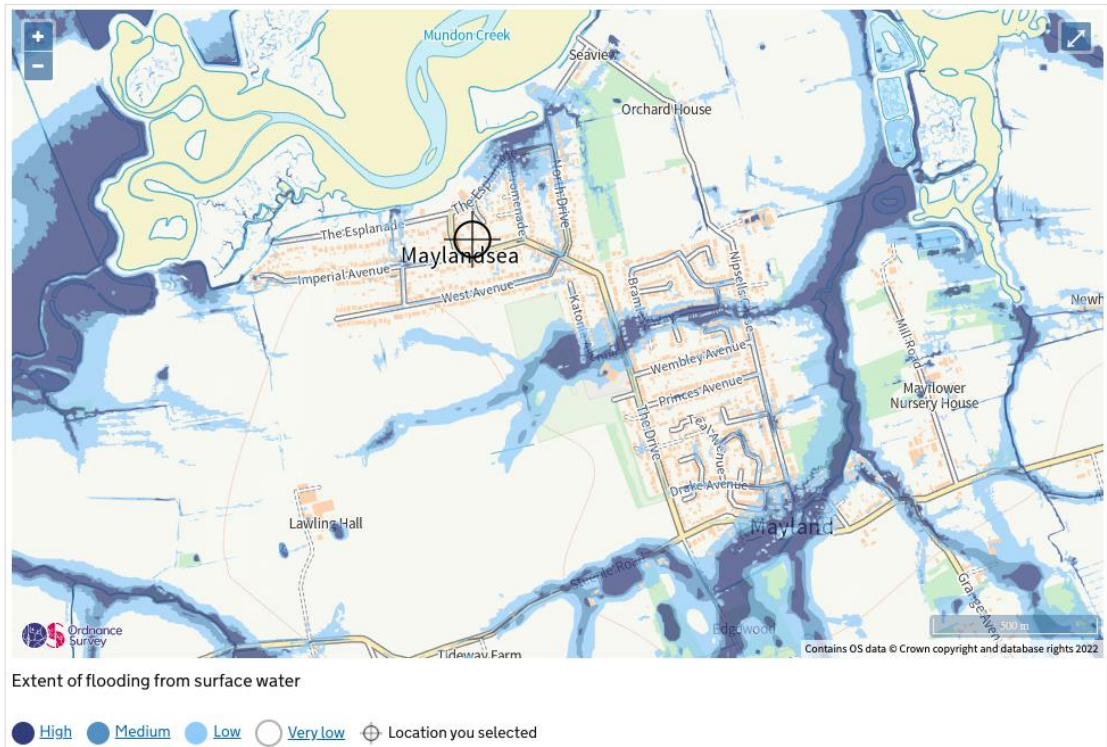


Figure 13: Extent of surface water flood risk. Image source: [Central Government](#)

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.

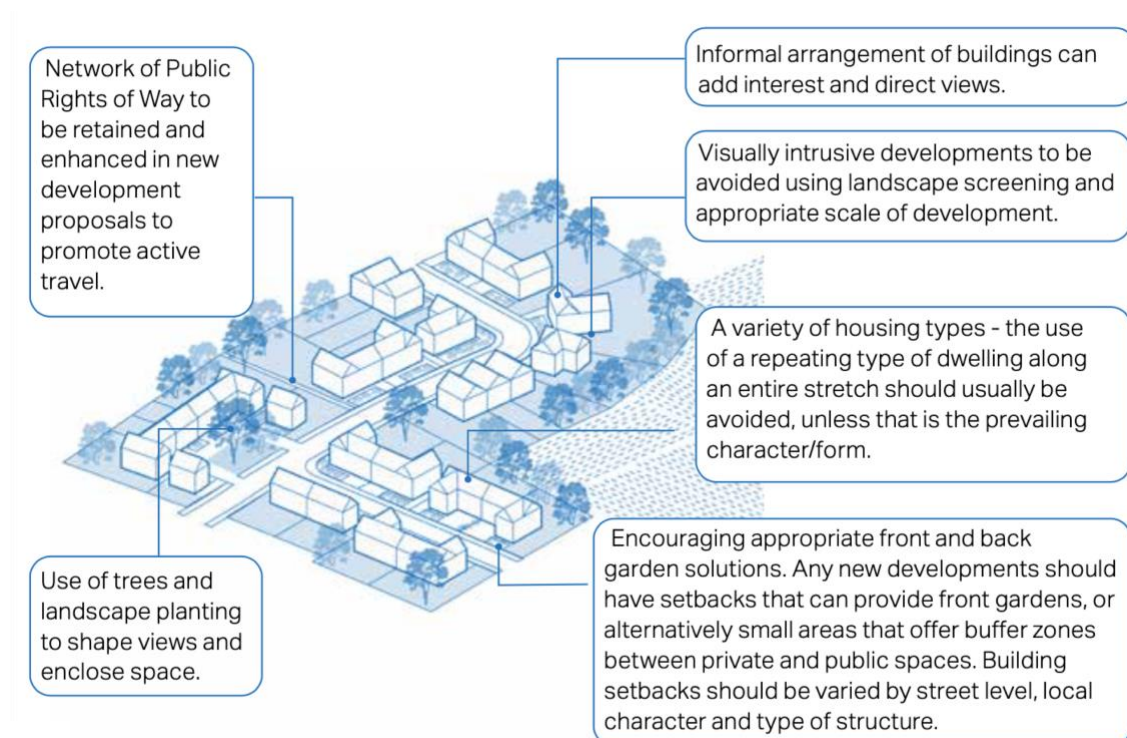


Figure 14: Image from the DGC illustrating key principles that should inform the layout of development

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 facilities 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 routes¹ 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° 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.

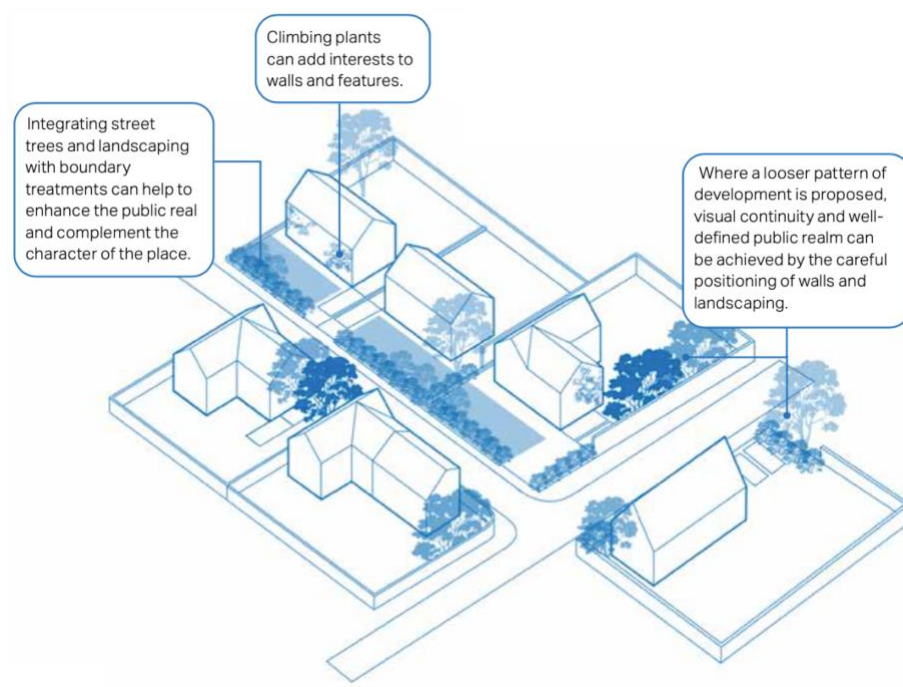


Figure 17: Image from the DGC showing trees and landscaping that complement the public realm and create a sense of place

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 (Design 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 minimise 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 from 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 through 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.

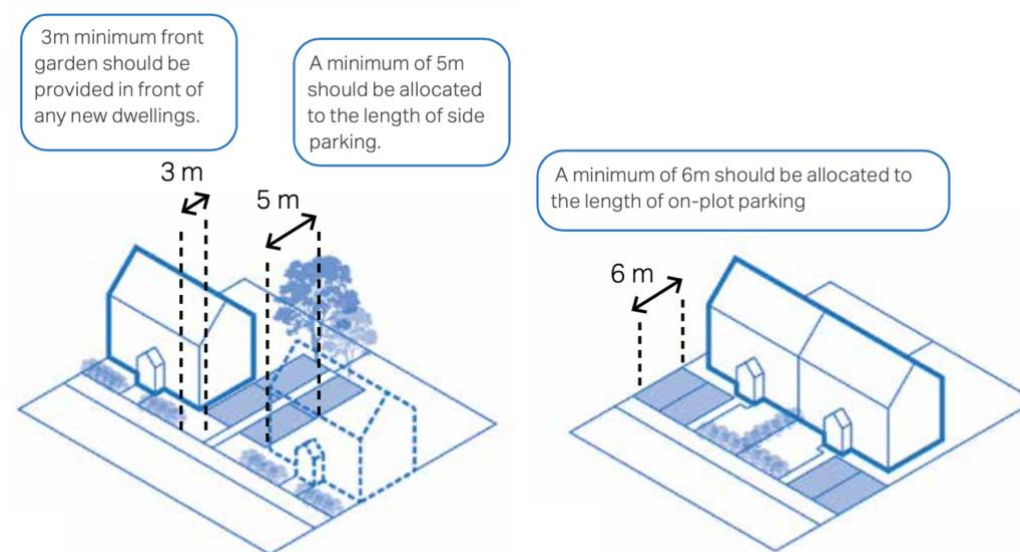


Figure 18: Images from DGC illustrating on-plot residential parking arrangements

- 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.

Next Steps

- 10.5 This is the referendum version of the Neighbourhood Plan for Mayland/Maylandsea.
- 10.6 The District Council will organise the referendum. All people of voting age in the Parish are eligible to vote on whether the Plan should be brought into force ('made') or not. If more than 50% of all people who turnout to vote are in favour of making the Plan, then it will become part of the suite of planning policies used by the District Council to help shape and determine planning applications in Mayland/Maylandsea.

Reviewing the Neighbourhood Plan

- 10.7 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.

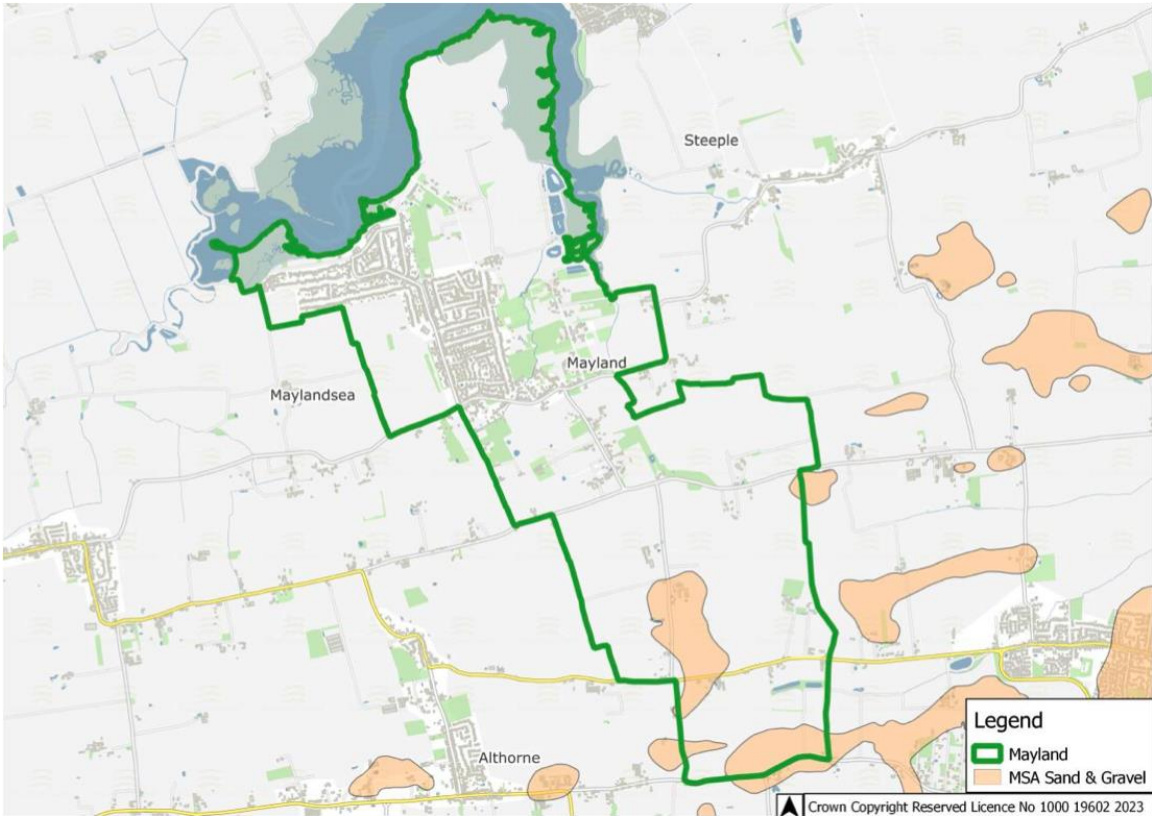


Figure 19: Mineral Safeguarding Area for sand and gravel and mineral and waste sites in the Neighbourhood Plan area (source: Essex County Council)

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 area 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 reduce 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.

Acknowledgements

For all their time and help given:

- Mayland Parish Neighbourhood Plan Committee members;
 - Cllr Ray Bush, Cllr Paul Chandler, Cllr Linda Haywood, Cllr Peter Spires, Cllr Gordon Morris, MPC Clerk Linda Whitefield.
 - Especially the late Cllr Barry Edwards contribution for questionnaire design, data formatting and graphics.
 - Parishioner Jeanette Logie.
- Troy Planning + Design, AECOM, RCCE, Locality, Planning Aid and Maldon District Council.

Mayland Parish Council
Neighbourhood Plan, 2021-2042

Referendum version: April 2025

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

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

Mayland

Design Guidance and Codes Report

Final report
Updated January 2024

Quality information

Prepared by	Check by	Approved by
Hoorieh Morshedi	Rose Bateman	Ben Castell
Urban Designer	Senior Urban Planner	Director
Chatnam Lee		
Graduate Urban Designer		

Revision History

Issue no.	Issue date	Details	Issued by	Position
3	12/01/2024	Post-consultation updates	Ben Castell	Director
2	14/11/2022	Review	Ben Castell	Director
	14/11/2022	Research, site visit, drawings	Hoorieh Morshedi	Urban Designer
	14/11/2022	Research, drawings	Chatnam Lee	Graduate Urban Designer
1	19/10/2022	Review	Peter Spires	Chair of Mayland NP Committee
	26/09/2022	Review	Ben Castell	Director
	26/09/2022	Research, site visit, drawings	Hoorieh Morshedi	Urban Designer
	05/08/2022	Research, drawings	Chatnam Lee	Graduate Urban Designer

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Locality (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Contents

1	1. Introduction	5
	1.1 Aims and objectives	5
	1.2 Process	6
	1.3 Area of study	7
2	2. Policy context	10
3	3. Neighbourhood Area context analysis	15
	3.1 Surrounding context	15
	3.2 Movement network	17
	3.3 Green and blue infrastructure	19
	3.4 Topography and flood risk	21
		23
4	4. Design guidance and codes	25
	4.1 Introduction	25
	4.2 Checklist	76
5	5. Delivery	84

Introduction

01

1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to Mayland Parish Council.

1.1 Aims and objectives

The purpose of this document is to provide an appreciation for the existing character of Mayland Parish in order to create design codes which will apply to any future housing development in the village. This will help to ensure that as any new development comes forward, it responds to its context and supports and enhances the quality of the villages' existing character.

