

2519

# LAND NORTH OF ALTHORNE STATION



A SUSTAINABLE DEVELOPMENT  
OCTOBER 2013

**CAPITA**  
Property and Infrastructure



This Development Vision is submitted by Capita Property and Infrastructure on behalf of the landowners for land North of Station Road, Althorne, in response to consultation by Maldon District Council (MDC) on the emerging draft Maldon District Local Development Plan (LDP). It is intended that this Development Vision will form the evidence base from which the Local Planning Authority will draw upon to set appropriate planning policies and site allocations for land north of Althorne Station in the forthcoming LDP. This Development Vision sets out three key development proposals for incorporation within the emerging LDP.

Firstly, it is proposed that a sustainable residential development can be achieved upon land immediately north of Althorne Station. The proposed development can comfortably deliver up to 150 dwellings alongside an existing small group of houses at Althorne Station and the existing wider settlement of Althorne which is predominantly to the north, although also partly to the south, of the proposed residential allocation. The proposed residential allocation will benefit enormously from immediate access to Althorne Station which in turn connects with the full range of facilities and services, and employment opportunities at Burnham-on-Crouch to the east, and Chelmsford and London to the west. The proposed development will provide both market and affordable homes. The proposed development of up to 150 dwellings would be consistent with and in keeping with the emerging LDP which seeks to allocate up to 345 dwellings within Rural Areas.

Secondly, the proposed residential development will provide publicly accessible open space at and around the proposed new homes to the benefit of existing and potential future residents. Thirdly, the landowner's estate has the potential to secure long-term public access to Bass Wood (located to the south-east of the proposed residential allocations), as well as providing improved accessibility and connectivity between existing housing within Althorne, centred along Fambridge Road, and Althorne Station. The landowner's estate also has some potential to provide additional public open space and/ or outdoor recreational uses.

This Development Vision document sets out details and evidence in support of the above two proposed land allocations, together with an over-arching master plan.



LANDSCAPING AND HABITAT CREATION



NEW PUBLIC OPEN SPACES AND PLAY AREAS



A MIX OF NEW HOUSING



EASY ACCESS TO PUBLIC TRANSPORT

SECTION 1  
INTRODUCTION



- Key
- Strategic Development Study Boundary
  - Other Land in Client Ownership
  - Althorne Railway Station

Figure 1: Site Location Plan

This document outlines a vision for land to the North-East and North-West of Althorne Station, Station Road, to deliver a sustainable residential development of approximately 150 new homes along with a range of other community benefits including enhanced accessibility to Althorne Station for local residents. The proposed development will assist MDC in positively preparing a LDP which meets the District’s objectively assessed housing needs for the next 15 year period.

Althorne is a well established rural settlement in Maldon District which is located on the Dengie peninsular 5km north west of Burnham-on-Crouch. The Land to the North-East and North-West of Althorne Station, Station Road is low grade agricultural land which benefits from immediate access to Althorne station and rail services connecting directly to Burnham-on-Crouch and Southminster, and to South Woodham Ferrers, Wickford, Stratford and London Liverpool Street. Development of the site presents an excellent opportunity for housing growth to be accommodated in a location that is highly accessible by sustainable rail links.

The landowner’s estate extends considerably beyond the proposed residential development land parcels, to the south beyond the railway line to the edge of Smugglers Club and including Bass Wood. The estate also extends northwards up to Fambbridge Road and to the south of existing housing at Althorne.

Section 2 of this document reviews planning policy. Section 3 considers the site context. Sections 4, 5 and 6 examine transport, ecology and landscape issues respectively. Section 7 provides recommendations for the proposed allocation of land at Althorne Station for residential, including a master plan. Section 8 provides a conclusion.

### The National Planning Policy Framework (NPPF) (March 2012)

The NPPF (2012) sets out the Government's planning policies for England and how these are expected to be applied. It was published on the 27th March 2012 and came into immediate effect replacing all previous National Planning Policy Guidance (PPG's) and Statements (PPS's).

#### Sustainable Development

The NPPF introduces a presumption in favour of sustainable development at the heart of the planning system which paragraph 14 states for plan making means "that local planning authorities should positively seek opportunities to meet the development needs of their area" and that "local plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.."

#### Housing Delivery

Section 6 of the NPPF sets out the policies for delivering a wide choice of high quality homes. Paragraph 47 states that in order to boost significantly the supply of housing, LPAs should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for mixed tenure housing, including identifying key sites;
- identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a persistent under delivery of housing, LPAs should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply;
- identify a supply of specific, developable sites or broad locations for growth for years 6- 10 and years 11-15 where possible;
- illustrate the expected rate of housing delivery through a housing trajectory for the plan period and implementation strategy, describing how the delivery of a five-year supply of land will be maintained;
- set out their own approach to housing density to reflect local circumstances

Furthermore, paragraph 50 states that to deliver a wide choice of high quality homes local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community;
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.
- Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or financial contribution of broadly equivalent value can be robustly justified. Such policies should be sufficiently flexible to take account of changing market conditions over time.

#### Plan Making

The NPPF states that local planning authorities should set out the strategic priorities for the area in the Local Plan, including strategic policies to deliver the homes and jobs needed in the area and should indicate broad locations for strategic development and allocate sites to promote development and flexible use of land (Paragraphs 156, 157).

#### The Maldon District Replacement Local Plan (2005)

The site is not identified by the 2005 Replacement Local Plan as falling within a defined settlement boundary. However, the housing land supply within Maldon District is currently 1.3 years, considerably below the requirement set by the National Planning Policy Framework (NPPF), for local authorities to provide a 5 year housing land supply. In these circumstances, the NPPF makes clear that policies relating to housing within Local Plans should be considered out-of-date and applications for residential should be determined in accordance with the presumption in favour of sustainable development.

### The Emerging Maldon Local Development Plan

The emerging Maldon Local Development Plan, to which these representations are made towards, sets out the vision and objectives for how the District will be developed over the next 15 years. Specific representations towards the draft LDP are set out in Section 7.

The draft LDP sets out a step-change in housing requirements for Maldon District, increasing the annual housing requirement from 120 dwellings per annum (dpa) in the 2005 Local Plan, to 294 dpa in the emerging LDP. Furthermore, the draft LDP provides for 345 dwellings in Rural Areas during the period 2014 to 2029.

#### Maldon Strategic Housing Availability Assessment (SHLAA) 2012

Maldon District Council considered the land north-west of Station Road, as part of a wider site through the 2012 Strategic Housing Land Availability Assessment (SHLAA). The SHLAA site ID 4481a (Althorne Hall Farm (North of Train Station), confirmed that the site is: suitable for residential (subject to planning); available; viable for development; and deliverable. The Council's SHLAA therefore identifies the site as meeting all of the assessment criteria, and therefore the site is highly suited to residential development.

