

CABINET

18 JULY 2012

REPORT OF THE PLANNING PORTFOLIO HOLDER

A.3 THE TENDRING DISTRICT LOCAL PLAN: PROPOSED SUBMISSION DRAFT

(Report prepared by Gary Guiver)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

For the Cabinet to consider and approve the proposed content of the 'The Tendring District Local Plan: Proposed Submission Draft (2012)' (attached as Appendix A3(a)) and 'Draft Indicative Policies Maps' (attached as Appendix A3(b)) for them to be forwarded to the Community Leadership and Partnership Committee for comments.

EXECUTIVE SUMMARY

All Local Planning Authorities are required to have, and keep up to date, a Local Plan to guide development in their area. The government, in its National Planning Policy Framework (published 27th March 2012) sees the Local Plan as the key to delivering sustainable development that reflects the vision and aspiration of local communities and, by implication, the tool for local authorities to resist inappropriate development proposals in their area.

The Council's existing Local Plan that was adopted in 2007 was only designed to last until 2011 and is consequently out of date and does not reflect the expectations of the current government and the requirements of the new national policies. The government is allowing Councils to continue using their existing outdated Local Plans until 27th March 2013 but, by then, will expect all Councils in this position to have prepared a new-style plan which reflects the thrust of national policy. Authorities without an up-to-date Local Plan from that date will only be able to rely on the National Planning Policy Framework as guidance for use in determining planning applications, leaving them vulnerable to unwanted developments and powerless to ensure development addresses locally-specific requirements.

To ensure the Council fulfils its legal obligations and avoids the above scenario, officers have been engaged in preparing a new Local Plan for the district which not only reflects locally-prepared technical evidence, but also reflects the results of extensive public consultation with Tendring residents, and discussions with District Councillors, Town and Parish Councils, partner organisations such as Essex County Council and the Environment Agency, developers and landowners.

The content of this draft Local Plan marks a radical change in approach to from the proposals in the Core Strategy and Development Policies Document that was published for consultation in October 2010 and which attracted considerable public objection. This Local Plan not only reflects the current government's wish to see localism and community engagement at the heart of decision making, it

addresses public concerns about matching housing development with jobs, seeks to distribute housing growth more fairly across the different parts of our district and includes innovative policies for ensuring future housing developments deliver the type and quality of homes that current and future generations of Tendring residents will aspire to live in.

This Local Plan is a very clear demonstration that this Council does listen and take on board the concerns of its residents but, at the same time, is prepared to make the difficult decisions to tackle the significant economic, social and environmental challenges that will affect our district now and in the future.

RECOMMENDATION

- a) That the Cabinet approves the proposed content of the 'Tendring District Local Plan – Proposed Submission Draft (2012)' (attached as Appendix A3(a)) and 'Draft Indicative Policies Maps' (attached as Appendix A3(b)); and
- b) That these documents are forwarded to the Community Leadership and Partnership Committee for comment.

PART 2 – IMPLICATIONS OF THE DECISION

DELIVERING PRIORITIES

Achieving affordable excellence: This Local Plan will provide the basis for generating funding for infrastructure through a Community Infrastructure Levy (CIL), will result in the grant of 'New Homes Bonus' to the Council for every new home that is created and provides greater scope for private investors to make positive changes in some of our deprived areas such as Jaywick and Walton-on-the-Naze.

Improving public perception and reputation: This Local Plan reflects the results of three rounds of public consultation and considerable discussions with elected representatives of our communities. It demonstrates very clearly that the Council does listen to the views of its residents and takes those views seriously.

Helping children and young people to achieve their full potential: This Local Plan includes a number of policies designed to help future generations achieve their potential. These include policies aimed at delivering local housing that people will aspire to live in, policies to support schools and other educational establishments in improving their facilities, policies aimed to maximising local training and employment opportunities and policies aimed at improving the general environment in which our children and young people will grow up in.

Addressing deprivation: The Local Plan identifies 'Priority Areas for Regeneration' in central Clacton, southern Jaywick, Dovercourt, Harwich and Walton-on-the-Naze – areas that will benefit from investment and economic development. The policies for southern Jaywick, in particular, are radically different from what has been proposed in the past – giving people more freedom to improve their properties and more scope for developers to introduce innovative standards of housing quality, design and flood resilience. These measures have the potential to deliver more

positive improvements in the area than the restrictive planning policies of the past and will help to address the issues of deprivation at a time when public funding is extremely scarce.

Local housing for local people: This Local Plan contains policies that are specifically aimed at helping to deliver local housing for local people. As well as pushing for ‘aspirational housing’ and ‘family housing’ to promote prosperity and family life, the Local Plan aims to deliver new Council Housing for local working people on lower incomes who cannot afford to buy or rent housing on the open market.

Coastal opportunities and protection: This Local Plan recognises both the importance of our coastline for the local economy and the quality of life for our residents, but also the threats of flooding and coastal erosion that affect local residents and businesses. The plan makes realistic assumptions about the threat posed as a result of global climate change and balances these against the need to generate economic growth and tackle deprivation, particularly in areas like Jaywick and Walton-on-the-Naze. The plan also contains a policy that could enable certain coastal defence works, for which there is no public funding, to be delivered through private funding as a result of residential ‘enabling development’.

Community budgets and aspiration: This Local Plan has been drawn up in close consultation with the district’s Town and Parish Councils and provides the broad framework of policies and proposals that can be supplemented by ‘Neighbourhood Plans’ in specific areas to deliver more specific community-led development projects.

RESOURCES AND RISK

Resources: This Local Plan has been prepared by the Council’s Planning Policy Team under the leadership of the new Planning Policy Manager. The costs involved in preparing evidence, printing documents, publicity and examination will be met through the agreed ‘LDF Budget’.

Risks associated with not approving this Local Plan: If the Council fails to have a new Local Plan in place on 27th March 2013, the 2007 Adopted Local Plan will be considered truly out of date and the provisions in paragraph 14 of the National Planning Policy will apply. These talk about a ‘presumption in favour of sustainable development’ which, for decision taking, means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - specific policies in the National Planning Policy Framework indicate development should be restricted.

Relying solely on the policies in the National Planning Policy Framework leaves the district highly vulnerable to speculative and unwanted development proposals and leaves the Council powerless to influence detailed factors such as housing mix, development standards and other locally-

important issues.

The more advanced the new Local Plan is, in terms of its stage of preparation (e.g. publication, consultation, submission to the secretary of state, examination and final adoption) by 27th March 2013, the better – because the plan can carry more weight (see section on ‘Legal Status of the Draft Local Plan’ below).

If the Council chooses not to approve the Draft Local Plan, the delay that would result from having to prepare a revised version for the Council’s consideration at a later date will increase the risk that:

- a) at worst, there will be no agreed Local Plan in place at all by 27th March 2013 and planning decisions will be based on the government’s ‘presumption in favour of sustainable development’ explained above; or
- b) at best, the Local Plan would only be at a very early stage of preparation and may not yet have been the subject of public consultation or submission to the Secretary of State - therefore planning decisions taken in accordance with the Draft Local Plan will undoubtedly be challenged on appeal.

Risks associated with approving this Local Plan: The strategy for housing growth and the housing policies in the Draft Local Plan are radically different to those that were the subject of consultation in the 2010 Core Strategy. Reducing the length of the plan period, more than halving of housing development proposed for Clacton and introducing stricter policies on housing mix and space standards will almost certainly attract strong objections from aggrieved landowners and developers, some of whom have invested considerable time and financial resources in promoting their developments to the Council.

Their objections will undoubtedly be the subject of debate at the examination and the Council must be prepared that the Independent Planning Inspector may not agree with all the changes the Council has made and may recommend alterations or, at worse, declare the Local Plan to be unsound. There is consequently a risk that the Inspector may recommend the reinstatement of certain unpopular development sites or the alteration of certain policies if he or she is of the view that the Council has not provided sufficient evidence to justify the change in approach from the 2010 Core Strategy.

Some aggrieved landowners and developers may also choose to submit planning applications for development their sites in advance the Local Plan being finally adopted with a view of having their application considered by an Inspector on appeal.

The Council therefore needs to be aware that whilst approving this Local Plan will put the Council in a much stronger position to resist unwanted development proposals, there is no guarantee that such proposals will not be endorsed by a Planning Inspector in considering site allocations in the Local Plan or approved by a Planning Inspector in considering planning applications that have gone to appeal.

LEGAL

Legislation: Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 state that applications for planning permission must be

determined in accordance with the 'development plan' unless material considerations indicate otherwise. The statutory 'development plan' for Tendring, as it stands, comprises the 2007 Adopted Local Plan and the East of England Plan – the Regional Spatial Strategy (RSS14).

Because the government proposes to abolish Regional Spatial Strategies and require that all 'Local Plans' conform with the new National Planning Policy Framework by 27th March 2013, the Council must take appropriate action to ensure a new Local Plan has been prepared and that therefore a 'development plan' is in place.

Regulations: The Local Plan must be prepared, consulted upon and examined in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. At the examination, the Independent Planning Inspector will need to be content that these regulations have been followed and that the scope for any legal challenges have been minimised. Regulations 19 and 20 require the Local Plan to be published for consultation prior to being submitted to the Secretary of State for examination.

Examination: Alongside the legal and regulatory requirements, the Local Plan will eventually be judged through an examination, by a Planning Inspector, against the following policy tests, as set out by the government in the National Planning Policy Framework. The Local Plan must be:

- "Positively Prepared" – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- "Justified" – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- "Effective" – the plan should be deliverable over its plan period and based on effective joint working on cross-boundary strategic priorities; and
- "Consistent with national policy" – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework

It is important to ensure the Local Plan meets these tests because following the examination, the Planning Inspector will make one of three recommendations to the Council. Either: 1 the Local Plan is 'sound' and the Council can proceed to formally adopt it; 2 the Local Plan can be considered sound subject to making some changes; or 3 the Local Plan is 'unsound' and cannot proceed to adoption.

The Council will be able to choose whether or not the Inspector should be given the power to suggest ways the Draft Local Plan could be amended to address any concerns, or whether they simply highlight the areas of concern and leave it to the Council to decide what changes need to be made.

Legal Status of the Draft Local Plan: Until 27th March 2013, the Local Plan that was adopted by the Council in December 2007 will remain in force as the principle source of planning policy against which planning applications will be judged.

However, on its publication the Draft Local Plan will also carry a degree of weight as a material

planning consideration alongside the 2007 adopted plan and the Council can choose to attach greater weight to the emerging policies where they better reflect the objectives of the Council and the requirements of national policy. Following public consultation, the Draft Local Plan will carry an even greater degree of weight because we will know which policies and proposals have received objections. Those policies with relatively few objections can carry more weight.

From 27th March 2013, the Draft Local Plan will become the principle source of planning policy. However, being a draft, planning decisions taken in accordance with this Local Plan will potentially be challenged, on appeal, by aggrieved applicants. The more advanced the Draft Local Plan is, in terms of the various stages of preparation, the lower the likelihood of Council decisions being overturned by a Planning Inspector on appeal.

OTHER IMPLICATIONS

Consideration has been given to the implications of the proposed decision in respect of the following and any significant issues are set out below.

Crime and Disorder / Equality and Diversity / Health Inequalities /Area or Ward affected / Consultation/Public Engagement.

Crime and Disorder: The policies and proposals in this Local Plan aimed at delivering quality homes, more traditional housing layouts, tackling over-concentrations of Houses in Multiple Occupation (HMO's) and taking a more flexible approach to allow economic development and job creation will help, alongside non-planning measures, to tackle crime and disorder.

Equality and Diversity: An Equality Impact Assessment of this Local Plan will be carried out before it is published for public consultation.

Health Inequalities: The policies and proposals in this Local Plan aimed at delivering green infrastructure and providing quality new homes, job opportunities and community facilities will all assist in tackling the district's health problems.

Area or Ward affected: All wards.

Consultation/Public Engagement: This Local Plan has been informed by comments received during three previous rounds of public consultation:

- 800 comments received in 2009 in response to the Core Strategy Issues and Possible Options Document;
- 1,500 comments received in 2010 in response to the Core Strategy and Development Policies Document; and
- 1,400 comments received in 2011 in response to the consultation on Housing Development in Tendring.

Officers are currently preparing separate reports that summarise the results of the above consultation exercises and explain how the comments have informed the content of the draft Local Plan. These will be published as technical documents in support of the Local Plan at the same time as the plan is published for consultation.

The draft Local Plan will itself need to be published for public consultation so that interested parties

have an opportunity to comment on the policies and proposals before the plan is submitted to the Secretary of State. At this stage, rather than inviting objections, the Council should be looking to generate public support for the Local Plan because further delay will put the district at greater risk of unwanted and harmful developments.

People that wish to object will be allowed to do so, but unless their objection demonstrates that the Draft Local Plan fails the government requirements to be 'positively prepared', 'justified', 'effective' and 'consistent with national policy' (explained above), their objection is unlikely to result in any further changes. With this in mind, Councillors will need to accept that it will not be possible to please everyone in the district and in their individual wards, but that the Council has genuinely gone much further over the last three years than most local authorities in obtaining the views of local people and genuinely taking those views on board in preparing its Local Plan.

The public consultation exercise will be carried out in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 with regard to the Council's 2008 Statement of Community Involvement.

PART 3 – SUPPORTING INFORMATION

PREVIOUS WORK

Liaison with partner organisations: Since the last Local Plan was adopted in 2007, your officers have been liaising closely with partner organisations such as Essex County Council on schools, transport and heritage issues; the Environment Agency on flood risk and coastal protection issues, Natural England on nature conservation and utility companies like Anglian Water.

More recently, to reflect the Council's commitment to the localism agenda, officers have also invested considerable time in meeting and discussing local planning issues with Town and Parish Councils and cross-boundary planning issues with officers at Colchester Borough Council and Babergh District Council.

Evidence gathering: A key requirement of Local Plans is that they are 'evidenced based'. The following technical studies have all informed the content of this Local Plan – some of which were originally commissioned to support the last Local Plan and (now superseded) 'LDF' documents including the Core Strategy and Clacton Area Action Plan:

- Affordable Housing Viability Study (Tribal, 2010);
- Celebrate-on-Sea – 'Putting the Fun Back into Clacton' (Broadway Malyon, 2010);
- Clacton AAP Opportunity Site Assessment (Roger Tym and Partners, 2009);
- Clacton Large Building and Landmark Strategy (Essex County Council, 2009);
- Clacton Public Realm: Proposals for Improvement (Essex County Council, 2010)
- Clacton Town Centre Vision (BDP, 2009);
- Clacton Town Centre Vision and Strategic Plans (BDP, 2009);
- Dovercourt Rediscovered (Broadway Malyon, 2011);
- Employment Study: Part 1 (Roger Tym and Partners, 2009);
- Employment Study: Part 2 (GVA Grimley, 2010);

- Essex and South Suffolk Shoreline Management Plan 2 (2010);
- Essex Gypsy and Traveller Accommodation Assessment (Fordham Research, 2009)
- Geodiversity Characterisation Report (Essex County Council, 2009);
- Gypsy Sites Accommodation Study (Mott MacDonald, 2010);
- Harwich Strategic Flood Risk Assessment (Scott Wilson, 2008);
- Haven Gateway Watercycle Study: Stage 1 (Royal Haskoning, 2008);
- Haven Gateway Watercycle Study: Stage 2 (Royal Haskoning, 2009);
- Historic Environment Characterisation Project (Essex County Council, 2008);
- Holiday Park Sector Review (Hotel Solutions, 2009);
- Hotel and Guesthouse Retention Study (Hotel Solutions, 2009);
- Infrastructure Study: Part 1 (Roger Tym and Partners, 2009);
- Infrastructure Study: Part 2 (Roger Tym and Partners, 2009);
- Jaywick Strategic Flood Risk Study (JBA Consulting, 2008);
- Landscape Character Assessment (Land Use Consultants, 2001);
- Landscape Impact Assessment: Stage 1 (AMEC, 2009);
- Landscape Impact Assessment: Stage 2 (AMEC, 2010);
- Local Wildlife Sites Review (EECOS, 2009);
- North Essex Authorities Retail Study (GVA Grimley, 2006);
- Open Spaces Strategy (The Landscape Partnership, 2009);
- Retail Study Update (GVA Grimley, 2010)
- Strategic Flood Risk Assessment (JBA Consulting, 2009);
- Strategic Housing Land Availability Assessment (TDC, 2010) (to be updated in 2012);
- Strategic Housing Market Assessment (Fordham Research, 2008)
- Strategic Housing Market Assessment Update (Fordham Research, 2009)
- Walton-on-the-Naze Regeneration Framework (Broadway Malyon, 2010);
- Warwick Castle Design Brief (Knight Frank, 2010).

Call for sites exercises: Part of the evidence gathering involves inviting third party landowners and developers to put forward their ideas for sites to include in the Local Plan. In each of the three rounds of public consultation undertaken so far, the Council has taken the opportunity to invite suggestions. More than 200 proposals have been received across the district and have been duly considered in preparing the plan. The housing proposals were published as part of the 2011 consultation exercise on housing issues to invite public comments.

A report explaining, in detail, how each of the site proposals has been considered, having regard to Sustainability Appraisal, Town and Parish Council comments, public comments and other technical evidence, is being prepared and will be available for inspection when the draft Local Plan is published for consultation.

Public consultation on 'issues and options': In March 2009, the Council published a document entitled 'Core Strategy Discussion Document – Issues and Possible Options' for eight weeks public consultation. That document put forward various options for dealing with future housing requirements, as set out in the East of England Plan, a plan that the government is now proposing to abolish, and contained 78 questions covering a range of planning topics. At that time it was envisaged that the district would need to accommodate 6,500 homes over the 15 year period 2011 to 2026.

Approximately 1,400 responses were received in total and consultation, in particular, highlighted major concerns about the prospect of major housing development in Brightlingsea. Detailed analysis of the comments received is contained within the document entitled 'Core Strategy Discussion Regulation 25 Consultation Report'.

Public consultation on the draft 'Core Strategy': In May 2010, the Council published the 'Core Strategy and Development Policies Document' which set out the preferred 'broad brush' strategy for dealing with future growth requirements in the district, informed by the results of the 2009 consultation. The Core Strategy proposed 6,300 new homes over the 20 year period 2011 to 2031, of which 4,100 would be located in the Clacton area.

1,500 comments were received in total, of which a significant proportion were objections to housing development in East Clacton, off Sladbury's Lane and Burrs Road; and in north-west Clacton – the 'Hartley Meadows' development which included proposals for a new relief road and a business park. The negative reaction to these proposals led to the Leader of the Council's announcement to have further consultation and the involvement of all 60 District Councillors before any final decisions were made.

Officers are preparing a technical document summarising the results of the consultation and how those comments have been considered in preparing the proposed Local Plan. This document will be available for inspection when the Local Plan is published for consultation.

Public consultation on housing numbers, location and type: In October 2011, the Council sent a leaflet to every household in the district inviting them to put forward their views on:

- the number of homes that needed to be built in the district;
- the distribution of housing development between different parts of the district;
- the various 'possible development sites' that had been put forward by third party landowners and developers for the Council's consideration; and
- the different size, type and tenure of housing that ought to be provided.

1,400 responses were received to this consultation. The results suggested that that, whilst people generally supported some housing development, it should not be concentrated in particular urban areas and should be more fairly distributed throughout the district.

Officers have prepared a technical document entitled 'Housing Development Consultation – Consultation Report' which summarises and analyses the results of the consultation.

All-member workshop 1st May 2012: Having carefully considered the results of the 2011 consultation, officers invited all members to attend a workshop session on 1st May 2012 to discuss these results, the new requirements of national planning policy and possible options for preparing a new Local Plan to take on board these suggestions and requirements. At that meeting, attended by 37 members, the Council's Planning Policy Team presented the following concepts:

- Reducing the length of the plan-period to 10 years (2011 to 2021);
- A target to build 4,000 homes over that 10-year period (of which around 1,200 had either already been built or had an outstanding planning permission);

- A fair distribution of housing development across the district resulting from a 6% increase in housing stock for every one of the district's towns and villages; and
- A number of policies aimed at improving the quality of new housing and achieving an appropriate mix of house type, size and tenure.

These concepts provide the basis for housing strategy and policy in the draft Local Plan.

MAIN DIFFERENCES BETWEEN THE 2012 DRAFT LOCAL PLAN AND THE 2010 DRAFT CORE STRATEGY

Format of the Document: The 2010 Core Strategy was prepared in accordance with the national planning system in place at that time, which advocated a 'Local Development Framework' (LDF) made up of several separate documents that, together, would form the development plan for an area. The Core Strategy was designed to be 'broad brush' and strategic with the intention that it would be followed by a separate 'Site Allocations Document' containing more detail about individual sites and development proposals.

The current government advocates the preparation of a single 'Local Plan' that contains both strategic and site-specific policies and proposals. This Local Plan follows the thrust of the current government's approach and will comprise a 'written statement' and a set of 'policies maps'.

Length of plan period: The 2010 Core Strategy envisaged growth over a 20 year period up to 2031 to allow sufficient time for major comprehensive developments proposed for Clacton to be delivered and for port expansion at Bathside Bay to be realised. However public consultation has revealed that large comprehensive development proposals in Clacton are not supported by local residents, many are sceptical about the likely delivery of port expansion and people are concerned about the potential imbalance between the provision of housing and the provision of jobs given the prevailing state of the economy.

Therefore the 2012 Local Plan proposes a shorter 10-year plan period up to 2021 which includes the 2011/2012 financial that has already passed. A shorter plan-period enables the overall housing growth target to be reduced (with significant reductions for Clacton), allows for economic growth to be monitored carefully over the next few years without committing to thousands of additional homes and provides more scope for longer-term decisions on growth to be taken when more is known about, for example, the economy, the housing market and the plans of our neighbouring authorities Colchester and Babergh.

Housing target: The 2010 Core Strategy included plans for 6,300 new homes between 2011 and 2031 of which 4,100 were proposed for Clacton. The 2012 Local Plan proposes a significant reduction in housing development from 6,300 to 4,000 mainly resulting from the reduction in the plan period from 20 to 10 years and a proposed redistribution of housing growth throughout this district with less of a focus on Clacton.

From the 2011 public consultation on housing issues, of the people who suggested a housing target for the district (other than those who suggested no housing at all), the average of all the suggestions was around 400 homes per annum. This is reflected in the draft Local Plan which plans for 4,000 homes over 10 years – the same rate of development that was achieved between

2001 and 2011.

Distribution of housing development: The 2010 Core Strategy focussed essentially on delivering the most sustainable pattern of housing growth across the district, hence the vast majority of growth being directed to Clacton as the largest town with the biggest range of shops, services, facilities and employment opportunities. However, public consultation revealed that the residents of Tendring do not support this approach and, whilst it is agreed that Clacton should accommodate the greatest proportion of the district's future housing growth, there should be a thinner spread across the district with rural areas taking a fair share of the development.

During the 2011 public consultation on housing issues, residents were invited to suggest how they felt housing growth should be distributed around the district – ideally indicating the number of homes that would be appropriate in each area. Taking an average from all of the figures received, Clacton was still seen as the location for the largest proportion of housing development but other areas, including rural parishes could take more.

Because it is impossible to reconcile so many conflicting suggestions, this Local Plan proposes a 6% increase in housing stock for each of the district's towns and villages – including some of its smaller villages and hamlets. This is by far the fairest way of distributing growth around the district and, in principle, the best way to take on board the suggestions of local residents.

This approach results in a significant reduction in the amount of housing proposed for Clacton, Harwich & Dovercourt and Frinton, Walton & Kirby Cross but does mean modest increases for the district's smaller towns and almost all of its villages.

Settlement	2010 Core Strategy (2011-2031)	2012 Draft Local Plan (2011-2021)
URBAN SETTLEMENTS		
Clacton-on-Sea	4,100	1,700
Harwich & Dovercourt	900	540
Frinton, Walton & Kirby Cross	800	570
Manningtree, Lawford & Mistley	170	230
Brightlingsea	150	240
KEY RURAL SERVICE CENTRES		
Alresford	40	50
Elmstead Market	20	40
Great Bentley	0	40
Little Clacton	40	60
St. Osyth	0	60
Thorpe-le-Soken	40	40
Weeley	40	40
SMALLER RURAL SETTLEMENTS		
Aingers Green	0	11
Ardleigh	0	18
Ardleigh Heath	0	2
Balls Green	0	2
Beaumont Cum Moze	0	2
Bradfield	0	23
Bradfield Heath	0	1

Bromley Cross	0	2
Burnt Heath	0	2
Crockleford Heath	0	1
Elmstead Heath	0	2
Fox Street	0	3
Foxash Estate	0	1
Frating	0	11
Great Bromley	0	3
Great Holland	0	20
Great Oakley	0	25
Hare Green	0	8
Horsleycross Street	0	1
John De Bois Hill	0	2
Kirby-le-Soken	0	36
Little Bentley	0	2
Little Bromley	0	3
Little Oakley	0	32
Mistley Heath	0	18
Point Clear	0	51
Ramsey Village	0	7
Ravens Green	0	1
Row Heath	0	1
Stones Green	0	2
Tendring	0	4
Tendring Green	0	3
Thorpe Green	0	1
Thorpe Station and Maltings	0	1
Thorrington	0	19
Thorrington Cross	0	5
Wix	0	12
Wrabness	0	4

It should be noted that the above figures are 'gross dwelling targets' and will include dwellings that were built in the 2011/12 financial year and any sites with outstanding planning permission for housing development.

Policies on Housing Choice, Layout and Design: The proposed Local Plan contains new policies designed to influence the choice, layout and design of new housing developments, taking on board some of the comments raised in the 2011 public consultation. These include policies to promote 'aspirational housing', 'family housing' and traditional suburban housing layouts; policies aimed at restricting flats, houses in multiple occupation (HMOs) and traveller sites; and a more flexible approach to the delivery of affordable housing, preferably in the form of Council Housing managed by Tendring District Council – aimed primarily at delivering local homes for local people.

CHAPTER 1: INTRODUCTION

The introductory Chapter of the Local Plan simply sets out the background and context for the Tendring District, the purpose of the Local Plan and how it has been prepared, the various studies

and strategies that have been taken into account, key facts and figures for the area, the future challenges for the area and the Council's vision for the future.

CHAPTER 2: DELIVERING SUSTAINABLE DEVELOPMENT

Chapter 2 sets out the policies concerned with the overall strategy for achieving 'sustainable development' for which the Local Plan contains its own local definition:

Policy SD1: Presumption in Favour of Sustainable Development: This policy clarifies what the 'presumption in favour of sustainable development' (as set out in the National Planning Policy Framework) means when making planning decisions at the local level. The Planning Inspectorate has advised all Councils to include this standard policy in their new Local Plans.

Policy SD2: Urban Settlements: The first of trilogy of policies setting out the differing approach to development in different settlements, Policy SD2 identifies the district's 'urban settlements' of Clacton-on-Sea; Harwich & Dovercourt; Frinton, Walton & Kirby Cross; Manningtree, Lawford & Mistley; and Brightlingsea as the main focus for sustainable housing and commercial development. Each settlement will receive a 6% increase in housing stock over the 10 year period resulting from a combination of existing planning permissions and new site allocations.

Policy SD3: Key Rural Service Centres: This policy identifies Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe-le-Soken and Weeley as 'key rural service centres' where modest-scale housing and commercial developments are planned. Housing developments will deliver a 6% increase in housing stock for each of these villages over the 10 year period alongside other community benefits. No single housing development will be more than 50 homes in size.

Policy SD4: Smaller Rural Settlements: The smaller rural settlements listed in Policy SD4 will also be allowed to increase their housing stock by 6% by making modest alterations to their Settlement Development Boundaries. In these locations, housing growth will be capped at a 6% increase and no single development will exceed 10 dwellings, unless there is overriding Parish Council support for more development.

Policy SD5: Managing Urban Growth: This policy explains the role of 'Settlement Development Boundaries' in directing development toward established built up areas and minimising 'urban sprawl' into the open countryside.

Policy SD6: Strategic Green Gaps: Strategic Green Gaps have been defined in specific areas to retain separation between certain settlements. This policy sets out how proposals for development in these areas will be judged.

Policy SD7: Securing Facilities and Infrastructure: This Policy will require all new developments to ensure that local infrastructure is adequate and provides the basis for the Council to use Community Infrastructure Levy (CIL) as a means of securing financial contributions from developers to be used toward new infrastructure. Alongside the work on the Local Plan, officers are undertaking assessments on infrastructure requirements, their costs and how much money could legitimately be raised towards those costs through the Community Infrastructure Levy.

Policy SD8: Transport and Accessibility: This policy requires, where practical, that new developments are accessible to walking, cycling and public transport as well as private cars – appreciating that in rural areas this is not always possible.

Policy SD9: Design of New Development: All development proposals will be judged against the criteria of Policy SD9 which cover design, practical requirements, impacts and compatibility.

Policy SD10: Sustainable Construction: This policy will require all development proposals to demonstrate how they have been designed in response to the challenges of climate change, for example by maximising energy efficiency and utilising green technology. This policy will work alongside changes to building regulations which are expected to increase the minimum energy efficiency requirements for new homes in stages over the 10 year plan period.

CHAPTER 3: PLANNING FOR PROSPERITY

Policies in Chapter 3 are mainly concerned with generating economic activity and creating jobs:

Policy PRO1: Improving the Strategic Transport Network: This policy highlights the main transport-related improvements that the Council will seek to deliver within the plan period. These include possible improvements to the A120 in advance of the proposed port expansion at Bathside Bay, any necessary improvements to the A133 between Frating and Weeley and improvements to public transport provision.