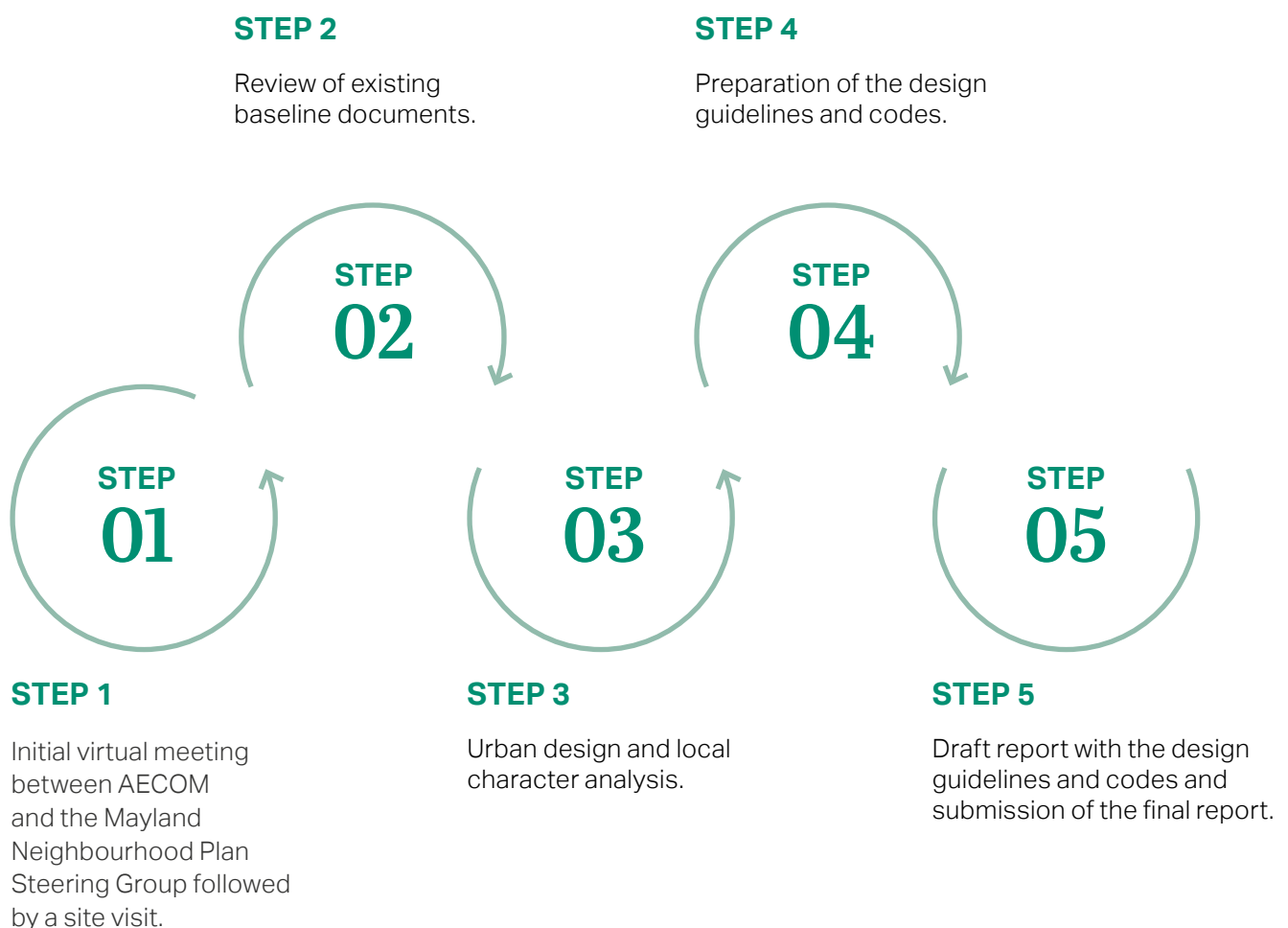


F.1

Figure 01: A view towards Lawling Creek

1.2 Process

The following steps were agreed with the Neighbourhood Plan Steering Group to produce this report:



1.3 Area of study

Mayland Parish is located in the Maldon District of Essex County, bordering Mundon Creek and an estuary of River Blackwater to the north. It is situated 7.6km north-west of Southminster, and 14km south-east of Maldon. The north of the parish also falls within the Blackwater Estuary Ramsar site, which is also a Site of Special Scientific Interest (SSSI). The village is mostly serviced by local roads and the B1016 which runs east-west along the south of the parish. The closest railway station is outside the parish in Southminster.

The main settlement area of Mayland village is to the north of the parish, with houses fronting onto Lawling Creek alongside the Blackwater Marina and a couple of sailing clubs along the scenic Sea Wall Walk. Mayland village is also home to small independent retailers, several pubs and restaurants as well as Maylandsea Community Primary School. Some of the other facilities in the parish include St Barnabas Church and the Maylandsea GP clinic and Trinity Medical Practice.

There is a small designated employment area at Mayland Industrial Estate which is located close to Mayland Mill and Cardnell's yard on the riverside. Light industries, warehouses and scrap yards are located in these designated areas beyond the settlement area of Mayland.



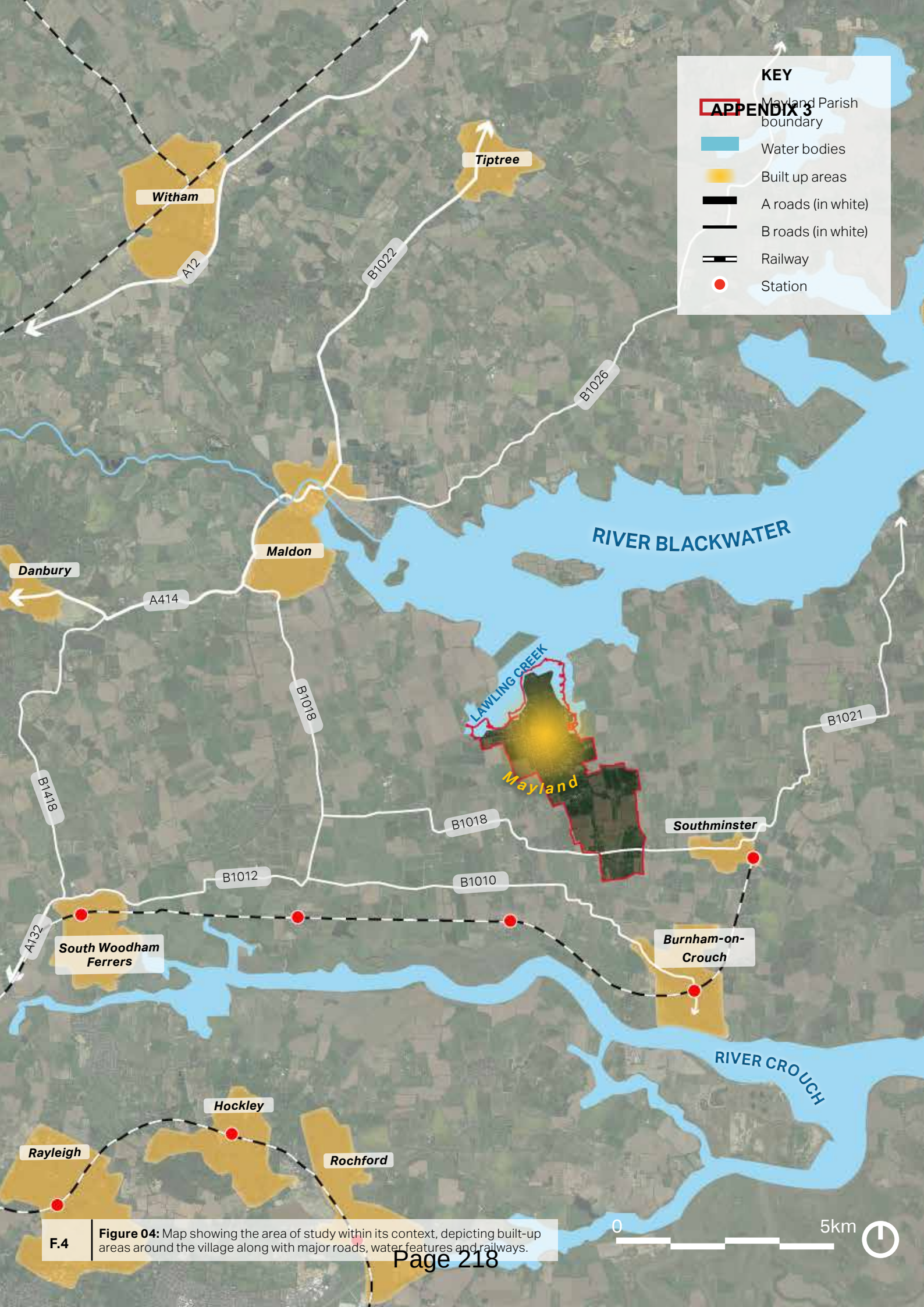
F.2



F.3

Figure 02: Open space at Blackwater Bistro Pub fronting Blackwater Marina, Maylandsea.

Figure 03: Village shops and services.



Policy context

02

2. Policy context

2.1 Introduction

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Applicants should refer to national and local policy documents when planning future developments in Mayland.

2.2 National and local policy and guidance

The following national and local policy documents and best practice guidance have informed the design guidance within this report.

2023 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the NPPF and the National Planning Policy Guidance (NPPG). In particular, Chapter 12: Achieving well-designed places of the NPPF stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of design principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2021 - National Design Guide

DLUHC

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2021 - National Model Design Code

DLUHC

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote successful and good quality design. It expands on the ten characteristics of good design set out in the National Design Guide and should be referred to in the development of design codes at the local and site masterplan level.

NATIONAL LEVEL

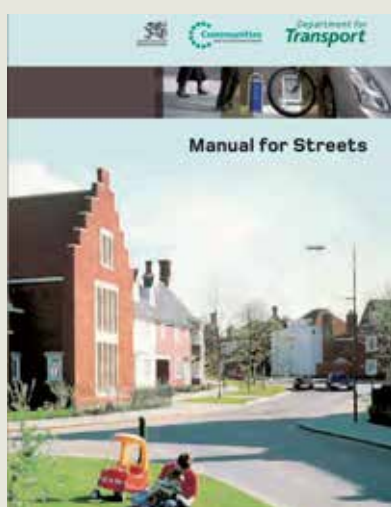


2020 - Building for a Healthy Life Homes England

Building for a Healthy Life is the government-endorsed industry standard focused on twelve design considerations for creating a successful built environment that promotes wellbeing.

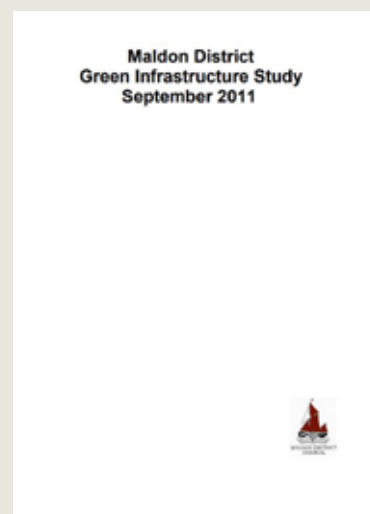
2007 - Manual for Streets Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and encourage active travel.



2011 - Maldon District Green Infrastructure Study Maldon District Council

This document assessed local need for open space provisions, taking into account varying socio-demographic and cultural characteristics of the local community, and examines the existing supply of facilities in term of function, level of use, quantity, quality and accessibility. It set out local standards based on the findings from the assessment bearing in mind differences between urban and rural areas in terms of the level of provision. In addition, it identifies green infrastructure networks and recommend how the provision of green infrastructure could be improved to contribute to wider sustainability objectives.



2018 - Essex Design Guide**Essex Local Authorities**

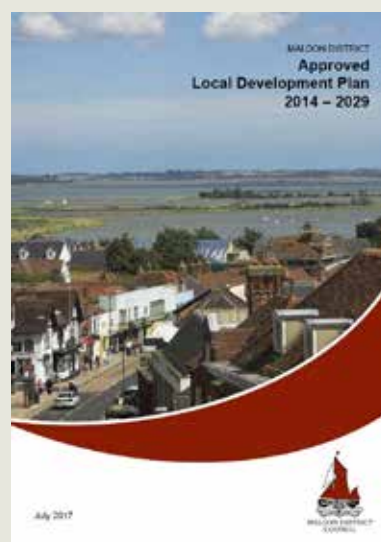
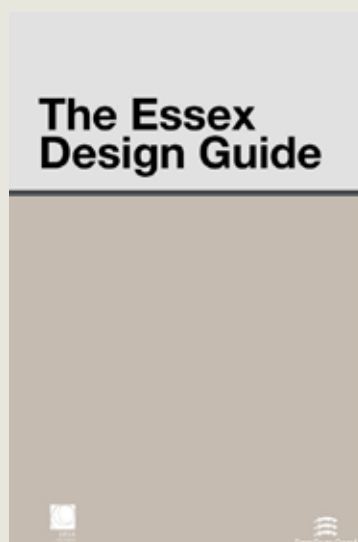
The Essex Design Guide sets out local best practice guidance and design principles for creating high-quality sustainable development in Essex. It responds to the unique design challenges and opportunities in Essex which have informed the development of this design guide.

The Essex Design Guide covers a wide range of design considerations including climate change, active design, ageing population, health and wellbeing, digital and smart technology and garden communities. It also sets out the latest standards for design details of buildings, development layout, parking, street layout, flood management and landscaping in Essex.

2017 - Maldon District Local Development Plan 2014-2029**Maldon District Council**

The adopted Maldon District Local Development Plan sets out the spatial vision for Maldon's growth up to 2029. It seeks to protect the district's unique identity by maintaining high design standards and the principles of sustainable design in new development. Mayland is identified as a 'larger village' in the adopted Local Plan. Policy D1 Design Quality and Built Environment sets out the key design requirements for all development in Maldon.

Maldon District Council is currently reviewing the Local Development Plan.



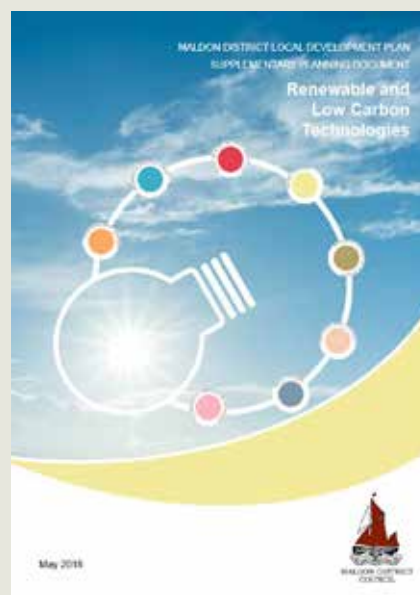
2017 - Maldon District Design Guide Supplementary Planning Document Maldon District Council

The Maldon District Design Guide Supplementary Planning Document (SPD) supports the policies contained in the adopted LDP and provides clear design principles to guide future development in the district. It seeks to encourage a design-led approach to development of all schemes from residential extensions to large residential proposals. This Design Guide takes into account the 21 design principles set out in the adopted SPD.



2018 - Maldon District Renewable and Low Carbon Technologies Supplementary Planning Document Maldon District Council

The Renewable and Low Carbon Technologies SPD offers technical guidance to reduce carbon emissions in new developments. It requires development to demonstrate sustainability through design, construction and the use of low carbon technologies. It also sets out design advice in relation to the positioning of low carbon technologies infrastructure (including solar panels and heat pumps), urban cooling and landscaping.



Neighbourhood Area
context analysis

03

3. Neighbourhood Area context analysis

APPENDIX 3

This chapter describes the local context and key characteristics of Mayland Parish related to the local history, built environment, streetscape and landscape.

3.1 Surrounding context

Mayland is located inland from the River Blackwater. The parish is largely characterised by estuarine mudflats and salt marshes to the north of Maylandsea, and rolling open farmlands that south of the parish towards Althorne and east towards Southminster. The northern part of Mayland falls within the Blackwater Estuary Ramsar site and SSSI.

Mayland originated as a manor back in the 12th century, which formed part of the endowment of St Osyth Priory. The early community of Mayland consisted of scattered farms across the parish. St Barnabas Church was established in 1866 after Mayland manor was acquired by St Bartholomew's Hospital in the 18th century. Mayland also had a shipbuilding legacy which can be traced back to the 20th century when the Cardnells Boat yard was established. Since then, Mayland has become a major sailing centre in the area and has led to the establishment of various clubhouses.