SECTION 3  
CONTEXT

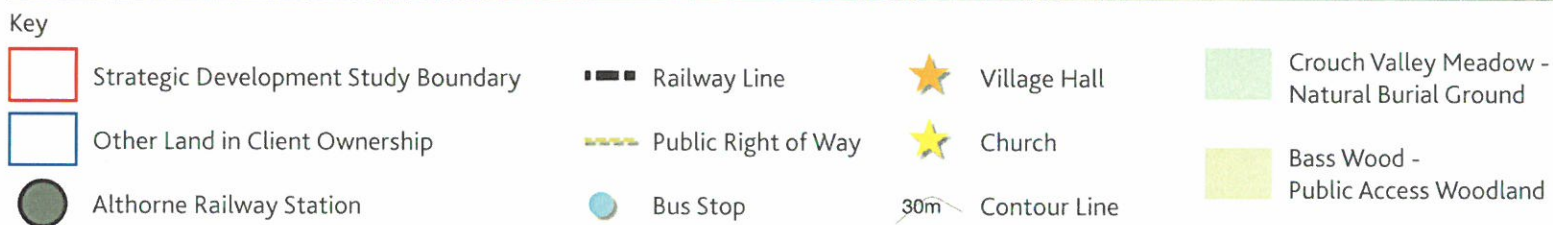


Figure 2: Context Plan

This development vision identifies two land parcels north of Althorne station for potential residential development. The land parcels, shown by the red line boundary (17.5 ha total), fall either side of Station Road, some 25m and 40m north of Althorne Station. The land within the blue line boundary (89 ha including red line area) is under the control of the same land owner and is potentially available for open space and outdoor recreation if required.

Land to the east of Station Road comprises an existing access to the wider agricultural field, together with part of the field. Land to the west of Station Road comprises part of a large agricultural field. The eastern land parcel is bound to the south by Althorne House, as well as the associated garage and the residential curtilage to that property. The western land parcel is bound to the south by Station House and the residential curtilage to that property.

Further to the north of the site is station road, together with the remainder of the agricultural fields within which the sites fall. Further to the north are existing dwellings at 'Viking Cottage' and further north the majority of the village of Althorne stretching along Farnbridge Road and Burnham Road. Further to the south, beyond the railway line, are a number of residential properties along Bridgemarsh Lane and the Smugglers Club Ground. Bridgemarsh Marina is located at the end of Bridgemarsh Lane. A number of facilities are currently provided within Althorne including a Post Office, church, village hall, public house and recreation ground.

The site benefits from immediate access to Althorne station and rail services connecting directly to Burnham-on-Crouch and Southminster, and to South Woodham Ferrers, Wickford, Stratford and London Liverpool Street. Connecting train services can be achieved readily to Southend, Chelmsford, Colchester and Norwich. Departures from Althorne station to London Liverpool Street are approximately every 40 minutes during the peak rush hour period on Monday to Friday, with the journey taking approximately 1h05m. Train frequencies for the return journey from London Liverpool Street to Althorne are also approximately every 50 minutes. The journey time from Althorne station to Burnham-on-Crouch is 5 minutes. The site is also adjacent to bus services provided by the Dengie Dart bus service.



View from existing access point into eastern site



View from existing access point into western site



Passengers boarding a train at Althorne Station



Station Road



Existing residential properties adjacent to the proposed development area



Map of Bass Wood



Bridgemarsh Marina

## SECTION 4 TRANSPORT

As considered at Section 3, the site represents a highly sustainable location immediately accessible by frequent train services from Althorne Station. The site is also accessible by bus services connecting to other settlements within and further beyond Maldon district. The site also benefits from easy walking and cycling connectivity to the post office, village hall, church and public house within Althorne, as well as the marina, Bass Wood and several public rights of way in the locality.

Vehicular access to the site is via Station Road which connects in turn with the B1010 Fambridge Road, providing access to Burnham on Crouch and Southminster to the east. Maldon to the north and South Woodham Ferrers to the west. Fambridge Road is a 40mph road with Station Road being signed as a 30mph road. There is a hard surfaced footway on the northern side of Fambridge Road providing access to Althorne village.

Station Road is generally 4 to 4.5m with the majority of the carriageway allowing for the passing of two cars. The junction of Station Road and Fambridge Road comprises a twin priority junction layout centred around a large splitter island on which a war memorial resides. Whilst each arm can accommodate all traffic movements, the geometry encourages drivers to use the left hand arm for departures / arrivals from the east and the right hand arm for departures / arrivals from the west. A limited survey of vehicle movements indicates that, outside peak hours, Station Road is lightly used and traffic on the B1010 is moderately busy.

There are currently a number of bus services on Fambridge Road including:

Service Number	Destinations	Frequency
D6	Mayland Mill	2 per day – commuter
200	Bradwell & South Woodham Ferrers	2 per day – school days only
220	Burnham-on-Crouch to Basildon via Althorne	4 per day – school days only
524	Maylandsea, Nipsells Chase, Mayland Green & Southend High School for Boys	2 per day – school days only
D7	Cold Norton, Burnham on Crouch	2 per day – school days only
SB36	Maldon – Althorne	4 per day – Monday to Friday

Table 1 – Bus Services on Fambridge Road

### Transport Strategy

The proposed development would most suitably be served by a Type 3 road as defined by Essex County Council guidelines for road types. A Type 3 road requires a 5.5m to 6m road with 2 x 2.0m footways. Station Road can be widened (from 4.5m existing) to 5.5m to allow a large vehicle or lorry to pass a car comfortably. In order to accommodate the footways, it is likely that the character and landscape of Station Road would be lost as would the hedgerow. To provide adequate pedestrian access from Fambridge Road to the site it is recommended that an off carriageway shared cycle/ footway be provided on the western side of Station Road at the side of the existing arable land. Shared cycle links should be a minimum of 2.5m to 3.0m in width. It is recommended that the existing public right of way on Station Road is diverted to such a facility in order to separate the pedestrians from vehicles. The new footway should be extended to the B1010 to enable pedestrians to gain access to Althorne village.

Visibility splays of either 4.5m (or possibly 2.4m) setback and 120m sight lines along Fambridge Road will be required. Whilst such sight lines would extend beyond the highway boundary on the western side, the adjacent fields are controlled by the landowner. Proposed means of access to each of the proposed development land parcels will require sight lines of 60m, as provided for through the proposed master plan / layout.

Within the development, vehicle speeds and carriageway design should allow for cyclists to share the surfaces with pedestrians and vehicles. It is recommended that pedestrian and cycle connections are made between each of the development land parcels either side of Station Road, connecting in turn with a proposed new cycle/ pedestrian access immediately to the west of Station Road connecting northwards to Fambridge Road.

Finally, whilst Althorne Station is already served by the D6 bus service, it is recommended that all other bus services serving Althorne are reviewed for re-routing to the station and the proposed residential development.