Policy PRO2: Improving the Telecommunications Network: This policy recognises that advancements in telecommunications infrastructure including internet broadband and mobile technology have the potential to bring major benefits the local economy. New planned developments will therefore be required have super-fast broadband connection and proposals for new telecommunications infrastructure will be judged against the criteria of the policy.

Policy PRO3: Improving Education and Skills: This policy gives support to proposals that would improve the facilities for education and training and requires the developers of major proposals to enter into an Employment and Skills Charter/Local Labour Agreement in order to provide local job opportunities.

Policy PRO4: Priority Areas for Regeneration: This policy identifies a number of specific areas as 'Priority Areas for Regeneration' where development proposals will seek to make positive contributions to stimulating the local economy and improving the quality of life for local people. The areas are Clacton Town Centre and Seafront' Brooklands, Grasslands and the Village in Jaywick; Harwich Old Town; Dovercourt Town Centre and adjoining areas; and Walton-on-the-Naze.

Policy PRO5: Town, District, Village and Neighbourhood Centres: The district contains a number of commercial areas where the principles of 'town centre planning' will apply to support the provision and retention of retail and other town centre activities. This policy lists all of the district's 'defined centres' and explains how these will be the focus for 'town centre uses' including retail, leisure, commercial, office, tourism, cultural and community facilities.

Policy PRO6: Retail, Leisure and Office Development: This policy explains how proposals for retail, leisure and office development will be determined, including proposals lying outside of defined centres.

Policy PRO7: Tourism: The policy on tourism sets out the kind of tourism-related developments that will be supported in the district including new tourist attractions, facilities for boating and sailing, educational field centres and outdoor recreational facilities.

Policy PRO8: Hotels and Guesthouses: This policy will protect against the loss of hotels and guesthouses in town centres and priority areas for regeneration and support the provision of new facilities in those areas and in other selected locations – including new accommodation in the upper floors of public houses, at residential health and beauty facilities, educational field centres and function/conference venues.

Policy PRO9: Holiday Parks: A number of the district's holiday parks are protected from redevelopment to alternative uses through this policy. The policy also provides the criteria against which proposals to extend existing or create new holiday parks will be considered.

Policy PRO10: Camping and Caravanning: This policy supports the provision of camping and caravanning facilities on new sites, as extensions to existing camping and touring caravan parks or holiday parks and provides criteria against which proposals will be judged.

Policy PRO11: Harwich International Port: This policy sets out the Council's support for continued operations and Harwich International Port and the intention to refuse planning permission for any development proposals that would jeopardise the operation of the port or its ability to expand, as per the planning permission for development at Bathside Bay.

Policy PRO12: Freight Transport and the Movement of Goods: This is a criteria-based policy against which proposals for new freight, distribution and logistics facilities likely to generate significant goods movements will be considered. The policy aims to ensure such proposals are justified and that good access to the strategic rail and road networks can be achieved along with minimal impacts on residents and the environment.

Policy PRO13: The Renewable Energy Industry: This policy sets out the Council's support for development proposals relating to the emerging renewable energy industry.

Policy PRO14: Employment Sites: The Local Plan Policies Map will show existing and proposed employment sites that will be protected for employment purposes. However, with a changing economy this policy will allow flexibility for a range of employment-related uses to be considered on these sites, not just the traditional business and industrial activities. Sites in employment use, but not specifically safeguarded, will only be allowed to redevelop for housing if they can be proven to be unsuitable or unviable for employment use or will be relocated to an established employment site elsewhere in the district.

Policy PRO15: The Rural Economy: This policy lists the types of economic development that may be acceptable in rural areas, subject to detailed consideration against other policies in the plan. These include conversion and re-use of existing buildings for employment, tourism or leisure use.

CHAPTER 4: PLANNING FOR PEOPLE

Policies in Chapter 4 are mainly concerned with the provision of housing and community facilities:

Policy PEO1: Housing Supply: This policy explains that 4,000 new homes will be built over the 10-year period 2011 to 2021, of which 230 were built in 2011/12 and 1,000 already have planning permission. Of the remaining 2,800 new homes required, approximately 2,200 will be built in urban areas and 600 in rural areas.

Policy PEO2: Housing Trajectory: This policy sets out the anticipated rate of housing development over the plan-period. Because of current weak housing market conditions, the rate of housing development is expected to remain relatively low for the first three years of the plan period before peaking in around 2014, 2015 and 2016.

Policy PEO3: Housing Density: This policy explains the Council's approach to housing density which, rather than being prescriptive, simply requires new housing developments to achieve a density that reflects accessibility to local services; the Council's minimum internal floor area and private amenity space standards; the Council's required mix of housing; the character of development in the immediate area; and on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and any community facilities).

Policy PEO4: Standards for New Housing: This policy sets out minimum standards for internal room area, private amenity space and parking associated with new housing. This reflects the Council's wish to promote a higher quality of housing development and is based primarily on internal room space standards set by English Partnerships.

Policy PEO5: Housing Layout in Tendring: The National Planning Policy Framework advocates the principles of 'Garden Cities' being incorporated into major urban expansions or new settlements. This policy sets out the Council's expectations for how new housing developments should be laid out, expressing a preference for traditional suburban layouts as opposed to more modern high-density developments characterised by narrow streets, mews' and cul-de-sacs.

Policy PEO6: Backland Residential Development: This policy sets out the Council's strict approach to resisting inappropriate backland developments, which often involve developing in back gardens. Any proposal meeting the stated definition of backland development will need to meet the criteria in the policy.

Policy PEO7: Housing Choice: The Council aims to promote a mix of new housing which is more heavily weighted toward larger aspirational homes and family houses and the provision of Council Housing to meet the needs of local people with lower incomes. This policy sets out the Council's broad strategy for achieving this on new development sites.

Policy PEO8: Aspirational Housing: This policy requires at least 30% of new homes on sites of 100 or more dwellings and, where possible, sites of between 10 and 99 dwellings to meet the definition of 'aspirational housing'. These are larger properties on larger plots with at least 4 bedrooms. Up to a third of this provision could be made in the form of serviced plots to enable people to build their own home to the own personal design and specification.

Policy PEO9: Family Housing: This policy aims to secure at least 40% of new homes on larger development sites as 'family housing' with at least 3 bedrooms to meet the needs of growing families and ensure young people are brought up in good quality homes.

Policy PEO10: Council Housing: The provision of 'affordable housing' will be met primarily through the construction of 'Council Housing' managed and rented out by Tendring District Council. 25% of new dwellings on larger housing sites will be made available, at a discounted price, to the Council or, alternatively, a lower percentage (down to 10%) could be provided on site if a financial contribution is made toward the provision of Council Housing elsewhere. This flexible approach reflects the fragility of the housing market and enables the Council to negotiate an

appropriate level of affordable provision with developers on a case-by-case basis.

Policy PEO11: Rural Exception Sites: This policy allows affordable housing to be built on the edge of rural villages to meet a very specific local need. This policy has been successful in delivering new affordable housing in Thorrington, Thorpe-le-Soken and Great Bentley in recent years.

Policy PEO12: Flats, Apartments and Maisonettes: This policy restricts the creation of flatted development to town centres and locations within close proximity to railway stations.

Policy PEO13: HMOs and Bedsits: Because there is a concern over the impact of Houses in Multiple Occupation (HMOs) and bedsits on the health of residents and the economy of the area, this policy restricts some accommodation to town centres, prevents an over-concentration in any one location and insists on minimum standards of quality and internal layout.

Policy PEO14: Single Storey Residential Development (Bungalows): The high proportion of bungalows in the district reflects the popularity of the area for older residents. Because having a population skewed toward older people has had a major impact on the provision of health services and the attractiveness of the area to business investment, this policy aims to help achieve a more balanced mix of housing provision by restricting the creation of bungalows to areas where other types of housing would be out of place, as part of extra-care facilities and away from flood risk areas.

Policy PEO15: Traveller Sites: Evidence suggests that the district needs to have 10 traveller pitches by 2021. There are already six legal pitches in existence, leaving four more to provide. This policy limits the provision of pitches to a single site at Woodfield Bungalow, Colchester Road, Great Bentley and requires certain criteria to be met. Proposals for additional traveller pitches elsewhere in the district would be refused under this policy.

Policy PEO16: Residential Institutions and Care: There are concerns that Tendring is accommodating more than its fair share of care homes to meet the care needs of people from a much wider area than just the Tendring District. However care provision also provides a significant number of jobs in the local economy. This policy requires applicants for new care homes and institutions to demonstrate the local need for the facility alongside other criteria.

Policy PEO17: Living Accommodation for Family Members: This policy allows 'Granny Annexes' and other similar accommodation to be built within the curtilage of residential properties to help meet the housing needs of different generations at a time when the housing market is fragile and the conditions for first-time buyers are increasingly difficult.

Policy PEO18: Community Facilities: The Local Plan will protect community facilities from loss to other uses such as residential. This policy sets out the exceptional circumstances in which redevelopment or change of use might be permitted.

Policy PEO19: Green Infrastructure: This policy provides the basis for protecting locally important green spaces and seeking to deliver additional green infrastructure off the back of new development and utilising Community Infrastructure Levy (or other equivalent financial contributions) to ensure existing and future residents can enjoy a reasonable level of open space provision. The standards are based on the findings of the 2009 Open Space Strategy that was prepared by consultants in consultation with Town and Parish Councils and local residents.

Policy PEO20: Playing Pitches and Outdoor Sports Facilities: This policy sets out the standards of playing outdoor sporting facilities that the Council will aim to secure for its residents using a variety of means including Community Infrastructure Levy or other equivalent developer contributions. The standards are based on the findings of the 2009 Open Space Strategy.

Policy PEO21: Indoor Sports Facilities: This policy reflects the findings of an audit undertaken by the Council's leisure services that identifies a shortfall in certain types of indoor sporting facilities. This policy provides support for facilities that would help meet these shortfalls, helps protect against the loss of existing facilities and provides the scope for Community Infrastructure Levy to be used in the delivery of new or improved facilities in the future.

Policy PEO22: Green Infrastructure in New Residential Development: This policy sets out the general expectations for residential developments to provide on-site open space when they are of 1.5 hectares or greater in size.

Policy PEO23: Children's Play Areas: This policy sets out standards for the provision of children's play areas in terms of size and distance and accessibility from residential areas.

Policy PEO24: Cemeteries and the Crematorium: This policy safeguards the cemeteries and crematorium within the district and supports new provisions for cemeteries and other burial places subject to meeting other policies within the Plan.

CHAPTER 5: PLANNING FOR PLACES

Policies in Chapter 5 are mainly concerned with the protection of the environment including nature conservation, the coast and the historic built environment:

Policy PLA1: Development and Flood Risk: The new National Planning Policy Framework is less prescriptive than previous government policy on the subject of development and flood risk. This policy sets out the Council's approach to directing the majority of development away from flood risk areas but recognising that, in some areas at risk, development is the only realistic way of generating economic growth and tackling deprivation.

Policy PLA2: Coastal Protection: The Local Plan will continue to identify a 'Coastal Protection Belt' around the district's coastline, primarily designed to prevent development that is harmful to the open landscapes in those areas. However, given the length of coastline this district has and the limited access to public funding for local defences to be upgraded and maintained, this policy aims to restrict development in areas at future risk but also allow for the prospect of residential 'enabling development' in the Coastal Protection Belt as a means to privately fund necessary coastal protection works that otherwise would not receive public funding.

Policy PLA3: Water Conservation, Drainage and Sewerage: This policy aims to ensure that new development makes efficient use of water, utilises 'sustainable drainage systems' (SuDS) and addresses any concerns over water supply and the capacity of the sewerage treatment network.

Policy PLA4: Nature Conservation and Geodiversity: This policy sets out the approach to protecting areas of importance to nature conservation and geodiversity and ensuring all development proposals minimise and, where necessary, mitigate their impact on local biodiversity.

Policy PLA5: The Countryside Landscape: This policy sets out the Council's approach to ensuring development proposals minimise their visual impact on the wider landscape and, where possible, improve their setting.

Policy PLA6: The Historic Environment: This policy lists the measures by which the Council will protect and enhance the district's historic environment including its listed buildings, conservation areas and archaeological assets.

Policy PLA7: Conservation Areas: This policy contains the criteria against which proposals for development in any of the district's designated Conservation Areas will be judged.

Policy PLA8: Listed Buildings: Similarly, this policy contains the criteria against which proposals for development affecting listed buildings will be judged.

Policy PLA9: Enabling Development: By 'enabling development', this policy is referring to development designed to raise money for the maintenance or restoration of an important listed building. Proposals for 'enabling development' will only be permitted where it can be demonstrated the benefits of allowing such development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from other policies contained in this Local Plan.

Policy PLA10: Renewable Energy Installations: Increasingly, renewable energy installations will provide electricity to residents and businesses. However, it is important that the negative impacts of the installations themselves do not outweigh the benefits of providing clean renewable energy. This policy explains how such proposals will be considered.

CHAPTERS 6 TO 12: THE 'AREA CHAPTERS'

Chapters 6 to 10 contain policies relating specifically to each of the district's five urban settlements. Chapter 11 relates to the Key Rural Service Centres and Chapter 12 provides guidance for certain kinds of development affecting the district's smaller rural settlements and the open countryside. Each of these chapters also contains a list of specific sites allocated for housing and mixed-use development along with sites to be safeguarded for employment and delivered as new green infrastructure.

Chapter 6: Clacton-on-Sea

Policy COS1: Regeneration at Clacton Town Centre and Seafront: This policy lists the development opportunities that could help bring about economic growth and tackle deprivation in the Clacton Town Centre and Seafront Priority Area for Regeneration. These opportunities were identified in the work undertaken on the Clacton Town Centre Area Action Plan and the study 'Celebrate-on-Sea: Putting the fun back into Clacton'. The policy also sets out some general principles for regeneration in the area including public realm improvements and ensuring adequate off-street car parking.

Policy COS2: Clacton Town Centre: This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Clacton Town Centre.

Policy COS3: Creation of a Civic Quarter: Taking the 'opportunity' site in Clacton Town Centre comprising the town hall, library and adjoining land and premises, this policy sets out the aspiration

to deliver a 'civic quarter' in the area and some broad design principles that any development must take into account. This policy takes forward many of the principles that were originally intended to form part of the Clacton Town Centre Area Action Plan.

Policy COS4: Expansion of Waterglade Retail Park: This policy identifies the opportunity for improvements and future development at Waterglade Retail Park, another proposal from the Area Action Plan.

Policy COS5: Warwick Castle Market Site: The policy contains design objectives to guide any development proposals affecting the under-used Warwick Castle Market Site and adjoining land and premises.

Policy COS6: Development in Jackson Road: Land in Jackson Road is another 'opportunity site' from the Area Action Plan and this policy sets out the design objectives that should guide development proposals in that area.

Policy COS7: Rejuvenating the Station Gateway: As with policies COS5, 6, 7 and 8, this policy provides design principles for any development proposals affecting Clacton's railway station and adjoining areas.

Policy COS8: Atlanta Café: This policy sets out the Council's support for the redevelopment or conversion of the Atlanta Café, on Clacton Seafront for a new restaurant to help generate economic growth and better utilise the core seafront area, in line with the recommendations of the study entitled 'Celebrate-on-Sea: Putting the fun back into Clacton'.

Policy COS9: Anglefield Cliffside Hotel Proposal: This policy allows for the possibility of the open space at Anglefield being reconfigured and partly developed for a unique 'cliff-side hotel' as advocated in 'Celebrate-on-Sea'.

Policy COS10: Regeneration in Brooklands, Grasslands and the Village, Jaywick: All proposals for development in this Priority Area for Regeneration will be considered against this policy. To stimulate regeneration, the policy is positive in allowing new development and improvements to existing properties as long as proposals meet a minimum standard of flood resilience. This more positive approach to private-sector development has the potential to deliver much more positive outcomes for the community than the restrictive planning policies of the past.

Policy COS11: Martello Bay Watersports Centre: This policy renews the Council's aspiration to have improved facilities for watersports activities at Martello Bay, building on the various changes that have taken place over the last 20 years.

Policy COS12: Development at Rouses Farm, Jaywick Lane: To meet Clacton's requirement for 1,700 new homes between 2011 and 2021, greenfield land at Rouses Farm, west of Jaywick Lane is allocated for mixed development including housing, community facilities and open space. This policy sets out some specific requirements for that development alongside the general policies for housing development in Chapter 4 of the plan. One of the requirements will be a new primary school.

Policy COS13: Development South of Clacton Coastal Academy, Jaywick Lane/Rush Green Road: Another site allocated for housing development lies south of the Clacton Coastal Academy and this policy sets out site-specific requirements for that site.

Policy COS14: Development East of Rush Green Road: Land east of Rush Green Road and south of Plane View Close, Clacton-on-Sea is allocated for residential development and open space and this policy sets out site-specific requirements for this development including arrangements for 20 hectares of open space.

Policy COS15: Development East of Thorpe Road: Land north of the Oakwood Business Park is allocated for a mixed development of employment uses and housing. This policy sets out site-specific requirements for this development including access arrangements.

Policy COS16: Development south of Centenary Way: Land south of Centenary Way was allocated for employment use in the 2007 Adopted Local Plan but no development has taken place. In this Local Plan the site has therefore been re-designated to allow housing development, an equally suitable use. This policy sets out site-specific requirements of this development including the need to relocate the existing horse riding school to suitable land north of Centenary Way or west of Thorpe Road before development can commence.

Policy COS17: Development at Gainsford Avenue: This policy proposes development of an area of open space that is owned by Colchester Institute but that is not available to the general public. By allowing residential development on part of the land, the Council will require the undeveloped portion to be transferred to the Council to make it publically accessible alongside the Eastcliff Playing Fields.

Policy COS18: The Gardens Area of Special Character: This policy sets out strict requirements for new development in the Gardens Area of Clacton to protect and enhance that area's special low-density arcadian character.

Chapter 7: Harwich & Dovercourt:

Policy HAD1: Regeneration in Harwich Old Town: This policy lists the development opportunities that could help bring about economic growth and tackle deprivation in the Harwich Old Town Priority Area for Regeneration. These opportunities were identified in the 2010 Harwich Quay Development Brief. The policy also sets out some general principles for regeneration in the area including public realm improvements.

Policy HAD2: Regeneration in Dovercourt: This policy lists the development opportunities that could help bring about economic growth and tackle deprivation in Dovercourt Town Centre and adjoining areas Priority Area for Regeneration. These opportunities were identified in the work undertaken on the 2011 Dovercourt Rediscovered Study. The policy also sets out some general principles for regeneration in the area including public realm improvements and ensuring adequate off-street car parking.

Policy HAD3: Dovercourt Town Centre: This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Dovercourt Town Centre.

Policy HAD4: Development East of Pond Hall Farm: Land East of Pond Hall Farm is allocated for a mix of residential development, community facilities, commercial development and public open space. This policy sets out site-specific requirements for this development including access arrangements.

Policy HAD5: Development West of Mayes Lane: Land west of Mayes Lane, as defined on the

Policies Map Inset is allocated for residential development. This policy sets out site-specific requirements for this development including ensuring the development must have regard to the setting of the listed St. Michael's Church in Ramsey Road.

Policy HAD6: Development at Harwich School: This policy sets out how proposals for residential enabling development at the Harwich School, to help fund the provision of a new purpose-built sixth form centre, will be considered.

Chapter 8: Frinton, Walton & Kirby Cross:

Policy FWK1: Regeneration in Walton-on-the-Naze: This policy lists the development opportunities that could help bring about economic growth and tackle deprivation in the Walton-on-the-Naze Priority Area for Regeneration. The policy also sets out the main measures for regeneration in the area including public realm improvements and ensuring adequate off-street car parking.

Policy FWK2: Walton-on-the-Naze Town Centre: This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Walton-on-the-Naze Town Centre and how change of use and shop front alterations should have regard to the Walton Shopfront Design Guidance.

Policy FWK3: Frinton-on-Sea Town Centre (Connaught Avenue): This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Frinton-on-Sea Town Centre and how change of use and shop front alterations should have regard to the relevant shopfront design guidance, in addition to the Conservation Area Management plan and other conservation guidance.

Policy FWK4: Frinton and Walton Conservation Area: This policy restricts development that would be harmful or would have a detrimental effect on the area identified as a proposed extension to the Frinton and Walton Conservation Area.

Policy FWK5: "The Avenues" Area of Special Character, Frinton-on-Sea: This policy sets out strict requirements for new development in the Avenues Area of Frinton to protect and enhance that area's special low-density arcadian character.

Policy FWK6: The Martello Development: Land at the Martello Site, Walton-on-the-Naze is allocated for mix-use development comprising of retail, residential development, visitor accommodation and public open space. This policy sets out site-specific requirements for this development including the requirement for a medical centre.

Policy FWK7: Walton Mere: Walton Mere is allocated for mixed-use development, to create a second waterfront and a 'town quay'. This policy does not outline site-specific requirements and instead states that the Council will consider comprehensive proposals on their individual merits.

POLICY FWK8: Station Yard and Avon Works, Walton: The 'Station Yard' and adjoining Avon Works in Walton is allocated for mixed-use development comprising of commercial premises and residential dwellings. This policy sets out site-specific requirements for this development including the need to maintain operational access to the railway.

POLICY FWK9: Development at Turpins Farm: Land at Turpin's Farm, west of Elm Tree

Avenue, Frinton-on-Sea is allocated for a mix of residential development and public open space. This policy sets out site-specific requirements for this development including the need to provide 100% aspirational housing on this site.

Chapter 9: Manningtree, Lawford & Mistley

Policy MLM1: Manningtree Town Centre: This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Manningtree Town Centre.

Policy MLM2: EDME Maltings Site, Mistley: This policy safeguards the EDME Maltings Site for employment use. This policy also sets out site-specific requirements for development at this site, including the requirement to repair and rehabilitate the listed No.2 Maltings for employment use.

Policy MLM3: Mistley Port and Mistley Marine: This policy safeguards Mistley Port and Mistley Marine for employment use and states that the Council will not support any proposals that may materially harm the sensitive setting or historic character of the area.

Policy MLM4: Development East of Cox's Hill: Land east of Cox's Hill, Lawford is allocated for mixed-use development comprising of residential development, business uses, public open space and community facilities. This policy sets out site-specific requirements for this development including access arrangements.

Policy MLM5: Development East of Bromley Road: Land east of Bromley Road, Lawford is allocated for mixed-use development comprising residential development, new community facilities and public open space. This policy sets out site-specific requirements for this development including arrangements for a community building.

Chapter 10: Brightlingsea

Policy BRI1: Brightlingsea Town Centre: This policy sets out what types of ground-floor commercial activities would be appropriate in different parts of Brightlingsea Town Centre.

Policy BRI2: Development at Robinson Road: Land south of Robinson Road and east of Granville Way, Brightlingsea is allocated for a mix of residential and public open space. This policy sets out site-specific requirements for this development including arrangements for over 4 hectares of green infrastructure.

Policy BRI3: Lime Street: This policy supports the storage of caravans and boats (along with their trailers) on land located immediately to the east of Lime Street provided the criteria within the policy can be met, so not to cause adverse effects on the environment or to the residents of the Lime Street area.

Chapter 11: Key Rural Service Centres

Policy KEY1: Development south of Cockaynes Lane, Alresford: Land south of Cockaynes Lane, Alresford is allocated for mix-use development, comprising residential development,

business uses and public open space. This policy sets out site-specific requirements for this development including access arrangements at the development site.

Policy KEY2: Development off Holly Way, Elmstead Market: Land off Holly Way, Elmstead Market is allocated for a mix of residential development, community uses and public open space. This policy sets out site-specific requirements for this development including the provision of a new village hall.

Policy KEY3: Development north of Abbey Street, Thorpe-le-Soken: Land north of Abbey Street, Thorpe-le-Soken is allocated for residential development and new allotments. This policy sets out site-specific requirements for this development.

Policy KEY4: Development at Willow Farm, Mill Lane, Weeley Heath: Land at Willow's Farm, Weeley Heath is allocated for residential development. This policy sets out site-specific requirements for this development including the need to provide 100% aspirational housing on this site.

Chapter 12: Countryside and Smaller Rural Settlements

Policy COU1: Plotland Development: This policy identifies areas of 'plotland development' and sets out how the Council will not grant permission for new dwellings on undeveloped plotland sites or grant permission for extensions to existing plotland dwellings.

Policy COU2: Garden Extensions into the Countryside: This policy provides criteria against which any proposal to extend a domestic garden into the adjoining countryside will be considered.

Policy COU3: Conversion or Re-Use of Rural Buildings in the Countryside: This policy provides the criteria the Council will use to assess applications for the conversion or re-use of rural buildings in the countryside, including how proposals for conversion or re-use for market housing will be assessed.

Policy COU4: Business and Domestic Equine Related Activities: This policy sets out specific criteria to be met for any proposals for equestrian development; including ensuring proposals do not result in the irreversible loss of best and most versatile agricultural land.

Policy COU5: Agricultural and Essential Workers Dwellings: This policy sets criteria against which new dwellings in the countryside, related to and located in the immediate vicinity of a rural enterprise will be assessed, where they will only be permitted where it is proven it is necessary for such housing to be located in the countryside in order to sustain the effective operation of a viable rural business.

Policy COU6: Agricultural Buildings and Structures: This policy stipulates specific criteria that the Council expect proposals for agricultural buildings and structures that require planning permission to meet, including requirements that they do not produce any adverse effects to the surrounding environment.

Policy COU7: Farm Diversification: This Policy supports proposals for farm diversification schemes, subject to the proposals meeting the detailed requirements of the policy alongside other policies in this Local Plan.

Policy COU8: Thorpe Maltings: This policy supports the conservation and re-use of Thorpe Maltings as part of a comprehensive enhancement of the Thorpe-le-Soken Station and Maltings Conservation Area, in accordance with the guidance and design principles contained in the adopted Conservation Area Management Plan for the area.

Policy COU9: Civil Aviation Navigation Beacon and Technical Site, North of Little Clacton and South of Thorpe-Le-Soken: This policy safeguards the civil aviation navigation beacon and technical site north of Little Clacton and south of Thorpe-le-Soken and stipulates that certain development that could materially impact on the function of the technical site will be the subject of consultation with the operator of the site.

Policy COU10: Ardleigh Reservoir Catchment Area: This policy stipulates that development that could materially impact on the quality of water draining into the Ardleigh Reservoir will be the subject of consultation with the owners/operators of the site.

CHAPTER 13: IMPLEMENTATION AND MONITORING

Chapter 13 explains how the policies and proposals within the Local Plan will be implemented, how the Council will monitor their effectiveness in bringing positive changes to the district, how the Council may use its enforcement powers to deal with unauthorised development and how the Council may chose to review the Local Plan to respond to changes in the economy and deal with longer-term development requirements post 2021.

PRINTING AND FORMATTING THE LOCAL PLAN

The version of the Local Plan that will be published for consultation will comprise the written statement along with a set of 'Policies Maps' showing all various designations, allocations and policy boundaries that relate to one or more of the planning policies.

These maps have to be prepared by specialist printers which takes a number of weeks. Therefore, for the purposes of seeking member approval of the draft Local Plan, officers have prepared a series of 'indicative policies maps' that show the proposed location for the Local Plan's most significant designations and allocations.

The indicative policies maps show only:

- a) the proposed 'Settlement Development Boundary' for each settlement;
- b) the proposed location of sites to be allocated for residential or mixed-use development;
- c) the proposed location of new sites to be allocated for employment use;
- d) the proposed location of Strategic Green Gaps;
- e) proposed boundaries for the larger town centres and village centres;
- f) proposed primary shopping frontages; and
- g) proposed 'Priority Areas for Regeneration'.

Other designations such as areas of nature conservation, flood risk areas, coastal protection belt, existing safeguarded employment sites and holiday parks and protected open spaces are not

shown on these indicative maps as they are not expected to change significantly from what is shown in the 2007 Adopted Local Plan. However all designations will be shown on the published policies maps and the preparation of these will commence once the plan has been agreed by Full Council.