The built character of Mayland consists of properties with red brick facades, interspersed with off-white rendered facades. The rest of the settlement comprises isolated dwellings and scattered farmstead throughout the rolling farmland

and fields, with field boundaries framed by hedgerows and ditches. Various stretches of deciduous woodlands intersperse the landscape of Mayland Parish and its surrounding area. The village benefits from a network of Public Rights of Way including footpaths and several restricted byways that connect the village to the surrounding open fields and countryside.

The main retail frontages located on Imperial Avenue including the supermarket, post office, restaurants, a pharmacy and other businesses. Sports Ground in Lawling Park is another important facility within the village.

There are three Grade II listed buildings within the parish - the Mayland Mill Public House, Highlands Farmhouse and Barn.

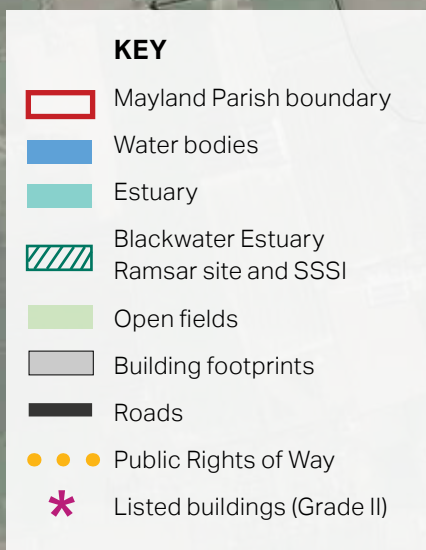


F.5



F.6

Figure 05: Boat yard fronting onto Lawling Creek, Mayland.
Figure 06: George Cardell Memorial Field, Mayland.



3.2 Movement network

The major route of B1018 runs east-west along the south of Mayland Parish. Mayland Hill Road and Grange Avenue are secondary routes that lead off of the B1018 to provide access to the main settlement area of Mayland/Maylandsea towards the north of the parish.

The main settlement is developed along two north-south axes of The Drive on the west and Nipsells Chase on the east in a linear pattern. A series of residential tertiary roads and cul-de-sacs branch out from these roads towards residential clusters in the centre of the village.

The linear pattern of development continues north of the village where rows of houses are arranged parallel to the waterfront along The Esplanade, Imperial Avenue and West Avenue. Steeple Road forms an east-west axis to the south of the village, providing connections towards housing clusters and the Henry Samuel Hall to the east, and scattered farmhouses to the west.

Most of the residential roads in Mayland are equipped with pavements to facilitate a safe and walkable environment to residents, however, many of these can benefit from better maintenance and repair from wear.

There is a network of Public Rights of Way (PRoW) that branch off from tertiary roads and cul-de-sacs that connect the main settlement area with the waterfront and surrounding countryside.

Car parking remains an issue in the village, particularly around shops near Imperial Avenue and the village's exit at Steeple Road, which are heavily blighted by off road parking that results in congestion.



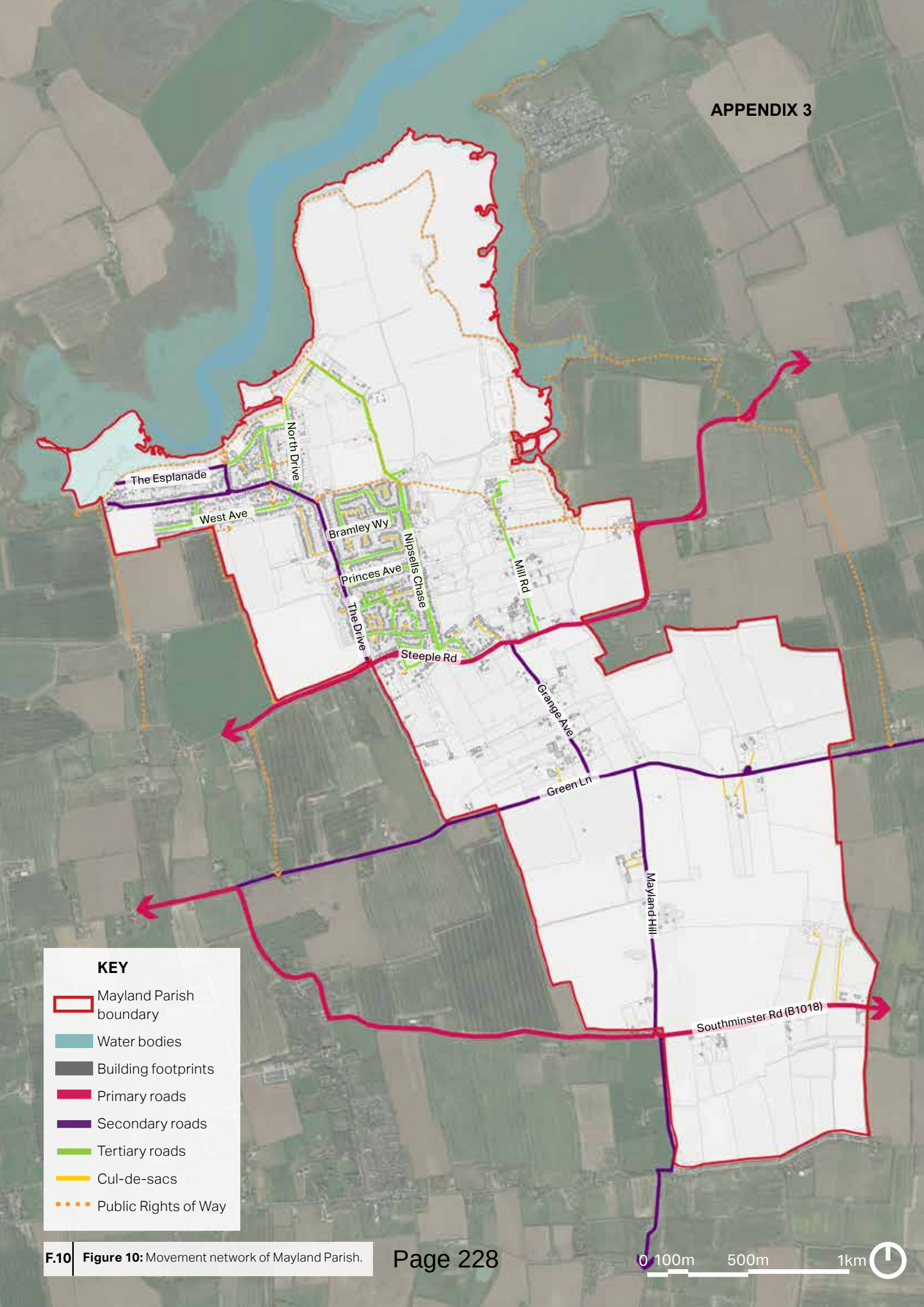
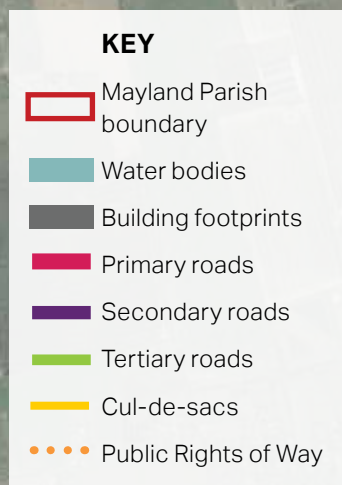
F.8



F.9

Figure 08: The primary route of B1018 (Southminster Road) provide east-west connections across the southern part of the parish.

Figure 09: A typical residential street in Mayland with wide pavement on one side of Imperial Avenue.



3.3 Green and blue infrastructure

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.

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 area adjacent to Lawlington 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.

The northern part of Mayland Parish borders the Mundon Creek and Lawling Creek, and fall within the Blackwater Estuary Ramsar site, which is also designated as a SSSI. This offers 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 ownership for the riverfront.



F.11



F.12

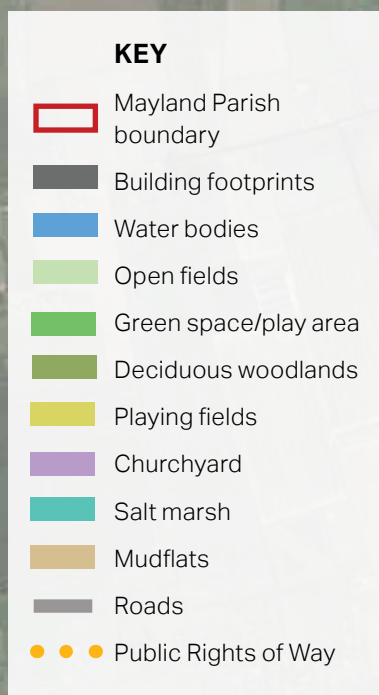


F.13

Figure 11: Bakersfield Walk located within Lawling Park behind The Drive.

Figure 12: View over Lawling Creek from Blackwater Bistro seating.

Figure 13: As part of the Blackwater Estuary, Mayland is characterised by landscape features such as salt marshes and mudflats.



F.14 Figure 14: Green and blue infrastructure of Mayland Parish



3.4 Topography and flood risk

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.

Mayland Creek and Lawling Creek, as part of the River Blackwater Estuary, run along the north parish. Much of the northeastern 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.



F.15



F.16

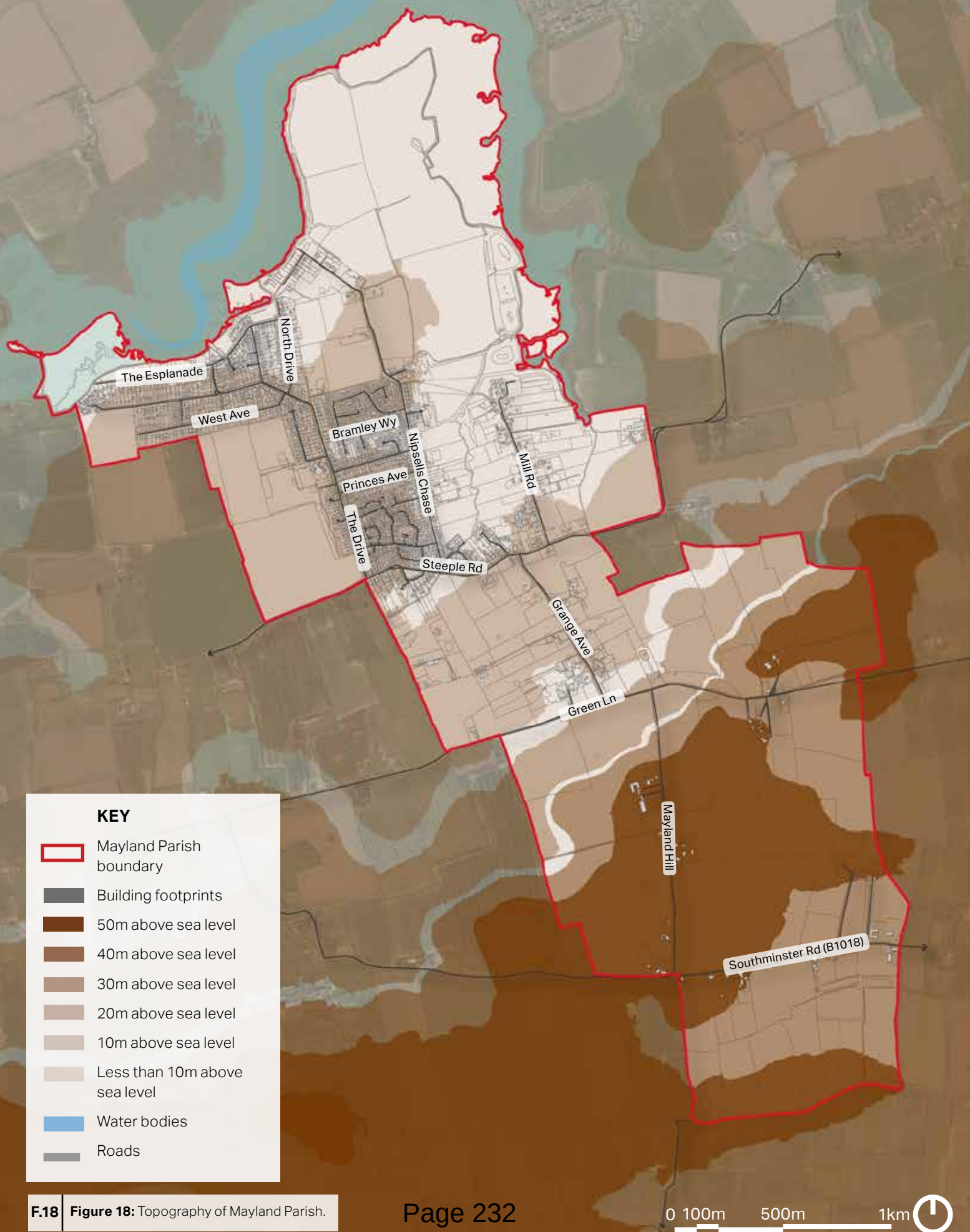


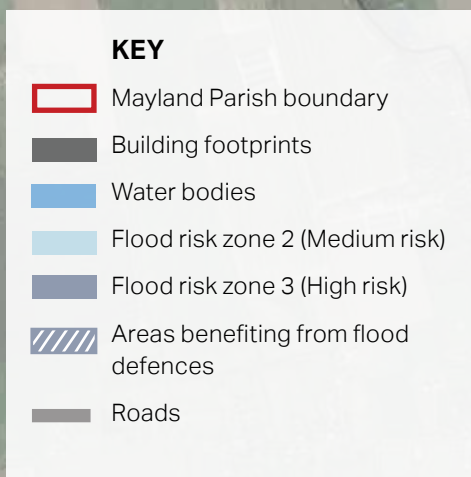
F.17

Figure 15: Rolling topography in Mayland opening up to long views towards the open countryside.

Figure 16: Houses along The Esplanade fronting onto the river could be affected by surface water flooding during storm events.

Figure 17: George Cardnell Memorial Field, located at the edge of the village settlement.





F.19 | **Figure 19:** Flood risk in Mayland Parish.



Design guidance and
codes

04

4. Design guidance and codes

This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the parish will be expected to follow.

4.1 Introduction

The following section describes a set of design codes that have been put together based on the existing context of Mayland. These are relevant to the whole Neighbourhood Area.

These codes will aim to guide any changes or development within the village to ensure the local character is respected whilst still allowing space for innovation within the built environment.

Detail about the structure of the codes is provided in Section 4.1.3. Both national and district guidance documents, such as those outlined in Section 2.1, should be read in conjunction with these codes. These codes support these documents and should not be considered in isolation.



F.20

Figure 20: The ten characteristics of well-designed places. (Source: National Design Guide, page 8).

4.1.1 The importance of good design

As the NPPF (paragraph 126) notes, “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Research, such as for the Government’s Commission for Architecture and the Built Environment (now part of the Design Council) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

4.1.2 Placemaking and design codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes and green spaces, and the interfaces between them.

What designers and planners call ‘placemaking’ is about creating the physical conditions that residents and users find

attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive placemaking and draw on the principles set out in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important with any proposal that full account is taken of the local context and that the new design embodies the ‘sense of place’.

Reference to context means using what is around, shown in the first three sections, as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

4.1.3 Structure of the design codes

Based on the understanding of the parish gained in the previous sections, this section will identify design codes for future development to adhere to. As identified in the diagnostic report, the following design codes have been created to apply to the whole Neighbourhood Area.