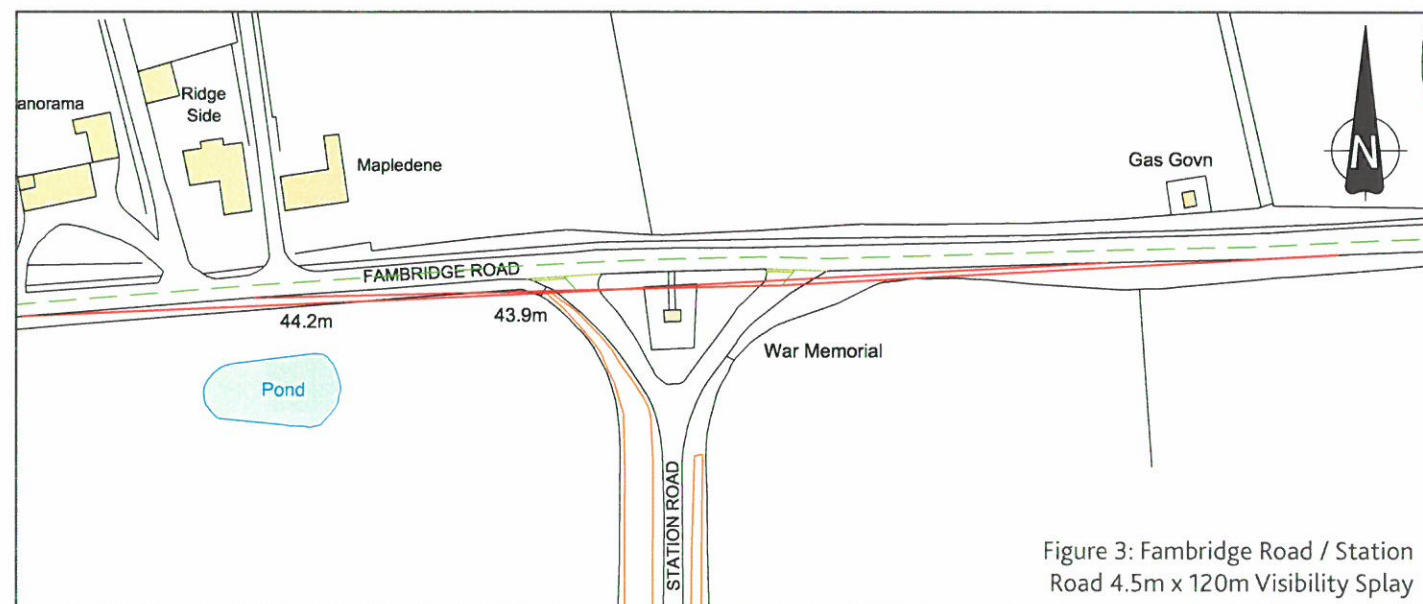


Figure 3: Fambridge Road / Station Road 4.5m x 120m Visibility Splay

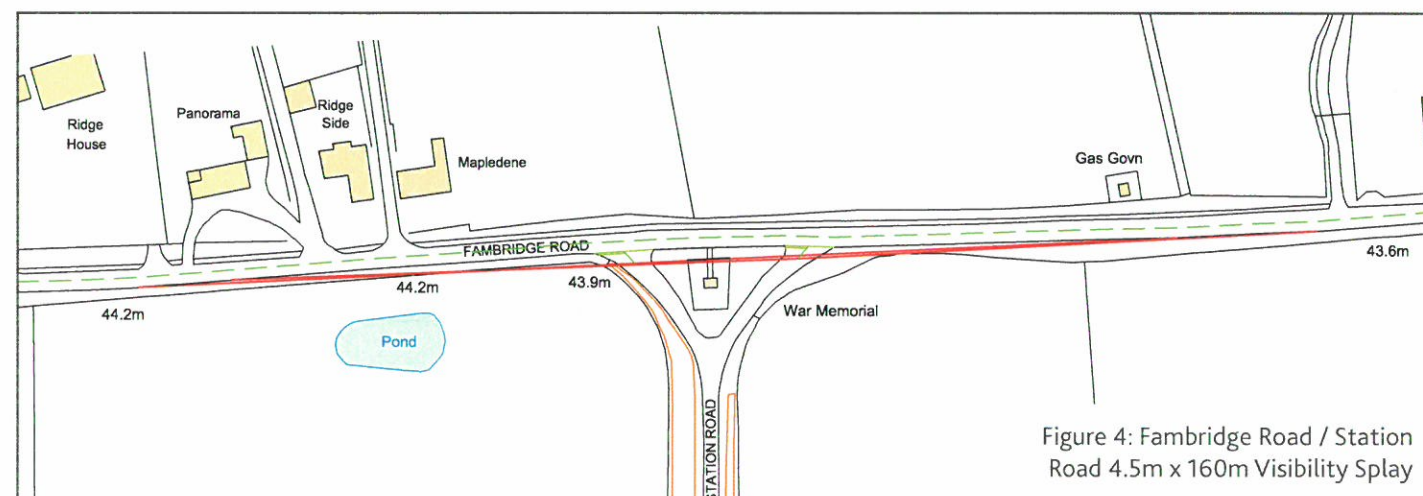


Figure 4: Fambridge Road / Station Road 4.5m x 160m Visibility Splay

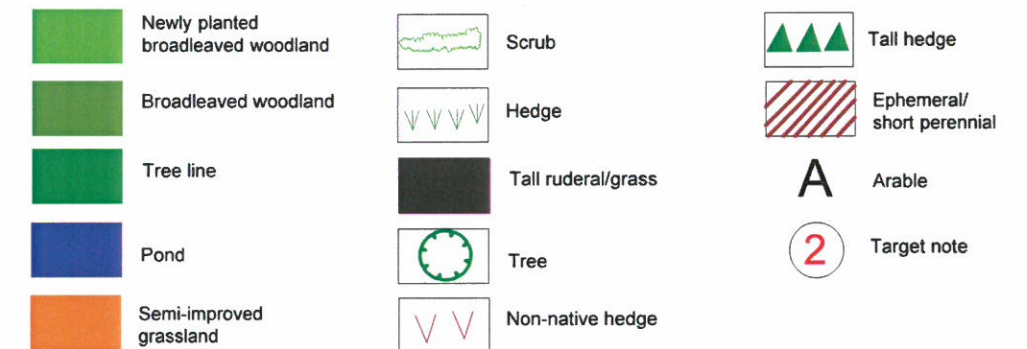


Figure 5: Habitat Plan

Habitats within the site predominantly comprise unimproved grassland with scattered standard trees and scrub and occasional strands of ruderal vegetation. Peripheral areas of the enclosure are largely dominated by a continuous scrub layer grading up into broad-leaved woodland and a small area of coniferous plantation. The site's northern perimeter is defined by a wooded stream corridor with arable fields beyond. The eastern boundary is formed by a shawl of broadleaved woodland opening into a larger woodland block to its north and a golf course to its east. The habitats present on the site in order of abundance comprise: unimproved grassland (68%); Broad-leaved woodland, plantation woodland and scattered trees (15%); scrub (10%); tall ruderal herb (7%). The site is afforded protection at a local level through its identification as a Local Wildlife Site (LWS). Notwithstanding the LWS designation, the following opportunities are provided with regard to the maintenance and enhancement of biodiversity at the Site and within the wider Borough.

The Site comprises an increasingly rank grassland sward with scrub and sapling tree incursions, which would, if left unabated, lead to scrub succession limiting species diversity. By far the greatest opportunity for the enhancement of nature conservation interests at the Site would be the design and implementation of a detailed habitat management plan. Such a plan would require further information with regard to the presence or likely absence of protected and notable species, however, a simple cutting or grazing regime applied at an appropriate time is highly likely to promote vascular plant diversity across the site and restrict the current development of scrub and pioneer woodland, faunal species would also benefit from appropriate management.

Any loss of the unimproved grassland resource should be compensated through the creation and / or enhancement of equivalent grassland areas. Compensation should be sought locally including improved arable plots, those present to the north of the stream corridor may be suitable candidates. Areas of standing water are notably absent within the local environs, the installation of an area or areas of standing water (ponds, swales etc.) would provide a valuable contribution particularly if installed adjacent to the northerly woodland corridor. Habitat features such as log piles, earth mounds etc. would provide shelter and foraging opportunity to various faunal species including invertebrates and reptiles where present. Management of intermediate scrub habitats around the periphery of the Site could provide various niche habitats. An example of a suitable management prescription could be the creation of scalloped edges on the Site's northern boundary. Such intervention in combination with aforementioned wildlife installations are likely to contribute towards the wider green corridor and safeguarding of sensitive features such as the wooded stream corridor. Additional social benefits could be derived from controlled public access to the Site for managed recreation and educational purposes.