APPENDICES

Appendix A3(a) – ‘The Tendring District Local Plan – Proposed Submission Draft (2012)’
Appendix A3(b) – ‘Indicative Policies Maps’

APPENDIX A3(a)

**THE TENDRING DISTRICT LOCAL PLAN:
PROPOSED SUBMISSION DRAFT (2012)**

CONTENTS

Chapter 1 Introduction

Chapter 2 Delivering Sustainable Development

Policy SD1: Presumption in Favour of Sustainable Development
Policy SD2: Urban Settlements
Policy SD3: Key Rural Service Centres
Policy SD4: Smaller Rural Settlements
Policy SD5: Managing Growth
Policy SD6: Strategic Green Gaps
Policy SD7: Securing Facilities and Infrastructure
Policy SD8: Transport and Accessibility
Policy SD9: Design of New Development
Policy SD10: Sustainable Construction

Chapter 3 Planning for Prosperity

Policy PRO1: Improving the Strategic Transport Network
Policy PRO2: Improving the Telecommunications Network
Policy PRO3: Improving Education and Skills
Policy PRO4: Priority Areas for Regeneration
Policy PRO5: Town, District, Village and Neighbourhood Centres
Policy PRO6: Retail, Leisure and Office Development
Policy PRO7: Tourism
Policy PRO8: Hotels and Guesthouses
Policy PRO9: Holiday Parks
Policy PRO10: Camping and Caravanning
Policy PRO11: Harwich International Port
Policy PRO12: Freight Transport and the Movement of Goods
Policy PRO13: The Renewable Energy Industry
Policy PRO14: Employment Sites
Policy PRO15: The Rural Economy

Chapter 4 Planning for People

Policy PEO1: Housing Supply
Policy PEO2: Housing Trajectory
Policy PEO3: Housing Density
Policy PEO4: Standards for New Housing
Policy PEO5: Housing Layout in Tendring
Policy PEO6: Backland Residential Development
Policy PEO7: Housing Choice
Policy PEO8: Aspirational Housing
Policy PEO9: Family Housing
Policy PEO10: Council Housing
Policy PEO11: Rural Exception Sites
Policy PEO12: Flats, Apartments and Maisonettes
Policy PEO13: HMOs and Bedsits
Policy PEO14: Single Storey Residential Development (Bungalows)
Policy PEO15: Traveller Sites
Policy PEO16: Residential Institutions and Care
Policy PEO17: Living Accommodation for Family Members
Policy PEO18: Community Facilities
Policy PEO19: Green Infrastructure
Policy PEO20: Playing Pitches and Outdoor Sports Facilities
Policy PEO21: Indoor Sports Facilities

Policy PEO22: Green Infrastructure in New Residential Development
Policy PEO23: Children's Play Areas
Policy PEO24: Cemeteries and the Crematorium

Chapter 5 **Planning for Places**

Policy PLA1: Development and Flood Risk
Policy PLA2: Coastal Protection
Policy PLA3: Water Conservation, Drainage and Sewerage
Policy PLA4: Nature Conservation and Geo-Diversity
Policy PLA5: The Countryside Landscape
Policy PLA6: The Historic Environment
Policy PLA7: Conservation Areas
Policy PLA8: Listed Buildings
Policy PLA9: Enabling Development
Policy PLA10: Renewable Energy Installations

Chapter 6 **Clacton-on-Sea**

Policy COS1: Regeneration at Clacton Town Centre and Seafront
Policy COS2: Clacton Town Centre
Policy COS3: Creation of a Civic Quarter
Policy COS4: Expansion of Waterglade Retail Park
Policy COS5: Warwick Castle Market Site
Policy COS6: Development in Jackson Road
Policy COS7: Rejuvenating the Station Gateway
Policy COS8: Atlanta Café
Policy COS9: Anglefield Cliff-Side Hotel Proposal
Policy COS10: Regeneration in Brooklands, Grasslands and the Village
Policy COS11: Martello Bay Watersports Centre
Policy COS12: Development at Rouses Farm, Jaywick Lane
Policy COS13: Development South of Clacton Coastal Academy
Policy COS14: Development East of Rush Green Road
Policy COS15: Development East of Thorpe Road
Policy COS16: Development South of Centenary Way
Policy COS17: Development at Gainsford Avenue
Policy COS18: The Gardens Area of Special Character

Chapter 7 **Harwich and Dovercourt**

Policy HAD1: Regeneration in Harwich Old Town
Policy HAD2: Regeneration in Dovercourt
Policy HAD3: Dovercourt Town Centre
Policy HAD4: Development East of Pond Hall Farm
Policy HAD5: Development West of Mayes Lane
Policy HAD6: Development at Harwich School

Chapter 8 **Frinton, Walton and Kirby Cross**

Policy FWK1: Regeneration in Walton-on-the-Naze
Policy FWK2: Walton-on-the-Naze Town Centre
Policy FWK3: Frinton-on-Sea Town Centre (Connaught Avenue)
Policy FWK4: Frinton and Walton Conservation Area
Policy FWK5: The Avenues Area of Special Character, Frinton
Policy FWK6: The Martello Development
Policy FWK7: Walton Mere
Policy FWK8: Station Yard and Avon Works, Walton
Policy FWK9: Development at Turpins Farm

Chapter 9 Manningtree, Lawford and Mistley

Policy MLM1: Manningtree Town Centre
Policy MLM2: EDME Maltings Site, Mistley
Policy MLM3: Mistley Port and Mistley Marine
Policy MLM4: Development East of Cox's Hill, Lawford
Policy MLM5: Development East of Bromley Road, Lawford

Chapter 10 Brightlingsea

Policy BR11: Brightlingsea Town Centre
Policy BR12: Development at Robinson Road
Policy BR13: Lime Street

Chapter 11 Key Rural Service Centres

Policy KEY1: Development South of Cockaynes Lane, Alresford
Policy KEY2: Development off Holly Way, Elmstead Market
Policy KEY3: Development North of Abbey Street, Thorpe-le-Soken
Policy KEY4: Development at Willow's Farm, Weeley Heath

Chapter 12 Countryside and Smaller Rural Settlements

Policy COU1: Plotland Development
Policy COU2: Garden Extensions into the Countryside
Policy COU3: Conversion or Re-Use of Rural Buildings in the Countryside
Policy COU4: Business and Domestic Equine-Related Activities
Policy COU5: Agricultural and Essential Workers Dwellings
Policy COU6: Agricultural Buildings and Structures
Policy COU7: Farm Diversification
Policy COU8: Thorpe Maltings
Policy COU9: Civil Aviation Navigation Technical Site
Policy COU10: Ardleigh Reservoir Catchment Area

Chapter 13 Implementation and Monitoring

Appendix 1: Housing Requirements for Individual Settlements

Appendix 2: Internal Space Standards for Housing

Appendix 3: Local Wildlife Sites and Ancient Woodland

Appendix 4: Heritage Assets

Appendix 5: Glossary of Terms

1 Introduction

Welcome to Tendring

1.1 Welcome to the Tendring district. We are located in the north-eastern corner of the county of Essex close to its border with Suffolk and we are approximately 70 miles from London. Tendring is a coastal district containing a number of individual seaside and riverside towns and a large rural heartland with a number of unique and attractive villages and hamlets. We are also a peninsula bordered by the Stour Estuary to the north, the North Sea to the south and east and the Colne estuary to the south-west. The western edge of our district abuts the large town of Colchester.



1.2 The largest urban area within our district is the famous seaside town of Clacton-on-Sea but we are also home to the International Port of Harwich, the unique town by the sea Frinton-on-Sea and its neighbour Walton-on-the-Naze, the historic port town of Brightlingsea and the country's smallest town, Manningtree which overlooks the attractive Stour Estuary and adjoins the Dedham Vale Area of Outstanding Natural Beauty. Our rural heartland contains many individual villages and hamlets of varying size and character.

1.3 Our district has a diverse and unique range of assets including its attractive landscapes, a special coastline, areas of nature conservation, a rich maritime heritage and local and internationally important ports. However the district also faces some major challenges in the coming years including pressure for new development to meet the employment and housing needs of current and future generations.



Our Local Plan

1.4 Our Local Plan will be the statutory development plan for Tendring over the ten-year period between 2011 and 2021. Planning law requires all Local Planning Authorities in England and Wales to prepare a Local Plan and ensure it is kept up to date. Without an up-to-date plan, the Council would have limited power to influence the scale, location and quality of new development in the district, making it difficult to bring about the positive changes that the area needs and difficult to resist inappropriate development proposals that will have a detrimental affect on our area.

1.5 This document identifies some of the main characteristics of our district and the difficult challenges we face both now and in the future and then sets out a vision for Tendring in 2021. To address these challenges and deliver the vision, the plan identifies 'strategic priorities' for achieving sustainable development and planning for economic growth, meeting the social needs of a growing population and protecting the places that make Tendring an attractive place to live, work and visit.

1.6 The Local Plan then sets out the key development projects that will deliver new jobs, housing and community facilities; it identifies specific sites that will be both promoted for and protected from development; it identifies the new infrastructure that will be needed to support future growth; and it contains the planning policies that the Council will use when determine planning applications. The Local Plan also provides the broad framework of policies and proposals to which individual communities can, if they wish, add further detail and more local requirements by preparing their own 'Neighbourhood Plans'.

Preparing the Local Plan

1.7 The Council has developed and refined the content of this Local Plan over a number of years having prepared and gathered a substantial amount of technical evidence, working in partnership with other bodies and organisations and having undertaken extensive public consultation. The initial preparation of the plan between 2007 and 2011 was undertaken in line with the relevant planning regulations and national planning policies that were in place at that time. They required Councils to prepare a 'Local Development Framework' (LDF) containing a series of planning documents that, together, would form the plan for the area. However, following the government's introduction of the new National Planning Policy Framework and revisions to the planning regulations in 2012, the Council has chosen to proceed with a single 'Local Plan' in line with current requirements.

1.8 The main stages of preparing the plan are explained in more detail below, including those stages that have already been undertaken and the future stages that the plan will need to go through before it can be formally adopted by the Council:

Stage 1

Evidence Gathering ✓

In December 2007, the Council adopted its last Local Plan with planning policies and proposals to cover a temporary period of four-years - in which time it was intended that a new 'Local Development Framework' (LDF) would be prepared, in line with the latest planning regulations, to provide a longer-term plan for the district. The first stage of this process involved gathering the evidence that would inform the content of the LDF.

Since 2007, the Council has prepared and commissioned several technical studies on housing, employment, infrastructure, retail, ecology, flood risk and other subjects. Council officers have also been meeting and exchanging information with partner organisations such as Essex County Council, the Environment Agency, Natural England, the NHS and others to understand some of the district's physical, environmental and infrastructure limitations and to formulate some sensible options for future growth.

Stage
2

Consultation on LDF Issues and Possible Options (23rd March to 30th May 2009) ✓

Having undertaken considerable research as part of the evidence gathering stage, the Council produced a 'discussion document' for public consultation in March 2009 and held a series of exhibitions and workshops throughout the district to gauge the views of local residents, businesses and other interested parties on a number of planning issues and different suggestions for distributing future growth around the district. The Council received over 4,000 individual comments and suggestions in response to that consultation exercise.

Stage
3

Consultation on LDF Core Strategy and Development Policies (21st October 2010 to 6th December 2010) ✓

Following careful consideration of the comments received in response to the Stage 2 issues and options consultation, the Council prepared a 'Core Strategy and Development Policies Document' containing 'broad-brush' proposals for the distribution of new development for the period up to 2031 along with a set of new planning policies. The intention at that time was that the Core Strategy document would form the first part of an LDF with more detailed policies and site-specific proposals to follow, in a separate document, at a later stage.

The Core Strategy document was published in October 2010 and a further round of public consultation, including exhibitions and workshops was undertaken. At this stage, interested parties were invited to object to policies and proposals in the document and explain why, in their view, the plan would fail to pass the government's 'tests of soundness'. The Council received just over 1,500 individual comments in objection to this document.

Stage
4

Consultation on Housing Issues (29th September 2011 to 31st October 2011) ✓

From 2010 public consultation, the majority of objections from local residents related to the number, location and type of new homes being proposed. Many residents called for a further round of public consultation before the Council made any final decisions on the content of the plan.

The election of a new government in 2010 was followed with proposals in the new Localism Bill (which has now become the 'Localism Act') aimed at making major changes to the national planning system including the abolition of regional plans and the simplification national planning guidance. The changes would give communities more say over planning issues in their area, give Councils more incentives to support new development, simplify national planning rules, make it easier for developers to get planning permission and encourage Councils to prepare a single 'Local Plan' as opposed to an LDF made up of several parts.

In 2011, the Council therefore decided that it would be an appropriate time to undertake further public consultation focussing on the main topic of concern, housing development. This would also allow time for the full implications of the government's changes to be understood and for a revised plan to be prepared in accordance with the latest national requirements.

The Council received a further 1,400 individual responses from the public in response to the consultation exercise.

Stage
5

Consultation on the draft Local Plan – WE ARE HERE

On _____ September 2012, at a meeting of the Full Council, this draft Local Plan was approved for public consultation. The plan takes into account the various technical studies, information provided by our partner organisations and the various comments received during the three previous rounds of public consultation.

This is likely to be the final round of public consultation before the Local Plan is finalised ready for submission to the government for examination. During this round of consultation, the Council is inviting members of the public, businesses, developers, Town and Parish Councils and other interested parties to comment on whether or not they consider the Local Plan to be 'sound'. To be considered 'sound', the Local Plan must meet the following tests, which are set out in the National Planning Policy Framework:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so consistently with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

Stage
6

Submitting the Local Plan to the Government (Expected early 2013)

Following public consultation on this Local Plan, the Council will consider whether any further changes to the plan are required in response to the comments made. If significant changes are deemed necessary, the Council will need to consult the public on these changes. If however no changes, or only minor changes, are deemed necessary, the Council will submit the Local Plan (along with all of the background evidence and the results of the previous public consultation exercises) to the government for an 'independent examination'.

Stage
7

Independent Examination (Expected mid 2013)

The government will appoint an independent planning inspector who will come to the Tendring district to oversee a series of debates involving different interested parties and covering issues of particular relevance or contention. The Inspector will decide who to invite to the examination and what issues to discuss. Ultimately the Inspector will want to be satisfied (or convinced otherwise) that the Local Plan is 'sound' and passes the four tests explained above.

**Stage
8**

Final Adoption (Expected late 2013/early 2014)

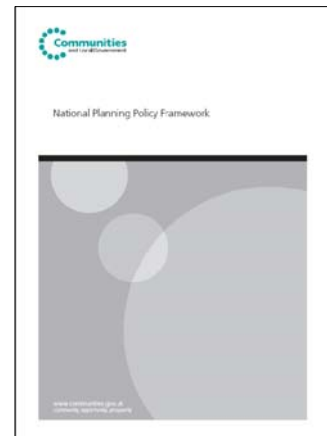
Following the Independent Examination, the Inspector will produce a report containing his or her decision as to whether the Local Plan passes the above tests and is therefore sound, or whether there are certain parts of the plan that need to be improved. Once the document has been passed as sound, the Council can then formally adopt it as the new Local Plan for the Tendring district.

Context

1.9 For the Local Plan to be fit for purpose, it needs to be consistent with a wide range of other policies, guidance, strategies and plans that have been produced not only by the Council but also by central government, neighbouring authorities and other public bodies. Through the Localism Act there is also now a legal ‘duty to cooperate’ with other organisations and neighbouring authorities in the preparation of Local Plans. The following section identifies other policies, guidance, strategies and plans that have informed the content of this Local Plan along with the key national and local partnerships that will be involved in delivering of positive changes in the area over the 10-year plan period.

National Planning Policy Framework

The National Planning Policy Framework was formally introduced by the government on 27th March 2012, replacing more than 1,000 pages of previous national planning policy guidance notes with a succinct 59-page document. The Council must ensure that the Local Plan is consistent with the objectives, principles and policies (and the tests of soundness) set out in the National Planning Policy Framework. The framework advocates a ‘presumption in favour of sustainable development’ which requires local authorities, in their Local Plans to positively seek opportunities to meet the development needs in their area; and meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. The National Planning Policy Framework is also a ‘material consideration’ in determining planning applications alongside the policies in the Local Plan.



South East Local Enterprise Partnership (LEP)

Our district forms part of the South East Local Enterprise Partnership which comprises Kent, Essex and East Sussex. Enterprise Partnerships are designed to offer local areas the opportunity to take control of their future economic development as part of the government’s drive to promote local decision making. As a partnership between local authorities and business, the Enterprise Partnership will play a central role in determining local economic priorities, undertaking activities to drive economic growth and creating local jobs. Tendring District Council will be working together with the other local authorities and businesses in the partnership to identify barriers to local economic growth and overcome these to stimulate recovery and a prosperous economic future for our district.



The Enterprise Partnership is involved in projects such as developing green technologies, including offshore renewable energy; improving broadband access (especially in rural areas); and providing better links between public and private sectors. This Local Plan not only reflects our district’s role within the partnership, but it will help deliver the overall objectives for economic growth in the wider area and identifies key projects within the Tendring area that could benefit from assistance in attracting funding.

Haven Gateway Partnership

Our district forms part of the 'Haven Gateway' sub-region which is recognised as an area of strategic importance as a gateway to Europe and the rest of the world via the ports of Harwich and Felixstowe with the major towns of Colchester and Ipswich identified as key centres for development and change.

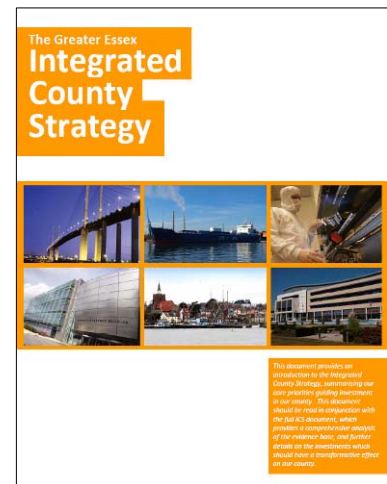
The Haven Gateway is recognised as an area where significant growth in new jobs and housing is expected to take place in the future and where funding is allocated for new infrastructure to support regeneration and facilitate these high levels of growth. This Local Plan reflects the district's important role within the Haven Gateway and helps deliver the sub-regional objectives of the Haven Gateway Partnership.



Essex County Council and the Essex Partnership

Our district is also part of the county of Essex for which there is an 'Essex Partnership'. This is a partnership of organisations who deliver services to the public across Essex including all local authorities (county, district, town and parish councils); police; fire service; health trusts; academic institutions; private, community and voluntary bodies. The Essex Partnership will play an important role in delivering improvements in Essex and it is important that the Core Strategy reflects and, where possible, assists in delivering the county-wide objectives.

The County Council has produced an Integrated County Strategy (ICS). The ICS provides a comprehensive analysis of the evidence base and details on priority investments that will have a transformative effect on our county. The information presented within the ICS seeks to reflect the county priorities which may be utilised to inform the key issues, challenges and opportunities for the Tendring District and will seek to inform our emerging Local Plan.



It is important to note that Essex County Council as an administrative body is responsible for preparing Development Plan Documents on Minerals and Waste. This is particularly relevant for Tendring because due to the extensive nature of our underlying geology, our district has an important role to play in supporting the County to meet its sub regional apportionment for sand and gravels.

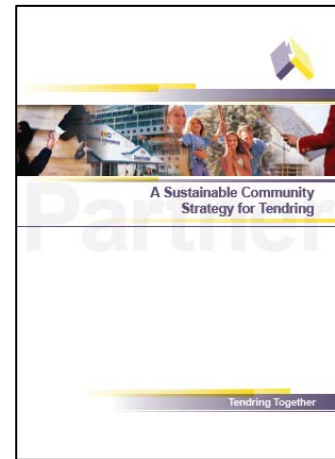
Working in Partnership

Whilst the Council's Planning Department has overseen the preparation of the Local Plan, it is far more than just a planning document. It is of high importance to all services within the Council and many of the partners that we work with. The Local Plan attempts to integrate the strategies of different organisations because working in partnership will ultimately produce the best results on the ground. This includes working with the NHS to ensure there are enough doctors surgeries to serve new development, working with the Environment Agency to ensure that our areas are kept safe from the risk of flooding and working with the education authority to understand which schools need more children and which ones have too many.

Local Strategic Partnership (LSP)

There are a number of organisations working at the district level, including the Local Strategic Partnership (LSP) that have an important role to play in delivering improvements in our area and who have produced plans and strategies that the Local Plan should reflect and seek to assist in their delivery. This includes the delivery of the Sustainable Community Strategy.

The Sustainable Community Strategy, published in September 2007, is designed to find 'joined-up' solutions to the big problems and issues which impact on large numbers of the public on a regular basis. The Sustainable Community Strategy was drawn up by the Local Strategic Partnership (LSP) which is a partnership including representatives of various public organisations that operate in the Tendring area including the Council, the Primary Care Trust and the Police.



Local Plan Theme Groups

To ensure relevant organisations and partners were involved in the preparation of the Core Strategy from an early stage (with a view to avoiding any major problems arising in later stages of consultation and examination), officers of the Council set up a series of 'Theme Groups' in 2007 containing representatives of different services within the Council and other organisations with an interest in the development plan and covering different disciplines. The Theme Groups initially covered the following topics:

- Housing;
- Employment & Regeneration;
- Infrastructure;
- Environment; and
- Transport.

The purpose of the Theme Groups, which have tended to meet every 6-8 weeks or less frequent (depending on workloads), was to:

- Scope the issues facing the district from different perspectives;
- Ensure understanding and accordance with the various national/(then) regional planning policies and legislation;
- Identify areas of technical evidence required to inform the content of the development plan;
- Manage the preparation of the technical evidence and discuss and interpret any draft findings; and
- Comment on and influence any draft proposals or policies suggested by officers in preparing the development plan.

Tendring District Council Strategies

Tendring District Corporate Plan – The Council's corporate plan, sets out the Council's vision and priorities for the future as an organisation. It will be important to ensure that the objectives of the Local Plan and Corporate Plan are compatible.

Other Council Strategies – Other than the Corporate Plan, the Council also has a variety of other plans and strategies that the Core Strategy will need to reflect and, where possible, support. Relevant plans and strategies include:

- Tendring Crime and Disorder Action Plan;
- Tendring Housing Strategy;
- Tendring Regeneration Strategy;
- Coastal Protection Strategy;
- Contaminated Land Strategy;
- Tendring Cultural Strategy; and
- Tendring Tourism Strategy.

Other Local Strategies – The following plans and strategies have been produced by other organisations working at a local level which will also inform the Core Strategy. These include:

- North-East Essex PCT 5-Year Health Strategy;
- North-East Essex PCT Strategic Health Needs Assessment;
- Veolia Water Resource Management Plan;
- Anglia Water Resource Management Plan;
- Colne Estuary Strategy;
- Dedham Vale AONB Management Plan;
- Suffolk Coast and Heaths AONB Management Plan;
- Hamford Water Management Plan;
- Stour and Orwell Estuaries Management Plan; and
- Sport England Facilities Improvement Service Study.

Community-Led Plans – Parish/Town Plans and Village/Town Design Statements are types of community-led plans. These plans are produced at a local level and, if prepared in accordance with planning policy in consultation with the Council and with general support from the local community, can be considered for approval as planning guidance. They can then be taken into account in determining planning applications and future development in local areas throughout the district. The Council will also consider any relevant adopted Design Briefs, Master Plans and Conservation Area Management Plans which could help to inform the Local Plan.

Tendring District Council recognises the importance of these local strategies and plans to the district's Local Plan. To ensure, where possible, that the Local Plan reflects and assists the delivery of the objectives contained within these local strategies and plans, they have all been considered during the production of the Local Plan.

Technical Evidence

The National Planning Policy Framework requires that Local Plans are prepared on the basis of objectively assessed and robust evidence. To date, the following studies have been prepared by officers of the Council, key partners and specialist consultants:

- Affordable Housing Viability Study (2010);
- Celebrate-on-Sea – 'Putting the Fun Back into Clacton' (2010);
- Clacton AAP Opportunity Site Assessment (2009);
- Clacton Large Building and Landmark Strategy (2009);
- Clacton Public Realm: Proposals for Improvement (2010);
- Clacton Town Centre Vision (2009);
- Clacton Town Centre Vision and Strategic Plans (2009);
- Dovercourt Rediscovered (2011);
- Employment Study: Part 1 (2009);
- Employment Study: Part 2 (2010);
- Essex and South Suffolk Shoreline Management Plan 2 (2010);
- Essex Gypsy and Traveller Accommodation Assessment (2009)
- Geodiversity Characterisation Report (2009);
- Gypsy Sites Accommodation Study (2010);

- Harwich Strategic Flood Risk Assessment (2008);
- Haven Gateway Watercycle Study: Stage 1 (2008);
- Haven Gateway Watercycle Study: Stage 2 (2009);
- Historic Environment Characterisation Project (2008);
- Holiday Park Sector Review (2009);
- Hotel and Guesthouse Retention Study (2009);
- Infrastructure Study: Part 1 (2009);
- Infrastructure Study: Part 2 (2009);
- Jaywick Strategic Flood Risk Study (2008);
- Landscape Character Assessment (2001);
- Landscape Impact Assessment: Stage 1 (2009);
- Landscape Impact Assessment: Stage 2 (2010);
- Local Wildlife Sites Review (2009);
- North Essex Authorities Retail Study (2006);
- Open Spaces Strategy (2009);
- Retail Study Update (2010);
- Strategic Flood Risk Assessment (2009);
- Strategic Housing Land Availability Assessment (2010);
- Strategic Housing Market Assessment (2008)
- Strategic Housing Market Assessment Update (2009)
- Walton-on-the-Naze Regeneration Framework (2010); and
- Warwick Castle Design Brief (2010).

The Plans of Neighbouring Authorities

The Council also needs to recognise the strategies of neighbouring authorities and the 2011 Localism Act places a duty on authorities to cooperate on planning issues of cross-border significance. Tendring's adjoining neighbours are Colchester Borough Council and Babergh District Council. Below is a summary of those authority's existing plans and any progress in preparing and introducing new plans:

- **Colchester Borough Council:** At the time of writing, Colchester's Local Development Framework (prepared in accordance with the previous national planning rules) consisted of an adopted Core Strategy, Development Management Policies document and Site Allocations Document which together contain development proposals and planning policies for the period up to 2023. These proposals are expected to deliver a further 10,000 homes on top of the 9,000 that have already been built since 2001. The Colchester LDF also includes plans for 67,000sqm of retail floorspace, 106,000sqm of offices and 45,000sqm of business and industrial floorspace.

The main areas of growth for this period of time are located in Colchester Town Centre, land to the north of the town in the vicinity of the new Community Stadium, land to the west of the town in Stanway, the Garrison in the southern part of the town and, most relevant to Tendring, land at the Hythe and the University to the east of Colchester. Plans for this particular area include 2,600 new homes (of which a large proportion have already either been built or granted planning permission), major improvements to transport infrastructure, flood defences and open spaces, 36,000sqm of office/business floorspace at the new University research park (currently under construction), the expansion of the university and a new health centre.

Colchester Borough Council is looking to commence a review of its plan and extend its time period to at least 2030 to ensure an up-to-date supply of housing and employment sites for an extended period.

- **Babergh District Council:** The Babergh district lies to the north of both Tendring and Colchester in the County of Suffolk. At the time of writing, Babergh District Council had an adopted Local Plan containing development proposals and planning policies for the period up to 2013 but was in the process of preparing a Core Strategy for the area (as the first part of a new Local Plan) with proposals for the period up to 2031 aimed at delivering around 9,700 jobs and just under 6,000 new homes.

The majority of growth is likely to be focussed on the towns of Sudbury, Hadleigh and the western fringes of Ipswich however one potential proposal, for regeneration at Brantham, which could include new housing on a redundant employment site, does have implications for the Tendring district, particularly the Manningtree area. Likewise, proposals in this Local Plan for development in Manningtree, Lawford and Mistley will have implications for Brantham and the wider Babergh district. Tendring District Council and Babergh District Council will work together to ensure that these developments bring positive outcomes to the economy of the area, deliver any necessary infrastructure improvements and achieve good quality design.

Both Tendring and Babergh also have a joint interest in the proposed extension of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) to cover southern parts of the Stour Estuary.

Other Necessary Assessments

The Council has a statutory requirement to carry out a number of assessments, in accordance with European and national legislation to ensure that the implications of policies and proposals in the Local Development Framework have been fully understood. Such assessments include:

- **Sustainability Appraisal (SA):** Sustainability Appraisal helps to ensure that Local Plans and other planning documents have a sound understanding of the environmental, social and economic characteristics and priorities of the area, and then ensuring that they are integrated into planning policies. Sustainability Appraisals were prepared for each of the previous stages of preparing the Local Plan and are being updated to reflect the policies and proposals in this latest Local Plan.
- **Strategic Environmental Assessment (SEA):** Strategic Environmental Assessment is required, by a European Directive, to assess the environmental effects of policies and proposals in Local Plans.
- **Habitats Regulation Assessment:** A Habitat Regulation Assessment, or 'Appropriate Assessment' as it is often called, is requirement from the European Habitats Directive and, for Tendring, it is necessary to assess the impact of Local Plan's policies and proposals on our three sites of international importance for wildlife – Hamford Water, the Colne Estuary and the Stour Estuary.
- **Equality Impact Assessment:** An Equality Impact Assessment is designed to ensure that plan makers think carefully about the likely impacts of their plans on different groups of society to ensure that people are not being discriminated against and the needs of all the population are being addressed.

Characteristics of Tendring

1.10 To plan for the future, it is important to understand some of the social, economic and environmental characteristics of our district because these will greatly influence the strategy for future growth and change. This chapter of the Local Plan highlights some of these characteristics looking at a range of statistics and other observations.

People

- **Total population:** 148,500
- **Average Age:** 45 years (GB average = 39)
- **Age breakdown:**
 - Residents aged 14 or younger: 15% (GB Average 17%)
 - Residents aged between 15 and 64: 58% (GB Average 66%)
 - Residents aged 65 or older: 26% (GB Average = 16%)
- **Percentage of residents suffering with long-term illness:** 24% (Regional Average = 16%)
- **Average Life Expectancy:** 80 years (GB average = 80)

As our district is very popular for retirement, particularly in the coastal towns of Clacton and Frinton, it has a higher proportion of over 65s than any other part of the country and the average age of a Tendring resident is much higher than the national average. Related to this, there is a much higher than average proportion of residents that suffer with a long-term illnesses – mainly concentrated in parts of Clacton and Walton. Whilst there are issues with lower than average educational achievement and concentrated areas of deprivation, crime levels in Tendring are relatively low.