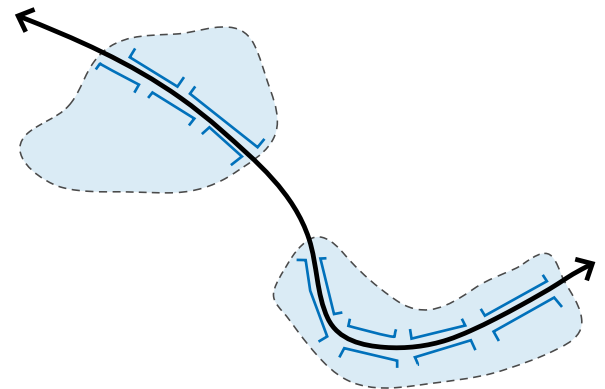
Theme	Code	Title
Settlement layout (SL)	SL 01	Patterns of development
	SL 02	Layout of buildings
Streets and parking (SP)	SP 01	Prioritise walking and cycling
	SP 02	People-friendly streets
	SP 03	Car parking solutions
	SP 04	Trees and landscaping
	SP 05	Street lighting and dark skies
Built form (BF)	BF 01	Overlook public space
	BF 02	Define front and back gardens
	BF 03	Maintain a consistent building line
	BF 04	Density
	BF 05	Desired height profile
	BF 06	Establish a consistent property boundary
	BF 07	Extension and conversions
	BF 08	Architecture details, materials and colour palette
	BF 09	Corner treatment
Environmental and energy efficiency (EE)	EE 01	Features in dwellings
	EE 02	Flood mitigation
	EE 03	Wildlife friendly features

SL. Settlement layout

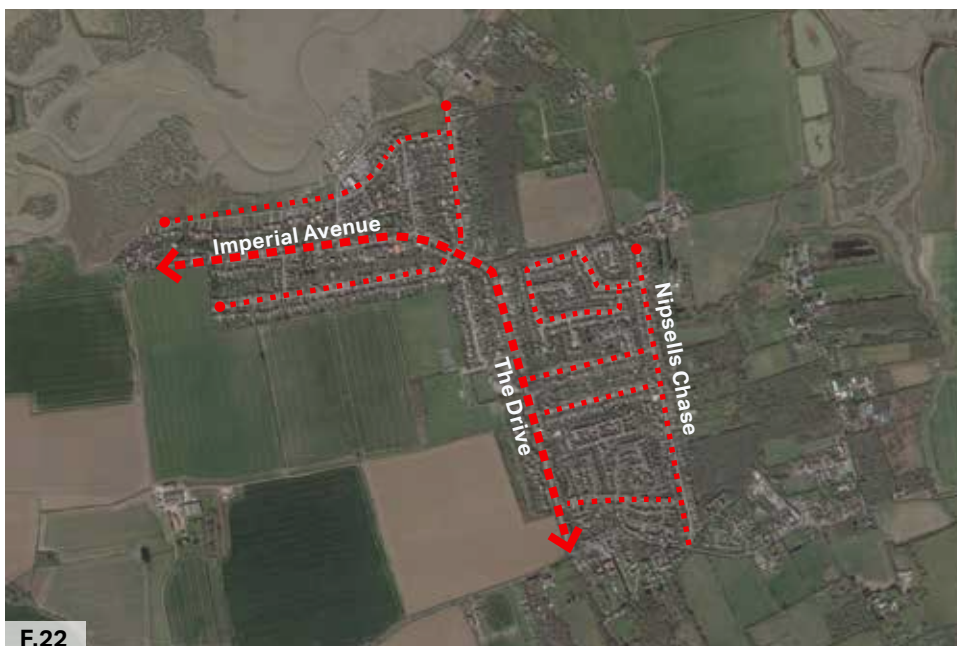
SL 01 PATTERNS OF DEVELOPMENT

Mayland has a nucleated development pattern with recent developments evolving around Imperial Avenue and The Drive. Any new development should respect the following principles:

- Development proposals should respect the nucleated settlement pattern, which provides quick access to the countryside or waterfront for all residents; and
- Residential development with a hard edge, which imposes an abrupt transition from the settlement to the surrounding countryside, should be avoided.



F.21



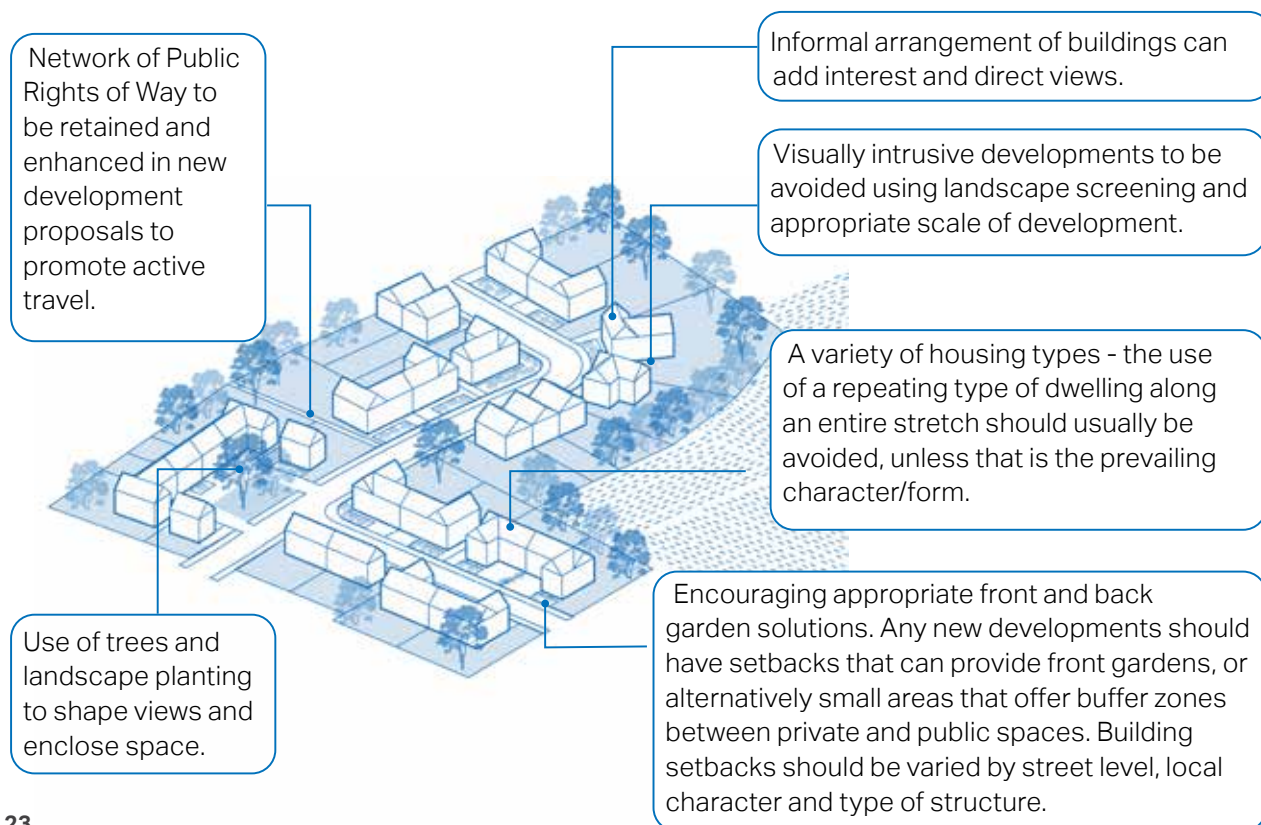
F.22

Figure 21: Diagram showing a nucleated development pattern.
Figure 22: Mayland pattern of development. The core development formed along Imperial Avenue and The Drive. The rest of development formed along lanes leading to these main routes

SL 02 LAYOUT OF BUILDINGS

The parish owes much of its character to the historic pattern and layout of both the settlement and individual buildings. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

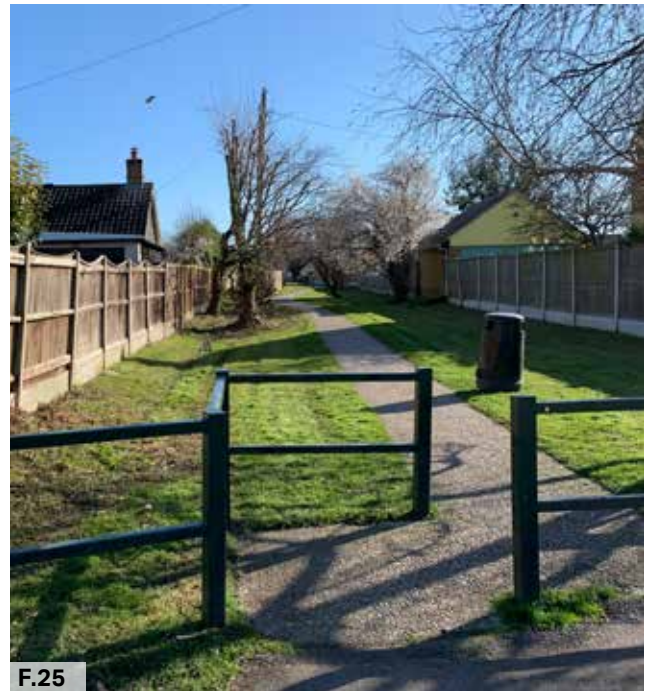
- Development should adopt the enclosure characteristics demonstrated in the village. New development should strive to knit in with the existing form of the settlement by adopting similar characteristics;
- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be permeable, promoting active travel at all times, providing plentiful non-vehicular connections;



F.23

Figure 23: Diagram showing layout of building elements such as enhancing the Public Rights of Way network, respecting views, and front and back garden solutions, which could positively contribute to local character

- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. This page illustrates some precedent examples from the existing Neighbourhood Area; and
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally.



F.25



F.24



F.26

Figure 24: Buildings with various set back on Marine Parade.

Figure 25: Gladwell Walk connecting Imperial Avenue to West Avenue.

Figure 26: Use of different house typologies along a stretch of a road to add interest to the area.

SP. Streets and parking

The following pages set out guidance to consider when developing both existing and new development within Mayland. They apply to the whole Neighbourhood Area. New development should have regard to the Essex Design Guide - Highways Technical Manual¹, in particular the Streets & Roads and Parking sections.

SP 01 PRIORITISE WALKING AND CYCLING

There is a good number of footpaths and footways in Mayland. New developments should introduce well connected and attractive pedestrian and cycling routes to encourage residents to use walking and cycling as their preferred way of travelling within the village. Some guidelines for future development are:

- Varied links should be enabled and created to favour pedestrian and cycle movement. This means that streets should be connected with each other and different travel options and routes should be considered. The connectivity should improve between the village, riverside and surrounding countryside through establishing multifunctional greenways promoting active travel and contributing to health and wellbeing.
- Good practice favours a generally connected street layout that makes it easier to travel by foot, cycle and public transport. To provide a sense of safety, these routes should benefit from natural surveillance, good sightlines and unrestricted views, and activity. This connected pattern creates a
- 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together;
- The greatest asset of Mayland is the open aspect riverside frontage walk, views and boating. Any new future walking/cycling links should take into account connections to the riverside and key features/destinations;
- All newly developed areas must provide direct and attractive footways between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists. Establishing a robust pedestrian network, both across new development and amongst existing developments, is key to achieving good levels of connectivity in Mayland;
- A well-connected network pattern should be introduced to new development areas and a cul-de-sac pattern should be avoided;
- A connected street network at all levels provides people with a choice of different routes and generally allows traffic to be distributed more evenly across the network rather than concentrated onto heavily trafficked roads;
- Design features such as barriers to vehicle movement, gates to new developments, or footways between high fences must be avoided.
- Short and walkable distances are usually defined to be within a 10-minute walk or a 5 mile cycle. If the design proposal calls for a new street or cycle/pedestrian

¹ Essex Design Guide - Highways Technical Manual. Available at <https://www.essexdesignguide.co.uk/design-details/highways-technical-manual/>

link, it must connect destinations and origins. In addition, connected streets must provide a safe and pleasant environment at all times; and

- The Police Secured by Design Guidelines² warn against the “security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths”.

2. Police Secured by Design Guidelines. Available at: <https://www.securedbydesign.com/guidance/design-guides>



F.27

Figure 27: An example of a layout which is mainly dominated by cul-de-sacs encourages reliance on cars for local journeys and blocks pedestrian flow.



F.29

Figure 28: Local example of a cul-de-sac road, Mayland Quay, which does not allow any further connection to the main road network.



F.28

Figure 29: An example of a connected layout, with some cul-de-sacs, balances sustainability and improves the sense of a walkable neighbourhood.



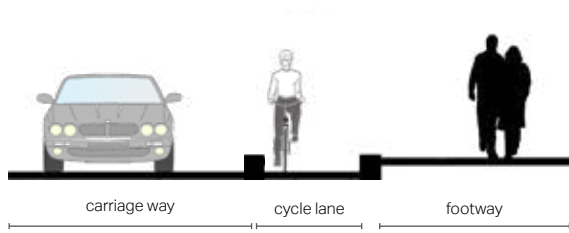
F.30

Figure 30: Local example of a permeable road, Drake Avenue, which connects The Drive to Nipsells Chase

SP 02 PEOPLE-FRIENDLY STREETS

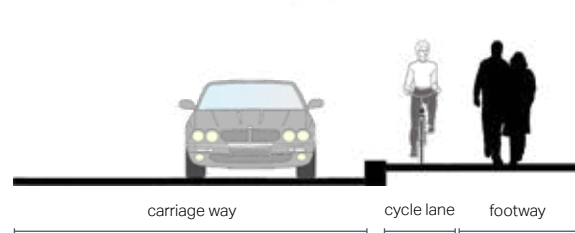
It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and, if applicable, public transport users, having regard to the standards set out in the Essex Design Guide - Highways Technical Manual. Some guidelines for future development are:

- New streets should be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes must be laid out in a connected pattern allowing for multiple connections and choice of routes, particularly on foot. Cul-de-sacs must be relatively short and provide onward pedestrian and cycle links;
- Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups in mind, such as children and wheelchair users, and may introduce a range of traffic calming measures;
- Streets must incorporate opportunities for street trees, multifunctional green infrastructure and sustainable drainage;
- Swales could also be inserted into the landscaping to provide sustainable drainage solutions. Swales are shallow, broad and vegetated channels designed to store and convey runoff. They are easy to incorporate into landscaping and the maintenance cost is low;
- Where appropriate, cycle routes should be incorporated into street design to encourage people to use active and sustainable transport;
- Traffic calming should be achieved by design using landscaping, street parking and building layout, and avoid using the traditional forms of engineered traffic calming like humps, cushions and chicanes;
- Crossing points that are safe, convenient, and accessible for pedestrians of all abilities must be placed at frequent intervals on pedestrian desire lines and at key nodes;
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines;
- At junctions with minor roads, the carriageway surface should be raised across a pedestrian crossing to prioritise pedestrian movement;
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Essex Design Guide requires footways to be a minimum of 2 metres wide and should only be narrower in exceptional circumstances; and
- New street design should include dedicated areas for cycle parking having regard to Maldon District Council Vehicle Parking Standards SPD, or any successor document.



F.31

Figure 31: Cross-section illustrating a segregated cycleway.



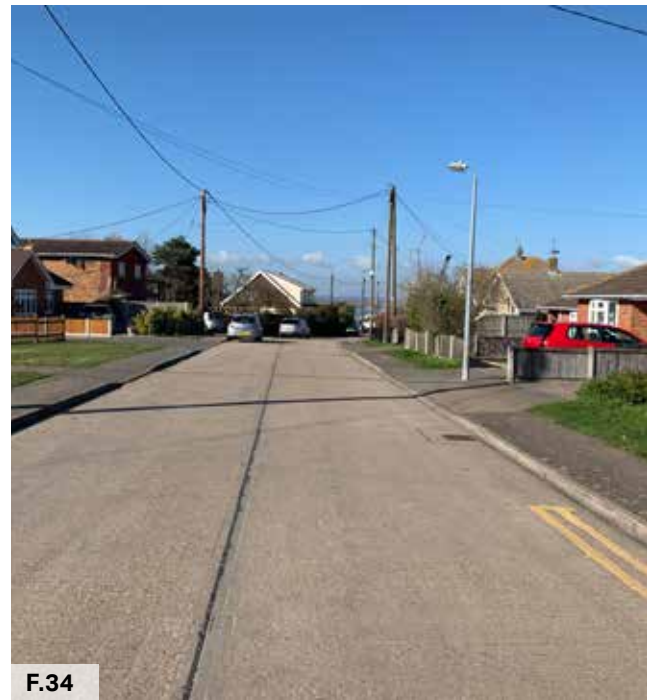
F.33

Figure 32: Cross-section illustrating a shared cycleway.