## SECTION 6 LANDSCAPE

### Strategy Notes

Visual barriers formed by the planting to the railway embankment, mature boundary planting and woodland associated with Bridgeman's lane mean that the site is generally visually well enclosed. However due to the low lying topography common to the area the site is partially visible to the north, east and west with long distance views (over 3km) from the south also present.

Due to the existing planting, juvenile woodland and robust mitigation planting the proposed development will have little discernible negative visual impact upon the surrounding area.

Whilst the proposed development will have some visual impact from the properties and users of the adjacent public footpath to the east this view is read with the existing development of the marina and will be mitigated with extensive planting to result in partially visible rooftops.

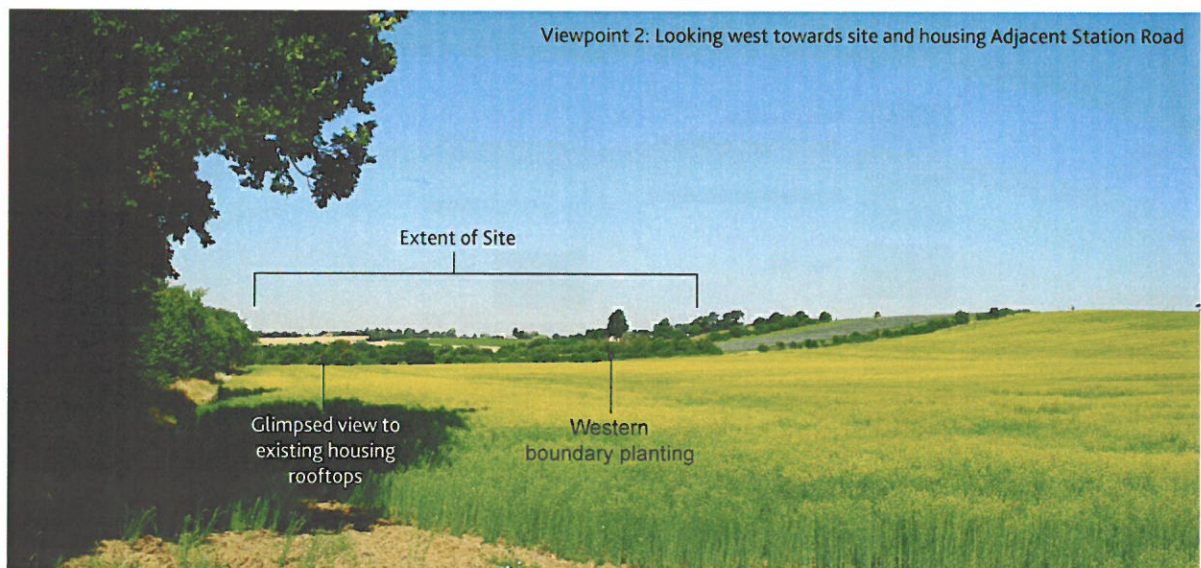
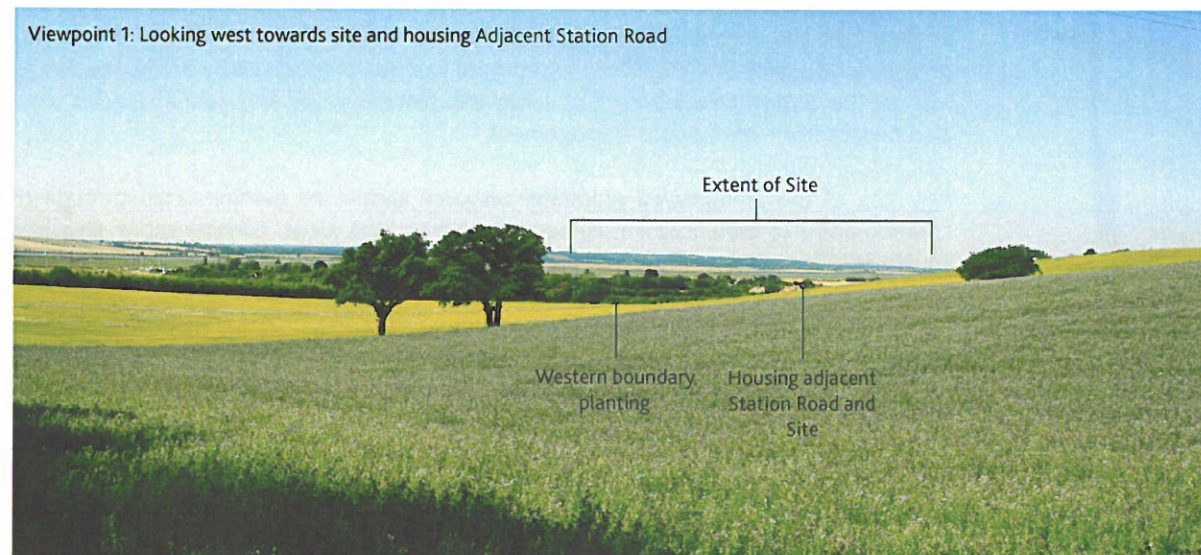
The juvenile planting adjacent to the southern boundary is currently between 3-5m tall and partially screens middle distance views from the sea wall; these views from the south and south east will in time become almost completely mitigated resulting in partial glimpsed rooftop views. The existing mature vegetation associated with the Marina and Bridgeman's Lane provides a robust screen to close range views from the south.

The landscape mitigation aims to negate any visual coalescence between the marina and Althorne. There is also potential for the development to improve upon the landscape treatment of the urban edge by emphasising the existing landscape features suggestive of local character of the Fambridge Drained Estuarine Marsh.

### Landscape Character

The landscape character is on the whole typical of the Fambridge Drained Estuarine Marsh Landscape (D9). There are notable features including the low lying, flat drained marsh becoming more gently rolling upon moving north, with predominantly open arable fields and an open character approaching the sea wall. With scattered blocks of trees and woodland, linear tree belts and formerly Elm dominated hedgerows around pastures comprising the dominant vegetation within the landscape.

The site is located adjacent to Althorne Station and is generally divided into two halves by Station Road. The eastern field slopes from 15m along the northern boundary to 5m in the south eastern corner. The western field is less steeply sloped and ranges from approx. 12.5m to the north down to approx. 7.5m adjacent the station on the southern boundary. The eastern field is well enclosed by mature vegetation to all sides and the topography to the north. The western field is less well enclosed and is open to views from Fambridge Road and the properties to the north, as well as the longer distance views from the south and west.