Housing

- **Total households (2011 estimate):** 69,000
- **Average household size:** 2.3 people per household (GB average = 2.4 people per household)
- **Breakdown of housing by tenure:**
 - **Owner-occupied:** 78% (Regional Average = 71%)
 - **Private rented:** 12%
 - **Social housing:** 10% (Regional Average = 17%)
- **Average house price (2010):** £160,000 (Essex average = £223,000; GB average = £224,000)
- **Past Rates of House Building:**
 - 1971-1981: 7,734 (average 773 per annum)
 - 1981-1991: 8,643 (average 864 per annum)
 - 1991-2001: 3,594 (average 359 per annum)
 - 2001-2011: 4,059 (average 406 per annum)
- **Estimated demand for new housing in strong market conditions:** 1,000 dwellings per annum based on the findings of the 2007 Strategic Housing Market Assessment (SHMA).
- **Estimated demand for new housing in weak market conditions:** 300 dwellings per annum based on the average rate of housing development since 2008.

The majority of housing in the district is owner occupied and, partly as a result, there is an undersupply of social housing for those on lower incomes. Average house prices are lower than elsewhere in Essex but so are average household incomes. House prices in the rural west of the district are significantly higher than those in the coastal towns with the exception of Frinton-on-Sea where there are a high number of larger properties.

Economy

- **Total Jobs:** 41,000
- **Largest employment sectors:** Health and education (28%); Retail (18%); Hotel and restaurant (9%); and Manufacturing (9%)
- **Percentage of working-age residents unemployed (2011):** 9.4% (GB average = 7.6%)
- **Percentage of working-age residents claiming unemployment benefits (2007):** 2.8% (Regional average = 1.9%)
- **People that live and work in the district each day:** 36,000
- **People commuting out of the district for work each day:** 17,500
- **People travelling into the district for work each day:** 5,000
- **Main destinations of Tendring's workers:** Tendring (67%); Colchester (16%); and London (9%)
- **Average full-time salary (2011):** £25,000 (GB average = £26,000)

The main sectors of employment in the district are in service sector industries of which jobs in Health and Education form an important element. It is estimated that around 10% jobs are related to tourism either directly or indirectly which reflects the district's historic role as a popular holiday destination, particularly in the main coastal resorts. Most of the working age people that live in Tendring also work in the district but a large number of people do commute out of the district each day for work, mainly to Colchester and London. Unemployment is higher than the regional average and is mainly concentrated in parts of Clacton, Harwich and Walton.

Environment

Mainly due to its coastal location, Tendring has a wealth of wildlife areas and attractive landscapes however large areas of the coast are affected by flood risk including some built up areas. There is also a wealth of built heritage reflecting the historic role of some of the district's older towns and villages.

- **Habitats of International Importance:** Hamford Water; Stour and Orwell Estuary; and Colne Estuary Special Protections Areas (SPA), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and 'Ramsar' Sites. Colne Estuary and Stour and Orwell Estuary are also designated as 'Special Areas of Conservation' (SAC).
- **Local Wildlife Sites:** More than 100 smaller sites throughout the district are designated as Local Wildlife Sites in recognition of their biodiversity value that include over 50 individual areas of ancient woodland.
- **Landscape Sensitivity:** Approximately 25% of district is classed as high landscape sensitivity. Notable examples include part of the Dedham Vale Area of Outstanding Natural Beauty (AONB), the southern shores of the Stour Estuary (recognised locally as an area with the potential for inclusion in the Suffolk Coast and Heaths AONB) and the undeveloped portions of our coastline which offer long-distance views to and from the coast.
- **Built Heritage:** 1,100 individual listed buildings, 27 Scheduled Monuments and 3 registered Historic Parks and Gardens. Also 20 individual Conservation Areas designated in recognition of their special architectural and historic character.
- **Flooding:** Being a coastal district, significant parts of our area are at risk of tidal and, to a lesser extent, river flooding. Notably, many of our built-up areas are at risk of flooding and, over the years, there has been significant investment in coastal defences in these areas.

Infrastructure

- **Railway stations:** There are 14 stations in total served by three main train service patterns- Clacton to London Liverpool Street, Harwich to London Liverpool Street and Walton-on-the-Naze to Colchester.
- **Bus Routes:** There are numerous routes which serve the Tendring district including frequent inter-urban routes such as 3/4 Village Link Clacton to Harwich; 74/76 Clacton to Colchester; 7/8/8a Clacton to Walton; 103/104 Harwich to Colchester; and 78/78a/78x Brightlingsea to Colchester.

- **Main roads:** A120 Harwich to Colchester; A133 Clacton to Colchester; and A137 Colchester to Ipswich (via Ardleigh and Lawford). B-roads of importance include B1027 Clacton to Colchester; B1029 Brightlingsea to Stratford St Mary; and B1035 Manningtree to Thorpe-le-Soken.
- **District Hospitals:** 2 (Clacton and Harwich)
- **Nearest General Hospital:** Colchester
- **Number of Doctors Surgeries:** 29
- **People per GP:** 1,554
- **Schools:** 40 Mainstream Infant, Junior and Primary Schools and 7 Secondary Schools

Future Challenges

1.11 In planning for the future of the district, it is important to set out what the Council considers to be the main challenges that will need to be addressed. These issues have been highlighted following consideration of national planning policy and other relevant plans and strategies outlined in Chapter 2 of this document, the unique characteristics of the district highlighted in Chapter 3 and the results of public consultation.

Addressing the Economy: Historically Tendring has a weaker economy than its neighbouring districts largely due to a lack of a strong manufacturing base, its peripheral location and weaker transport links. The district particularly suffers from a lack of high-paid, high-skilled jobs, higher than average levels of unemployment, lower-than-average educational achievement and a general lack of skills. These problems are more acute in the district's coastal towns. Higher paid jobs are generally found outside the district there is a high level of daily commuting out of the district (mainly to Colchester and London) and young people tend to migrate out of the district to areas with better employment prospects.



Improving Transport Links: Although the district is relatively well served by rail, sections of the A133 are frequently congested with high levels of commuting, seasonal traffic and freight movements which impacts significantly on marketing of the district. The rural road links between the north and south of the district are also poor and because the district has a dispersed geography, public transport services are stretched with a consequential reliance on private car use.

Tackling the Decline of Traditional Maritime and Tourism Industries: Historically, the district's urban areas' economies evolved out of their coastal locations and maritime and tourism industries which provided jobs for local people and gave each town a unique identity and purpose. Over the years, these traditional activities have declined leaving behind areas of extreme deprivation and unemployment.



Dealing with Areas of Deprivation: Clacton and Harwich are identified as priority areas for regeneration as they contain neighbourhoods with severe levels of physical and social deprivation. Parts of Jaywick, Clacton Town Centre and Dovercourt are some of the most deprived in the country. Walton-on-the-Naze is also recognised as a deprived area, mainly as a result of its seasonal economy. High levels of unemployment and benefits, poor housing and ill health are typical problems in these areas.

Remedying a Shortage of Housing: There is a significant shortage of housing throughout the district, particularly affordable housing. This problem is particularly acute in Clacton and Harwich where low-incomes and unemployment are major contributing issues to the number of people who cannot afford normal market housing. For Clacton, this problem is compounded by a high demand for market housing with many people moving into the area to retire.



Dealing with the Needs of an Ageing Population: Tendring is a popular retirement destination due to its coastal location, particularly Clacton and Frinton. This popularity, combined with people generally living longer and poor employment prospects for younger people, has led to an imbalance in the population structure of the district putting pressure on local health services and threatening the district's long-term economic future.

Addressing Health Inequalities: Tendring has higher than average levels of long-term ill health and disability which is, in part, related to its ageing population. There is also significant health inequality with life expectancy in some of the district's deprived coastal areas being almost 10 years lower than some of its affluent rural areas. This puts significant strain on local health care provision with many of the required specialist services are only available in Colchester, some 20 miles from Tendring's largest built up areas.



Protecting and Enhancing our Attractive Environment: The district has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around its coast and estuaries. It also contains many buildings of historic and architectural importance, many of which are found in Conservation Areas. These assets are key to the district's attractiveness and its tourist economy but, at the same time, are sensitive to the development pressures stemming from new jobs and homes needed to meet local demands and address the social and economic issues facing the district. The protection and enhancement of these assets

in the face of major growth is a significant challenge for the district.

Minimising the Impact of New 'Greenfield' Development: The supply of previously-developed 'brownfield' sites within the district is limited and therefore the majority of the new growth that is required will need to be on 'greenfield' land. This growth notionally involves some negative environmental impacts as a result of the permanent loss of some areas of agricultural land.





Planning for Port Expansion: A new Container Port is due to be built on Bathside Bay which will create a significant number of new jobs in the Harwich area including associated jobs in industry, warehousing and logistics but will bring about an increase in freight activity. Much of Harwich's economic future is dependent on this development. However, due to the global recession, the timing of the development is difficult to predict with any certainty.

Responding to Climate Change: Whilst climate change is a global issue, coastal areas like Tendring are most likely to be directly affected. Therefore, the district must play its part in reducing carbon emissions to secure a long-term sustainable future.



Anticipating Flood Risk and Coastal Change: Surrounded by water, the district is particularly vulnerable to the threats of flooding and coastal change which are likely to become more serious in the future as a consequence of climate change. The district's main built-up areas are all located around the coast, so many properties lie within areas potentially at risk. These include parts of Harwich, Clacton (particularly Jaywick), Walton-on-the-Naze, Brightlingsea, Lawford and St. Osyth with coastal erosion being a particular issue for parts of Walton and Clacton and their respective tourism-based economies.

Positive Vision for the Future

1.12 Having considered the unique characteristics of the district and the challenges that it faces, this chapter sets out the future 'vision' for the district that the Council will aim to make reality. This vision for the future underpins many of the projects, policies and proposals in this Local Plan that the Council will work with partners to implement between now and 2021 and it reflects the aspirations of the Local Strategic Partnership as well as with the Council's own corporate priorities.

A Positive Vision for the Tendring District

"In 2031, Tendring will be a vibrant, healthy and attractive place to live, work and visit. It will have a thriving, resilient and prosperous economy making sustainable use of its natural assets, maritime connections and popularity as a visitor destination.

Tendring's residents will have the opportunity to enjoy a safe and healthy quality of life in communities that offer a range of new housing, job opportunities and other important services and facilities, including improved retail provision. They will be able to enjoy unspoilt coast, the open countryside with its elements of natural beauty, a wealth of wildlife areas and a diverse range of attractive historic settlements. The district will be the home to people of all ages and abilities, providing for the needs of older people and ensuring that children and young people have the opportunity for a good start in life."

Clacton-on-Sea will have seen the greatest change over the last 20 years having been reinvented as a 21st Century year-round resort. As the district's largest urban area, the town will have seen its fair share of district's growth in new housing and commercial activity principally through major gateway development in the north-west of the town but also through a number of landmark developments in the town centre. There will be visible signs of regeneration including a quality range of shops, restaurants, hotel accommodation and other services, attractive public spaces and new and improved leisure facilities. There will have been significant investment in new roads, schools and medical facilities and whilst the town will still be popular for retirements, the population structure will be more balanced with younger families able to live and find work in the town.

Harwich and Dovercourt will be enjoying an economic resurgence with a number of major employers operating in the area in anticipation of imminent expansion at the container port and making the most of business opportunities arising from the ongoing manufacture, assembly, transportation and maintenance of wind farm technology. As a result, the housing market will have picked up over the last 10 years and a number of housing developments will have taken place. The Old Town of Harwich will offer new leisure activities and a number of visitor attractions associated with its maritime history. Dovercourt Town Centre and seafront will have also improved its offer in terms of a year-round shopping and leisure experience.

Frinton-on-Sea and Walton-on-the-Naze will both be enjoying more year-round prosperity whilst retaining their very distinctive individual characteristics. Walton will have seen the biggest change with an injection of new housing, holiday accommodation, shops and leisure attractions bringing vitality to the town centre and core visitor areas, with new medical facilities serving the resident population. Frinton will have also seen some new homes and improvements to public spaces but will have succeeded in preserving and enhancing its special historic character and will continue to offer a unique and non-commercialised shopping and leisure experience to its residents and its visitors.

The smaller towns of Manningtree with Lawford and Mistley and Brightlingsea along with some of the larger villages within the rural parts of the district will have seen some modest levels of new housing and employment development to support local shops and services, provide for local needs and facilitate investment by local businesses in job opportunities.

In some the district's more remote villages, hamlets and other rural communities a flexible

approach to small-scale housing development has helped keep those communities vibrant and improvements to the telecommunications network and internet broadband services have given these areas, in particular, a new lease of life with more people able to work, shop and learn from the comfort of their own home”.

Strategic Priorities

1.13 The National Planning Policy Framework requires Local Plans to set out the ‘Strategic Priorities’ for their area, including strategic policies to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaption, conservation and enhancement of the natural and historic environment.

1.14 This Local Plan contains policies that address these strategic requirements within each of the following Chapters 2. Delivering Sustainable Development; 3. Planning for Prosperity; 4. Planning for People; and 5. Planning for Places.

2 Delivering Sustainable Development

2.1 The purpose of the planning system and the reason for having Local Plans is to achieve ‘sustainable development’, for which the widely recognised European definition (which originates from the 1987 ‘Brundtland Report’) is: *“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”*. The National Planning Policy Framework takes this definition a step further by setting out the three areas the planning system must address in order to achieve sustainable development. These are:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and supports its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2 This Local Plan will play a critical role in achieving sustainable development and Chapters 3, 4 and 5 of this Local Plan (Planning for Prosperity, People and Places) have been written to reflect the economic, social and environmental roles described above. In addition, all policies and proposals in this Local Plan have been the subject of a ‘Sustainability Appraisal’ as required by European Union regulations to ensure that they do all they can to contribute toward the achievement of sustainable development.

2.3 Whilst the National Planning Policy Framework provides a broad definition of sustainable development, every area has its own unique characteristics and the degree to which national definition of sustainable development can be achieved will vary from place to place. Therefore, the Council has set out its own local definition of Sustainable Development which reflects the Council’s vision for Tending’s future:

In Tending, ‘Sustainable Development’ means development that contributes positively toward:

- **achieving prosperity in our district by helping to address current and future economic and social challenges, particularly in our most deprived areas, and helping to bring vitality to our town centres, employment areas, tourist attractions and rural communities;**
- **meeting the housing needs of future generations who will aspire to live, work and support the economy in our district whilst managing the pressures of people moving to our area to enjoy the quality of life offered by our attractive coast and countryside – this includes achieving minimum space standards for all housing types and tenure;**
- **achieving a fair distribution of growth across the district in both our urban and rural communities to provide a flexible range of employment and housing opportunities that respect local distinctiveness, infrastructure provision and environmental limitations, provide opportunities to bring about local improvements in our communities and incorporate measures to minimise energy consumption;**
- **securing the ongoing protection and enhancement of our district’s natural, historic and built environment and promoting these as assets to the local economy and the quality of life for our residents; and**

- **maintaining a good quality of life for current and future generations of local residents by delivering efficient public services, telecommunications and other infrastructure and seeking to manage and minimise the ever increasing risk of coastal erosion and flooding.**

2.4 All of the policies and proposals in this Local Plan have been written to contribute toward delivering both the vision for the future and achieving sustainable development in line with the statement above. The Implementation and Monitoring Chapter (Chapter 13) of this Local Plan explains how the Council will monitor development in the district over the 10-year plan period to ensure that sustainable development is being achieved.

2.5 To ensure a sustainable pattern of growth in the district, the ‘spatial strategy’ of this Local Plan sets out the overall approach for delivering new jobs and housing between 2011 and 2021, along with the necessary infrastructure and community facilities needed to support that growth. The strategy for future growth in Tendring aims to deliver around 4,000 new jobs and a 6% increase in housing stock across all the district’s settlements (which equates to approximately 4,000 new homes) within the 10-year plan period.

2.6 The National Planning Policy Framework requires the Council to manage the pattern of future growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable and these requirements are reflected in the strategic priorities identified above. To achieve this, in broad terms, the spatial strategy in the Local Plan is underpinned by a ‘settlement hierarchy’ which categorises the district’s settlements into different tiers that reflect their suitability for different scales and types of development. The spatial strategy also aims to protect, as much as practical, the character of the open countryside and avoid settlements merging together and losing their individual identities.

Presumption in Favour Sustainable Development

2.7 At the heart of the National Planning Policy Framework is a ‘**presumption in favour of sustainable development**’, which should be seen as a golden thread running through both the policies and proposals in Local Plans and the process of making decisions on planning applications. The Planning Inspectorate has requested that, to avoid any confusion, Local Plans should contain the following policy which clarifies how the presumption in favour of sustainable development will work in practical terms when Councils are considering planning applications.

POLICY SD1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.
-

Urban Settlements

2.8 Urban settlements with large populations and a range of existing infrastructure and facilities are the most sustainable locations for significant levels of growth. These settlements provide better opportunities for the use of public transport, walking and cycling to get from place to place and, because they have established town centres, employment areas and infrastructure, they provide locations where, with the right action, it is possible to create a significant number of additional new jobs and deliver sustainable housing growth on a larger scale.

2.9 For Tendring, the settlements that fall within this category are the un-parished area of Clacton-on-Sea (which is further divided into five sub-areas); Harwich and Dovercourt; Frinton, Walton and Kirby Cross; Manningtree, Lawford and Mistley; and Brightlingsea. To deliver economic growth in each of these areas, this Local Plan contains proposals for new employment sites, proposals for investment and rejuvenation in town centres and deprived neighbourhoods and improvements to the infrastructure serving some of these areas that will be funded, in part, through developer contributions secured through the Community Infrastructure Levy (CIL).

2.10 In applying a fair approach to the distribution of housing growth, each of the urban settlements will accommodate a standard 6% increase in housing stock over the 10-year period between 1st April 2011 and 31st March 2021. This is a level of housing growth that is fair, achievable and sustainable for each of the settlements concerned and that will make a meaningful contribution toward alleviating future housing demands and local housing needs in those areas.

2.11 Outside of the Tendring District, neighbouring Colchester will be the focus for significant growth in new housing and commercial development over the 10-year plan period as already planned for, by Colchester Borough Council, in its adopted Local Development Framework. During previous public consultation exercises, there were a number of suggestions that a large proportion of Tendring's future economic and housing growth should be focused on the eastern edge of Colchester to benefit from its greater range of job opportunities, better road connections and General Hospital Facilities. Given the scale of growth that Colchester is already planning for (including some 8,000 homes – an 11% increase in housing stock), it is not considered appropriate or sustainable to add further development to Colchester within this plan period.

2.12 For the period after 2021, there may be justification for further growth in the Colchester area which could require joint-working between Colchester Borough Council and Tendring District Council to explore the possibility (and practicality) of planning for growth that crosses the district border. This will be the subject of careful consideration when both Councils come to review their plans to address longer-term requirements. For this plan period, the Colchester Fringe is tightly contained within its own Settlement Development Boundary as shown on the relevant Policies Map Inset and any new development will be strictly confined to land within that boundary.

2.13 To achieve a 6% increase in housing stock for each of Tendring's urban settlements, a significant number of new homes have either already been built in the 2011/12 financial year or will come forward on sites that, on 1st April 2012, already had outstanding planning permission for housing development. The remaining requirement will be delivered on sites that are specifically allocated for housing or mixed-use development in this Local Plan. These sites either lie within the established built-up area of the settlement or involve undeveloped land on the edge of the settlement and, where necessary, will be subject to detailed policies in this plan aimed at achieving the appropriate mix of housing and other uses, the appropriate development density and a high quality of design and layout along with any specific infrastructure requirements. Alongside the planned developments, it is likely that a number of currently unidentified 'windfall' sites will obtain planning permission for housing in accordance with the policies in this Local Plan during the plan period.

POLICY SD2: URBAN SETTLEMENTS

The following settlements are classed as 'Urban Settlements':

- **Clacton-on-Sea** comprising the following 'sub-areas':
 - Central Clacton;
 - Jaywick;
 - West Clacton;
 - Great Clacton (North); and
 - East Clacton and Holland-on-Sea.
- **Harwich and Dovercourt** (including Parkeston and part of Ramsey);
- **Frinton, Walton and Kirby Cross;**
- **Manningtree, Lawford and Mistley; and**
- **Brightlingsea.**

These settlements will be the focus for the majority of the district's economic growth through the identification of new employment sites, investment in town centres, tourist attractions and key infrastructure and/or the regeneration of deprived neighbourhoods.

Between 1st April 2011 and 31st March 2021, each of these settlements will accommodate a 6% increase in housing stock. This will be achieved through development on sites with outstanding planning permission for new housing and through the identification of other sites within and, where necessary, on the periphery of the built-up area which together are sufficient to achieve 6% growth.

More detailed policies and proposals are set out in Chapters 6 to 10 of this document.

Key Rural Service Centres

2.14 The Tendring district's rural heartland contains a number of villages of varying size and character. Some of the larger villages contain a relatively good range of local services and facilities and therefore have the potential for limited growth in homes and jobs that, if at an appropriate scale that reflected local needs, infrastructure limitations and local character, could meet the definition of sustainable development. Growth in these areas will also help to sustain existing shops, services and facilities (including primary schools), deliver affordable housing for local people who would otherwise be priced out of the market, provide local job opportunities and deliver certain community benefits.

2.15 For Tendring, seven villages are classed as 'Key Rural Service Centres'. For these settlements, the Local Plan identifies opportunities for small-scale employment developments, opportunities for the enhancement of village centres and public transport facilities and other community facilities and local improvements. In applying a fair approach to the distribution of housing growth, each of these villages will accommodate a standard 6% increase in housing stock over the 10-year period between 1st April 2011 and 31st March 2021. This is a level of housing growth that is fair, achievable and sustainable for each of the settlements concerned and that will make a meaningful contribution toward alleviating future housing demands, addressing local housing needs and supporting the village economy.

2.16 To ensure that new development does not have an urbanising effect on the rural character of the villages concerned, no single housing development in a Key Rural Service Centre will exceed 50 dwellings in total and the sites allocated in this Local Plan have been selected in consultation with the relevant Parish Councils. If however Parish Councils wish to supplement the policies and proposals in this Local Plan to allow additional development, ensure that any new development meets additional locally-specific design

requirements or helps deliver additional local benefits, they have the option of preparing their own Neighbourhood Plan.

2.17 If at any time during the plan period, there is an identified local need for affordable housing in any of these villages that cannot be fully addressed through the proposed housing growth in this Local Plan, the option of delivering additional housing through the 'rural exceptions policy' (Policy PEO11) is available to Parish Councils working with landowners, the District Council and/or another rural housing provider.

POLICY SD3: KEY RURAL SERVICE CENTRES

The following settlements are classed as 'Key Rural Service Centres':

- **Alresford;**
- **Elmstead Market;**
- **Great Bentley;**
- **Little Clacton;**
- **St. Osyth;**
- **Thorpe-le-Soken; and**
- **Weeley/Weeley Heath.**

These settlements will be the focus for small scale employment-related development that reflects their unique rural character, local housing and employment needs and physical, environmental and infrastructure constraints.

Between 1st April 2011 and 31st March 2021, each of these settlements will accommodate a 6% increase in housing stock. This will be achieved through development on sites with outstanding planning permission for new housing and through the identification of other sites within and, where necessary, on the periphery of the built-up area which together are sufficient to achieve 6% growth. No single housing development will exceed 50 dwellings in size.

Parish Councils can prepare Neighbourhood Plans, if they wish, to supplement the policies and proposals in this Local Plan to allow additional development or introduce additional policy requirements aimed at ensuring development contributes toward local distinctiveness or other community objectives. The 'rural exception sites' policy PEO11 can also be used to deliver additional affordable housing to meet identified local needs.

More detailed policies and proposals for these settlements are set out in Chapter 11.

Smaller Rural Settlements

2.18 Other smaller villages within Tendring's rural heartland have much less in the way of job opportunities, local services, facilities and other infrastructure. Residents of these smaller villages are often reliant on neighbouring towns and villages for work, shopping and other services and frequently need to travel fair distances either by public transport (if it is available) or, more often than not, by private car.

2.19 Because of this, these smaller villages are considered to be less sustainable locations for growth and there is a concern that encouraging too much development in these areas will only serve to increase the number of people having to rely on cars to go about their everyday lives. However, these villages are still under pressure to grow and some small scale development which is sympathetic to the rural and often historic character of the settlement might help younger people to continue to live in the area in which they grew up, keep local shops and services viable and help bring balance to an ageing (and increasingly isolated) population.

2.20 Consultation with Parish Councils and local people who live in these areas has indicated that there would be support for small clusters of new residential properties abutting existing settlements as long as they integrate well with surrounding village. Therefore in applying a fair approach to the distribution of housing growth throughout the whole district, each of these smaller rural settlements will be allowed to achieve a 6% increase in housing stock over the 10-year period between 1st April 2011 and 31st March 2021.

2.21 To allow for this to happen, Settlement Development Boundaries (see Policy SD5 below) have been drawn flexibly to accommodate a range of sites on the edge of the village and thus enable them to be considered for small-scale residential developments of no more than 10 dwellings. To ensure these smaller villages do not become over-developed, proposals for housing development will only be approved up to the point that the 6% increase in housing stock would be achieved; i.e. any proposal for housing development that would lead to the 6% housing stock increase for that settlement being exceeded before 31st March 2021 (taking other unimplemented planning permissions into account) will not be permitted unless there is local support from the Town or Parish Council, an approved Neighbourhood Plan that advocates additional growth or an identified local need for affordable housing that could be addressed through a 'rural exception site' (see Policy PEO11). In some of the villages, larger development opportunities have been included where consultation with Town and Parish Councils and local people have identified opportunities for larger developments that would deliver specific local facilities or benefits.

2.22 If Town or Parish Councils wish to supplement the policies and proposals in this Local Plan to specify how development should be distributed across the settlements in their parish or identify specific sites in their villages that could be developed to meet the 6% increase in housing stock, they have the option of preparing their own Neighbourhood Plan. Neighbourhood Plans can also be used to allow additional development, ensure that any new development meets additional locally-specific design requirements or helps deliver additional local benefits.

POLICY SD4: SMALLER RURAL SETTLEMENTS

The following settlements are classed as 'Smaller Rural Settlements':

- **Aingers Green;**
- **Ardleigh*;**
- **Balls Green;**
- **Beaumont-Cum-Moze;**
- **Bradfield;**
- **Bradfield Heath;**
- **Bromley Cross;**
- **Elmstead Heath;**
- **Frating;**
- **Great Bromley;**
- **Great Holland;**
- **Great Oakley;**
- **Hare Green;**
- **Horsleycross Street;**
- **Kirby-le-Soken;**
- **Little Bromley;**
- **Little Bentley;**
- **Little Oakley;**
- **Mistley Heath;**
- **Point Clear;**
- **Ramsey Village;**
- **Ravens Green;**
- **Row Heath;**
- **Stones Green;**
- **Tendring;**
- **Tendring Green;**
- **Thorpe Green;**
- **Thorpe Station and Maltings;**
- **Thorrington;**
- **Thorrington Cross;**
- **Wix; and**
- **Wrabness.**

Between 1st April 2011 and 31st March 2021, each of these settlements will be allowed to accommodate a 6% increase in housing stock. This will be achieved through a combination of development on sites with outstanding planning permission for new housing and through the approval of additional housing proposals within that settlement's 'Settlement Development Boundary' (see Policy SD4 below) sufficient to achieve 6% growth, but no more. No single housing development will exceed 10 dwellings in size unless there is local Town or Parish Council support for a larger development to achieve certain local benefits.

Town and Parish Councils can prepare Neighbourhood Plans, if they wish, to supplement the policies and proposals in this Local Plan to specify how a 6% increase in housing stock will be distributed between the different settlements in the Parish or identify specific housing sites, allow additional development or introduce additional policy requirements aimed at ensuring development contributes toward local distinctiveness or other community objectives.

Any proposal for housing development that would lead to the 6% housing stock increase for that settlement being exceeded before 31st March 2021 (taking other unimplemented planning permissions into account) will only be permitted if it is supported by the local Town or Parish Council, planned for in an approved Neighbourhood Plan for the area or designed to deliver local affordable housing through the rural exception policy (Policy PEO11).

More detailed policies and proposals are set out in Chapter 12.

* 'Ardleigh' includes the main village of Ardleigh itself and the neighbouring settlements of Ardleigh Heath, Burnt Heath, Crockleford Heath, Fox Street, Foxash Estate and John De Bois Hill.

Managing Growth

2.23 Growth needs to be carefully managed so as not to lead to unsustainable developments in remote and poorly accessible locations and to avoid the coalescence of settlements and uncontrolled urban sprawl across the open countryside. Where settlements do need to expand to meet requirements for new housing and other planned development, this development will be carefully planned and contained within clearly defined boundaries.

2.24 Policy SD5 below explains how 'Settlement Development Boundaries' will be used to manage growth over the 10-year plan period and how the approach will vary between Urban Settlements and Key Rural Service Centres (where medium to large development proposals will be specifically identified and planned for) and Smaller Rural Settlements (where small-scale developments can be accommodated in a more flexible manner).

2.25 In general terms, development outside of defined Settlement Development Boundaries will be the subject of strict control to protect and enhance the character and openness of the countryside. However, there are certain forms of development that can and sometimes need to take place in these areas, some of which can bring about positive outcomes for the rural economy.

POLICY SD5: MANAGING GROWTH

To encourage sustainable patterns of growth and carefully control urban sprawl, each settlement listed in policies SD2 to SD4 above is defined within a 'Settlement Development Boundary' as shown on the relevant Policies Map Insets. Within the Settlement Development Boundaries, there will be a general presumption in favour of new development subject to detailed consideration against the other relevant Local Plan policies or any approved Neighbourhood Plans.