F.32

Figure 33: Local example of a gently meandering street that creates an interesting visual result for pedestrians and drivers.



F.34

Figure 34: Local example of a residential street that hosts green verges, bushes and occasional trees.

Residential Street Type 1

Some guidelines for this type of residential street are:

- This residential streets provide access between main streets and neighbourhoods. They should emphasize the human scale and be designed for lower traffic volumes compared to primary streets;
- These streets should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. On-street parking may be on or accommodated on the street or inset into green verges;
- Carriageways should be designed to be shared between motor vehicles and cyclists. Green verges should be proposed along the streets; and
- Where possible, these streets should be lined by large street trees on both sides.

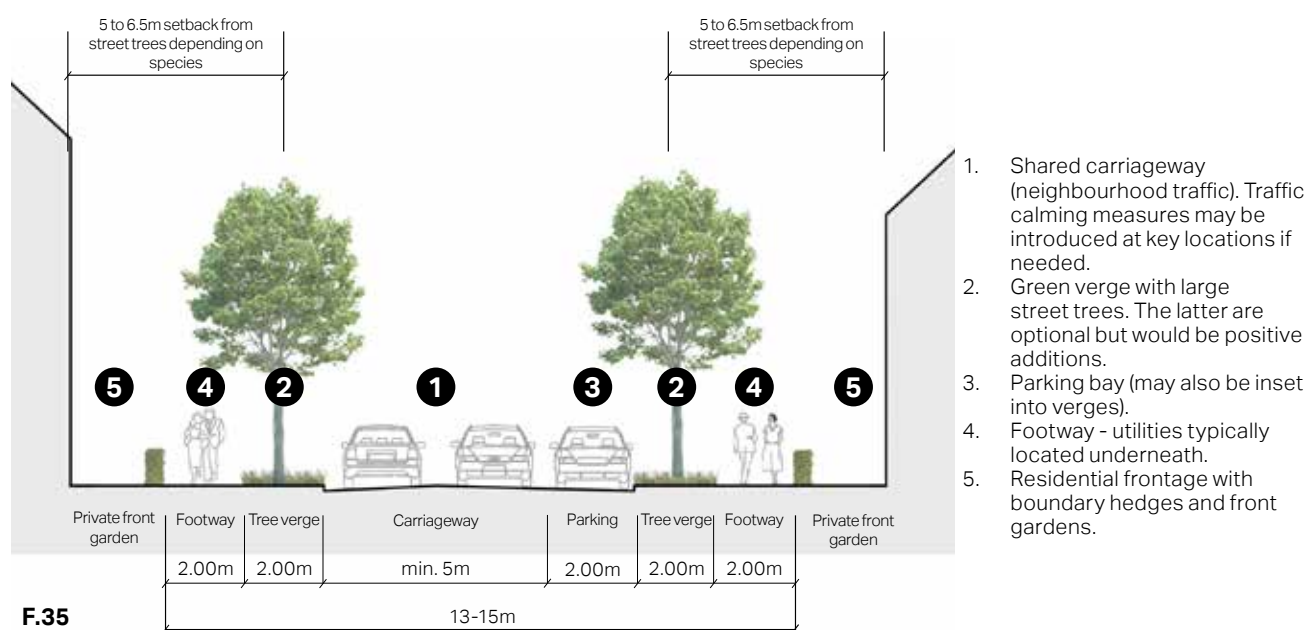


Figure 35: Cross-section to illustrate some guidelines for a Residential Street Type 1.

Figure 36: Imperial Avenue as one of the main roads in Mayland.

Residential Street Type 2

Some guidelines for this type of residential street are:

- These streets have a strong residential character and provide direct access to residences from streets that are Residential Street Type 1. They should be designed for low traffic volumes and low speeds, ideally 20 mph;
 - Carriageways should accommodate two-way traffic, cyclists and parking
- bays. These streets should also accommodate footways, with a 2m minimum width on both sides, and must be designed for cyclists to mix with motor vehicles;
- These streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks;
 - Small street trees should be provided with suitable gaps, wherever possible.

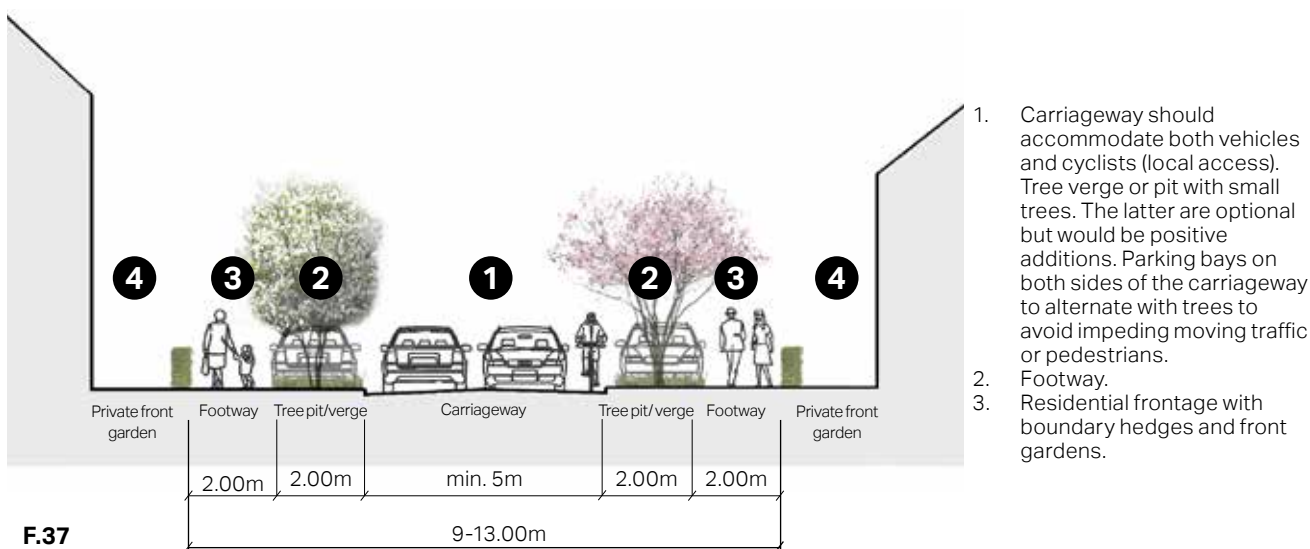


Figure 37: Cross-section to illustrate some guidelines for a Residential Street Type 2.

Figure 38: Local example of a Residential Street Type 2, West Avenue.

Edge Lane

All the edges of new development areas in Mayland should be served by continuous Edge Lanes to provide high level of connectivity. Some guidelines for this type of street are:

- Edge Lanes are low-speed and low-traffic streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings; and
- Edge Lanes should be continuous providing high level of connectivity and movement. Cul-de-sacs must be avoided.

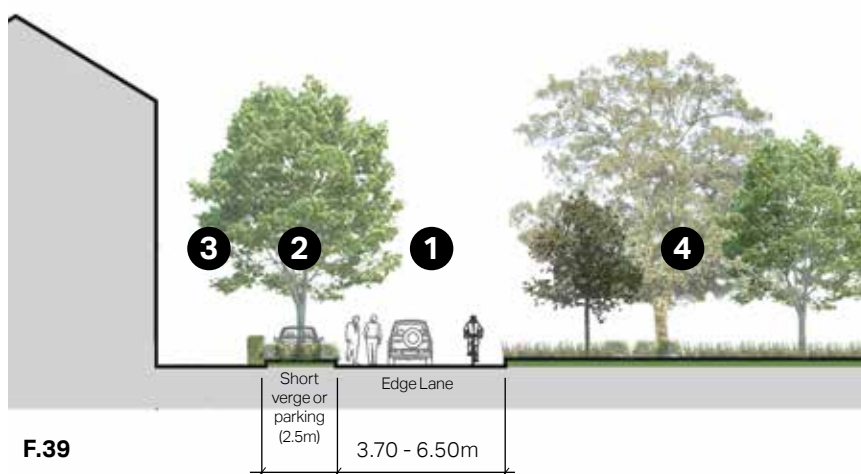


Figure 39: Cross-section to illustrate some guidelines for Edge Lanes.

Figure 40: Examples of an Edge Lane, UK.

Green Links

Some guidelines for Green Links are:

- Green links should be located within minimum 7.5m wide corridor adjacent to retained hedgerows, trees and woodlands;
- Existing retained trees, hedgerows and woodland to be managed to allow clear access for pedestrians and cyclists along the corridor whilst retaining existing character and habitat structure;
- Trees, shrubs and grass to be established within the corridor to reflect character area, and maintain and enhance habitat;
- Shared or segregated footpath and cycleway to be provided within corridor;
- Footpath and cycleway to be hard surfaced and constructed of bound material which may also combine with vehicle access;
- Combined width of unsegregated footpath and cycleway to be a minimum of 3.0m; and
- Where required, SuDS features to be incorporated into corridor beside the surface of shared footpath and cycleway.

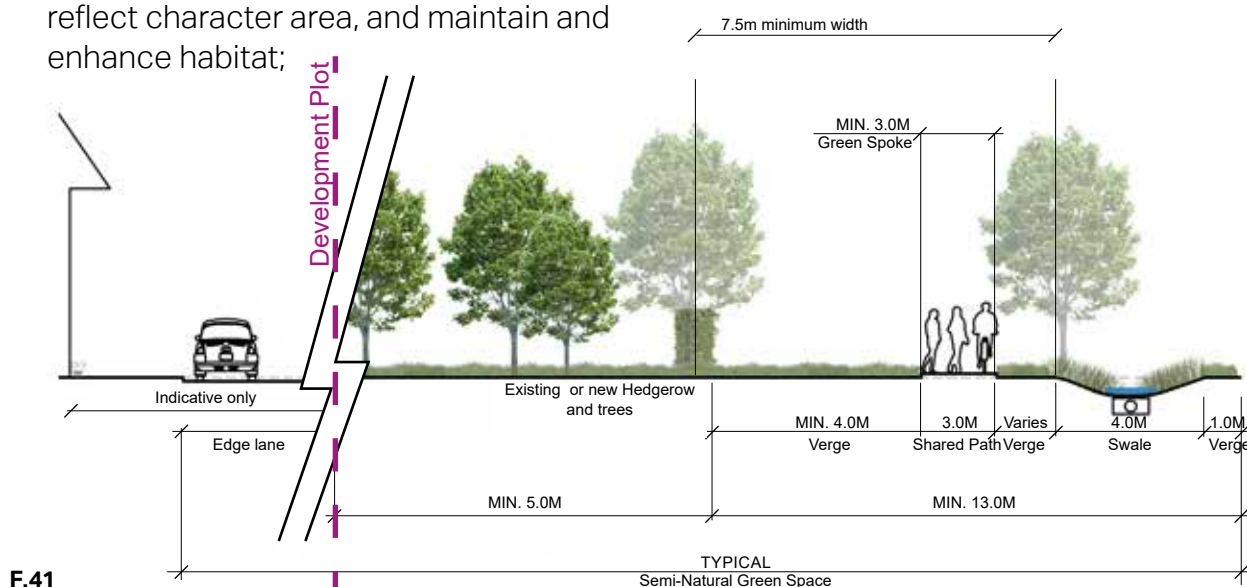


Figure 41: Section to illustrate some guidelines for green links.

Figure 42: Example of a green link (source: <https://www.sustrans.org.uk/our-blog/opinion/2020/august/how-does-the-uk-government-s-gear-change-relate-to-the-national-cycle-network>).

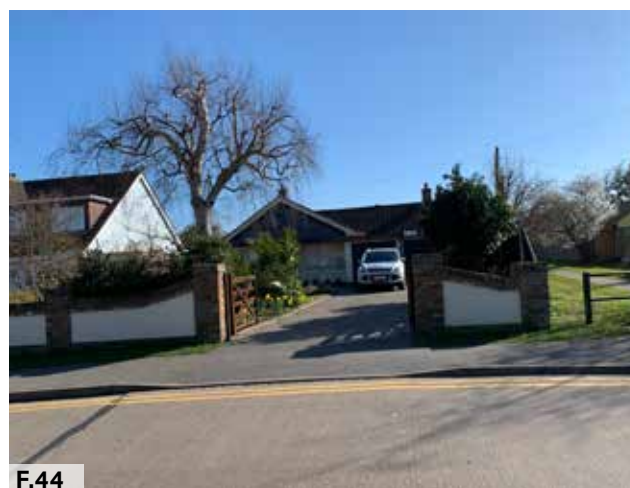
SP 03 CAR PARKING SOLUTIONS

Parking areas are a necessity but do not need to be unsightly or dominate streetscenes. New development should have regard to Maldon District Council Vehicle Parking Standards SPD, or any successor document.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of dwellings. This can be achieved by means of walls, hedging, planting and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage and courtyard parking, complemented by on-street parking;
- For family homes, it is preferable for cars to be placed at the side, or otherwise the front, of the property. For small pockets of housing, a rear court is acceptable;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. Dwellings with 1 or 2 bedroom should provide at least 1 on-plot parking space. Dwellings with 3 or more bedrooms should provide 2 on-plot parking spaces.



F.43



F.44

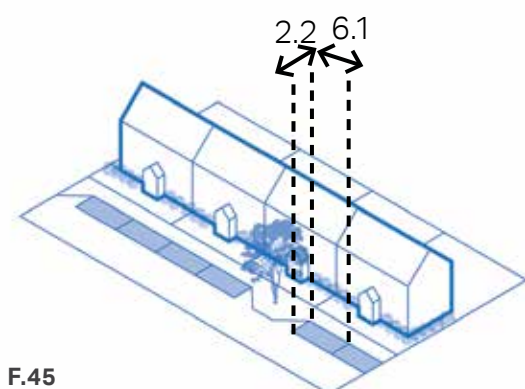
Figure 43: On-street parking in front of shops along Imperial Avenue.

Figure 44: On-plot parking on Imperial Avenue.

On-street Parking

In order to reduce visual impacts on the street, on-street parking as the only means of parking should be avoided in future development wherever possible. Off-street parking should be encouraged within the village instead.

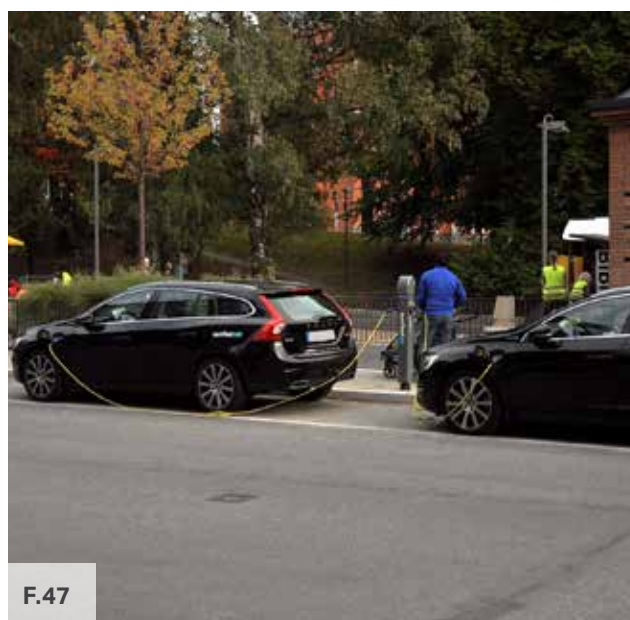
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles, and can serve a useful informal traffic calming function;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in both the public and private realms.



F.45



F.46



F.47

Figure 45: Illustrative diagram showing an indicative layout of on-street parking.

Figure 46: On-street parking on Imperial Avenue.