- Key
- Site Boundary
  - 1 Viewpoints
  - Public Rights of Way
  - Zone of Visual Influence - Prominent Views into the site
  - Zone of Visual Influence - Potential for Glimpsed Rooftop Views

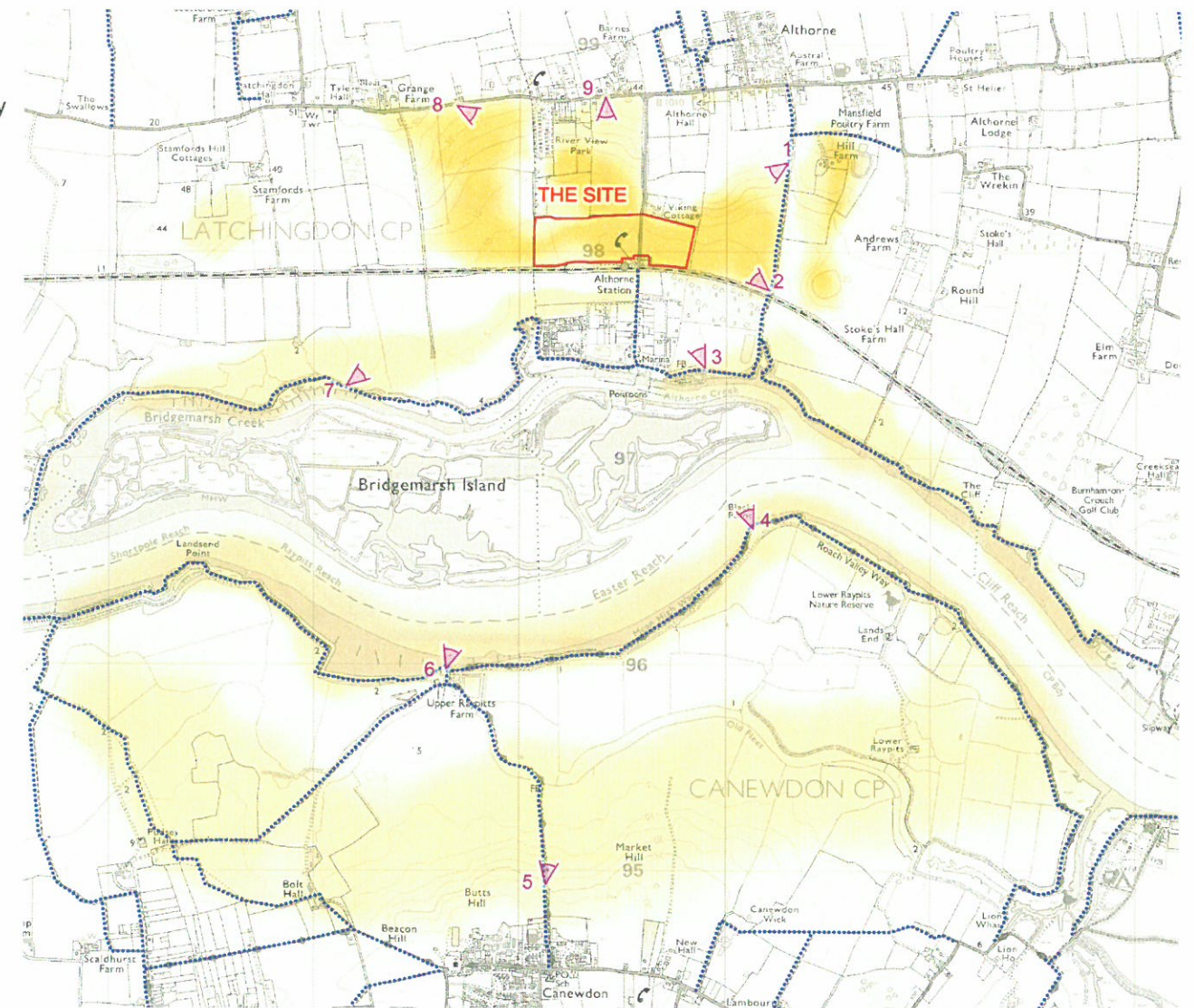


Figure 6: Zone of Visual Influence Plan

The site sits within a good network of public footpaths leading from the fringes of Althorne to the marina and sea wall. The station and built form associated with the marina is located to the south of the site. Housing along Fambridge Road has direct views into the western field, although these middle distance views include the marina and existing development within the current landscape.

To the west, the topography results in only long distant views towards Ashingdon. The southern views reach as far as Canewdon however these are at a very large distance where the development will almost be imperceptible. The western views are well restricted due to the topography and vegetation, with views from Hill Farm, and Andrews Farm only present at this point.

Broadly the proposed development should be located towards the south of the site thus addressing the rising ground and more pronounced visual emphasis faced by the northern parts of the site. The upper areas of the site should be reserved for open space, children's play, amenity space and play space adding woodland planting to mitigate the proposal and embed it within the landscape. The eastern field is well contained to support a higher percentage of housing. However the sensitivity to the footpath to the east should be addressed with robust planting mitigation along the eastern boundary.