For Urban Settlements (Policy SD2) and Key Rural Service Centres (Policy SD3), the Settlement Development Boundaries are defined beyond the extent of existing built development in specific locations to allow planned settlement expansion where necessary to deliver the required levels of growth.

For Smaller Rural Settlements (Policy SD4), the Settlement Development Boundaries are defined beyond the extent of existing built development to include a range of possible development sites that could accommodate the maximum number of new homes proposed for that settlement either individually or cumulatively.

Outside of Settlement Development Boundaries, the Council will seek to protect and enhance the character and openness of the countryside. This will be achieved by refusing planning permission for development unless a site is specifically allocated for a particular form of development or land use on the Local Plan Policies Map and Policies Map Insets or the applicant or developer can demonstrate that the proposed development meets all of the following criteria:

- a) the development is necessary, with a genuine prospect of being delivered;
- b) the development cannot, for practical or economic reasons, be located on land within defined Settlement Development Boundaries;
- c) the development would not conflict with the Council's definition of sustainable development; and
- d) the development would not cause any adverse impacts that would outweigh the benefits of the development, when assessed against other relevant policies in this Local Plan.

The one for one replacement of existing dwellings in the countryside will be permitted subject to detailed consideration against other policies in the Local Plan.

Strategic Green Gaps

2.26 'Strategic green gaps' have been identified in this Local Plan in specific locations between certain settlements or neighbourhoods. Their primary purpose and function is to maintain physical separation between different settlements or neighbourhoods and avoid developments that would result in them merging together and losing their individual identities. These gaps have been carefully defined in specific locations where there is a genuine risk, due to the close proximity of settlements or neighbourhoods, that any development approved, either in accordance with Policy SD5 above or as an exception to normal policy, could undermine (in whole or in part) the remaining undeveloped gap and jeopardise those settlements' individual identities.

2.27 Within Strategic Green Gaps, the Council will resist all development proposals unless there is a genuine functional reason why a particular development must take place in that specific location and cannot be located on an alternative piece of land outside of the designated gap. Land ownership would not, in itself, count as a functional reason. The Council will encourage and seek to secure opportunities to strengthen the long-term protection of these gaps through the introduction of green infrastructure, including informal or recreational open spaces, wildlife areas or country parks and improved access to the countryside which could involve the creation of public rights of way or the extension to and/or joining up of footpaths, cycle paths and bridleways.

POLICY SD6: STRATEGIC GREEN GAPS

Within Strategic Green Gaps, as shown on the relevant Policies Maps, development will only be permitted if:

- i) The proposal meets all of the criteria a) to d) in Policy SD5 above;
- ii) the applicant/developer can demonstrate that there is a genuine functional need for the development to be in that specific location and that it cannot be delivered on an alternative piece of land outside of the Strategic Green Gap; or
- iii) the development would involve the creation of green infrastructure that, on balance, would ensure longer-term protection of the gap (in whole or in part) against future built-development and improve public access to the countryside.

If development is exceptionally allowed, all reasonable measures should be put in place to minimise the impact on the open nature of the gap and its primary function to maintain physical separation between different settlements or neighbourhoods.

Securing Facilities and Infrastructure

2.28 For new development to be sustainable, it is important for it to be supported by necessary infrastructure. Policy SD7 below sets out the Council's approach to securing the facilities and infrastructure necessary to deliver sustainable communities. This will be achieved, in part, through the use of 'Community Infrastructure Levy' (CIL). CIL is a tariff-based system of securing developer contributions toward new infrastructure. The Council has produced a separate document containing more detail on how CIL will operate in Tendering which includes the 'charging schedule' for applying the tariff to new development alongside guidance on 'planning obligations' related to securing Council Housing or Affordable Housing and other site-specific requirements.

POLICY SD7: SECURING FACILITIES AND INFRASTRUCTURE

The Council will work with the development industry and service providers to ensure that growth in new homes and jobs is supported by the necessary facilities and infrastructure to deliver sustainable communities. The Council will also assist service providers in delivering their existing investment plans and securing funding to address any existing infrastructure problems or deficiencies.

For particular development proposals that are the subject of specific policies or site allocations in this Local Plan, new facilities and infrastructure required by those developments will be delivered in accordance with the detailed policies contained in Chapters 6 to 12 and development may be phased to ensure adequate infrastructure is in place at the right time.

Elsewhere in the district, planning permission will not be granted for new development unless the individual or cumulative impacts of development on infrastructure can be addressed, at the developer's cost, either on-site or through financial contributions towards off-site improvements.

The Council will use appropriate legal agreements or apply Community Infrastructure Levy (CIL) to secure one or more of the following:

- Increased capacity for schools, early years and childcare and other education provision;
- Health care and emergency services provision;
- Utilities;
- Improvements to the transport network including environmental improvements to pedestrian spaces;
- Green infrastructure;
- Community facilities;
- Coastal and flood defences; and
- Any other infrastructure requirement arising as a result of the proposed development.

The Council will prepare and keep up to date separate document entitled 'Planning Obligations and Developer Contributions' in support of this policy.

Transport and Accessibility

2.29 To achieve sustainable communities, homes, jobs and other services and facilities should ideally be accessible by a variety of different transport modes including walking, cycling and public transport; not just the private car. Locating development in accessible locations gives people the option to use more sustainable modes of transport that contribute less to climate change and that benefit those people in society that do not have access to a car. Equally, there are health benefits to encouraging cycling and walking.

2.30 All proposals for new development will be required to maximise accessibility through their location to existing services and facilities and by providing safe pedestrian and cycle connections to existing networks as a priority over motorised forms of transport. The hierarchy of transport types set out in Policy SD8 provides the order of priority for addressing the transport requirements of new development. Generally, any development that fails to demonstrate that the provision of transport types in the policy's hierarchy of transport modes has been given full consideration will not be acceptable. However, because the Tendring District is predominantly rural, it is accepted that some development, particularly in rural locations, will not always be able to secure accessibility in accordance with the hierarchy but in all cases the Council will require that any practical measures to maximise sustainable travel are investigated and implemented.

2.31 As the Highway Authority for the area, Essex County Council will be an important consultee in determining planning applications. Developments will be expected to meet requirements for transport and parking set out in the latest version of Essex County Council's Development Management Policies and Car Parking Standards, or any equivalent amendments or replacements and overriding policies in this Local Plan.

POLICY SD8: TRANSPORT AND ACCESSIBILITY

The Council will work with its partners, including Essex County Council, bus and train operators and the development industry, to improve accessibility and capacity, promote sustainable transport and reduce dependence on the private car.

In considering specific proposals for new development, firstly it will be essential that the necessary site access and service arrangements are addressed, including wheelchair access to individual buildings.

Secondly, development proposals must maximise the opportunities for access to sustainable transport. Proposals will therefore be assessed, on their individual merits, against the measures to satisfy the following (prioritised) hierarchy of transport modes:

1. walking and providing access for people of all abilities
2. cycling
3. public transport (including taxis) where appropriate
4. powered two wheelers (i.e. motorcycles)
5. commercial vehicles (including heavy goods vehicles)
6. cars (shopping and visitors)

Thirdly, development proposals will only be acceptable if the additional vehicle movements likely to result from the development can be accommodated within the capacity of the highway network.

Developments will be judged against the current Essex County Council 'Development Management Policies' and 'Car Parking Standards', or any equivalent amendments or replacements or other overriding policies in this Local Plan.

Design of New Development

2.32 Policy SD9 contains the design criteria against which every planning application for development will be considered. Part A of the policy provides the local planning criteria for ensuring development is well designed and relates well to its surroundings, Part B ensures that practical requirements have been addressed and Part C ensures that any potential impacts on surrounding uses and/or the local environment are identified and measures are put in place to ensure any adverse impacts are minimised.

2.33 When considering whether a development proposal meets these criteria, the Council will also have regard to other policies in this Local Plan (including policies affecting specific sites, areas or land uses) and any approved Neighbourhood Plans, Village Design Statements or design/development briefs.

POLICY SD9: DESIGN OF NEW DEVELOPMENT

Part A: Design

All new development must make a positive contribution to the quality of the local environment and protect or enhance local character. The following criteria must be met:

- i) new buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness;

- ii) the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials;
- iii) the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;
- iv) the design and layout of the development incorporates or enhances important existing site features of landscape, ecological or amenity value such as trees, hedges, water features, buffer zones, walls and buildings; and
- v) boundary treatments and hard and soft landscaping are designed as an integral part of the development reflecting the function and character of the development and its surroundings.

Part B: Practical Requirements

New development must meet practical requirements. The following criteria must be met:

- i) access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate;
- ii) the design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments;
- iii) the development incorporates or provides measures to minimise opportunities for crime and anti-social behaviour;
- iv) the development incorporates or provides measures to minimise energy and water consumption;
- v) buildings and structures are designed and orientated to ensure adequate daylight, outlook and privacy for future and existing residents; and
- vi) provision is made for private amenity space, waste storage, separation and recycling facilities, vehicle and cycle parking.

Part C: Impacts and Compatibility

New development should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:

- i) the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;
- ii) the development, including any additional road traffic arising, will not have a materially damaging impact on air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance; and
- iii) the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use.

Any measures necessary to meet the above requirements are to be established by the applicant/developer.

Sustainable Construction

2.34 Climate change is a priority issue globally that needs to be tackled at all levels from governments working together on the international stage down to local authorities and even individuals themselves. One of the biggest causes of climate change is considered to be the 'greenhouse effect' and to tackle this governments are working to reduce the emission of carbon-dioxide into the atmosphere. The Council can play its part in this global challenge by promoting the use of sustainable forms of transport (see Policy SD8) but also by improving energy efficiency within new buildings and existing buildings, promoting the Code for Sustainable Homes and BREEAM, supporting renewable forms of electricity generation and encouraging the recycling of waste.

2.35 The National Planning Policy Framework states that to support the move to a low carbon future, local planning authorities should, when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. The 'Code for Sustainable Homes' is the national standard for the sustainable design and construction of new homes. It aims to reduce our carbon emissions and create homes that are more sustainable. The Code measures the sustainability of a new home against nine categories of sustainable design, rating the 'whole home' as a complete package. It covers energy/CO₂, water, materials, surface water runoff (flooding and flood prevention), waste, pollution, health and well-being, management and ecology.

2.36 The Code uses a one to six star rating system to communicate the overall sustainability performance of a new home against these nine categories. The government is looking to make these standards a mandatory requirement of national building regulations, increasing the expected 'code level' in phases during the Local Plan period. However, the Council is keen for residential development to achieve the highest standards of sustainable design as a means of tackling climate change, improving energy efficiency and affordability for residents and promoting renewable energy technology as an emerging growth sector within the local economy.

2.37 For non-residential buildings, including commercial premises and community facilities, sustainable construction provides long-term benefits to occupiers in keeping running costs to a minimum, making premises more marketable for sale or rent and contributing toward the fight against climate change. The main recognised rating system for non-residential properties is the 'BREEAM' assessment. A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria from energy to ecology. They include aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes.

2.38 The Council will expect all new development to demonstrate what measures will be incorporated to maximise the sustainability and energy efficiency of the development, based on the Code for Sustainable Homes, and how the mandatory requirements of the latest building regulations have been exceeded in order to achieve this. The Council will publish and keep up to date supplementary guidance to assist developers and applicants in applying sustainable principles to their proposals.

2.39 For existing properties, the Council will encourage householders and businesses to improve the efficiency of their properties through insulation and other methods and will investigate opportunities for grant funding and assistance to help deliver improvements where practical.

POLICY SD10: SUSTAINABLE CONSTRUCTION

The Council will play its part in the global fight against climate change by seeking to reduce carbon emissions and will work with its partners to promote sustainable design and construction, renewable energy and recycling in the district.

The Council will require proposals for new residential and non-residential buildings to demonstrate how they will be sustainable and have been designed to respond appropriately to the challenges of climate change. The Council will expect proposals to incorporate specific measures to reduce carbon emissions

and other forms of pollution from both construction and use and to demonstrate the extent to which the building regulations requirements have been exceeded to reduce carbon emissions. Such measures must have regard to the requirements of Policy SD9 to ensure high quality design and appearance.

The Council will continue to promote recycling of household and commercial waste by improving recycling services and public awareness. The Council will also work with Essex County Council to consider the need for facilities for the handling and transportation of waste.

3 Planning for Prosperity

3.1 Promoting economic growth is one of the key aspects of delivering sustainable development. The National Planning Policy Framework requires local Councils to adopt a positive approach toward development proposals that will contribute toward building a strong, responsive and competitive economy in their area and to ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. From undertaking extensive consultation with residents and businesses within the Tendring District, it is clear that delivering a strong economy that provides more jobs for local people is a high priority in our area but that the pursuit of economic growth must also sit comfortably alongside other objectives, such as protecting and enhancing the environment and planning positively to meet the social needs of our communities.

3.2 To inform the preparation of this Local Plan, the Council has commissioned various studies looking at economic trends, employment sites, retail capacity and the hotel, guesthouse and holiday park industries and has looked at the most recent economic growth forecasts. The Council's 2009 Employment Study put forward a number of possible scenarios for job growth in the district, looking originally at a 15-year period to 2026. These ranged from 'minimal intervention', where job growth would be driven purely by the increase in population resulting from planned housing development which, for a 10 year period would only deliver around 2,500 jobs mainly in the service sectors such as retail, health and education; to an 'aspirational approach' based on significant developments taking place throughout the district, across all sectors of the economy, to deliver (in theory) around 8,500 jobs over 10 years. However, because the downturn in the economy has had such a significant effect on both the housing market and levels of unemployment and business activity, the Council needs to take a positive but, at the same time, realistic approach to job creation.

3.3 Economic and demographic studies undertaken in 2011 show that in the 10 years between 2001 and 2011, the number of full-time equivalent jobs in the district increased by 4,000 (to around 45,000 in total) – which broadly matched the growth in housing for that period. However, the forecasts for future growth, which take population and housing growth and the effects of the recent economic downturn in account, suggest that in the 10 years 2011 to 2021, the number of jobs in the district are actually likely to stagnate at around the 45,000 mark if the Council simply takes a 'minimal intervention' approach to growth.

3.4 Both the findings of the Employment Study and the more recent economic and demographic studies suggest that to achieve significant growth in jobs, the Council either needs to take a positive, flexible and inventive approach to employment-related development across a variety of sectors, or radically increase the rate of housing development to generate additional demand for goods and services. A radical increase in housing growth is not supported by the residents of Tendring so this Local Plan focuses on delivering employment-related development across all sectors of the economy whilst keeping the rate of housing development at a similar level to the last decade.

3.5 The main objective for this Local Plan period is to create the right conditions so that by 2021 there are at least 49,000 full-time equivalent jobs in the Tendring District by facilitating a net increase of around 4,000 jobs. Planning for only 10 years worth of growth rather than 15 or 20 enables the Council to carefully monitor economic conditions and job creation and compare this with housing development to ensure the plan is achieving a sustainable and balanced pattern of growth. To plan for prosperity and deliver new jobs in the Tendring district, the policies in this Chapter of the Local Plan focus on:

- tackling possible barriers to economic growth such as weaknesses in our transport and telecommunications network and the provision of education and training;
- promoting vitality and viability in our town, district, village and neighbourhood centres and delivering regeneration projects in our most deprived areas;
- promoting and diversifying our district's tourism economy by improving the range and quality of visitor attractions and visitor accommodation;

- supporting the activities of Harwich International Port, taking account of longer-term port-expansion and associated logistics facilities and supporting growth and innovation in the emerging renewable energy industry;
- taking a flexible approach to development on the district's employment sites so we can react to changing economic trends;
- promoting a diverse economy and the opportunities for job creation in our rural heartland.

3.6 The policies in this Chapter are complimented by the proposals in Chapter 4 aimed at delivering high quality and 'aspirational' housing which, alongside measures to promote commercial activities, are expected to help bring positive growth to the local economy.

Improving the Strategic Transport Network

3.7 An efficient and effective strategic transport network is critical for achieving economic growth, supporting trade and attracting inward investment. With increasing fuel prices impacting heavily on businesses, particularly those involving the manufacture and transportation of goods, convenient access to good roads is key. Even for the area's tourist economy, where visitors come in their thousands during the holiday season (and other times when the weather is good), a network that is unsafe, slow or inconvenient can seriously impact on the image of the area and the likelihood of people making return visits or recommending the area to other friends and family. A good strategic transport network is also important to our residents, many of whom commute in and out of the district for work.

3.8 The strategic transport network for Tendring mainly consists of its major roads and railways although an objective of the Council is, as far as practical, to promote more sustainable means of travel for residents including walking and cycling – appreciating that much of the district is rural where access to the car is essential. Policy PRO1 below identifies the key measures that the Council, working with its partners, will seek to implement to improve the strategic transport network in Tendring.

3.9 For the upgrade of the A133, the Council will work with the County Council, as the Highway Authority, to ascertain the nature and cost of improvements needed, seek sources of public funding (including transport funding available to the South East Local Enterprise Partnership and the corresponding Local Transport Body) and consider the use of 'Community Infrastructure Levy' (CIL) to secure contributions from developers toward the works.

3.10 The upgrade of the A120 is a requirement of the proposed container port expansion at Bathside Bay (see Policy PRO12). Although the port expansion is not expected to take place until after 2021, the Council will work with the Highways Agency and other partners over the 10-year plan period to investigate ways of funding and delivering possible early improvements, and resisting any development proposals in the vicinity of the A120 that could jeopardise its future upgrading, widening or re-routing – the details of which are yet to be finalised.

3.11 For rail transport, the Council will work with train operating companies, Network Rail and relevant landowners to encourage improvements to the quality and frequency of services and secure improvements to station facilities and their appearance, where practical and sustainable through mixed-use developments. For bus services, the Council will continue to work with Essex County Council and bus operators to ensure coverage across the district, improve services and frequency and seek opportunities to improve bus-stop facilities and, where necessary, secure additional services to support major development proposals.

POLICY PRO1: IMPROVING THE STRATEGIC TRANSPORT NETWORK

The Council will work with its partners to safeguard, maintain and improve the district's strategic transport network and make it safer and more efficient to facilitate economic growth, trade and inward investment; improve the quality of life for local residents; and improve the experience for visitors to the district. The strategic priorities for 2011 to 2021 are:

- Upgrade the A133 between Frating and Weeley to make Clacton, Frinton and Walton more viable for inward investment, accommodate additional traffic arising from growth in homes, jobs and tourism proposed for those areas, improve safety and improve commuting times for local residents;
- Upgrade the A120 between Hare Green and Ramsey to accommodate additional freight movements expected to result from the major port expansion proposed at Bathside Bay, Harwich; and
- Encourage and support continued improvements to bus and rail services including, where possible, increased capacity and improved facilities for passengers at railway stations and bus stops.

Any development proposal outside of Settlement Development Boundaries that would jeopardise the delivery of these transport projects will be refused.

Improving the Telecommunications Network

3.12 In recent years, major improvements in computer and mobile phone technology and the growing use of the internet have radically changed the way business is carried out and how many people choose to shop, learn and socialise. Between now and 2021, this technology will become essential for businesses and a fundamental part of everyday life. In the future, it will make geographic location less of a consideration for some types of businesses and, for areas like Tendring, where geography has proven to be a disadvantage in attracting certain kinds of business in the past, embracing the digital revolution is arguably one of the most positive things the district can do to make the area a more viable as a place to do business, either within offices, shops, factories and warehouses, or even in people's own homes.

3.13 Ensuring Tendring's communications network achieves wide coverage and is fast and reliable is critical to achieving growth of the local economy by helping existing businesses expand and new businesses to establish whilst improving access for our residents to online shopping, services and information. The Council will continue to work with its partners, telecommunication providers and local businesses to ensure as many parts of the district as possible have access to the internet (particularly super-fast broadband and wireless hubs) and 4G mobile coverage and to encourage the use of this technology, not only for business but also the provision of Council and other public services, information and educational resources.

3.14 The Council will also work with developers of new housing, commercial premises and community facilities to ensure that they are well connected to the telecommunications network so that future occupiers have the opportunity for home-working, accessing information and services and running modern effective businesses. Increasingly the presence of (or lack of) high-speed broadband connections will have an impact the sale or rental value of property, so it is prudent for developers to ensure that necessary network connections are incorporated into new development proposals.

POLICY PRO2: IMPROVING THE TELECOMMUNICATIONS NETWORK

The Council will work with the telecommunications industry to maximise access to super-fast broadband, wireless hubs and mobile technology for all residents and businesses the Tendring District, assisting them in delivering their investment plans and securing funding to address any infrastructure deficiencies or barriers.

Proposals for new telecommunications infrastructure will be approved where they utilise existing masts, buildings and other structures and where the applicant can demonstrate that:

- a) they will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
- b) the possibility of other planned development in the area interfering with broadcast and telecommunications has been considered and addressed.

Proposals for new masts, buildings or other structures associated with the communications network will only be permitted where the applicant, in addition to meeting criteria a) and b) above, can demonstrate that:

- c) they cannot, for genuine practical or economic reasons, be incorporated into or onto existing masts, buildings and other structures; and
- d) they will be sympathetically designed and camouflaged, having regard to other policies in this Local Plan, particularly Policy SD9: 'Design of New Development'.

Where new telecommunications infrastructure needs to be installed in Conservation Areas or other sensitive areas, the Council will assist by advising applicants on how best to minimise visual impacts.

On sites specifically allocated for development in this Local Plan, all new properties (residential and non-residential) must be served by a super-fast broadband (fibre optic) connection which must be installed on an open access basis and which will need to be directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading.

Elsewhere, the Council will expect all new properties to also achieve this standard of connection unless the applicant can demonstrate, through consultation with British Telecom, that this would not be possible, practical or economically viable - in which case the Council may utilise Community Infrastructure Levy (CIL) or seek an equivalent developer contribution, toward off-site works that would enable those properties access to super-fast broadband, either via fibre-optic cable or wireless technology, in the future.

Development that would cause interference to the broadcast and telecommunications network will not be permitted unless the applicant can demonstrate how this will be mitigated, at the developer's cost.

Improving Education and Skills

3.15 Alongside transport and communications, the skills base of the district's residents is another factor that is critical to economic growth and future prosperity. The number of young people who reach adulthood with few, or no, qualifications or skills is a real concern for the Council because it can lead to unemployment and other social problems which could have the affect of discouraging business investment. The Council will therefore continue to work in partnership with local schools, colleges and Essex County Council as the Local Education Authority to ensure that the educational needs of Tendring's growing population are met and that all Tendring's youngsters have the opportunity to realise their full potential.

3.16 Apart from ensuring that the planned growth in housing development is supported by investment in either building new or creating capacity in our primary and secondary schools through the planning system, the Council is very conscious that the environment in which young people are brought up will have a major bearing on their aspirations for the future and their willingness to work hard and achieve a good education. The proposals in this plan to deliver high-quality aspirational housing, embrace the digital revolution, improve transport and create jobs all form part of an overall strategy which, over time, will improve the educational and employment prospects of future generations.

3.17 Alongside primary and secondary education, the Council supports investment in sixth-form, adult education and training centre facilities and the planned growth of Essex University, which is close to the Tendring border with Colchester. In addition, the emergence of digital technology and renewable energy technology is expected to yield significant job opportunities in the coming years, so the Council will work with education providers and the industries involved to set up vocational training courses and will support appropriate proposals for dedicated training facilities.

3.18 Existing educational facilities will be protected from potential loss through the Community Facilities Policy PEO18 in Chapter 4 of this Local Plan and support will be given to proposals that will result in improved facilities, including proposals to expand existing facilities or create new facilities. Given the importance of education to the future prosperity of our district and the limited public funding available to deliver necessary improvements, the Council will also consider proposals for the redevelopment of existing

educational facilities or ancillary land for housing or other appropriate uses where that development will fund the delivery of new and/or improved facilities within a reasonable proximity to the original facility. The Council may consider using legal agreements to ensure that the new or improved facilities are delivered alongside any redevelopment proposal.

3.19 Alongside the development and improvement of educational facilities, the Council is keen that any development projects provide employment and training prospects for local people. To do this, the Council will require applicants for residential and non-residential development to sign an Employment and Skills Charter/Local Labour Agreement which would require developers to recruit and train Tendring residents as an integral part of the construction process, as well as for longer term opportunities (including apprenticeships) resulting from the operation of the development. Developers will also be required to work with small and medium size use planning conditions (or legal agreements) to ensure that, as far as is possible and practical, local people are employed.

POLICY PRO3: IMPROVING EDUCATION AND SKILLS

To improve education and employment prospects for Tendring's residents, the Council will work with its partners to deliver new and improved facilities for primary, secondary, further and higher education. The Council will support proposals that will result in new, expanded or improved education facilities and facilities for vocational training.

Planning permission will not be granted for new residential development unless the individual or cumulative impacts of development on education provision can be addressed, at the developer's cost, either on-site or through financial contributions (potentially through Community Infrastructure Levy) towards off-site improvements. Essex County Council as the local education authority will be a key consultee in this regard. Where appropriate, the Council will also consider the use of legal agreements to secure any necessary improvements in education provision arising as a result of development.

Proposals involving the redevelopment of educational facilities for alternative uses will be considered against Policy PEO18 of this Local Plan.

In granting planning permission for residential and non-residential developments, the Council will use Employment and Skills Charters/Local Labour Agreements to ensure that, as far as is possible and practicable, local contractors are employed to implement the development and that any temporary employment vacancies (including apprenticeships) are advertised through agreed channels.

Priority Areas for Regeneration

3.20 There are certain areas within our district where the quality of life, the economy and the physical environment need to be improved for the benefit of both existing and future residents and to make the district a better place to work in and visit. The Council has identified five individual 'Priority Areas for Regeneration' and Policy PRO4 below explains how the Council intends to bring about positive change in these areas. More details about individual projects and development proposals each of these areas can be found in the relevant 'Area Chapters 6, 7 and 8' in this Local Plan.

POLICY PRO4: PRIORITY AREAS FOR REGENERATION

The following areas within the Tendring District are identified on the relevant Policies Map Insets as 'Priority Areas for Regeneration':

- Clacton Town Centre and Seafront;
- Brooklands, Grasslands and 'the Village' area of Jaywick;
- Harwich Old Town;
- Dovercourt Town Centre and Adjoining Areas; and
- Walton-on-the-Naze.

These areas will be the focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety and accessibility.

Within these areas the Council will:

- Work with its partners to deliver key development projects as set out, in detail, in Chapters 6, 7 and 8 in this Local Plan;
- Support development and a mix of appropriate uses that reinforces and/or enhances the function, character and appearance of the area and contributes towards its regeneration and renewal; and
- Refuse planning permission for development that would have an adverse impact on the revitalisation of the area.

Town, District, Village and Neighbourhood Centres

3.21 Our town, district, village and neighbourhood centres provide a significant proportion of the district's local employment and business activity and offer a range of services, facilities and activities that meet the needs of both local residents and people that visit the area. These centres lie at the heart of our communities and are often the historic core of our towns, villages and neighbourhoods and the home to many attractive and historic spaces, buildings and other features.

3.22 The Council wants to promote the vitality and viability of these centres but accepts that they need to move with the times to remain a focus for economic activity and community life in a changing economy as we look to the future. The recent economic downturn has hit town centres hard and the nature of retail is changing with the emergence of on-line shopping and the popularity and convenience of large superstores. Therefore our centres will need to change too by becoming more diverse in their offer; embracing more leisure-based activities such as eating and drinking; promoting the evening economy; utilising the internet as a promotional tool rather than seeing it as a threat to business; providing safe and attractive environments that people are more inclined to visit through choice rather than convenience; and being easily accessible by a range of transport types. The Council and local businesses both have an important role to play in bring about this change.

3.23 The National Planning Policy Framework requires Local Plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes and, within those areas, identify what uses will be permitted in different streets and allocate a range of suitable sites to deliver a range of retail, leisure, commercial, office, tourism, cultural, community and residential development where they are needed. Policy PRO5 below sets out the hierarchy of centres within our district. These centres vary in size, function and character and development proposals will be expected to relate to the centre within which it is located in terms of scale.

3.24 The extent of each centre is defined on the relevant Policies Map Insets. These boundaries have been carefully defined to ensure the continued protection and promotion of existing activities, allow for any specific planned developments that are expected to take place within the plan-period and incorporate flexibility in particular areas to allow for possible increases in demand for goods and services that might arise, for example, as a result of local housing growth. Policies for development in specific centres are included in the relevant Area Chapters in this Local Plan.

3.25 Within the defined centres, the Council will seek to secure a mix of 'town centre' uses within including retail, leisure, commercial, office, tourism, cultural and community facilities. The Council will resist development that could harm the overall vitality and viability of any centre, particularly proposals for residential development that would lead to the permanent loss of ground-floor commercial premises.

3.26 Developments within defined centres should have 'active' street frontages such as shop windows at ground-floor level which add interest, life and vitality to the public realm. This includes doors and windows avoiding blank walls; narrow frontage buildings; well articulated facades (e.g. with bays and entrance

porches/canopies); and easily visible internal uses, which may have scope to spill onto the street, subject to public safety and appropriate licensing.

3.27 As well as the defined centres listed in Policy PRO5, the district also contains a number of large modern retail parks or stand-alone supermarkets/retail outlets that are located in out-of-town centre (or edge-of-town centre) locations that often fulfil a need for bulky-goods retail that cannot be accommodated in town centres. The thrust of national planning policy is to avoid developments of this nature in the future unless it can be demonstrated that they will bring positive economic growth and not impact negatively on the vitality or viability of nearby centres. However, these existing retail parks will be shown as 'employment land' on the Policies Map insets and protected, through Policy PRO14, against redevelopment for non-employment uses (particularly housing) in recognition of the local employment they provide.