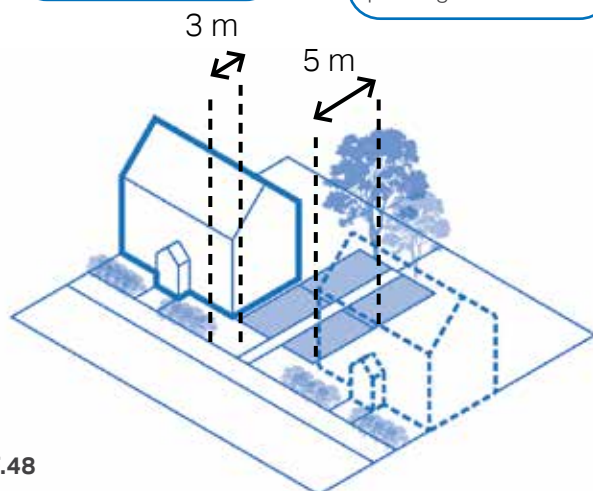
Figure 47: Inset on-street parking with electric vehicle charging points.

On-plot Side or Front Parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.

3m minimum front garden should be provided in front of any new dwellings.

A minimum of 5m should be allocated to the length of side parking.



F.48

Figure 48: Illustrative diagram showing an indicative layout of on-plot side parking.



F.50

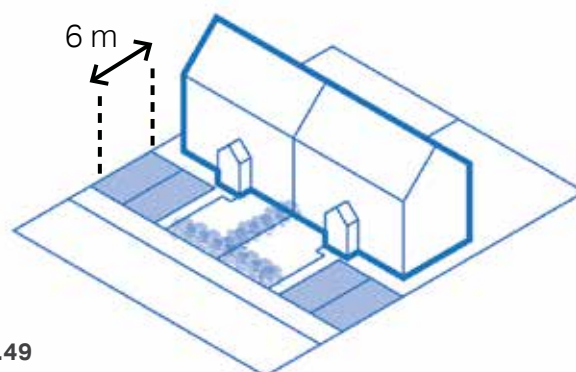
Figure 50: On-plot front parking on The Drive.



F.51

Figure 51: On-plot side parking on Mayland Quay.

A minimum of 6m should be allocated to the length of on-plot parking



F.49

Figure 49: Illustrative diagram showing an indicative layout of on-plot front parking.

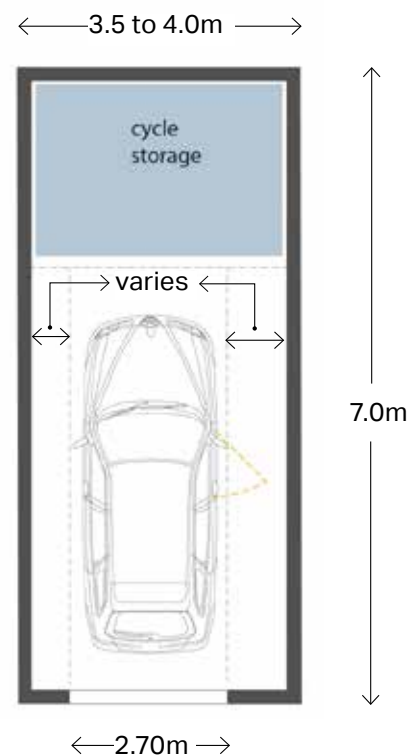
Garage Parking

- Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and
- They should provide minimum 3.5m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.



F.52

Figure 52: Illustrative diagram showing an indicative layout of on-plot garage parking



F.53

Figure 53: Indicative layout of a garage with a cycle storage area.

SP 04 TREES AND LANDSCAPING

Trees provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

There are different green spaces which need to be protected such as Nipsells Chase Scrub, Bakers Field park, Lawling Park and sports ground. The quality of these public spaces and green areas should be improved as they are important places for civic life and activity.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.



F.54

Figure 54: An indicative diagram showing green spaces and landscape planting

Planting Standard

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees. Reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;

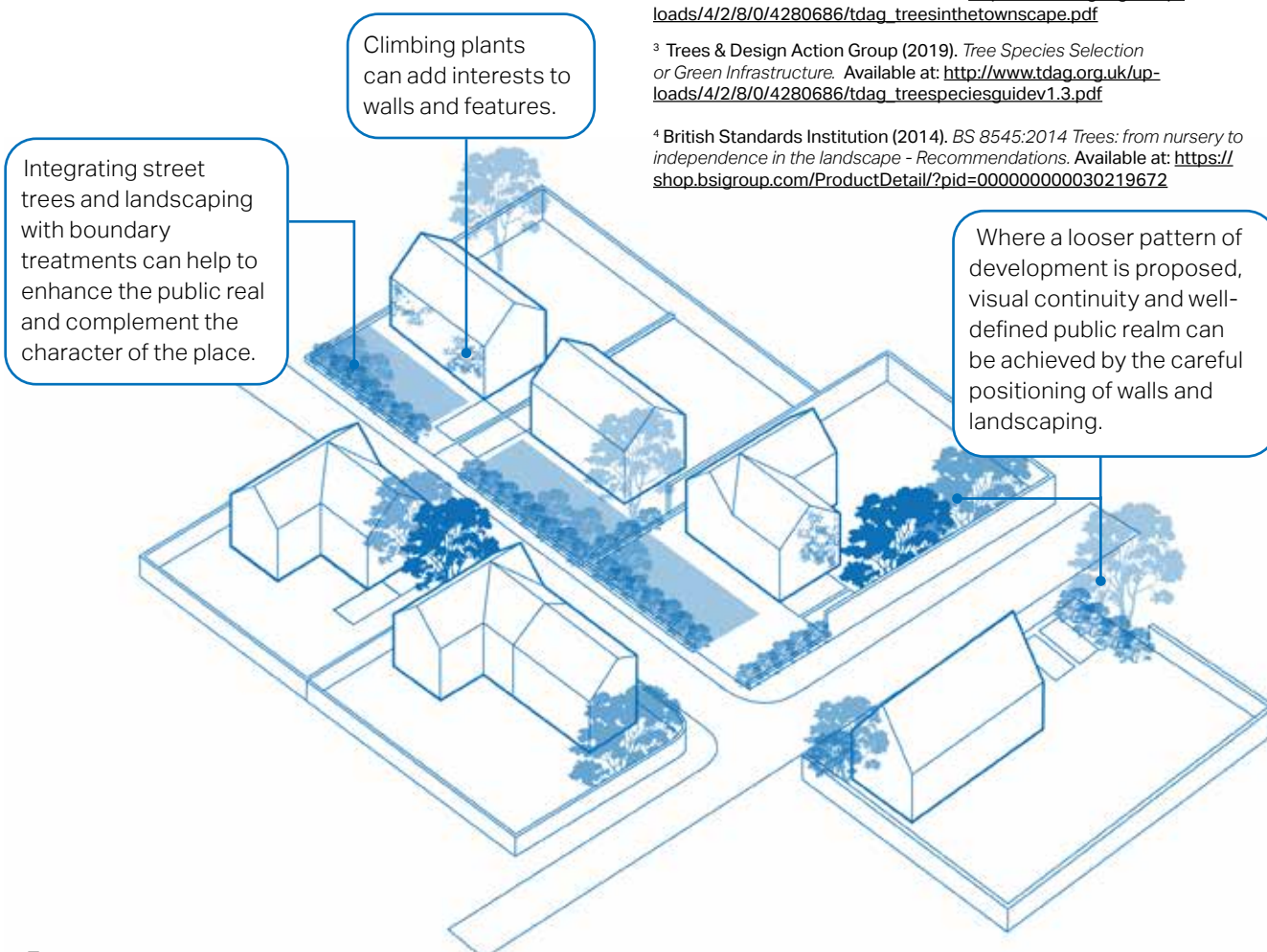
- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities; and
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees include:
 - Trees in Hard Landscapes: A Guide for Delivery;¹
 - Trees in the Townscape: A Guide for Decision Makers;²
 - Tree Species Selection for Green Infrastructure;³ and
 - BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.⁴

¹ Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

² Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

³ Trees & Design Action Group (2019). *Tree Species Selection or Green Infrastructure*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

⁴ British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672>



F.55

Figure 55: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure.

Give Spatial Enclosure, and Provide Screening and Privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedges, hedgerow trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

Complement the Public Realm and Enhance the Built Environment and Local Identity

Planting can make an appreciable difference to the appearance of an area, as well as enhancing the local identity.

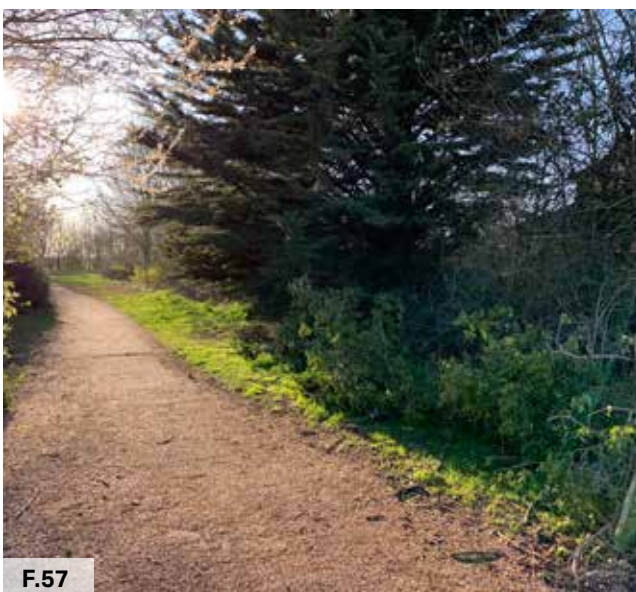
- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening features such as garages, blank walls and fences.

Form Focal Points and Frame Views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.



F.56



F.57



F.58

Figure 56: Mature trees add interest around the pond on Drake Avenue.
Figure 57: Mature trees along Bakersfield Path.
Figure 58: George Cardnell Memorial Field along LAWLING Creek.

SP 05 STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Street lighting should be avoided within areas of public realm, in line with the existing settlement character;
- Ensure that lighting schemes such as LED streetlights will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;
- Residential lighting (i.e. on or around the property) is to be sympathetic with the location and be of low light levels so as to avoid excessive light pollution;

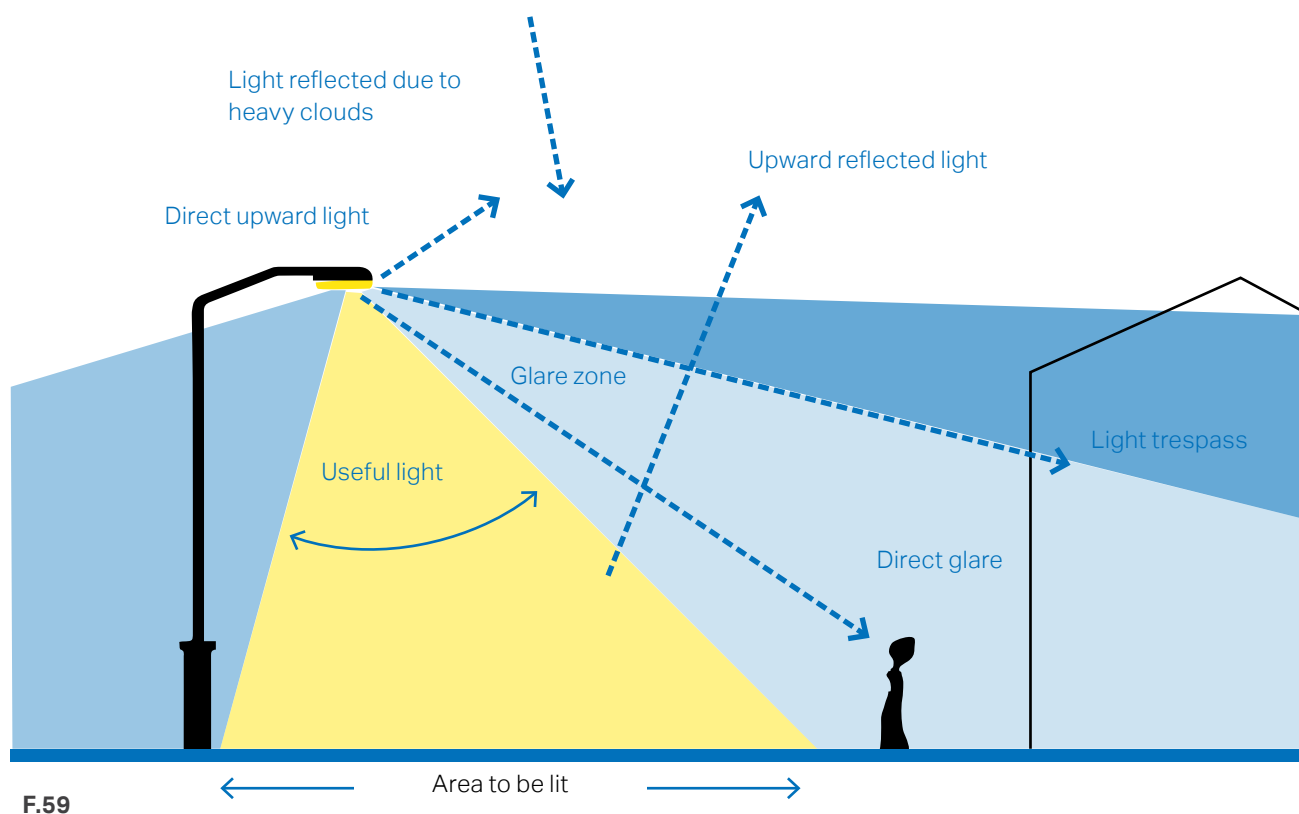


Figure 59: Indicative diagram to illustrate the different components of light pollution and what 'good' lighting means.

- Consider lighting schemes that could be turned off when not needed (i.e. 'part-night lighting') to reduce any potential adverse effects (e.g. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am). Planning conditions could potentially be used to enforce this. External lighting schemes should be PIR controlled and unnecessary lighting avoided;
- Impacts on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. Glare is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists); and
- Any new developments and house extensions designs should encourage the use of natural light sources.

BF. Built form

The following section outlines policies that should be considered by developers when creating new development within Mayland. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

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. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger scale and subsequently moves to codes related to specific built form details.



F.60



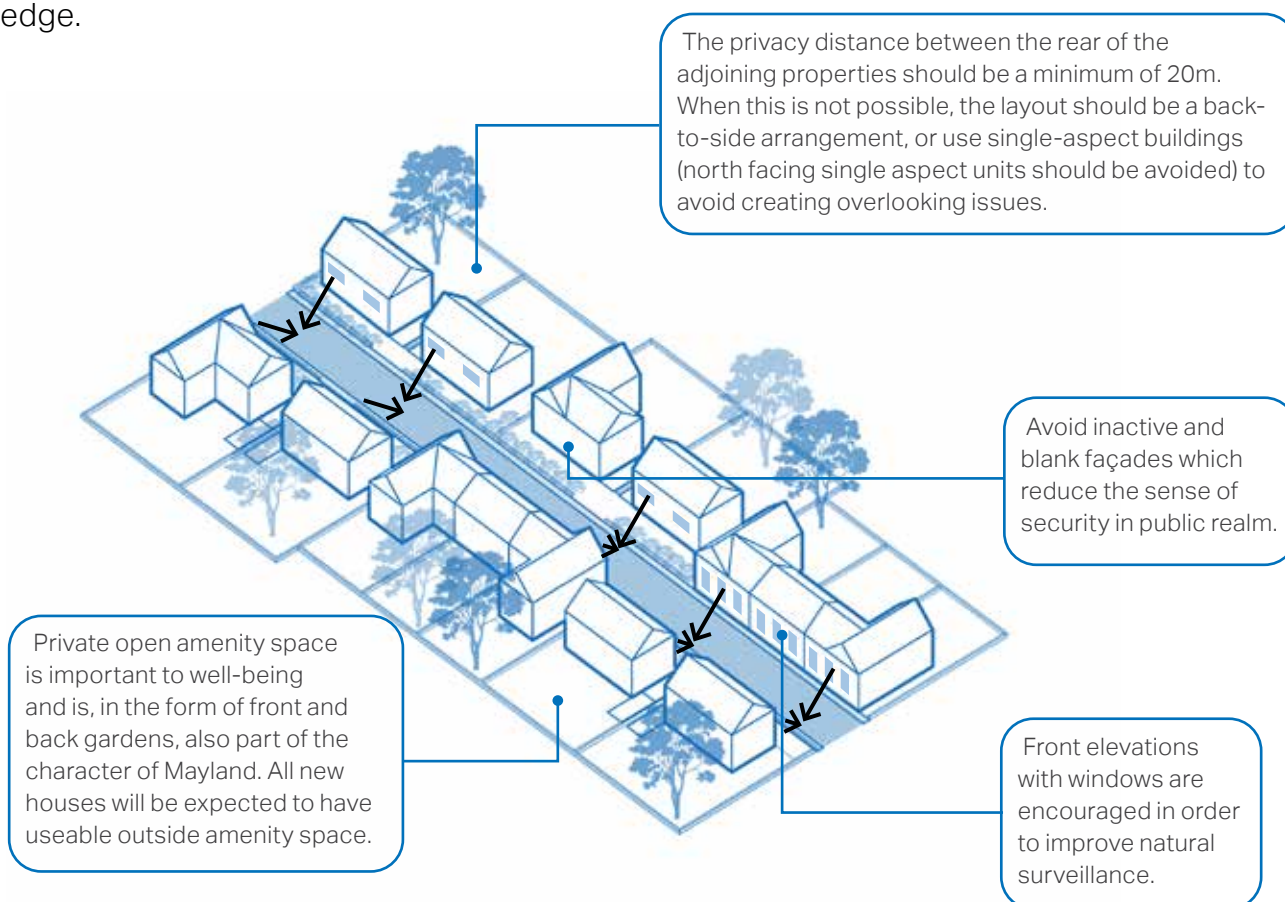
F.61

Figure 60: Semi-detached houses which are keeping with the local character on Imperial Avenue.