#### Visual Impact

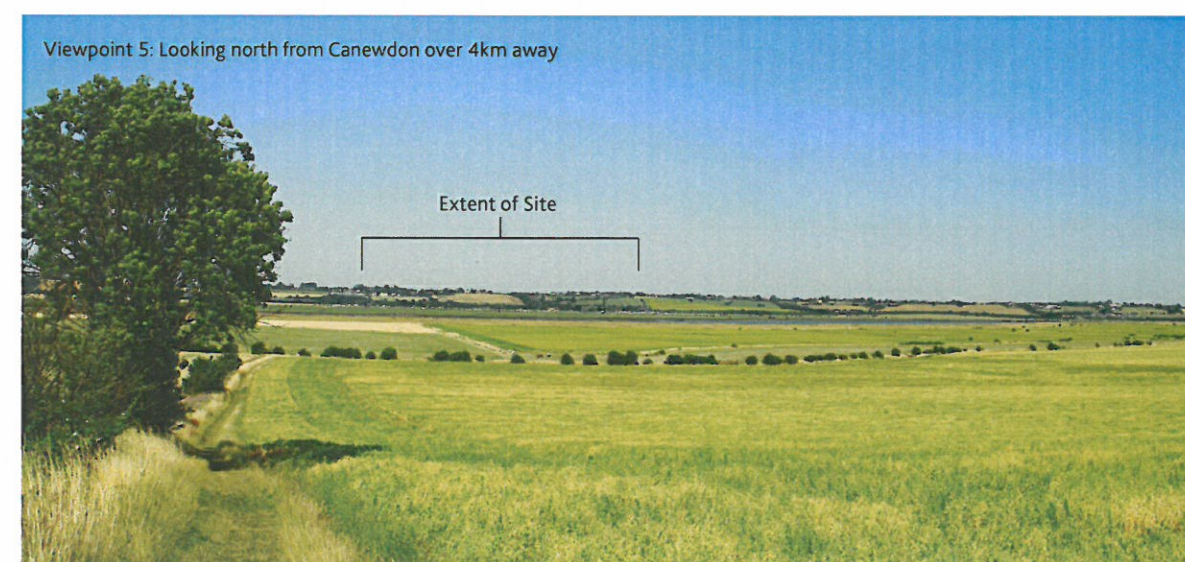
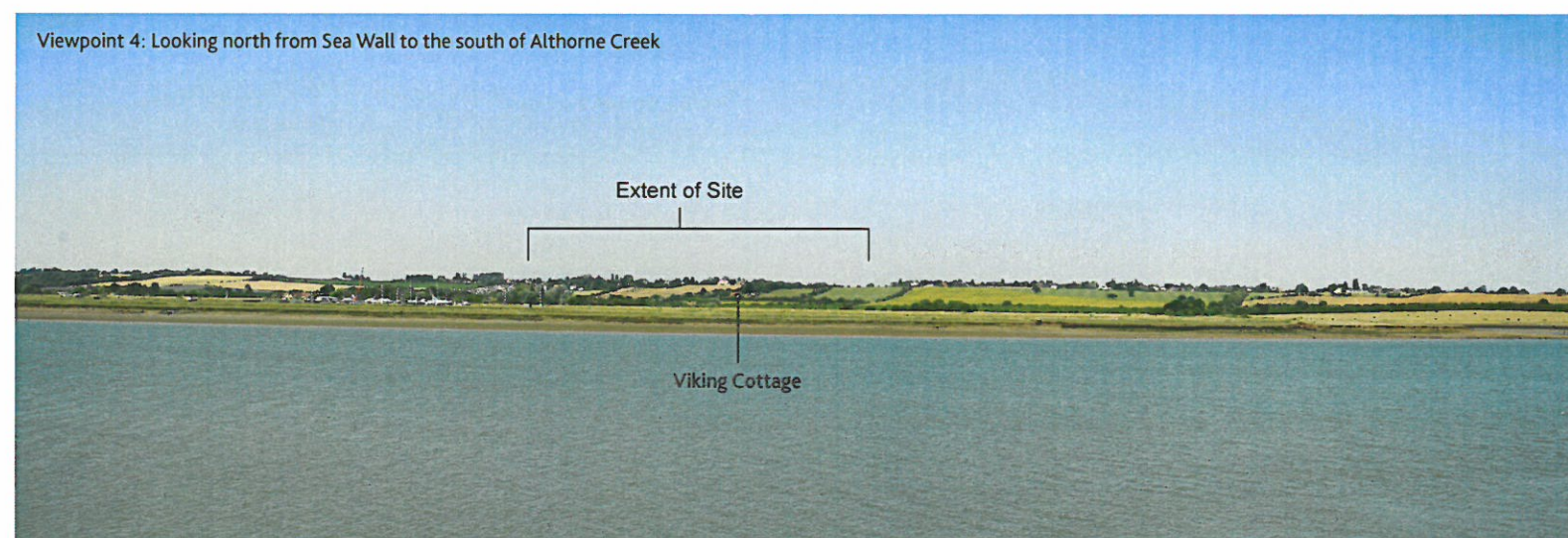
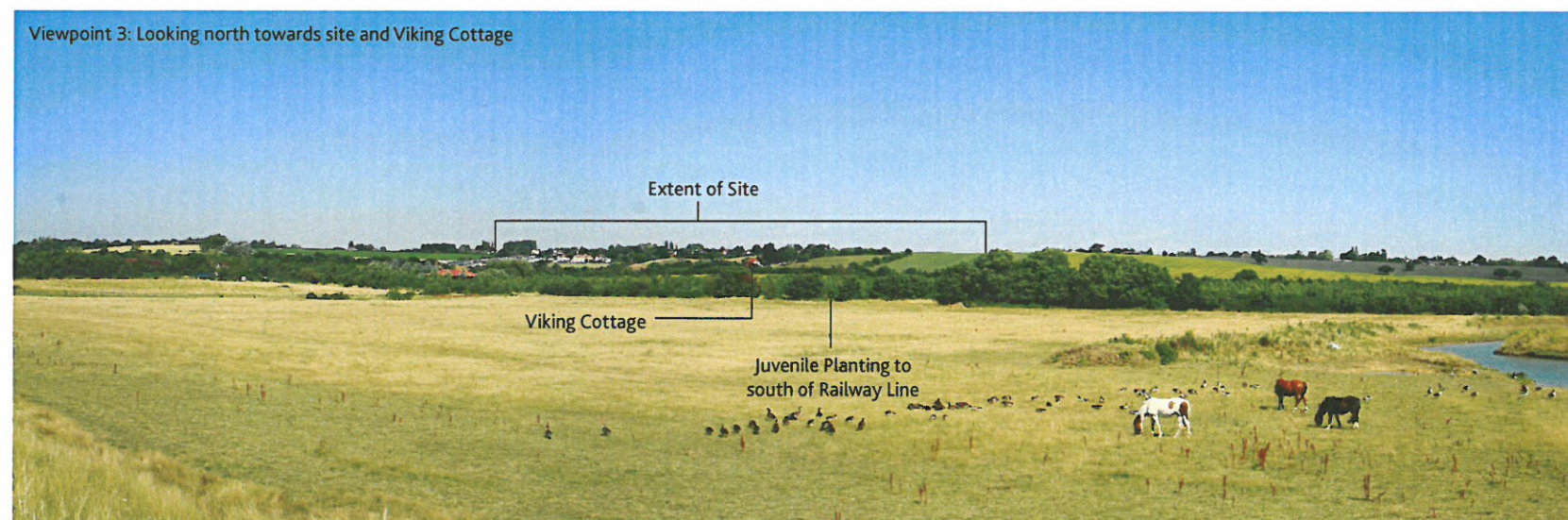
The visual impact of the proposed development is limited due to the well enclosed nature of the surrounding topography, existing built form and vegetation. Long distance views from the south from the sea wall between Lower Raypits Nature Reserve and Landsend Point will have minor rooftop views. However the distance is such that the proposal will be almost imperceptible against the development associated with the marina and River View Park. Any long distance southern views will be further mitigated by the juvenile woodland and proposed tree and hedge planting associated with the development.

There will be some minor views to the east however these are limited to the footpath running along the sea wall and the housing along the ridgeline and will be mitigated with the proposed woodland copse planting along the western boundary.