POLICY PRO5: TOWN, DISTRICT, VILLAGE AND NEIGHBOURHOOD CENTRES

The Council will work with its partners, including local businesses, to promote economic growth and protect and enhance the vitality and viability of the following town, district and village centres along with existing and proposed neighbourhood centres (the boundaries of which are defined on the relevant Policies Map Insets):

Major Town Centre

- Clacton Town Centre

Town Centres

- Dovercourt Town Centre
- Harwich Old Town
- Walton-on-the-Naze Town Centre
- Frinton-on-Sea Town Centre, (Connaught Avenue)
- Brightlingsea Town Centre
- Manningtree Town Centre

District Centres

- Old Road, Clacton
- Great Clacton
- The Triangle, Frinton-on-Sea
- Frinton Road, Holland-on-Sea

Village Centres

- Alresford Village Centre
- Elmstead market Village Centre
- Great Bentley Village Centre
- Little Clacton Village Centre
- St. Osyth Village Centre
- Thorpe-le-Soken Village Centre

Existing and Proposed Neighbourhood Centres

- Cambridge Road, Clacton
- Broadway, Jaywick
- Bluehouse Avenue, Clacton
- Bockings Elm, Clacton
- Coopers Lane, Clacton
- Coppins Road, Clacton
- Burrs Road, Clacton
- Junction of Tamarisk Way/Broadway, Jaywick
- Woodland Close, Clacton
- Upper Frinton Road, Holland-on-Sea
- Harwich Old Town
- Upper Dovercourt
- Gravel Hill Way, Harwich
- Thorpe Road, Kirby Cross

These centres will be the focus for 'town centre uses' which include retail, leisure, commercial, office, tourism and cultural development and community facilities. The Council will promote a mix of appropriate town centre uses within these defined centres with 'active street frontages' at ground floor level. Proposals must be properly related in their scale and nature having regard to the above hierarchy.

Within these defined centres, the development of (or change of use to) residential use at ground floor level will only be permitted where it either lies to the rear of a 'town centre use' with an active street frontage and would not jeopardise the continued operation of economic viability of that town centre use, or involves the

replacement of a building that already has 100% residential use at ground floor level.

Within the district's major town centres and town centres, 'primary shopping areas' policies will apply alongside this policy to enable the Council to manage the type of town centre uses within different parts of those centres with varying levels of flexibility having regard to the specific physical and economic characteristics of different centres.

Policies relating to primary shopping areas, the primary and secondary frontages within those areas and any specific development proposals in defined centres are set out in the relevant 'Area Chapters' of this Local Plan and should be considered alongside the requirements of this policy.

Retail, Leisure and Office Development

3.28 The National Planning Policy Framework advocates a 'sequential approach' to proposals for retail, leisure and office development to ensure these uses are directed toward defined town, district, village or neighbourhood centres as a priority in order to support the vitality and viability of those centres rather than divert economic activity away from them. Policy PRO6 below elaborates on the national policy to set out the exceptional circumstances in which retail, leisure or office development might be permitted outside of defined centre.

3.29 For the purposes of this policy, an 'edge of centre' location means:

- for retail development, a site within 300 metres of a 'primary shopping area' with good pedestrian connections to that primary shopping area;
- for office development, a site within 500 metres of a railway station;
- for other town centre uses, a site within 300 metres of a defined town, district, village or neighbourhood centre.

3.30 An 'out of centre' location means a site that is not within a defined town, district, village or neighbourhood centre and not an edge of centre location, but that does fall within the Settlement Development Boundary of the settlement in question.

3.31 In exceptional cases where the Council agrees that retail, leisure or office development outside of a defined centre could be justified, applications may need to be accompanied by an 'impact statement' which, in accordance with the National Planning Policy Framework, must include an assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and train in the defined centres and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised within five years, the impact should also be assessed up to ten years from the time the application is made.

POLICY PRO6: RETAIL, LEISURE AND OFFICE DEVELOPMENT

Proposals for retail, leisure or office development (including conversions and changes of use) will be permitted within defined town, district, village and neighbourhood centres (as set out in Policy PR6) subject to meeting the requirements of any specific policies affecting those defined centres, as set out in the Area Chapters of this Local Plan.

Proposals for retail, leisure or office development (including conversions and changes of use) outside of the defined centres will only be permitted in the following circumstances:

- a) the development has an internal floor area less than 250 square metres;
- b) the site is specifically allocated for that use in this Local Plan;
- c) the site is allocated for mixed-use development in this Local Plan where retail, leisure or offices of the scale proposed are part of the expected mix;
- d) the proposed retail, leisure or office use is ancillary to an established or proposed business that is predominantly within use classes B1, B2 or B8 and would be physically attached to, or incorporated within, the existing business premises;
- e) the applicant can demonstrate that there are practical or operational reasons why the development cannot take place within a defined centre and that the proposed location is the only viable option; or
- f) the applicant can demonstrate that, for the settlement in question, there are no suitable or available sites or premises within any of its defined centres to accommodate the proposed development. In applying criterion f):
 - i. the Council will firstly expect the applicant to demonstrate that the floor area of the proposed development cannot be reduced in size and therefore able to be accommodated on or in any suitable and available sites or premises within a defined centre;
 - ii. if the Council accepts that a reduction in floor area is either not practical or appropriate, or would still not result in suitable or available sites or premises being identified within a defined centre, the Council will consider development utilising a site or premises in an 'edge of centre' location;
 - iii. if the applicant is able to demonstrate that neither suitable or available sites or premises within a defined centre or edge of centre location can be identified for the retail, leisure or office use proposed (always looking to reduce floor areas where practical to use such sites or premises), the Council will consider an out-of-centre location.

Any application for retail, leisure and office development that meets the requirements of criteria f) above with a internal floor area of 2,500 square metres or more must be accompanied by an 'impact statement' containing information that will enable the Council to assess the potential impact of the development on investment either under way or proposed for defined centres, or their vitality and viability. Where an application fails to satisfy i. to iii. above, or is likely to have a significant adverse impact on such investments or vitality or viability, planning permission will be refused.

Tourism

3.32 Tourism is worth more than £276 million to Tendring. Around 16% of our district's jobs are related in some way to tourism, whether that be directly in hotels, caravan and chalet parks and tourist attractions or indirectly in shops, cafés and restaurants. The Council's Employment Study suggests that a significant proportion of new jobs in our district could come from tourism if the right action is taken by providing an appropriate range of tourist attractions and holiday accommodation. With that in mind, the Council's Tourism Strategy identifies the following four core objectives to develop tourism in Tendring:

- Increase the amount of money visitors spend in Tendring;
- Extend the length of time visitors stay in the District;
- Attract higher spending visitors; and
- Improve the perception of Tendring as a tourism destination.

3.33 To achieve these objectives, the Tourism Strategy sets out five priorities for action:

Priority 1: Marketing, PR and E-tourism – working with businesses to make the best use of marketing and advertising, the internet, tourist information points and possible events and exhibitions to attract visitors.

Priority 2: Thematic Product Development – building on the strengths of our district to develop a series of ‘themed products’ such as history and heritage; food and drink; family fun; countryside and nature; and myths and folklore.

Priority 3: Visitor Economy and Experience – developing new and exciting products that will appeal to existing and new visitor markets including marinas, heritage attractions, up-market hotel and self-catering accommodation and interactive visitor facilities; along with improved public spaces and lighting.

Priority 4: Responsible Tourism – making positive use of Tendring’s unique environmental assets like its countryside, coast and wildlife areas to promote activities like walking, cycling, sailing and bird watching.

Priority 5: Business Support and Community Engagement – working in partnership with businesses and other organisations to deliver projects to support growth in Tendring’s tourism industry.

3.34 The Local Plan has an important role to play in facilitating the kinds of development that will contribute positively toward economic growth in the tourism sector so Policy PRO7 below sets out the Council’s approach to the development of tourism and visitor attractions in line with Priorities 3 and 4 above. This policy will apply alongside site-specific proposals for leisure and tourism-related development as set out in the Area Chapters 6 to 12 in this Local Plan.

Whilst the Council is keen to promote the area as a tourist destination by making best use of its assets, it is important to ensure that such assets are not exploited and potentially harmed or lost altogether. The relevant policies in this Local Plan will help to ensure that growth in the tourism industry in Tendring is carried out in a sustainable manner that respects the wider environment and protects it for future generations to enjoy.

3.35 Another important aspect of promoting Tendring’s tourism economy will be to ensure that the district offers a range of visitor accommodation of different types and in different locations that will appeal to different people’s tastes, budgets and interests. Because the nature of tourism has changed so much over the last fifty or so years, the district cannot rely purely on the provision of traditional holiday accommodation provided at seaside holiday parks, hotels, guesthouses and bed & breakfasts. Increasingly people will visit Tendring for short weekend breaks, to visit friends and family, to attend weddings and other family functions or even for business purposes. Policies PRO7 to PRO10 set out the Council’s approach to the creation, improvement and potential loss of different types of visitor accommodation.

POLICY PRO7: TOURISM

To attract visitors to the Tendring District and support economic growth in tourism, the Council will support proposals for:

- new and improved attractions and leisure activities at the district’s pleasure piers, amusement parks and holiday parks;
- a major new tourist attraction with good access to the A133 or A120;
- marinas, boat harbours, yacht havens and other facilities associated with boating and sailing;
- educational field centres or facilities associated with renewable energy, nature conservation, heritage, coastal protection, maritime activities and/or the enjoyment of the countryside and coast;
- conference facilities for business and educational purposes or to be used for functions such as weddings and other celebratory events;

- the provision of leisure and tourism facilities as part of farm diversification schemes;
- high quality restaurants, cafes and other appropriate commercial outlets on the seafront within the district's coastal towns; and
- outdoor recreational activities that would strengthen the function and the protection of the district's Strategic Green Gaps (see Policy SD6).

To maintain and deliver a range of accommodation that meet a the varying needs, demands and expectations of potential visitors to the Tendring District, proposals that involve the creation, improvement or potential loss of visitor accommodation will be judged against policies PRO8, 9 and 10 below.

Hotels and Guesthouses

3.36 Hotels and guesthouses provide accommodation to visitors who come to the area for a variety of reasons including holidays, weekend trips, business, visiting friends and family or attending family events or other functions. Over thirty years there had been a steady decline in the number of hotels and guesthouses in the district, many of which were either converted or redeveloped for residential use or care. However to bring about growth in the district's tourism economy, a diverse range of visitor accommodation is essential and Policy PRO8 below sets out the Council's approach to protecting hotels and guesthouses from being lost to alternative uses and supporting the provision of new and improved facilities.

POLICY PRO8: HOTELS AND GUESTHOUSES

The Council will support proposals for:

- new hotels and guesthouses within defined centres (as listed in Policy PRO5), priority areas for regeneration (Policy PRO4), along the seafront within the district's coastal towns or on allocated mixed-use development sites where such accommodation is proposed as part of the mix of uses;
- visitor accommodation to be provided in the upper floors of public houses, at residential health and beauty facilities, educational field centres and function/conference venues; and
- proposals to improve guest facilities or increase the number of rooms at existing hotels and guesthouses.

Within defined centres (as listed in Policy PRO5), priority areas for regeneration (Policy PRO4) and along the seafront within the district's coastal towns, the Council will refuse proposals for the change of use or redevelopment of existing hotels and guesthouses to alternative uses, either in part or in whole. Outside of these areas, the change of use or redevelopment of existing hotels and guesthouses to alternative uses will only be permitted if the applicant can demonstrate that the current use is no longer economically viable.

Holiday Parks

3.37 Holiday Parks play a very important role in the district's tourism economy but in promoting a diverse range of visitor accommodation, the Council recognises that trends are changing along with the aspirations and demands of caravan and chalet owners.

3.38 The Council has reviewed the district's stock of holiday parks and has identified a number of 'safeguarded sites' on the Policies Map and Policies Map Insets that play a significant role in supporting the local tourism economy and that will therefore be protected from redevelopment for alternative uses. Not all of the district's parks are shown as safeguarded sites because the Council recognises that changing economic conditions and tourism trends could have a negative effect on some of the smaller sites being able to remain

viable and, in some cases (such as the Martello Site in Walton-on-the-Naze), redevelopment for an alternative use might be more beneficial to the local economy.

3.39 One trend that is having a significant impact on some of the district's caravan parks is that modern static caravans are becoming increasingly large, luxurious and technologically advanced. The modern caravan owner also demands better standards of layout and spaciousness. Many of the district's safeguarded and other existing sites either have pitches that are too small to sensibly accommodate these modern caravans or layouts that are too dense to take the larger vans and achieve reasonable areas of space between them. For this reason, the Council will support proposals for both safeguarded and any other existing sites to extend onto adjoining undeveloped land outside of defined Settlement Development Boundaries as long as it ensures that the overall layout, amenity, appearance and quality of accommodation will be improved for the entire site (both the existing site and the area proposed for expansion) as part of a comprehensive programme. The Council will have regard to other policies in the Local Plan to ensure the impacts of development are minimised and/or mitigated and may use planning conditions or legal agreements to ensure that the extension of a site is carried out alongside comprehensive improvements to the overall site layout.

3.40 Because Tendring is already home to a high number of static caravan parks and the Council is anxious to promote a diverse range of visitor accommodation, the Council will not support any proposals to establish new static caravan parks in the district, other than in the circumstances of relocating existing sites away from flood risk areas, explained above. The Council will however support proposals for new high quality holiday villages comprising well designed timber chalets set on plinths and with pitched roofs, located preferably in a predominantly wooded and undulating landscape setting with water features with high quality leisure facilities and activities. 'Centerparcs' at Elveden Forest in Suffolk provides a good indication of the type of facility and the level of quality that the Council wants to establish in Tendring.

3.41 The holiday occupation period in Tendring covers 10½ months of the year because the accommodation is often unsuitable for permanent occupation, and the loss of holiday accommodation to permanent residential use displaces accommodation intended for tourism use, which has a knock-on effect on the district's economy. Additionally, most of the district's holiday accommodation is located in areas that are vulnerable to flooding and that often lack the necessary and appropriate infrastructure and services for longer occupation. The Council will use legal agreements to ensure that the occupation of tourist accommodation is restricted a certain period of time within any one year as set out in the policy below.

POLICY PRO9: HOLIDAY PARKS

Some of the district's holiday parks are shown as 'safeguarded sites' on the Policies Map and Policies Map Insets. These sites will be protected against redevelopment for alternative uses either in part or in whole.

On 'other sites' that are operating as holiday parks but are not specifically shown as safeguarded sites or allocated for an alternative use, proposals for redevelopment will only be considered favourably if the applicant can demonstrate that the current use is no longer economically viable or that the economic benefits of the proposed development would outweigh the loss of the existing operation, having regard to other policies in this Local Plan.

Subject to consideration against other policies in this Local Plan, the Council will support proposals for:

- the extension of safeguarded sites or other existing sites onto adjoining land provided that the development would result in improvements to the overall layout, amenity, appearance and quality of accommodation over the whole site;
- improvements to the range and quality of attractions and facilities at safeguarded sites and other sites; and
- proposals for new holiday parks that comprise well designed timber chalets set on plinths with pitched roofs, ideally located within a wooded or undulating landscape setting that incorporates water features and indoor and outdoor leisure facilities that would be appropriate in a countryside location.

The Council will refuse proposals for new static caravan parks, unless they are being specifically created for the relocation of an existing site away from flood risk areas.

To ensure that caravans and chalets are not used as residential dwellings, their occupation will only be permitted between 1st March in any one year and 14th January in the subsequent year (inclusive). Occupancy will be further restricted to the period 1st March to 31st October in any one year where the site:

- i. lacks the necessary and appropriate infrastructure and services for longer occupation; or
- ii. is located in an area of flood risk, or in the vicinity of a site designated for nature conservation.

Camping and Caravanning

3.42 Although the Tendring District has a lot of static caravan sites, there is limited provision of sites for camping and touring caravans. Supporting the establishment of new camping and caravanning sites and encouraging the provision of camping and caravanning pitches at existing holiday parks will help to diversify the range of accommodation available to visitors to the area which, in turn, will support growth in the economy.

POLICY PRO10: CAMPING AND CARAVANNING

The Council will support proposals for:

- new camping or touring caravan parks;
- extensions to existing camping and touring caravan parks onto adjoining land provided that the land is outside the flood risk areas; and
- the extension of safeguarded holiday parks (as shown on the Policies Map and Policies Map Insets) or non-safeguarded sites onto adjoining to provide pitches for camping and touring caravans land provided that they fall outside the flood risk zones.

The provision of such facilities must be accompanied, as a minimum, by electricity pick-up points for each caravan pitch, facilities for drinking water, toilets, showers, washing facilities and waste water. The Council will support for on-site recreational facilities subject to the requirements of other policies in this Local Plan.

To ensure that tents and touring caravans are not used as residential dwellings, the occupation of camping and caravan sites (including facilities provided as part of the accommodation on holiday villages, caravan or chalet parks) will only be permitted between 1st March in any one year and 14th January in the subsequent year (inclusive). Occupancy will be further restricted to the period 1st March to 31st October in any one year where the site:

- i. lacks the necessary and appropriate infrastructure and services for longer occupation; or
- ii. is located in an area of flood risk, or in the vicinity of a site designated for nature conservation.

Harwich International Port

3.43 The Tendring District is the home to a number of ports, the largest and most significant of which is Harwich International which operates ferry services between Harwich and the Hook of Holland and Esjberg, cruise ships and facilities for the transportation of container freight. In 2006, a planning application by Hutchinson Ports (UK) Ltd for Container Port at Bathside Bay was granted a 10-year planning permission; subsequent applications to extend the time period of the planning permission were granted in 2011.

3.44 The scheme includes a deep water quayside between Parkeston and the old town of Harwich capable of handling up to four deep-sea container vessels simultaneously along with an associated rail terminal and logistics facilities. The development will involve the reclamation of approximately 72 hectares of inter-tidal land and will create around 700 jobs directly associated with the port with an additional 1,000 jobs resulting from growth in businesses, industry, warehousing and other support services. The development is conditional on the upgrading, at the developers expense, of the A120 between Hare Green and Ramsey to accommodate the additional freight traffic, junction improvements at the Crown Interchange in Ardleigh, and the provision of a compensatory wildlife habitat at Hamford Water to mitigate the environmental impact of the development.

3.45 The Council fully supports the proposal but, due to a number of economic factors, does not realistically expect the development to commence until at least the end of the Local Plan period in 2021. For this plan period therefore, the Council will aim to ensure that port expansion in the longer-term is not jeopardised by planning decisions in the shorter-term, and will work closely with Hutchinson Ports, the Highways Agency and other relevant partners to investigate possible ways of facilitating the development as early as possible for the benefit of the Tendring economy.

3.46 Even without the development at Bathside Bay, Harwich International Port is still playing an important role in the local and national economy and the Council will support port-related development to ensure that continues to be the case. Recently the port has played a key role in operations related to research, development and innovation as well as the manufacture, assembly, transportation, maintenance and servicing of off-shore wind-farm developments in the North Sea. Because the renewable energy sector could play an important role in the Tendring economy, the Council will work with the port company and the renewable energy industry to investigate any opportunities to support further activity in this sector and create skilled jobs in the Harwich area.

POLICY PRO11: HARWICH INTERNATIONAL PORT

Land at Harwich International Port, as shown on the relevant Policies Map Inset, is safeguarded for port use where the Council will support proposals for the upgrading of facilities necessary for the continued successful operation of the port and refuse proposals for development in any part of the district that would jeopardise its continued operation.

Bathside Bay, to the east of Harwich International Port, also shown on the relevant Policies Map Inset, is allocated for the major expansion of existing container port facilities. The development is expected to take place after 2021 but during this period the Council will work with the owners of Harwich International Port, the Highways Agency and other relevant partners to investigate ways of facilitating the an early start to the development and refuse proposals for development in any part of the district that would jeopardise the development.

The proposed port expansion at Bathside Bay has been granted planning permission by the Secretary of State in recognition of its overriding economic benefits to the national economy, despite its status as site of international importance for nature conservation. Whilst Bathside Bay remains undeveloped, its importance for nature conservation will continue be recognised through Policy PLA4 in Chapter 5 of this Local Plan and protected in line with the relevant International, European and English law.

Freight Transport and the Movement of Goods

3.47 If our district is to develop as a dynamic economy, it is important that there is provision for the efficient movement of goods by both road and rail and opportunities to move goods in and out of the district by sea are maximised. The Council will work with its partners, including the freight industry, to safeguard, maintain and improve the district's freight network whilst also ensuring any impacts are minimised. For larger scale movement of freight and goods, for example to and from the port of Harwich, it is important to consider the potential to maximise transporting of goods by rail. Any development likely to generate significant freight or good movements should be located close to suitable highway routes and must keep any impacts to a minimum whilst also complying with other policies set out in this Local Plan and national planning policy.

3.48 The National Planning Policy Framework requires local authorities to work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas.

3.49 Some landowners have indicated an interest in providing land to build major logistics facilities along the A120 to support the increased freight movement that is expected following the expansion of Harwich International Port at Bathside Bay. With economic conditions suggesting that the Bathside Bay development is unlikely to take place until after 2021, there is unlikely to be any justification for such a development within this plan period.

3.50 Policy PRO13 explains how proposals for freight transport, distribution and logistics facilities will be considered by the Council and how we will work with Essex County Council, the Highways Agency and other partner organisations to maximise the transport of goods by rail, minimise the impact of freight traffic and identify the most suitable routes.

POLICY PRO12: FREIGHT TRANSPORT AND THE MOVEMENT OF GOODS

Proposals for new freight, distribution and logistics facilities likely to generate significant goods movements will be considered on their individual merits having considered the following locational options:

1. As a priority, the Council will seek to direct such developments to allocated or safeguarded 'employment sites' (see Policy PRO14);
2. Where it can be demonstrated that allocated or safeguarded employment sites are not available, suitable or viable for the development proposed, sites outside of Settlement Development Boundaries where there is (or the potential exists to create) good access onto the railway network, for freight purposes, will be considered;
3. Where it can be demonstrated that sites in criteria 1 or 2 above are not available, suitable or viable for the development proposed, sites outside of Settlement Development Boundaries with good access to the A120 will be considered.

Proposals for such a development in locations that meet none of the above criteria will not be acceptable.

In assessing proposals, the Council will have particular regard to the following factors alongside other planning policy requirements:

- The evidenced need for the development and its scale;
- The potential impact of 24-hour operations on the amenities of residential communities;
- The need to minimise overall fuel consumption and CO₂ emissions resulting from lorry movements and the transportation of workers to the facility;
- The need to minimise the visual impact of the development within the landscape;
- The operational/catchment area of the facility;
- The advice of Essex County Council as the Highway Authority and the Highways Agency; and
- The possible implications for proposed improvements to the A120 and A133 proposed in Policy PRO1.

If the Council exceptionally permits such a facility in criteria 2 or 3 above, it will consider the removal of permitted development rights to prevent the use of the premises for class B1 or B2 activities without the need to obtain planning permission.

The Renewable Energy Industry

3.51 In recent years there has been a significant increase in the development and use of renewable energy which has created opportunities for new jobs and training in this field. Wherever possible, the Council will seek to maximise opportunities to encourage businesses in the renewable sector to invest in the district and make best use of its coastal location and proximity to the wind farm developments taking place off the Tendring coast. In particular, the Council recognises the potential role Harwich could play in the growth of offshore wind farm development.

3.52 Proposals for on-shore wind farms and other renewable energy installations will be considered against the relevant policies in Chapter 5 and other relevant policies in this Local Plan.

POLICY PRO13: THE RENEWABLE ENERGY INDUSTRY

To bring about growth in the renewable energy industry, the Council will support proposals for:

- facilities at Harwich International Port and other ports in the district associated with the manufacture, assembly, transportation and maintenance of off-shore wind farms;
- proposals for educational and training facilities aimed at improving awareness of climate change and renewable technology and bringing necessary skills to the Tendring workforce to support this industry; and
- industrial premises for companies associated with the renewable energy industry.

Employment Sites

3.53 One of the Council's objectives for creating new jobs is to maintain a flexible supply of suitable employment land in the right places to attract inward investment in the industrial, storage and distribution sectors and to provide appropriate locations for existing businesses to expand or relocate. The district contains a number of 'employment sites' of varying size and character that provide valuable local employment in industry, warehousing and other businesses.

3.54 The Council will protect these sites for development within use classes B1(b): Research and Development, B1(c): Light Industry, B2: General Industry and B8: Storage or Distribution and resist proposals to redevelop these sites for non-employment related uses, particularly housing. These sites are shown on the Policies Map and Policies Map Insets and, where employment uses are expected to form part of major mixed-use developments, on certain inset diagrams contained within Area Chapters 6 to 12. Some of the new employment site allocations are also the subject of specific policies in these Area Chapters.

3.55 Whilst the above uses are the most appropriate for employment sites, the Council will consider alternative forms of employment-related development where they do not conflict with the requirements of other policies in this Local Plan. In such cases, applicants for development must demonstrate how the proposed use will either create new job opportunities or support existing ones.

3.56 The Council's Employment Study suggests that during the 10-year plan period only very limited growth in the demand for industrial and warehousing land is expected and, in some areas, there might actually be a decline. However, adopting a flexible approach enables the Council to secure inward investment in these sectors if economic conditions change or even allows companies to relocate to more suitable premises in order to expand. This Local Plan therefore identifies additional areas of land on the Policies Map and Policies Map Insets for the expansion of existing employment sites or creation of new sites. Land within these areas will also be promoted for B1(b & c), B2 and B8 use or other appropriate forms of employment and, as with existing established sites, will be protected against development for non-employment related uses.

3.57 Outside of the district's main established and allocated employment sites, there are also a number of smaller premises from which businesses in use classes B1(b & c), B2 and B8 operate that also provide valuable local employment. Although they are not specifically identified as employment sites in the Local Plan, the Council will protect them from a permanent loss to non-employment related use such as housing. However, the Council may exceptionally allow redevelopment for residential use if it can be demonstrated, to the Council's satisfaction, that the land or premises in question are no longer economically viable for B1 (b & c), B2, B8 or any alternative permanent employment use that might be permitted, or are inherently unsuitable for such uses, having considered the requirements of other policies in the Local Plan.

POLICY PRO14: EMPLOYMENT SITES

Employment sites, as identified on the Policies Map and Policies Map Insets, will be safeguarded and promoted for B1(b & c), B2 and B8 use in order to maintain a flexible supply of suitable employment land to attract inward investment in the industrial, storage and distribution sectors, provide appropriate locations for existing businesses to expand or relocate and safeguard local employment.

The change of use or redevelopment of land or buildings on these employment sites for purposes other than class B1(b & c), B2 or B8 uses (or their existing employment use) will not be permitted unless it can be demonstrated that the proposal would either create new permanent employment opportunities or support existing ones and would not conflict with any other policies contained in this Local Plan.

For sites or premises in B1 (b & c), B2 or B8 use (or last used for those purposes), but not specifically identified as an employment site in the Local Plan, the redevelopment or change of use to residential will only be permitted if the applicant can demonstrate, with evidence, that the site or premises are no longer economically viable; that they are inherently unsuitable for any form of alternative permanent employment use that might be permitted in accordance with the policies in this Local Plan; or that the employment activity will be relocated to one of the district's identified employment sites so it can expand.

The Rural Economy

3.58 Whilst the thrust of both local and national policy is to direct new jobs to existing built up areas and centres of employment it is recognised that the district's rural areas and open countryside also make an important contribution to the overall economy of the district and so the Council should seek to achieve sustainable economic growth of its rural economy. Agriculture, in particular, which generally requires a countryside location, remains a source of local employment and continues to play an important role in the local economy and so the Council will continue to support proposals for agricultural-related development (where permission is required) provided adverse impacts on the environment are kept to a minimum (see Chapter 13 of this Local Plan for more details).

3.59 It is also recognised that the district's rural areas and countryside are used for certain activities that need to take place in these areas, some of which can bring about positive outcomes for the rural economy and so the Council will support proposals for appropriate development in the countryside that would help strengthen the rural economy, subject to meeting other policies in this Local Plan and national planning policy (see Policy SD5 in Chapter 2 of this Local Plan which sets out the general requirements that must be satisfied when considering proposals for development in the countryside and more detailed policies in Chapter 13 of this Local Plan).

POLICY PRO15: THE RURAL ECONOMY

To support growth in the rural economy, the Council will grant planning permission for the following types of development in the countryside outside of defined Settlement Development Boundaries, subject to detailed consideration against other policy requirements in this Local Plan:

- conversion or re-use of rural buildings in the countryside to employment, leisure or tourism use (see Policy COU3);

- business and domestic equine related activities (see Policy COU4);
 - agricultural and essential workers dwellings (see Policy COU5); and
 - buildings that are essential to support agricultural, horticulture and forestry (see Policy COU6);
-

4 Planning for People

4.1 Planning for people is one of the key elements of delivering sustainable development. The National Planning Policy Framework encourages local Councils to bring about a significant increase in housing development to meet the needs of present and future generations and create a high quality built environment with accessible local services that reflect the community's needs and supports its health and well being.