Figure 61: Two-storey detached houses with pitched roof and chimney stacks on Esplanade East.

BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge.



F.62

Figure 62: Diagram to highlight the importance of natural surveillance to improve the security

BF 02 DEFINE FRONT AND BACK GARDENS

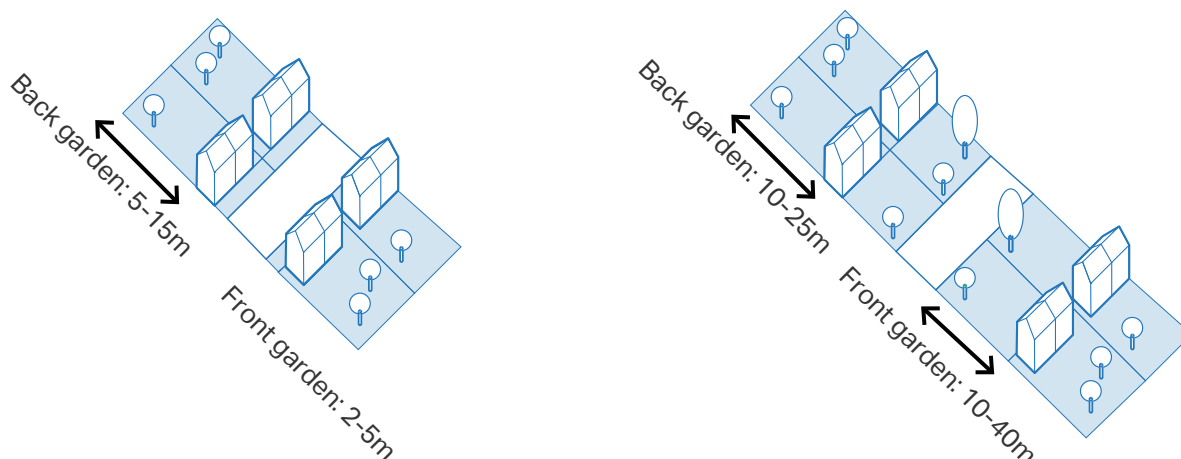
The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the village is maintained.

There are different garden dimensions in each of the areas in Mayland. The majority of buildings have deep front gardens with reasonably sized back gardens. For example, The Esplanade has front gardens that range from 25 to 40m and back gardens from 10 to 25m.

Some properties between Nipsells Chase and The Drive's front and back garden sizes ranging from 2 to 5m and 5 to 15m, respectively. These garden sizes can be found in cul-de-sac developments such as Fels Way and Smiths Avenue.

Back gardens should be a minimum depth of 10m and provide a minimum area of 50m² of useable amenity space.

North facing back gardens should exceed 10m in length to ensure sunlight is maximised.



F.63

Figure 63: Different proportion of green space varied. From left (Smiths Avenue) and right (The Esplanade or Steeple Road). The majority of properties in Mayland follow the right diagram configuration with deep front and back gardens.

BF 03 MAINTAIN A CONSISTENT BUILDING LINE

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.



F.64



F.65



F.66

Figure 64: Subtle changes in building lines with adequate front and deep back gardens on West Avenue.

Figure 65: Subtle changes in building lines. Building lines follow the road layout and meander along Heron Way.

Figure 66: Various setbacks along Steeple Road.

BF 04 DENSITY

The concept of density is important to planning and design as it affects the vitality and viability of the place. The average density within the parish is quite low, at approximately 20 dwelling per hectare (dph), which is justified by its rural character.

The following guidelines highlight how new development should be designed to ensure that existing density within the parish is respected:

- Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village;
- Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside. The density in the developments bounded by West Avenues has low density of around 10dph. However, the density on Bramley Way is about 30dph (see the figures on this page);
- Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development; and
- Small scale development and in-fills are encouraged, as they follow the scale and pattern of existing grain and streets and therefore, retain the character of the area.



Figure 67: Local example of a low density settlement on West Avenue with more gaps between properties and generous front and back gardens.



Figure 68: Example of higher density development on Bramley Way with reduced green spaces and gaps between properties.

BF 05 DESIRED HEIGHT PROFILE

The following guidelines highlight the desired height profile of development:

- Development building heights should accord with the settlement character of two storey dwellings;
- Roofs in the village tend to be generally traditionally pitched, with some hipped examples. Some pitched dormers also can be seen in the area. The type and pitch of new roofs should reflect this;
- Innovation which explores the integration of green roof should be encouraged;
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages and dormer windows should be avoided; and
- Chimney type and height should be congruent with the typical Neighbourhood Plan Area chimney precedent examples.



F.70



F.69



F.71

Figure 69: Two-storey building and pitched roof built by slate and gabled dormer on Imperial Avenue.

Figure 70: Two-storey detached house with pitched roof built with brown pantile on Nipsells Chase.

Figure 71: Detached house with pitched roof built with gabled dormer on Mayland Quay.

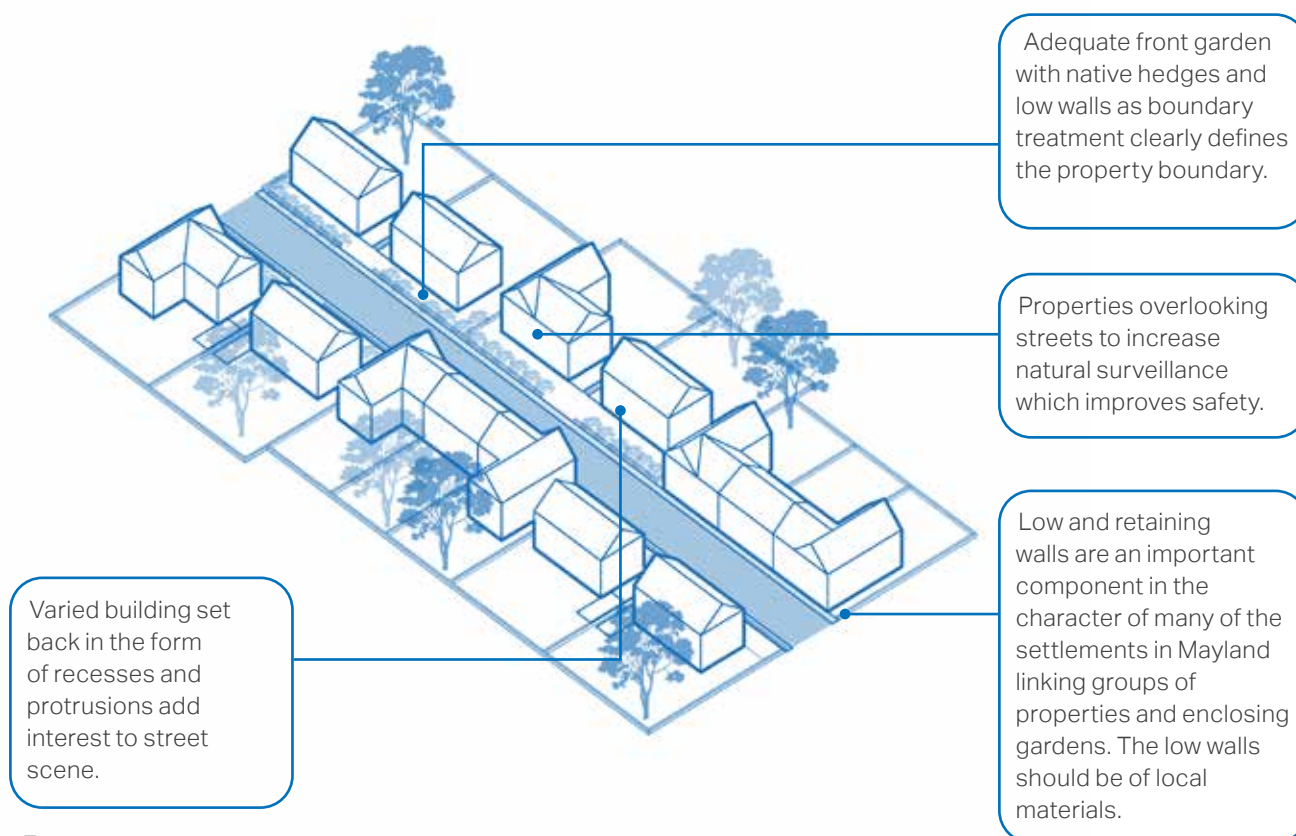
BF 06 ESTABLISH A CONSISTENT PROPERTY BOUNDARY

The following guidelines highlight the how to establish a consistent property boundary:

- Buildings should ordinarily front onto streets. The building line can have subtle variations in the form of recesses and protrusions, but will generally follow a consistent line;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from

adjacent buildings. This can be achieved by placing ground floor habitable rooms and upper floor windows facing the street;

- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the village;



F.72

Figure 72: Illustrative diagram showing boundary treatments

- Front gardens/soft planted shallow setbacks should be provided in most instances, although it is recognised that there are some parts of Mayland where the prevailing character and form is one where buildings sit to the back of the footway/ highway;
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers; and
- Locally distinctive landscape features and planting, such as low wall boundary and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.



F.74



F.73



F.75

Figure 73: A detached house with a low red brick wall and small trees on Imperial Avenue.

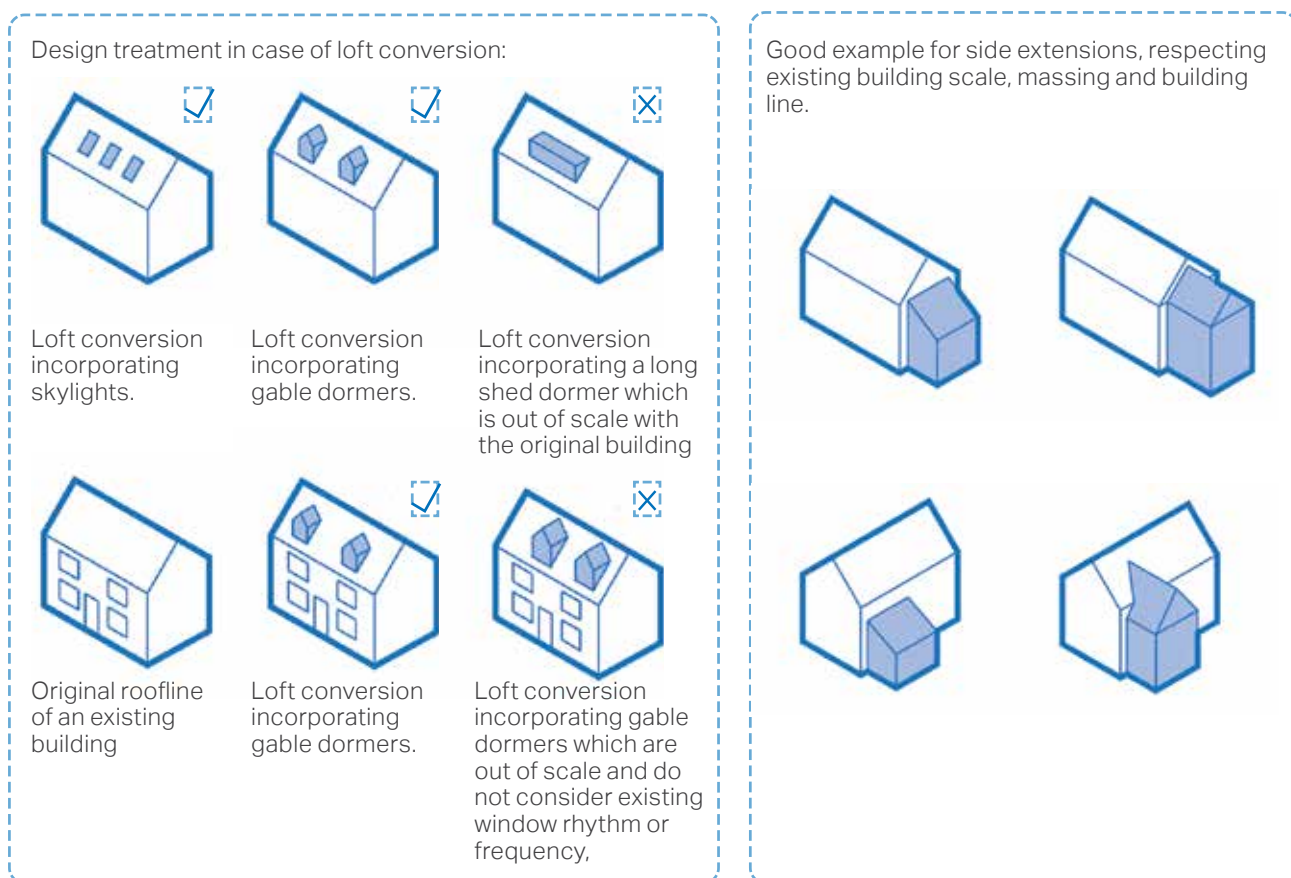
Figure 74: Grass verges to provide a degree of separation between the roadway and properties along West Avenue.

Figure 75: A two-storey house with hedge boundary treatment on Marine Parade.

BF 07 EXTENSION AND CONVERSION

There are a number of principles that residential extensions and conversions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided; and
- The form of the roof used on the building adds to its character and extensions should respond to this where appropriate.



F.76

Figure 76: Some examples for different type of building extensions

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part of the building should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part of the building should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas;
- Any housing conversions should respect and preserve the original form and character of the building; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent parts of the building.



Figure 78: Positive example of side extension which complements the scale of the existing property, somewhere in the UK.



Figure 77: The original building should remain the dominate element of the property. The front extension is not of a sympathetic scale. The flat roof should be avoided in any future developments.



Figure 79: Detached property along School Road with well-proportioned dormer windows, somewhere in the UK.

BF 08 ARCHITECTURAL DETAILS, MATERIALS AND COLOUR PALETTE

Mayland includes of properties with red brick facades, interspersed with off-white rendered facades. The rest of the settlement comprises isolated dwellings and scattered farmstead. There are three Grade II listed buildings within the parish such as the Mayland Mill Public House, Highlands Farmhouse and Barn.

Some of the buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design. Decentralised energy systems powered by a renewable or low carbon source and associated infrastructure are also encouraged and supported, including community-led initiatives.



F.81



F.82



F.80

Figure 80: Bungalow built with gault brick and pitched roof.

Figure 81: Two-storey family house built with timber yellow render and bay window.

Figure 82: Detached house with flat dormer, bay and casement windows.