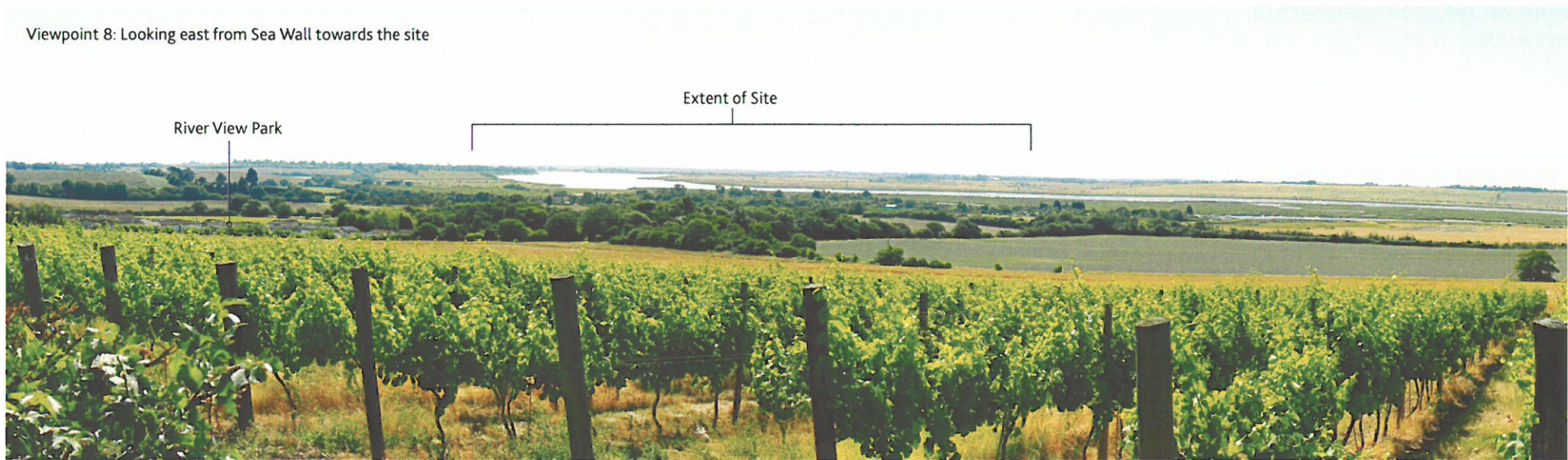
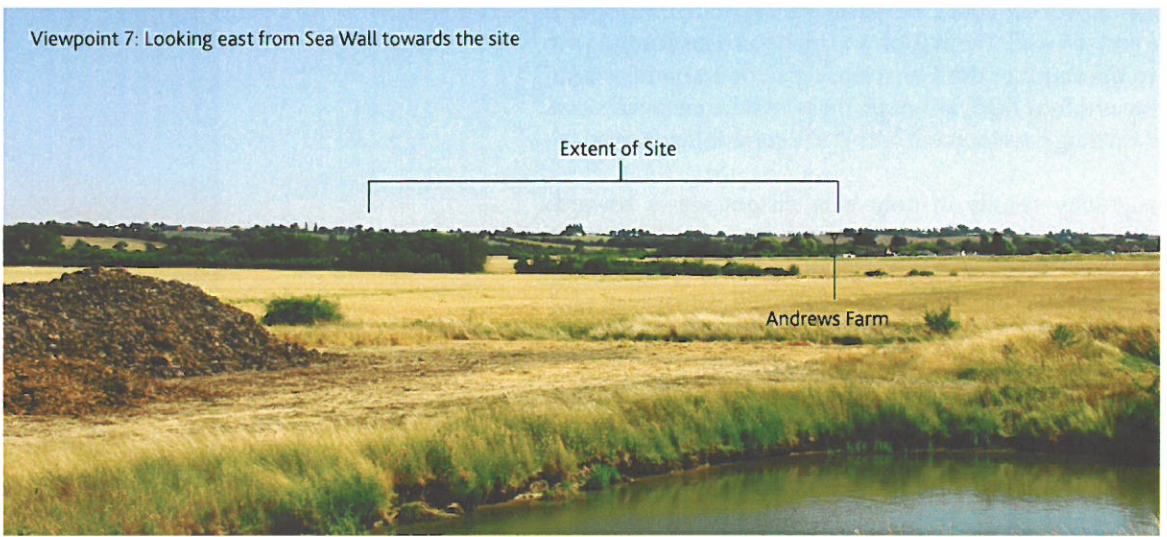
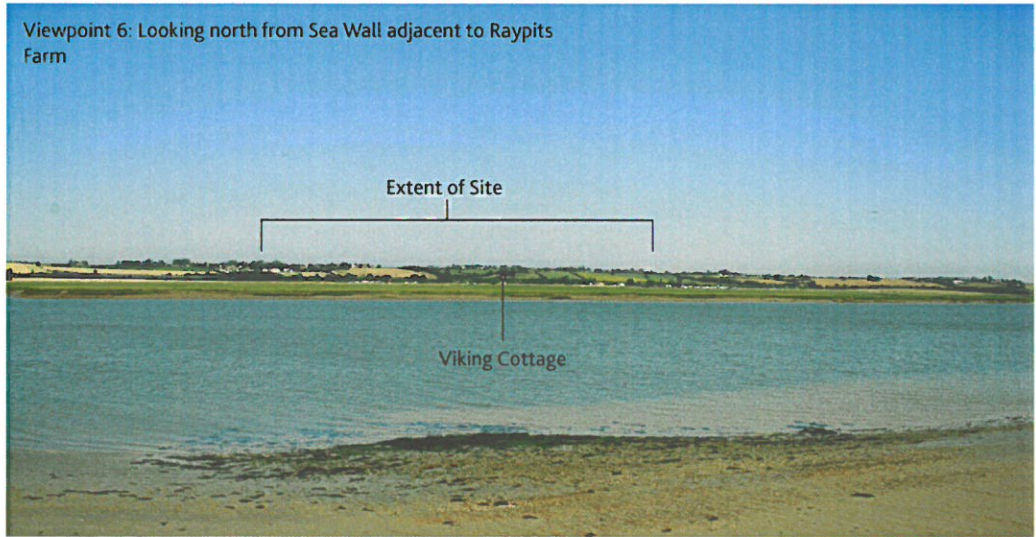
Whilst the site is open to long distance views from the west there are also some shorter distance views from the sea wall footpath looking into the site, however the proposed western and Southern boundary planting will in time mitigate the view resulting in partially glimpsed rooftops.

The development has little visual impact from any views from the south of the Roach Estuary, at these points the long distance glimpsed rooftop views will be read as a minor extension to the Marina and thus negate any visual coalescence between the proposal and the residential built form along Fambridge road.

Overall the visual impact of the development is limited to minor long distance views to the south and east with more obvious short and middle distance views from the north-west and east however the proposed tracts of woodland, tree and hedge planting will mitigate these views and embed the development subtly into the landscape.



SECTION 6  
LANDSCAPE





Landscape Strategy

- Use a combination of scattered tree and copse planting to ensure that any new development is well integrated into the surrounding landscape;
- New shelterbelt/woodland copse planting to the eastern boundary of the site to mitigate views from the east;
- New hedge and tree planting to the northern boundary and woodland copse planting to the western boundary to mitigate views into the site;
- Retention of the existing planting adjacent Station Road as this will minimise the view from the footpath to the east;
- Additional hedge and tree planting adjacent the railway;
- Create new and exciting areas of children's play and positively link the development to the surrounding landscape;
- Connect to the existing public rights of way and enhance the public footpath found to the east of the site;
- Generally position housing to the southern side of the site as these are on the lowest areas of ground;
- Provide large scale native tree planting throughout the incidental and public open spaces of the development to visually break housing roofline; and,
- Increase the sites biodiversity with native species planting and a range of habitats.

Key

-  Study Boundary
-  Significant Existing Vegetation
-  Juvenile Woodland Planting 3-5m Tall
-  Existing Development
-  Existing Public Rights of Way
-  Proposed Link to Public Rights of Way
-  Open Space Positioning
-  Short Distance Views into the Site
-  Middle Distance Views Towards the Site
-  Long Distance Views Towards the Site
-  Area for Potential Housing
-  Proposed Tree/Hedge and Woodland Planting

Figure 7: Landscape Strategy Plan

## SECTION 7 RECOMMENDATIONS AND MASTER PLAN

### Land Use

The Development Vision provides for a high quality and sustainable form of residential development, delivering both market and affordable homes. The Development Vision provides for up to 150 dwellings combined within the two development land parcels either side of Station Road. The Development Vision also provides for new publicly accessible open space at and around the proposed housing, opening the sites up with greater accessibility. In addition, the Development Vision envisages enhanced pedestrian and cycle links to and from Althorne Station to the benefit of existing residents.



### Access and Layout

The proposed development will be accessed via Station Road which connects in turn with Fambridge linking to Burnham-on-Crouch to the east, and Fambridge / Maldon to the west. The proposed housing will be accessed via either side of Station Road. It is envisaged that the internal access road may be provided through provision of shared surfaces for vehicles, pedestrians and cyclists. New and enhanced pedestrian and cycle routes can also be provided to and through the site increasing connectivity to Althorne Station from existing housing within the locality. The proposed layout is centred upon Althorne Station and the existing collection of houses and buildings at Althorne Station. The proposed layout provides a logical and clearly defined structure that sits comfortably within the existing landscape without resulting in significant harm through landscape and visual impacts.



### Public Open Space and Landscaping

The Development Vision identifies significant areas of proposed publicly accessible open space in and around the proposed residential development, notably to the north of the proposed housing. It is envisaged that the open space will be provided as an integral and key feature of the development. The existing mature landscaping to the site boundaries will be strengthened through new landscaping. The proposed development will retain wherever possible the existing strong hedgerow boundary along both sides of Station Road. It is also envisaged that some sustainable drainage balancing ponds may be required, to be provided as landscape features to the southern boundary of the site. These balancing ponds may also provide enhanced ecological habitats.