4.2 From undertaking extensive consultation with residents and businesses within the Tendring District, it is clear that growth in housing development, whilst necessary to meet the needs and demands of a growing population, will only be supported in our district where it is complemented by growth in jobs; provides good quality, spacious and attractive homes that people can aspire to live in; addresses rather than compounds existing issues of deprivation and unemployment; utilises and improves local infrastructure; is supported by the necessary services and facilities; and minimises environmental impacts for existing communities. Ensuring housing development achieves all of the above is a fundamental theme of this Local Plan.

4.3 One of the government's main objectives, as set out in the National Planning Policy Framework, is to significantly increase the delivery of new housing to ensure that everyone will have the opportunity to live in high quality, well designed homes, in a community where they want to live. To achieve this objective, all Local Planning Authorities including Tendring District Council must plan for increased house building, looking to meet the full requirements for market and affordable housing as determined, by the Council, using local objectively-prepared assessments.

4.4 In determining the right level of future housing growth for Tendring over the 10 year plan period, the Council has carefully considered a number of factors including:

- The results of the latest demographic and household projections;
- The results of public consultation undertaken in 2009, 2010 and 2011;
- The state of the housing market and how it might change over 10 years;
- The need to balance growth in homes with growth in jobs;
- The availability of suitable sites for housing development;
- The number of sites that already have planning permission for housing development; and
- The number of long-term empty properties in the district.

4.5 Having considered all of these factors, the Council has determined that for the 10-year plan period between 1st April 2011 and 31st March 2021 a sensible, sustainable and achievable level of housing development will be approximately 4,000 new homes – an average of 400 new homes per year. This will be achieved by planning for a 6% increase in housing stock across all of the district's defined settlements (as listed in Policies SD2, SD3 and SD4 in Chapter 3 of this Local Plan).

4.6 4,000 new homes over 10 years is a level of growth that will make a meaningful contribution toward addressing future needs and supporting economic growth and it represents a similar rate of development to that achieved over the previous 10 years (2001-2011), when the housing market was, for the best part, strong. It is also a level of growth that can be achieved through a strategy of distributing growth fairly across all of the districts urban and rural settlements by seeking to achieve a consistent percentage increase in housing stock in each area.

Housing Supply

4.7 Between 1st April 2011 and 31st March 2012, effectively the first year of the 10-year plan period, Tendring's dwelling stock increased by 233 dwellings and on 1st April 2012, there were outstanding planning permissions for residential development across the district with the realistic potential to deliver 1,000 additional homes. This means that more than 1,200 of the 4,000 new homes proposed for the district have either already been built or been 'committed' through the grant of planning permission. This leaves approximately 2,800 homes to be delivered as a result of the policies and proposals in this Local Plan.

POLICY PEO1: HOUSING SUPPLY

The Council will work with the development industry and other partners to deliver a dwelling stock increase of approximately **4,000** dwellings (net) between 1st April 2011 and 31st March 2031. This will be achieved through an approximate 6% increase in the district's total housing stock delivered across all urban and rural settlements in the district and delivered from the following sources:

Net Dwelling Stock Change between 1 st April 2011 and 31 st March 2012.	233
New homes expected on sites with outstanding planning permission for residential development on 1 st April 2012 (commitments).	1,000
New homes expected on sites specifically allocated for residential or mixed use development in Urban Settlements (see Policy SD2).	2,200
New homes expected on sites specifically allocated for residential or mixed use development in Key Rural Service Centres (see Policy SD3).	300
New homes to be granted planning permission on sites within the Settlement Development Boundaries of Smaller Rural Settlements (see Policy SD4).	300
TOTAL Housing Stock change between 1st April 2011 and 31st March 2021.	4,033

Housing Trajectory

4.8 The National Planning Policy Framework requires that Local Plans include a 'housing trajectory' that illustrates the expected rate of housing delivery over the plan period. This trajectory is based on the findings of the Council's Strategic Housing Land Availability Assessment (SHLAA).

POLICY PEO2: HOUSING TRAJECTORY

In accordance with the National Planning Policy Framework, the Council will monitor the delivery of new housing on an annual basis against the 'Housing Trajectory' through updates to the Strategic Housing Land Availability Assessment (SHLAA). Housing growth will be measured over the financial year 1st April to 31st March.

The Council will seek to ensure that, in any one year, there is sufficient land available to deliver a minimum of the next 5-years worth of new housing plus 5%. The Council will also monitor the number of long-term empty properties in the district and investigate ways to bring these back into use to assist in addressing the demand for housing over the 10-year plan period.

The proposed net dwelling stock increase of 4,000 dwellings over the period 1st April 2011 to 31st March 2021 is anticipated to be delivered broadly in line with the following trajectory:

Year	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021
Anticipated dwelling stock increase	233	289	423	657	684	559	390	318	254	233

In monitoring housing growth over the 10-year plan period against the trajectory, the Council will consider on an annual basis whether there is any need to grant planning permission for additional residential or mixed-use development on non-allocated sites to make up for any shortfalls in housing delivery or whether there is a need to carry out a review of the Local Plan to allocate additional sites.

Housing Density

4.9 It is important that the density of housing development promotes a good quality of life for its residents, reflects accessibility to local services within the location, the need for appropriate levels of internal floor space and external private amenity space, the required mix of housing type and size and the character of development in the immediate area. For some sites that are specifically allocated for residential or mixed-use development in this Local Plan, policies within the relevant Area Chapters set out the acceptable density or range of densities that the Council will expect to see.

4.10 The Local Plan also identifies a number of 'Areas of Special Character' where the special residential character of the area could be eroded over time by higher-density development. Policies relating to these areas are also contained in the Area Chapters which set out acceptable density ranges for those areas. For areas that do not form part of an allocated site or a defined area of special character, the Council will judge proposals on their own merits taking the above factors into account and, in particular, the housing design standards set out in Policy PEO4.

POLICY PEO3: HOUSING DENSITY

New residential and mixed-use development (including conversions and changes of use) must achieve an appropriate housing density that has regard to the following factors:

- a) accessibility to local services;
- b) minimum internal floor area and private amenity space standards (set out in Policy PEO4);
- c) the required mix of housing (see Policy PEO7);
- d) the character of development in the immediate area; and
- e) on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and any community facilities).

For sites specifically allocated for residential or mixed-use development and sites falling within 'Areas of Special Character', policies contained within the Area Chapters of this Local Plan sometimes specify the dwelling density or range of densities that will be permitted. For sites not affected by either of these designations or policy requirements, proposals will be judged on their own merits having regard to all of the above factors or any density requirements set out in an approved Neighbourhood Plan.

Standards for New Housing

4.11 The Council's extensive public consultation with Tendring residents has identified that the design, quality and energy efficiency of new housing are of particular concern to local people. Therefore Policy PEO4 below sets out minimum expectations for design, quality and energy efficiency based on nationally recognised 'Lifetime Homes Standards' and the 'Code for Sustainable Homes' which are gradually being incorporated into mandatory building regulations; and the findings of recent research undertaken for the Greater London Authority (GLA) and the Commission for Architecture and the Built Environment (CABE) on space standards for new homes.

4.12 The concept of 'Lifetime Homes' was developed in the early 1990s by a group of housing experts, including Habinteg Housing Association and the Joseph Rowntree Foundation. The group was formed to investigate concerns over how inaccessible and inconvenient many homes were for large sections of the population. The principles of Lifetime Homes have supported the growing demand for choice, flexibility and independence among disabled people of all ages, as well as promoting high quality and thoughtful housing design for the general population.

4.13 Lifetime Homes are ordinary homes incorporating sixteen Design Criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life. Lifetime Homes are all about flexibility and adaptability; they are not 'special', but are thoughtfully designed to create and encourage better living environments for everyone. From raising small children to coping with illness or dealing with reduced mobility in later life, Lifetime Homes make the ups and downs of daily living easier to manage.

4.14 The Council fully supports the concept of Lifetime Homes and although the government is looking to make the Lifetime Homes Design Criteria a mandatory requirement of the national building regulations from 2013, the Council will expect all proposals for residential development in the Tendring District to apply these criteria in advance of them becoming mandatory. More guidance on these standards is available on the Lifetimes Homes website: www.lifetimehomes.org.uk.

4.15 Research carried out for the Greater London Authority in 2006 indicates that the levels of space in the home in England are generally lower than those found in other European countries and this is having a detrimental affect on living standards and psychological health. More recently, a 2009 report for CABE entitled 'Resident Satisfaction with Space in the Home' concluded that new housing does not consistently provide adequate space for residents to go about their everyday lives in comfort, including sufficient space for storing possessions and maintaining a tidy home and having enough room for families and guests to eat and socialise together. This research has resurrected calls to have minimum rooms dimensions like the famous 'Parker Morris' standards from 1961. This Council supports minimum internal floor space standards and Policy PEO4 sets out the Council's requirements for all types and tenure of residential accommodation, which are based on standards published by English Partnerships in 2007.

4.16 New residential development must also incorporate 'private amenity space' – effectively a back garden or balcony area directly accessible via residential dwellings and that is not overlooked by adjacent or opposite living rooms or outdoor seating areas. Private amenity space is important to provide privacy, open outlook, light and fresh air for safe recreation and storage. The degree of privacy and size of private outdoor amenity space will vary in relation to location and the type of accommodation so this Local Plan sets out the size standards that development will be expected to achieve. The requirements for private amenity space are in addition to the requirements for public open space set out in Policy PEO23. Policy PEO4 below also sets out car parking standards for housing which override the Essex County Council standards (although for non-residential development the Essex County Council standards will apply).

POLICY PEO4: STANDARDS FOR NEW HOUSING

All proposals for new residential development across all housing types and tenures (including conversions and changes of use) will be expected to meet the mandatory Lifetime Homes design criteria, the energy efficiency requirements of Policy SD10 and the following minimum space standards for internal floor areas, private amenity space and parking provision:

Dwelling Type	Total Internal Floor Area	Private Space	Amenity	Parking Spaces (no. spaces)
Aspirational Housing (Policy PEO8)	200sqm			
Family Housing (Policy PEO9)	96sqm	Private amenity space to be at least equal to the total internal floor area of the dwelling.		Driveway area equivalent to 1 parking space per bedroom in addition to any space provided in garages.
Houses and bungalows: <ul style="list-style-type: none"> • 2 bed (3 person) • 2 bed (4 person) • 3 bed • 4 bed 	66sqm 77sqm 96sqm 106sqm			
Flats Apartments and maisonettes: <ul style="list-style-type: none"> • 1 bed • 2 bed (3 person) • 2 bed (4 person) • 3 bed • 4 bed 	51sqm 66sqm 77sqm 93sqm 106sqm			
Bedsits and HMOs (see Policy PEO13)	The floor area of any one bedsit or any one tenancy unit plus the total area of shared rooms must be at least 51sqm.	Amenity space to be at least equal to the total internal floor area of the block of bedsits or tenancy units. This can comprise areas of communal space and individual gardens or balconies.		1 space per bedsit/tenancy unit.
Traveller accommodation (see Policy PEO15)	See room size standards in Appendix 2.	See requirements in Policy PEO15.		

The internal layout of all dwellings should additionally meet the guidance on individual room sizes set out in Appendix 2 of this Local Plan.

Proposals that involve the redevelopment, change of use or subdivision of existing residential accommodation will all be required to ensure that the above minimum standards are maintained for both new and existing properties. Off-street car parking spaces will be a minimum size of 4.8 metres by 2.4m.

Applicants must provide be able to demonstrate that above requirements have been considered and met.

Housing Layout in Tendring

4.17 The National Planning Policy Framework states that the supply of new homes can sometimes best be achieved through planning for larger scale developments that follow the principles of 'Garden Cities'. The main principles of the Garden City movement are:

- Low density development;
- 'Arcadian' or 'Boulevard' street patterns;
- High quality frontage development;
- Well distributed open space;
- Homes with generous front, side and rear gardens

4.18 Due to the lack of available brownfield land and the preference for more spacious properties with larger gardens, the Council has no choice but to promote the expansion of towns and villages onto greenfield land to deliver the district's future housing requirements. Therefore the principles of Garden Cities will apply to new greenfield allocations. However, rather than allowing high-density housing estates that have dominated housing provision over the last forty years which are characterised by cul-de-sacs, narrow highways and an increasing over-dominance of on-street car parking, this Council wants to embrace the principles of the Garden City movement as a means of bringing about social and economic improvements in the district. The Council will therefore only support large scale housing developments if they meet the requirements of Policy PE05 which will achieve lower densities, 'Arcadian' or 'Boulevard' street pattern with wide streets, generous levels of vegetation, attractive open spaces with ample off-street car parking and private amenity space, as required by the standards set out in Policy PEO4 above.

4.19 Examples of residential areas in the Tendring District that display these characteristics are the Avenues area of Frinton-on-Sea, the Gardens area of Clacton-on-Sea and inter-war developments in Tewksbury, Thornbury and Severn Roads, Douglas Road, Vicarage Gardens, Clacton; and the majority of Holland-on-Sea.

POLICY PE05: HOUSING LAYOUT IN TENDRING

Proposals involving the development of 50 or more (net) residential dwellings must follow these housing layout principles below:

- a) Properties will be laid out with 'Arcadian' or 'Boulevard' street patterns where all individual properties have frontages onto the highway;
- b) 'Cul-de-sacs' will not be permitted;
- c) Parking and garaging will be confined to the curtilage of individual dwellings as opposed to being provided communally (accept in the case of flats, apartments and maisonettes); and
- d) The public highway serving new properties should be wide enough to incorporate:
 - accessible footpaths;
 - grass verges and trees on either side of the road; and
 - a road width that reflects planned levels of use; the need for access to buses, emergency services, waste collection services and other large vehicles; and the advice of Essex County Council as the Highway Authority.

Backland Residential Development

4.20 “Backland” developments are, for the purposes of Policy PEO6 below, defined as the proposed erection of one or more dwelling houses on a parcel of land:

- a. which lies generally behind the line of existing frontage development;
- b. has little or no frontage to existing public highway; and
- c. which would constitute piecemeal development in that it does not form part of a large area allocated for development.

4.21 Typical sites include the back gardens of existing dwellings, “Tandem” development sites of the kind found in Jaywick, smallholdings, yards, or small vacant sites. On these sites, it will often be difficult to achieve the design requirements of Policy SD9 in Chapter 2 of this Local Plan due to a combination of location, restricted access and intensity of residential use in the vicinity.

4.22 The main problems that can arise as a result of backland development include undermining the established character of an area (especially if similar schemes were to be repeated elsewhere in a locality); dwelling plots appearing cramped relative to their surroundings; the fragmentation of established gardens with a loss of mature landscaping; and the infringement of neighbouring residents’ amenities. Development behind an established building line can also appear incongruous, particularly isolated dwellings. To avoid these problems, backland development requires particularly thorough planning, and Policy PEO6 provides specific criteria that the Council will apply in such proposals.

4.23 There must also be proper means of access to backland development, which is safe and convenient for both drivers and pedestrians, with a turning area where necessary to avoid the need for vehicles to reverse onto a public highway. A proposed access should avoid excessive disturbance or loss of privacy to neighbouring residents through, for example, an access drive passing unreasonably close to an adjoining dwelling. The likely frequency of use by vehicular traffic and the suitability of the access for service vehicles and the emergency services will also be relevant material considerations.

4.24 “Tandem” development consists of a dwelling or dwellings immediately behind an existing residential frontage which are served by a shared access. It is generally unsatisfactory because of the difficulties of access to the dwelling at the rear and the disturbance and lack of privacy suffered by the residents of the dwelling in front.

POLICY PEO6: BACKLAND RESIDENTIAL DEVELOPMENT

Proposals for the residential development of “backland” sites must comply with the following criteria:

- a) the development must not result in any proposed or remaining back gardens falling below the minimum private amenity space standards set out in Policy PEO4;
- b) a safe and convenient means of vehicular and pedestrian access/egress must be provided that does not cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will not be permitted;
- c) the proposal must not involve “tandem” development using a shared access;
- d) the site must not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;
- e) the site must not be on the edge of defined settlements and likely to produce a hard urban edge or other form of development out of character in its particular setting; and

- f) the proposal must not be out of character with the area or set a harmful precedent for other similar forms of development.

Housing Choice

4.25 As well as planning for a significant increase in housing development, the National Planning Policy Framework requires Councils to plan for a mix of new housing based on current and future demographic trends, market trends and different groups within the community. The Council's Strategic Housing Market Assessment suggests there is likely to be a demand for a range of dwelling size, type and tenure over the plan period as the housing market recovers; and local residents have also suggested that there should be a mix of housing within the growth proposed for the district.

4.26 For Tendring, one of the critical factors that will influence the size and type of new housing built in our district in the future will be the Council's strategic priorities for economic growth. The size, type and quality of new housing built in the district will have a significant bearing on the Council's ability to deliver new job opportunities in the area and reverse the decline and deprivation that has affected certain areas. Simply continuing to build new homes in response to market demand raises significant concerns about Tendring's long-term future and local residents fear that building 'more of the same' will only succeed in exacerbating social and economic problems.

4.27 For this reason, this Local Plan contains policies designed to influence the mix of new housing in the district to better meet the needs and aspirations of the district whilst recognising that developers should have a degree of freedom to respond to demand in a free market economy. For certain sites allocated for residential or mixed-use development, there are specific policies contained in the relevant 'Area Chapters' of this plan with strict requirements for the mix of housing in recognition of certain local factors and local concerns. Elsewhere, for the majority of sites, the Council will use the policies in this Chapter to achieve a broad choice of housing type, size and tenure and achieve a gradual shift away from building small high-density properties toward delivering lower density, higher quality and more family-friendly homes. These policies will also help to ensure that more affordable housing is managed by the Council rather than Housing Associations and, wherever possible, that the needs of local residents take priority over the needs of incomers into the district.

4.28 A key theme of this strategy is to deliver more 'Aspirational Housing' and 'Family Housing' alongside Council Housing whilst applying more strict controls over flatted development and bungalows but still allowing a reasonable degree of flexibility for developers to respond to changing economic circumstances and fluctuations in demand.

4.29 Policy PEO7 below sets out the broad approach to delivering a choice of housing across the district over the 10-year plan period which is supplemented by more detailed policies in the Local Plan.

POLICY PEO7: HOUSING CHOICE

The Council will work with the development industry to deliver a mix of dwelling types, sizes and tenure within the housing growth proposed for the district which reflects the district's economic priorities, the results of extensive public consultation and the evidence of housing demand and need contained in its latest Strategic Housing Market Assessment (SHMA), which will be the subject of periodic review.

For the new homes that will be delivered in the district between 1st April 2011 and 31st March 2021 the Council will use policies in this Local Plan to influence the mix of housing to best meet the needs and aspirations of the district whilst still allowing a degree of flexibility for developers to respond to demands within the free market economy.

Unless there are specific housing mix requirements for a particular site, as set out in policies within the 'Area Chapters' of this Local Plan, the Council will seek to achieve the following broad mix of housing on most residential and mixed-use development sites of 10 or more dwellings:

- 30% 'Aspirational Housing' (see Policy PEO8);
- 40% Family Housing (see Policy PEO9);
- 10-25% Council Housing (see Policy PEO10);
- 5-20% to be determined by developers in responding to market demand.

The development of flats, apartments and maisonettes; bungalows; HMOs and bedsits; traveller pitches and specialist residential accommodation will only be permitted in specific areas as set out in the policies of this Local Plan.

Aspirational Housing

4.30 Extensive public consultation has indicated that local people would support the development of 'Aspirational Housing' i.e. homes that are more spacious, with larger gardens, more vegetation and more parking space than most of the new homes that have been built in recent years. National housing density restrictions over the last 15 years prevented many properties of this nature being built; however the new National Planning Policy Framework allows more flexibility for Councils to support housing developments of a size and type that better reflects local characteristics and the economic priorities of the Council.

4.31 Being a district that is predominantly rural in character, lower density housing development is generally more in keeping with the fabric of Tendring's towns and villages. In addition, the Council's Strategic Housing Market Assessment suggests that around one fifth of the demand for housing for purchase on the open market is for larger dwellings of 4 or more bedrooms and that the proportion of larger properties in the higher Council Tax bands in Tendring is much lower than the regional average.

4.32 The strategic priorities of this Local Plan focus heavily on the need to deliver economic growth, tackle unemployment and deprivation and improve the long-term prospects of future generations. Alongside measures to attract businesses, rejuvenate town centres and create more jobs, delivering the right mix of housing is critical to achieve all of these objectives. By delivering a high proportion of 'Aspirational Housing' within the mix of new homes over the 10-year plan period, the district can go some way to reversing the economic decline of the last 40 years by:

- providing attractive high-quality homes that ambitious young people growing up in our area can aspire to live in and stay close to their family and enjoy high quality employment without feeling they have to move away from the area to reach their full potential;
- encouraging high-earners and people with entrepreneurial spirit to live in the district who will have disposable income to spend in the local economy and who have the potential to invest in local business opportunities;
- reversing the unfair perception amongst some people and businesses that Tendring is simply a retirement area, which has been a barrier to business investment; and
- increasing the value of existing property in the district to the benefit of local residents and their children and, over time, reducing the rate of unsustainable inward migration that has resulted in part from cheaper property prices in the district's coastal towns and from growth in the buy-to-let market.

4.33 The market for aspirational housing will strengthen over the course of the plan period as the economy recovers and perceptions of the district change but it is important that this Local Plan requires new developments to provide a high proportion of aspirational housing to mark this change in approach to housing policy and gradually move market demand away from the high-density development that has dominated housing provision in recent years.

4.34 Policy PEO8 below sets out the definition of Aspirational Housing and requires that, unless other site-specific policies indicate otherwise, at least 30% of new dwellings should meet this definition on developments of 10 or more (net) dwellings. For all developments of 100 or more (net) dwellings, the 30% minimum requirement will be mandatory without exception. For developments of between 10 and 100 dwellings, the Council will expect at least 30% Aspirational Housing, however in recognising that it may not

always be physically practical or economically viable to deliver such a high number of larger homes on all sites, the Council may be willing, in very exceptional cases, to approve a lower proportion if the developer or applicant can demonstrate that there are genuine reasons why 30% cannot be delivered. Up to one third of this on-site provision can be made in the form of undeveloped plots to be sold on the open market for people wishing to build their own aspirational property. These plots would need to be served by the necessary utilities infrastructure.

4.35 In cases where an applicant believes there are genuine economic viability reasons why the expected minimum aspirational housing requirement on sites between 10 and 99 dwellings cannot be met, the Council will expect this to be demonstrated through an independently prepared economic assessment, paid for by the applicant but commissioned by the Council.

4.36 Some people aspire to live in a rural countryside location away from built up areas rather than living within a town or village. The Council recognises that encouraging housing development in isolated rural locations goes against the principles of promoting sustainable development, reducing the need to travel by focussing housing growth in and around established settlements where there are jobs, shops, services and facilities within a reasonable distance and protecting the countryside for its own sake. However, the Council also believes that there are some circumstances where an Aspirational House in the countryside would be appropriate to provide choice for those who aspire and can afford to live in a countryside home and again assist in delivering the priorities for economic growth in our district.

4.37 The vast majority of new housing development in Tendring over the 10-year plan period will be in sustainable locations within and adjoining established towns and villages, but there will be a small number of exceptional cases where the Council will support the development of one-off aspirational houses in the countryside. The replacement of an existing residential property in the countryside with a larger unit of aspirational housing will generally be supported unless it would cause unacceptable environmental impacts. Also broadly in line with allowances in National Planning Policy Framework, one-off homes of exceptional quality, architectural innovation and sustainable design which utilise and improve previously developed or poor quality land will also be supported.

POLICY PEO8: ASPIRATIONAL HOUSING

To bring about a fundamental shift in the economic fortunes of the Tendring District and secure a sustainable economic future for future generations, the Council will actively encourage the provision of 'Aspirational Housing'. To meet the Council's definition of Aspirational Housing, a dwelling must be detached with a minimum of two storeys and have at least four bedrooms and two bathrooms.

For development proposals involving the development of 100 or more (net) dwellings which are not the subject of specific housing mix requirements in the 'Area Chapters' of this Local Plan, the Council will expect at least 30% of new dwellings to meet the definition of Aspirational Housing.

For development proposals involving the development of between 10 and 99 (net) dwellings which are not the subject of specific policies in the 'Area Chapters' of this Local Plan, the Council will expect at least 30% of new dwellings to meet the definition of Aspirational Housing' unless, in very exceptional circumstances, there are genuine physical or economic viability reasons why this cannot be achieved.

Up to one third of this on-site provision can be made in the form of serviced but undeveloped plots which can be sold on the open market for people wishing to self build to their own specification and design. Such plots must be a minimum of 450 square metres in area and any subsequent detailed planning proposals must meet the definition of Aspirational Housing and other policy requirements of this Local Plan.

Proposals for the replacement of an existing dwelling, of any size, in the countryside outside of Settlement Development Boundaries with a single unit of Aspirational Housing will be permitted unless the impacts of development would conflict with other policy requirements in this Local Plan.

Proposals for a single unit of Aspirational Housing in the countryside outside of Settlement Development Boundaries, not involving the replacement of an existing dwelling, will only be approved if they:

- a) involve the use of previously developed land or undeveloped land which can be demonstrated to have no existing or potential practical agricultural function;
- b) are truly outstanding or innovative, helping to raise standards of design in the area;
- c) reflect the highest standards of architecture;
- d) achieve the highest level of sustainable design in accordance with the latest Code for Sustainable Homes;
- e) significantly enhance their immediate setting;
- f) are sensitive to the defining characteristics of the local area; and
- g) meet the requirements of other policies in this Local Plan.

Family Housing

4.38 The Council's Strategic Housing Market Assessment shows that around half of the demand for housing for purchase on the open market is for 2 and 3 bedroom dwellings and a fifth of demand is for dwellings with 4 or more bedrooms. Extensive public consultation has indicated that alongside Aspirational Housing, local people would support the development of two-storey houses with reasonably-sized rear gardens to meet the needs of families with children.

4.39 In an area like Tendring where a third of residents are over the age of 65 and where there is a considerable amount of inward migration from older people wishing to retire in the area, it is important for the sake of the local economy and the longer-term sustainability of the district that quality housing is provided that is fit for families and younger people so that the demographics of the district can be reasonably balanced. The creation of new jobs through the policies and proposals set out in Chapter 7 and policies in this chapter aimed to restricting bungalows and specialist residential accommodation to certain locations will also help achieve this objective.

4.40 Policy PEO9 below sets out the definition of Family Housing and requires that, unless other site-specific policies indicate otherwise, at least 40% of new dwellings should meet this definition on developments of 10 or more (net) dwellings. For all developments of 100 or more (net) dwellings, the 40% minimum requirement will be mandatory without exception. For developments of between 10 and 99 dwellings, the Council will expect at least 40% Family Housing, unless the developer or applicant can demonstrate that there are genuine physical or economic viability reasons why 40% cannot be delivered. For the avoidance of doubt, the requirements to provide Family Housing will be in addition to the requirements for Aspirational Housing (Policy PEO8) and Council Housing (Policy PEO10).

4.41 In cases where an applicant believes there are genuine economic viability reasons why the expected minimum family housing requirement on sites between 10 and 99 dwellings cannot be met, the Council will expect this to be demonstrated through an independently prepared economic assessment, paid for by the applicant but commissioned by the Council.

POLICY PEO9: FAMILY HOUSING

To provide housing that is fit for families and gives children and young people a chance of a healthy start in life, the Council will actively encourage the provision of 'Family Housing'. To meet the Council's definition of Family Housing, a dwelling must have a minimum of two storeys with at least 3 bedrooms (of which two will be double bedrooms).

For development proposals involving the development of 100 or more (net) dwellings which are not the subject of specific housing mix policies in the 'Area Chapters' of this Local Plan, the Council will expect at

least 40% of new dwellings to meet the definition of Family Housing.

For development proposals involving the development of between 10 and 99 (net) dwellings which are not the subject of specific policies in the 'Area Chapters' of this Local Plan, the Council will expect at least 40% of new dwellings to meet the definition of Family Housing unless there are genuine physical or economic viability reasons why this cannot be achieved.

Council Housing

4.42 The Council's Strategic Housing Market Assessment suggests that over the 10-year plan period there will be a high demand for new 'affordable housing' in our district to cater for people and families with low incomes who cannot afford to buy or rent property on the open market. Extensive public consultation with our residents suggests that the concept of affordable housing is supported, especially to give younger people a fair chance to live and work in the area. However, there is a concern that if this housing is not properly managed and there are no strict controls on who can and cannot qualify, it could encourage people from outside of Tendring to move to the area for affordable accommodation, placing people with long-standing local connections at a disadvantage.

4.43 To tackle this issue, the Council has carefully reviewed its policies on who can and cannot qualify for affordable housing to give priority to those people who have lived, and ideally worked, in the district for at least three years. The Council will still have a statutory duty to meet the needs of people from outside the district if they have a particular urgent need for housing, but in the majority of cases local people will be given priority. The Council also proposes to deliver affordable housing in the form of 'Council Housing', managed and maintained directly by Tendring District Council, to ensure that these rules are properly enforced.

4.44 New Council Housing will be delivered in a number of ways, primarily utilising money borrowed from the government to construct and acquire properties and recouping these costs through the rent paid by Council tenants. Through Policy PP10 below, the Council will work with the development industry to deliver new Council Housing by:

- Requiring housing developers to make a proportion of the new homes available to the Council, at a discounted value, to control and manage as Council Housing;
- Seeking financial contributions from housing developers toward constructing new Council Housing elsewhere in the district or acquiring existing property which can be used for Council Housing; and
- Pro-active action from the Council to acquire land or existing property to use for the provision of Council Housing.