New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed sustainably, maximising opportunities for recycling.

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in Mayland. The use of traditional construction finishes should be specified for all new development and repair work. Material specification, quality for repair, replacement and modern developments should be maintained. The requirement for additional housing in the village should not trump Architectural quality and character of the area.

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this.



F.83



F.84

Figure 83: Gabled house with protruded dormer windows. The building built with red brick and casement windows.

Figure 84: Gambrel roof built with handmade red clay tile and roughcast render on The Mayland Mill Public House, a Grade II listed building. The property comprises a ranges of cottages.

APPENDIX 3



F.85



F.86



F.87



F.88

Figure 85: A detached house built with red brick and render with timber frame, along with bay windows. Gabled roof constructed with red tile and chimney stacks.

Figure 86: A mixture of red and brown tiles hanging and buff brick on facade.

Figure 87: Two storey houses built with cladding and casement windows.

Figure 88: Housing surrounding a pond and built with red brick and red pantile.

The conversion of a historic building to a residential use should look to preserve and enhance existing heritage features and their setting to maintain the integrity of the original building. Any new fenestration should be carefully positioned to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These conversions are an opportunity to provide a single large dwelling or a series of smaller dwellings.

Wall materials

There are different wall materials in the village such as red brick, gault brick, render and timber.

Types of fenestration

There are various materials used for windows and doors in Mayland such as sash, casement, vasistas, bay, bow windows and pithed porches.

Roof materials and types

Of those roof materials in the village, red pantile, black glaze pantiles and slate are more prevalent.

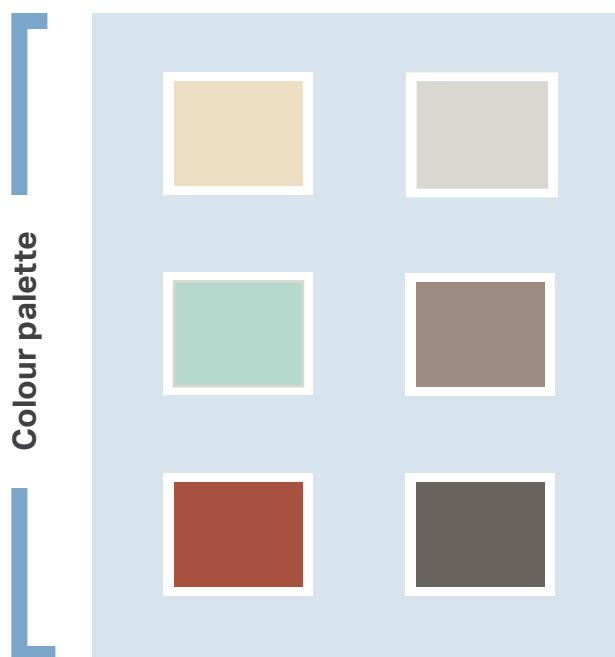
The majority of buildings have pitched roofs, but hipped roofs can be found in the village too.

Ground surface materials

Generally gravel and pebble cover the majority of the ground surface in the village. Concrete in herringbone pattern also used as surface material.

Boundary treatment materials

There are a wide variety of boundary treatments in the village such as hedgerows, low walls with red brick and picket fencing.



Wall materials



Red brick



Concrete hung tiles



White render



Mixture of render and timber



Gault brick



Mix of red brick and timber cladding

Types of fenestration



Vasistas window



Bay window



Bow windows



Sash window and lintel details



Casement window



Muntin detail



Wooden door



Door and decoration details

Roof materials and types



Slate



Bargeboard details



Gabled dormer



Black glaze pantile



Hipped roof built with slate



Red pantile and chimney stacks

Ground surface materials



Mix of gravel and paving



Gravel



Herringbone brick paving



Low wall built with gault brick



Low wall built with red brick



Hedge



Grass verge



Board fence



Well-kept front garden with shrub as a boundary treatment



Picket fencing

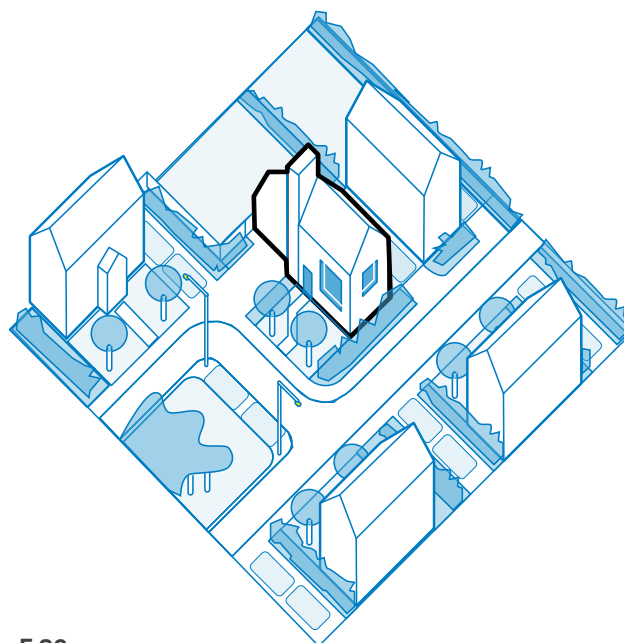


Hedges and shrubs

BF 09 CORNER TREATMENT

An important villagescape principle is for buildings to satisfactorily address the corner. Where corner sites are visually prominent buildings should define the corner architecturally.

- Buildings should have two active frontages created by incorporating prominent entrances and windows;
- On corners which are less visually prominent, such as within the lower density residential areas, continuous built frontage should address the corner by using a series of linked dwellings where possible; and
- When a terraced, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity and overlook the street. This building can also be taller or have a distinctive architectural element to ensure a greater presence.



F.89

Figure 89: Diagram showing a corner building with two active frontages.

EE. Environmental and energy efficiency

Design codes in the following section apply to the whole Neighbourhood Area. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Mayland to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwellings to become more environmentally sustainable.

Owing to Mayland's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

EE 01 FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/water heating and electric charging points.

New development is required to have regard to the Essex Design Guide - Climate Change guidance¹.

¹ Available at <https://www.essexdesignguide.co.uk/climate-change/>



F.90

Figure 90: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

- 1  **Insulation**
in lofts and walls
(cavity and solid)
- 2  **Double or triple
glazing with shading**
(e.g. tinted window film,
blinds, curtains and
trees outside)
- 3  **Low- carbon heating**
with heat pumps or
connections to district
heat network
- 4  **Draught proofing**
of floors, windows
and doors
- 5  **Highly energy-
efficient appliances**
(e.g. A++ and A+++ rating)
- 6  **Highly water-
efficient devices**
with low-flow showers
and taps, insulated
tanks and hot water
thermostats
- 7  **Green space (e.g.
gardens and trees)**
to help reduce the risks
and impacts of flooding
and overheating
- 8  **Flood resilience
and resistance**
with removable air
back covers, relocated
appliances (e.g.
installing washing
machines upstairs),
treated wooden floors

Existing and new build homes

- A  **High levels of
airtightness**
- B  **Triple glazed windows
and external shading**
especially on south and
west faces
- C  **Low-carbon heating**
and no new homes on
the gas grid by 2025 at
the latest
- D  **More fresh air**
with mechanical
ventilation and heat
recovery, and
passive cooling
- E  **Water management
and cooling**
more ambitious water
efficiency standards,
green roofs and
reflective walls
- F  **Flood resilience and
resistance**
e.g. raised electrical,
concrete floors and
greening your garden
- G  **Construction and site
planning**
timber frames,
sustainable transport
options (such as cycling)
- H  **Solar panels**
- I  **Electric car charging point**

EE 02 FLOOD MITIGATION

Flood risks which affects some parts of the parish as shown on Figure 19. It is important to note that no additional house building should take place on Flood Zone 3 area.

There are various ways to mitigate flood risk such as Sustainable urban Drainage Systems (SuDS), rainwater harvesting and permeable pavements, which are elaborated on the following pages.

New development is required to have regard to the SuDS Design Guide for Essex¹.

SUSTAINABLE DRAINAGE SYSTEMS

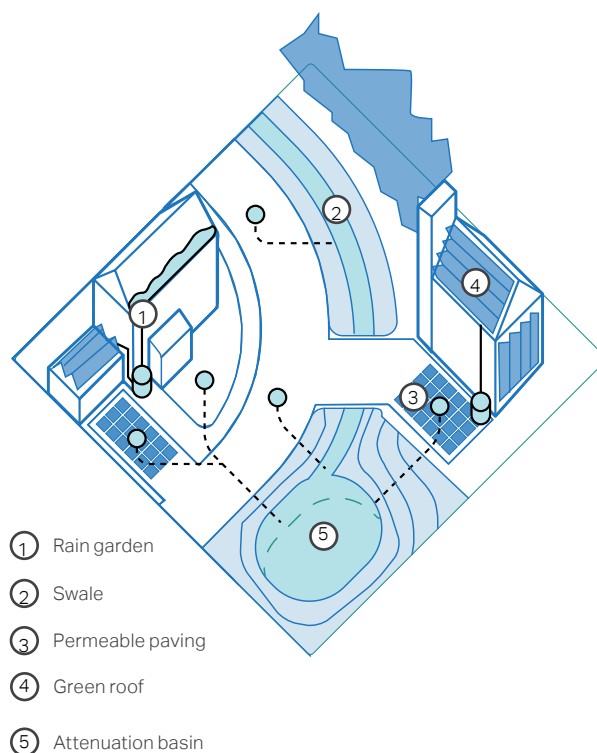
The term SuDS refers to a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and

- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.91

Figure 91: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

¹ Available at <https://www.essexdesignguide.co.uk/suds>

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



Figure 92: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.

RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design considerations include:

- Concealing tanks with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;
- Combine landscape or planters with water capture systems; and
- Use underground tanks.



F.93



F.94

Figure 93: Example of a rainwater harvesting tank in the shape of a beehive.

Figure 94: Example of a modular water tank.

PERMEABLE PAVEMENTS

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footways, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and

filtrating pavements. As a rule of thumb the % of permeable area should be between 30% to 70% of the unbuilt areas.

In addition, permeable pavement must also comply with:

- Flood and Water Management Act 2010, Schedule 3;¹
- The Building Regulations Part H – Drainage and Waste Disposal;² and
- Town and Country Planning (General Permitted Development) (England) Order 2015.³

¹ Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: <http://www.legislation.gov.uk/ukpga/2010/29/schedule/3>

² Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

³ Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf

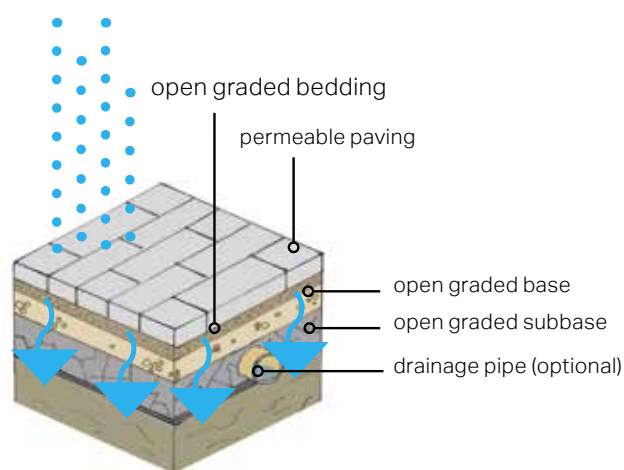
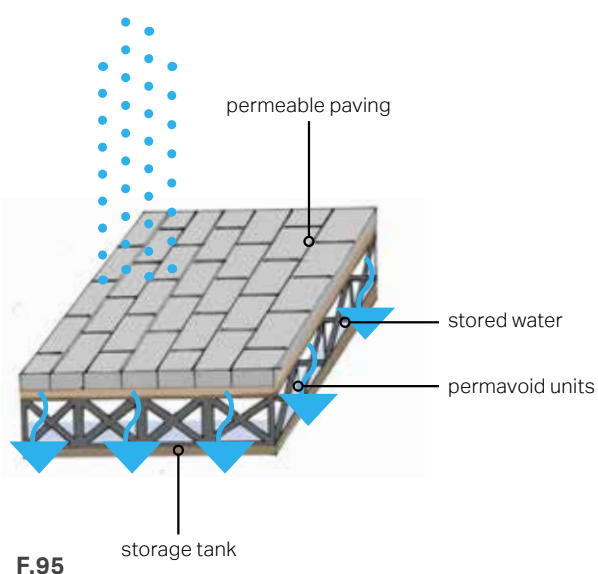


Figure 95: Diagrams illustrating the functioning of a soak away

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;¹
- The SuDS Manual (C753);²
- BS 8582:2013 Code of practice for surface water management for development sites;³
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;⁴ and
- Guidance on the Permeable Surfacing of Front Gardens.⁵

¹ Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

² CIRIA (2015). *The SuDS Manual (C753)*.

³ British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266>

⁴ British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352>

⁵ Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf



Figure 96: A good example of permeable paver (Source: <https://www.paverconnection.com/testimonial/hedwig-village-permeable-driveway-and-patio-upgrade/>).

Figure 97: A good example of clay paver (Source: <https://www.londonstone.co.uk/brick-pavers/paving-bricks/>)

EE 03- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible. All development is required by law to deliver a minimum of 10% biodiversity net gain.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;

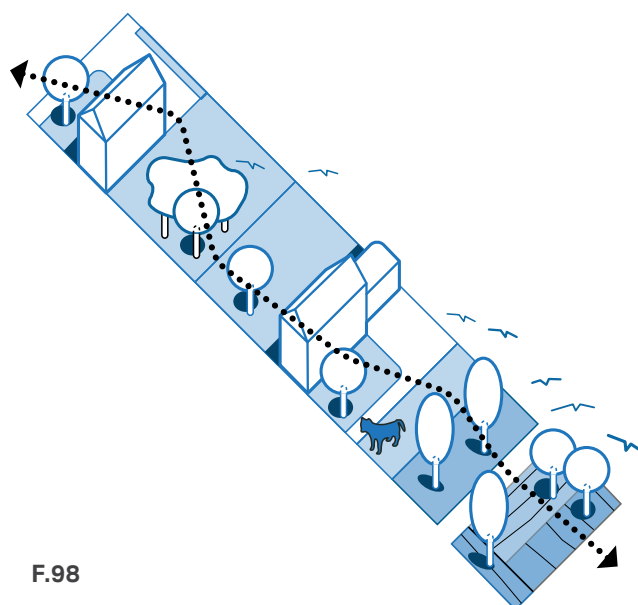


Figure 98: Diagram to highlight the importance of creating wildlife corridors.

Figure 99: Examples of a bughouse decorating rear gardens or public green spaces.

Figure 100: Examples of a frog habitat decorating rear gardens or public green spaces.

- New development proposals should include the creation of new habitats and wildlife corridors. This could be by aligning back and front gardens or installing bird boxes or bricks in walls and improve habitat at ponds. Wildlife corridors should be included to enable local wildlife to travel to and from foraging areas and their dwelling area;
- Reinstatement of the line of trees to the east side of The Drive which previously was as a place with huge elms trees;
- Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping; and
- The loss of any tree and garden should be discouraged. Encourage permeable pavement and garden. In addition, better upkeep of grass verges, hedges and dykes and ditches within the village can be beneficial to biodiversity net gain.



Figure 101: View towards Lawling Creek and Blackwater Marina.

4.2 Checklist

As the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, questions are listed for more specific topics on the following pages.

General design guidelines for new development:

- New development will integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise with and enhance the existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent vegetation and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?

3

APPENDIX 3**Local green spaces, views & character:**

- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?
- Is the roof form of the extension appropriate to the original dwelling?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?
- Has adequate off road parking been provided for each dwelling?
- Does the proposed parking arrangement provide sufficient security and deter anti-social behaviour/crime?

11

Architectural details and design:

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local Architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the Architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

Delivery

05

5. Delivery

The design guidelines and codes will be a valuable tool in securing context-driven, high quality development in Mayland. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees and Essex County Council	As a reference point when commenting on planning applications.

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).

This page is intentionally left blank