### Recommendation

It is recommended that the emerging Maldon LDP identifies land at Althorne Station in accordance with the development vision for delivery of a sustainable residential development. The site should be allocated in the LDP to deliver up to 150 dwellings, for delivery within years 1 to 5 of the 15 year Plan period. The allocation of land at Althorne Station for residential should be confirmed within the LDP as consistent with the requirement for delivery of 345 dwellings within Rural Areas.



Figure 8: Indicative Master Plan

## SECTION 8 CONCLUSION

This Development Vision is submitted towards the emerging draft Maldon LDP and sets out a proposal for the allocation of land at Althorne Station to deliver up to 150 dwellings through a sustainable development. The proposed development will provide both market and affordable homes alongside an existing group of houses at Althorne Station, and existing houses further to the north centred on Fambridge Road, Althorne.

The proposed houses will benefit from immediate access to Althorne Station and rail services connecting directly to Burnham-on-Criouch and Southminster, and to South Woodham Ferrers, Wickford, Stratford and London Liverpool Street. Departures to London Liverpool Street are approximately every 45 to 50 minutes during the peak rush hour period on Monday to Friday, with the journey taking approximately 1h05m. Train frequencies for the return journey from London Liverpool Street to Althorne are approximately every 50 minutes, with the journey time taking less than an hour. The journey time to Burnham-on-Crouch is 5 minutes. The proposed residential site is therefore highly accessible by public transport, including by local bus services and represents a very sustainable location for new homes.

The proposed development of land at Althorne Station will provide sustainable development in accordance with the National Planning Policy Framework. The proposed development will provide social, economic and environmental benefits as follows:

### Social

- delivery of up to 150 market and affordable homes;
- provision of new publicly accessible open space;
- continued public access to Bass Wood, and local footpath enhancements; and
- enhanced pedestrian and cycle connectivity between Althorne Station and Althorne village.

### Economic

- provision of new homes with easy and direct access (notably by rail) to existing and proposed employment opportunities at Burnham-on-Crouch, Chelmsford and London; and
- enhanced support and sustainability towards local businesses and services including local post office, public house and village hall.

### Environmental

- creation of habitat and wetland areas for surface water storage;
- long-term management and creation of new landscaping; and
- continued public access to and management of Bass Wood.



Figure 9: Indicative Master Plan in the Wider Context

The emerging Maldon LDP identifies a need to significantly increase the housing requirement within Maldon District, recognising both the historic shortfall in housing land supply, as well as demographics that provide a strong need for increased housing delivery. The emerging Maldon LDP seeks to increase the annual housing requirement for the District from 120 (as per the 2005 Local Plan), to 294 in the new LDP. The emerging LDP also confirms a requirement to identify land for 345 dwellings within Rural Areas, and it is submitted that land at North Station, as identified through this document, should provide up to 150 of the 345 dwellings.

This Development Vision provides an evidence base that demonstrates that up to 150 dwellings can be delivered through a sustainable form of development on land immediately north of Althorne Station. The site benefits from existing means of access from Station Road, connecting in turn with Fambridge Road. The site also benefits from existing pedestrian routes through to Althorne to the north, and to Bridgemarsh Marina to the south. In addition, the landowner's estate extends considerably beyond the proposed development site, both to the north and south allowing for potential provision of improved pedestrian connectivity between Althorne and the station, long-term public access and usage of Bass Wood, and potential provision of sports and recreation uses on land immediately to the south of Althorne Station. Evidence contained within this Development Vision also demonstrates that the site benefits from strong existing landscape screening and is well contained within the wider landscape.

In conclusion, land north of Althorne Station is proposed through this Development Vision as a sustainable development, providing for a logical allocation for residential development within the emerging Maldon LDP.

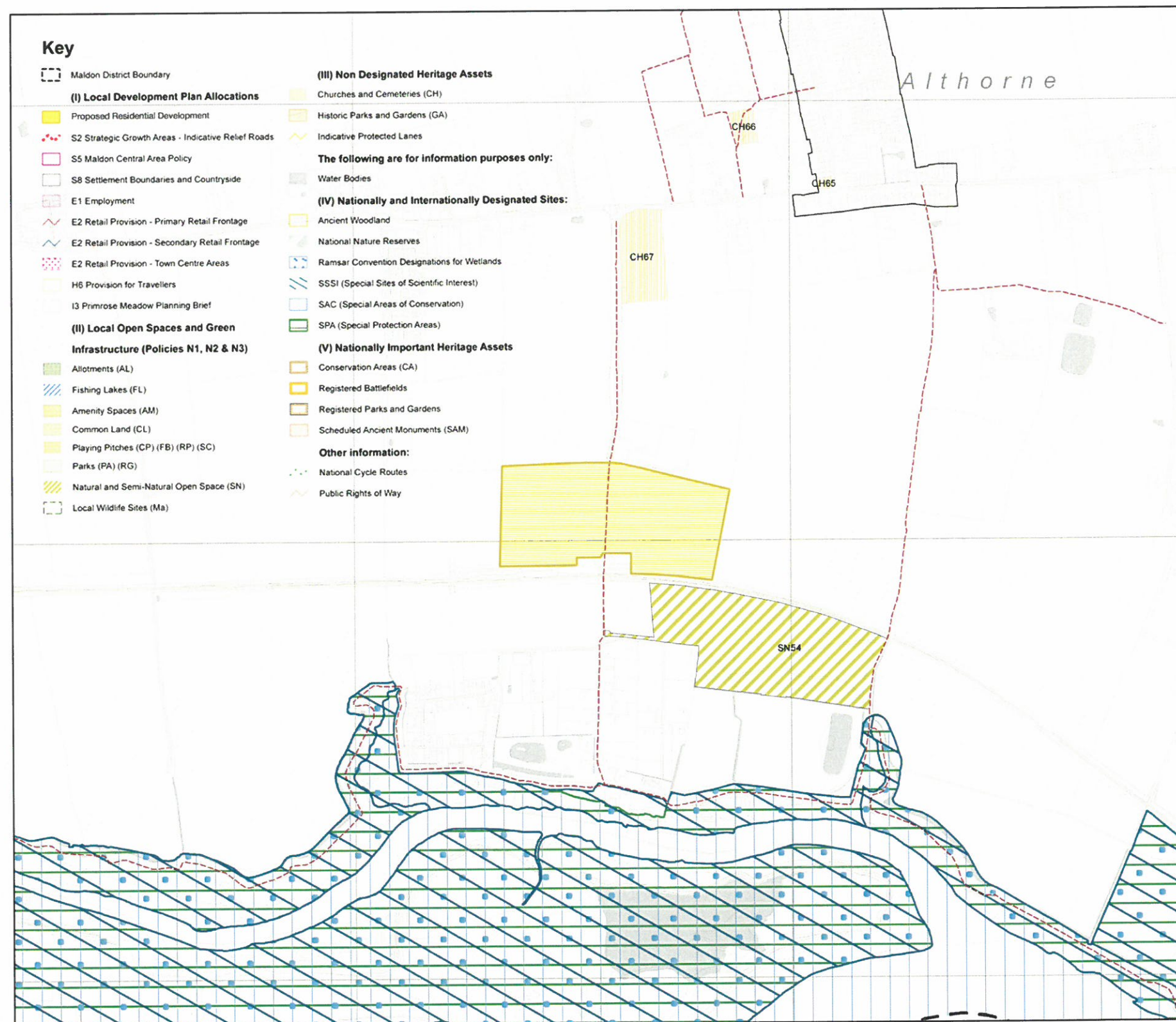


Figure 10: Proposed change to the Maldon Local Plan Proposals Map

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