4.45 Because Council Housing needs to be made available at discounted rents for it to be affordable for people and families with lower incomes, developers will be required to make property available at a discounted value for the Council to purchase. To ensure that developers can budget for this discount and still be in a position to pay their Community Infrastructure Levy (CIL) requirement, deliver high-quality housing, achieve a reasonable profit and compete in the market for land, the Council's expectations have to be realistic – particularly given the fragile state of the housing market and the expectation that the recovery over the 10-year plan period will be slow and gradual.

4.46 Therefore on development sites of 10 or more dwellings, there will be a requirement that 25% of the new properties (rounded down to the nearest whole number) will be made available, at a discounted value, for Tendring District Council to purchase and use as Council Housing.

4.47 However, in recognising the need to be flexible in difficult economic times, the Council would be prepared to accept as little as 10% of total new properties being made available as Council Housing on-site if the developer makes a financial contribution toward the Council's programme of constructing and acquiring Council Housing elsewhere in the Tendring District. The financial contribution would be equivalent to the discount necessary for the Council to construct or acquire the remaining number of dwellings (either on the site or elsewhere in the district) to achieve the preferred 25% requirement. The Council will use appropriate legal agreements to secure either on-site provision and, where necessary, financial contributions.

4.48 This flexible approach to delivering Council Housing is considered to be fair, realistic and affordable for both the Council and the development industry and an effective means of delivering a meaningful level of affordable accommodation, to cater for the needs of local people as a priority, as requested by local people during public consultation. It is expected that this approach could deliver up to 700 affordable homes over the 10-year plan period.

4.49 In exceptional circumstances, where a developer or applicant considers that high development costs on a particular site undermine the viability of either the 25% on-site provision of Council Housing or an equivalent combination of on-site provision and financial contributions, that developer or applicant will be expected to demonstrate this through an independently-verified financial appraisal (at cost to the applicant but commissioned by the Council). In the event that such an appraisal confirms that the Council Housing requirement is not viable, the Council will consider a lower requirement or, if appropriate, a financial contribution in lieu of on-site provision.

4.50 Alternative forms of affordable housing including intermediate rent and shared ownership, or alternative management arrangements such as housing associations, community trusts or almshouse trusts will be accepted provided that they offer equal or greater benefit to the community in the aim of providing affordable housing, in perpetuity, for local people. In this regard the views of Town and Parish Councils will be given considerable weight.

4.51 The detailed mechanism for securing Council Housing through Policy PEO10 will be set out in the Council's separate document entitled 'Planning Obligations and Developer Contributions'. More specific guidance on the provision of Council Housing as part of development on specific sites allocated for residential and mixed-use development in this Local Plan is included in the relevant 'Area Chapters'.

POLICY PEO10: COUNCIL HOUSING

To promote a mix of housing tenure in the district and address the housing needs of people and families with lower incomes who cannot afford to buy or rent housing on the open market, the Council will work with the development industry to provide new 'Council Housing' which will be managed and controlled by Tendring District Council.

For development proposals involving the development of 10 or more (net) dwellings, the Council will expect 25% of new dwellings, (including conversions) to be made available to Tendring District Council to acquire at a discounted value for use as Council Housing.

As an alternative, the Council will accept a minimum 10% of new dwellings, (including conversions) to be made available to Tendring District Council to acquire at a discounted value for use as Council Housing alongside a financial contribution toward the construction or acquisition of property for use as Council Housing (either on the site or elsewhere in the district) equivalent to delivering the remainder of the 25% requirement.

To avoid an over-concentration of Council Housing in one location, no single group of adjacent Council Houses will exceed 6 dwellings and to ensure positive integration between the residents of Council Housing and market housing, there should be no noticeable difference in the appearance or quality between dwellings to be sold on the open market and those to be acquired by the Council.

The size and type of Council Housing will be specified by the Council on a case by case basis having regard to the latest housing needs register and will be the subject of negotiation between the Council and the developer or applicant.

Proposals that involve the provision of alternative forms of affordable housing will be accepted as long as they offer equal or greater benefit to the community in providing affordable housing, in perpetuity, for local people.

Rural Exception Sites

4.52 To enable the delivery of affordable housing in rural areas, the ‘Rural Exception Scheme’ allows small developments abutting villages to come forward as an exception to normal settlement policy. Such schemes are intended to meet the housing needs of local people unable to afford accommodation in the villages where they live or have close local family or employment ties. The rural exception policy PEO11 will be particularly useful in delivering additional housing in rural settlements where only limited growth is proposed and where the requirements of the Council Housing Policy PEO10 is not likely to deliver a significant number of affordable homes.

4.53 In considering planning applications for affordable local needs housing, the Council should be provided with evidence to show a scheme meets a demonstrated local need. Such evidence should define the local client group requiring housing and their specific housing requirements.

4.54 In addition, information detailing the number, size and tenure of dwellings proposed (e.g. rental units or shared ownership) will be required. Otherwise the exceptional need for a proposal, in particular whether it meets or contributes to the identified local need, cannot be established. In such circumstances a detailed planning application will normally be needed.

4.55 It is essential to demonstrate that the proposed housing realistically meets or contributes to the identified local need and will be exclusively reserved and managed in perpetuity as affordable housing for the long-term benefit of the local community. Therefore, arrangements which will secure this must be in place before planning permission is granted and when the rental values or selling prices are accurately predicted. These would normally take the form of voluntary planning obligations and covenants offered by the agency involved in managing the scheme and agreed by the landowner, the developer and the Council. Management of the scheme by Tendring District Council or an alternative housing association, charitable trust or similar organisation will generally offer the required assurances. Restricting the occupation of property to people falling within the identified categories of local need will ensure that units remain affordable.

4.56 Rural exception schemes supported by a Parish Council have a far greater chance of being successful and being integrated into a village. This is important given that schemes are specifically intended to benefit the local rural community over the long term by meeting particular local housing needs. It is expected that the developer would consult the Parish Council on the selection of tenants including in relation to any subsequent vacancy of dwellings in the scheme. Contacts such as the Rural Community Council for Essex (RCCE) can help Parish Councils with local housing needs surveys and progressing schemes.

POLICY PEO11: RURAL EXCEPTION SITES

Affordable housing (which could include Council Housing) may be permitted on sites adjoining the Settlement Development Boundaries of Key Rural Service Centres and Other Rural Settlements, where such development can be demonstrated to meet a proven local need that cannot be otherwise met.

Local evidence must demonstrate a shortage of affordable housing, where provision would offer long term security of tenure for the following groups:

- i. existing residents within the “designated area” needing separate accommodation in that area; and
- ii. other persons with strong local connections within the “designated area” in terms of employment or longstanding family or previous residence links and who require accommodation within that area.

The “designated area” will normally be the rural parish in which the affordable housing scheme to meet local needs is proposed but may, when justified, comprise a small group of contiguous rural parishes.

Proposals will be expected to meet all of the following criteria:

i. Evidence of Local Need

The proposal must include detailed and up to date evidence of local need for affordable housing within the “designated area”, proven to the satisfaction of the District Council. The detail of any planning application should show that the scheme will not exceed the number, size and tenure of dwellings genuinely required to meet the identified local housing need.

ii. Secure Arrangements

Secure arrangements must be in place, before the granting of planning permission, that:-

- a. ensure that all the dwellings remain exclusively for local need through control of occupation during the lifetime of the development and that the low-cost benefits of the housing provision pass on to subsequent occupants meeting the criteria of local need;
- b. ensure that the necessary long-term management of the scheme is permanently secured; and
- c. provide that where a vacated dwelling in the scheme cannot be filled by persons in local need within the “designated area”, that the dwelling is made available over a wider geographical area on the same basis of need to secure its occupation.

iii. The Content of Schemes

A proposal shall cater exclusively for local needs. No mixed developments involving any open market housing or other speculative element will be acceptable.

iv. Location and Environmental Considerations

The proposal shall have no material adverse impact on the landscape, residential amenity, highway safety, or the form and character of the settlement to which it adjoins.

Flats, Apartments and Maisonettes

4.57 The Council’s extensive public consultation suggests that many local residents do not support the development of flats, apartments and maisonettes because they are concerned that these forms of accommodation bring about social and economic problems and provide a poor environment for younger people and families to grow up in. The Council’s Strategic Housing Market Assessment does show that around two fifths of the demand for housing for purchase on the open market is for smaller 1 and 2 bed dwellings, of which a large proportion tend to be flatted; reflecting the lower-than-average income levels in the area.

4.58 Partly due to strict national minimum density requirements and a drive to make efficient use of land, maximise the amount of new housing provided on previously developed land and avoid the use of greenfield sites, more than half of all new homes built in the district between 2001 and 2011, when the market was generally buoyant, were smaller dwellings with 1 or 2 beds. The new National Planning Policy Framework allows much more flexibility for Councils to deliver housing development of a size and density that better reflects the character of their area and the aspirations of local people.

4.59 The majority of the district’s flatted development is located in the larger urban areas, particularly in and around town centres, in locations overlooking the coast and on some of the larger housing estates. Flats and apartments within town centre locations can add vitality to those areas so subject to them meeting the design and other policy criteria set out in the Local Plan, these would be acceptable. Also flats and apartments

within close proximity to railway stations may also be beneficial in providing accommodation that appeals to commuters, improving the safety and appearance of those stations (and their surrounding areas) and promoting the use and longer-term viability of local rail services.

4.60 In contrast, flats, apartments and maisonettes which form an element of edge of town housing estates do not bring such advantages to the town centre economy, the viability of rail services or meeting people's aspirations. It is this form of flatted development that causes the greatest concern amongst local people. Policy PEO12 below seeks to restrict flats, apartments and maisonettes to locations within town centres and close to railway stations.

POLICY PEO12: FLATS, APARTMENTS AND MAISONETTES

Proposals for flats, apartments and maisonettes (including the conversion or subdivision of existing premises) will only be permitted in the following locations:

- a) within defined town centres where they also accord with Policy PRO5 in Chapter 3 of this Local Plan; and
- b) within 100 metres walking distance of a railway station.

HMOs and Bedsits

4.61 An HMO (House in Multiple Occupation) is a house occupied by three or more unrelated individuals as their only or main residence where they have individual lockable bedrooms, but where basic amenities such as a kitchen or bathroom are shared. HMOs with between three and six bedrooms fall under Class C4 of the Use Classes Order. HMOs with seven or more bedrooms are classed as 'sui generis'. Each individual bedroom within an HMO is classed as a 'tenancy unit'.

4.62 Bedsits are dwelling houses that consist of a single room containing living accommodation and dedicated, but often basic, cooking and washing facilities (such as a cooker, microwave oven and sink) but sometimes bathroom and toilet facilities are shared by a number of bedsit occupiers. Bedsits form part of Use Class C3.

4.63 The creation of HMOs and bedsits, in the majority of cases, require planning permission in line with national planning regulations. The conversion of a 'dwelling house' (Use Class C3) to an HMO in Use Class C4 can take place without the need for planning permission except in locations where the Local Authority has made an 'Article 4 Direction' to remove this permitted change. Tendring District Council has made an Article 4 Direction removing this permitted change in all parts of the district. Therefore any proposal involving the creation of an HMO or bedsits in the Tendring District will require planning permission.

4.64 The Council is concerned about the impact that an increasing number of HMOs and bedsits, both new-build proposals and the conversion of existing properties, will have on the health of residents, the economy of the district and the physical character of our towns and villages. An increasing number of large residential properties, hotels and guesthouses in central parts of our seaside towns are being lost to HMOs and bedsits will result in the permanent loss of valuable visitor accommodation which is essential for the tourism economy, and poor living conditions and resultant health problems for tenants.

4.65 Furthermore, the concentration of low-cost accommodation within town centre areas can result in a high proportion of people with personal financial or health issues moving into the area (often from outside of the district) and being concentrated together in one area, placing undue pressure on the public services within those areas (such as doctors surgeries); detracting from the public perception of the area (which is all important for the purposes of attracting visitors, tourists and investors to spend money in the local economy); and, in-turn, making the owners of houses, hotels and guesthouses within the area consider converting their premises into HMOs and bedsits, for rental income, rather than retaining them in their existing use.

4.66 This trend is not sustainable for the long-term health and prosperity of the district and the economy of our town centres and tourist areas. Therefore Policy PEO13 below is designed to ensure that any proposal for HMOs or bedsits do not result in an unhealthy concentration of such accommodation in any one particular area and to ensure that any HMOs or bedsits that are permitted will meet minimum standards of room size, facilities, design and layout to ensure that occupiers can enjoy decent living standards and to minimise any detrimental impacts on the physical appearance of the area. The space standards set out in the policy are based on the minimum space standards prescribed in section 326 of the Housing Act 1985.

POLICY PEO13: HMOS AND BEDSITS

All proposals involving the creation of Houses in Multiple Occupation (HMOs) or bedsits (including new-build, subdivisions and conversions) will require planning permission and will only be permitted within defined town centres where all of the following criteria are met:

- a) within a 100 metre radius of the property or site in question (drawn as a circle from the centre of the property or site), the total number of existing and proposed HMO tenancy units and bedsits, as a proportion of all residential accommodation (tenancy units plus bedsits and dwelling houses that are not HMOs), would not exceed 10%;
- b) the proposed tenancy units have a minimum internal floor area of 12 square metres and bedsits have a minimum internal floor area of 16 square metres;
- c) each individual tenancy unit or bedsit has direct physical access to communal facilities without the need to rely on access via another tenancy unit or bedsit;
- d) no more than six tenancy units or bedsits will be served by a single indoor communal facility such as a living room, dining room or kitchen;
- e) a minimum of 1 off-street car parking space per tenancy unit or bedsit is provided and each parking space must be capable of being used independently of one another;
- f) all residents of the HMO or block of bedsits have access to adequate space for the storage of waste and recycling bins which will be provided within the curtilage of the block;
- g) all external alterations to existing buildings are in keeping with the character of the building and the wider area; and
- h) an area of communal open space is provided in line with the standards set out in Policy PEO4 that has sufficient space and facilities for drying clothes.

Single Storey Residential Development (Bungalows)

4.67 The Tendring District contains a large proportion of single-storey bungalows which were mainly built between the 1930s and the 1980s. They are particularly popular with older residents but are also enjoyed by a fair number of younger people and families and there continues to be a strong demand for this type of home, despite the downturn in the housing market.

4.68 Across the district there are mixed views about whether more bungalows should be built in the area. Some argue strongly that building more bungalows will only succeed in encouraging the in-migration of older residents into the district, placing even greater strain on local health services and bringing further imbalance to the demographics of the district; whereas others suggest that more bungalows are needed because there is a demand and they provide the opportunity for older people to down-size and free up existing two-storey houses for younger people and families to move into.

4.69 Mindful of both arguments, the Council's approach over the 10-year plan period is to allow a limited amount of single-storey residential development but only in selected areas where the development of taller

properties may not be appropriate but resist the mass provision of bungalows as part of the residential and mixed-use developments proposed in this Local Plan.

4.70 On larger residential or mixed-use development sites, it might be necessary to allow single-storey residential development around the edge of the development where it adjoins the curtilage of existing bungalows to allow a gentle transition between single-storey and multi-storey development and minimise any concerns around overlooking or loss of light. Also schemes of specialist accommodation such as gated retirement villages or extra-care housing schemes may need to incorporate single storey properties.

4.71 In areas at risk of flooding, single-storey dwellings would not provide safe upper-floor accommodation for residents to escape to in the event of a major flood. Therefore new single-storey dwellings in these areas (which are shown on the Policies Maps) will not be permitted. There are certain parts of the district falling within flood risk areas where there are already a large concentration of bungalows and where the Council is concerned about the potential risk of flooding to the people that live in those properties. These include southern parts of Jaywick (which are the subject of a specific policy in Chapter 6 of this Local Plan) and parts of Point Clear and St. Osyth. In these areas, the Council will take an exceptional stance in resisting single-storey development in favour of multi-storey residential accommodation, despite the predominant character of existing housing in those areas. For these unique areas, the Council believes that, on balance, the health and safety of residents in the future far outweighs any concerns over multi-storey properties being out of character within an area of predominantly bungalows.

POLICY PEO14: SINGLE STOREY RESIDENTIAL DEVELOPMENT (BUNGALOWS)

Proposals for new single-storey residential development will only be permitted:

- a) on developments of 9 or fewer (net) dwellings where the surrounding development is predominantly single-storey housing and where taller properties would have a detrimental affect on the character of the area;
- b) on developments of 10 or more (net dwellings) on selective development plots immediately adjoining the curtilage of existing bungalows where taller properties would raise concerns about overlooking and loss of light;
- c) where they form part of retirement village or extra-care housing scheme; or
- d) on sites allocated for residential and mixed-use development in this Local Plan where site-specific policies require the provision single-storey dwellings.

Proposals for new single-storey residential development will not be permitted in any area at risk of flooding.

Traveller Sites

4.72 The Council has a legal duty to address the accommodation needs of travellers and the government's national planning policy on travellers requires Councils to identify sites where travellers will be allowed to set up pitches. The Essex Gypsy and Traveller Accommodation Assessment (GTAA) (November 2009) is the principle source of evidence providing a forecast of the expected future need. This assessment suggests that the Tendring District will need to have 10 authorised pitches in total by 2021.

4.73 In 2009, the Council commissioned consultants to undertake a Gypsy and Traveller Site Study to identify appropriate locations and potential sites to meet this requirement. The study identified that there were already six authorised traveller pitches in the district, so based on the findings of the GTAA, there is a requirement for four additional pitches to be authorised before 31st March 2021.

4.74 The study also identified three unauthorised traveller pitches on land at Woodfield Bungalow, south of the A133 (Colchester Road) within the Parish of Great Bentley, which may have been in existence in excess of 15 years. The study recommends that these three pitches could be given legal status through either the grant of planning permission or a lawful use certificate which would then further reduce the residual requirement for authorised pitches to just one before 2021.

4.75 To accommodate that single pitch, the study suggested different options including providing for an additional pitch at one of the two established sites at Woodfield Bungalow, Great Bentley or Gutteridge Hall Lane, Weeley; having a single pitch on one of the weaker sites that were considered as part of the study; trying to deliver a pitch as an integral part of one of the district's proposed housing developments; or invited suggestions from landowners for other sites that could accommodate that single pitch.

4.76 Having considered these options, the Council has chosen to allocate land at Woodfield Bungalow as a traveller site to accommodate four pitches, comprising the three existing unauthorised pitches and sufficient land to allow a fourth. Consequently, any proposals for permanent traveller pitches outside of this allocated site will not be permitted before 31st March 2021, by which time the Council may have reviewed the Local Plan to take into account any longer-term requirements.

4.77 Any proposals will be judged against the criteria of Policy PEO15 below.

POLICY PEO15: TRAVELLER SITES

Evidence contained in the Essex Gypsy and Traveller Accommodation Assessment (November 2009) identifies a projected need for there to be ten permanent traveller pitches, in total, in the Tendring District by 2021. On 1st April 2011, there were already six authorised pitches in the district leaving a residual requirement of four pitches to be authorised before 31st March 2012.

To meet the residual need in full, land at Woodfield Bungalow, Colchester Road, Great Bentley is allocated as a traveller site to accommodate the required pitches. Proposals for new traveller sites or pitches outside of this allocated site will not be permitted before 31st March 2021.

When considering any proposals for traveller sites or pitches, the Council will additionally judge proposals against criteria a) to f) below:

- a) sites must avoid any nationally or locally designated protected areas and areas prone to flooding;
- b) sites must have reasonable access to key facilities (normally 1.5 miles/2.4km on foot or 15 miles/24km by public transport to primary schools, doctors' surgeries and convenience shops 2 miles/3.2km on foot or 20 miles/32km by public transport to secondary schools and major employment);
- c) sites must utilise previously developed land and recognise the scale of nearby communities;
- d) sites must not exceed six pitches in size and must make a minimum allowance of 250 square metres per pitch including circulation and amenity space and a maximum of 350 square metres. Sites should normally be 3 miles apart with scope for smaller sites to be closer than this;
- e) sites must comprise flat well drained ground and achieve safe access for large vehicles from the local road network and access to utilities;
- f) sites must be safe for children, aesthetic compatibility with the surroundings with scope for visual and acoustic screening to protect the amenity of nearby residents; and not impact on high grade utilised agricultural land;
- g) sites must be of a high quality design and landscaping, providing a good standard of residential amenity for their occupiers;

- h) sites must be linked to mains services; and
- i) trailers containing living quarters must meet the minimum internal room standards set out in Appendix 2 of this Local Plan.

Residential Institutions and Care

4.78 The provision of specialist residential care is a particular issue for Tendring mainly due to its high proportion of older residents and people with a long term illness. The Council's priority objective, working with its partners, is to enable people to live in their own homes as long as possible through promoting lifetime homes standards and the provision of extra care housing where care and assistance can be provided at home rather than in an institution. However, for people with more severe illnesses or disabilities such as advanced Dementia, the provision of care within a specialist care home or nursing home can be the only practical option.

4.79 Whilst the Council supports the provision of care to those residents that need it, there is a concern that the migration of older people into the Tendring District from other parts of the country to receive specialist care will compound the imbalance in the district's population structure (highlighted as an issue in Chapter 1 of this document). Therefore, in accordance with Policy PEO16 below, any proposals for new residential institutions not within the settlement development boundaries of Urban Settlements or Key Rural Service Centres or not forming an integral part of specific mixed-use development allocated in the plan will need to demonstrate that they will principally meet identified care needs of the district's population.

4.80 Residential institutions have the potential to accommodate a significant number of residents, employ substantial numbers of staff and enjoy regular visits from friends and family. Therefore they need to be located in accessible locations within the Settlement Development Boundaries of the district's Urban Settlements and Key Rural Service Centres (see Policies SD2 and SD3 in Chapter 2 of this Local Plan) as opposed to the 'Smaller Rural Settlements' or countryside locations where there tend to be fewer local services and facilities, limited access to public transport and where the introduction of such development can often have a detrimental impact on the rural character of that community.

4.81 Secure Residential Institutions, which come under use class C2A can include secure hospitals, detention centres and even prisons. These institutions also have the potential to employ significant numbers of people but in some instances can have a detrimental impact on their immediate surroundings in terms of noise and disturbance. Proposals for these kinds of institutions will be considered on their own merits subject to meeting the requirements of other policies in this document and demonstrating a local need.

POLICY PEO16: RESIDENTIAL INSTITUTIONS AND CARE

The development of new (including change of use to) residential institutions (Use Class C2) will be permitted in appropriate sustainable locations:

- a) within the Settlement Development Boundaries of Urban Settlements or Key Rural Service Centres (see Policies SD2 and SD3);
- b) as an integral part of certain residential and mixed-use developments proposed in this Local Plan; and
- c) exceptionally, elsewhere where the applicant can demonstrate, through robust evidence, that the proposal will address a locally generated need for institutional care which cannot otherwise be met.

Proposals for the development of new (including change of use to) secure residential institutions (Use Class C2A) which the applicant can demonstrate, through robust evidence, will address a locally generated need will be considered on their own merits against other policy requirements of this Local Plan.

Where planning permission is granted, use rights under the provision of the latest Use Classes Order may be withdrawn where there is evidence to suggest that a change of use from that granted to another use within the same Use Class would be inappropriate.

Living Accommodation for Family Members

4.82 With an ageing population, the increasing preference for care to be provided in the home, the difficulty for young people to get onto the housing ladder and the struggle to deliver new housing development in difficult economic times for the housing market, an obvious solution for some is to allow different generations of one family to live together in one property. Many properties are not large enough for this to be practical so the Council will support proposals for 'Granny Annexes' and other living accommodation to be provided within the curtilage of a residential property solely for the use of that household.

4.83 Proposals will be judged on their merits having particular regard to policies on design (Policy SD9) and internal and amenity space standards (Policy PEO4) and where proposals are approved, the Council will use either planning conditions or legal agreements to ensure that the additional living accommodation cannot be sold, on the open market, as a separate property from the original dwelling house.

POLICY PEO17: LIVING ACCOMMODATION FOR FAMILY MEMBERS

Proposals for living accommodation within the curtilage of a residential property, solely for the use of family members within that household will be permitted where:

- a) the applicant can demonstrate that the accommodation is needed for members of the household concerned;
- b) the proposal is of a high quality of design and meets the standards set out in Policy PEO4 and internal room space requirements set out in Appendix 2 of this Local Plan; and
- c) conditions or legal agreements are entered into to ensure the new accommodation cannot be used, or sold on, as a separate property to the original dwelling house.

Community Facilities

4.84 It is important that communities are supported by a range of community facilities as they provide local employment opportunities, are a focal point for community life and can help reduce the need for people to travel long distances for essential goods and services. For the purposes of this policy, community facilities include:

- Schools;
- Doctors Surgeries and other Primary Health Care provision (dentists etc);
- Hospitals;
- Sport and Recreational Facilities;
- Theatres;
- Cinemas;
- Community Halls;
- Libraries;
- Museums;
- Arts Venues;
- Places of Worship (premises solely dedicated for that purpose);
- Public Houses;
- Post Offices; and
- Small Convenience Shops (particularly in rural settlements).

4.85 The Council will seek to secure new community facilities within certain of the mixed-use development proposals listed in this Local Plan (for which details are provided in the relevant 'Area Chapters'). For existing community facilities, the Council will work with its partners to secure future improvements and will protect them against redevelopments for alternative uses, particularly housing. Proposals involving the loss of any community facility will be judged against Policy PEO18 below.

4.86 Public houses, in particular, perform a useful social role in rural communities and are a source of local employment. They frequently occupy historic buildings and make a significant contribution to the character of the locality. The Council considers that the increasing number of proposals to convert pubs to other uses (most notably residential) warrants endorsement of the 'Public House Viability Test' produced by the Campaign For Real Ale (CAMRA) which will help to determine whether a pub meets criteria i. of Policy DP15. The test is available on the CAMRA website www.camra.org.uk

POLICY PEO18: COMMUNITY FACILITIES

The Council will work with the development industry and other key partners to secure a range of new community facilities, as required, as part of allocated mixed-use development proposals and site-specific policies in this Local Plan. Elsewhere, the Council will work with its partners to improve existing community facilities.

Proposals for redevelopment or change of use of any premises that provide community facilities will only be permitted where the Council is satisfied that:

- i. the use concerned is not economically viable or the building involved is genuinely redundant and the premises or site cannot readily be used for, or converted to any other community facility; or
- ii. the facility or service which will be lost will be met by an easily accessible existing or new facility within 1,600 metres (1 mile) of the premises concerned.

Proposals for new community facilities will be judged on their own merits against relevant policies in this Local Plan.

Green Infrastructure

4.87 'Green Infrastructure' includes parks and gardens, amenity greenspace, natural and semi-natural green spaces, public open space, country parks, woodland, allotments and green corridors running through developments. Green infrastructure can perform many functions and provide a number of benefits to the environment and the community including:

- Formal and informal outdoor recreation;
- Wildlife habitats;
- Sustainable Drainage Systems (SuDS);
- Safe routes for walking, cycling and horse-riding;
- Improving the visual impact of development;
- Providing allotments for local sustainable food production;
- Providing shading, cooling and insulation;
- Reducing the impacts of extreme weather;
- Counteracting air pollution and carbon emissions; and
- Improving the quality of life for residents and tourists.

4.88 The 2008 Haven Gateway Green Infrastructure Study identified our district as an area deficient in green infrastructure so the Council will work with its partners to try and rectify existing deficiencies and, where appropriate, secure developer contributions towards green infrastructure both as an integral part of major developments and through financial contributions to ensure that deficiencies are not exacerbated by future population growth. The Council's 2009 Open Spaces Strategy identified the nature of any existing

surpluses and deficiencies and provide size and quality standards for the provision of green infrastructure in the district in the future which are reflected in Policy PEO19 below.

4.89 Throughout our district there are a number of existing areas of green infrastructure falling into the various different categories which are important to the character of our towns, villages and rural areas and provide valuable space for formal and informal recreational activities in our communities. Areas of existing green infrastructure that will be protected from development are shown as 'Local Green Spaces' on the Policies Map and relevant Policies Map Insets for each area and will be protected for the full length of the plan period or how ever long this Local Plan remains in force. Town and Parish Councils and other Neighbourhood Forums will be able to identify additional areas of Local Green Space in Neighbourhood Plans if they believe further safeguards are required in their area.

4.90 The Area Chapters 6 to 12 in this Local Plan provide details of any specific Green Infrastructure Projects in our towns and villages that the Council will seek to deliver over the course of the plan period by working with its partners to secure funding, delivering new green space as an integral part of specific residential, commercial or mixed-use developments or by securing financial contributions from developers. Sites identified for proposed Green Infrastructure are shown on the Policies Map, Policies Map Insets and diagrams relating to any mixed-use development proposals.

4.91 The protocol for securing Community Infrastructure Levy or equivalent developer contributions from smaller developments that cannot provide green infrastructure on-site (but that cumulatively could compound any existing deficiencies) will be set out in the Council's Development Plan Document on 'Planning Obligations and Developer Contributions'.

POLICY PEO19: GREEN INFRASTRUCTURE

The district's existing network of green infrastructure and local green spaces will be maintained, enhanced and protected against redevelopment. Development proposals that would prejudice the use or lead to the loss of any area shown as Local Green Space or Proposed Green Infrastructure on the Policies Maps or Policies Map Insets will not be permitted. New areas of local green space and green infrastructure that are created during the plan period will be afforded the same protection, through this policy, as existing Local Green Space.

The Council will work with Essex County Council, the development industry and other partners to deliver key green infrastructure projects for which more details are set out in each of the 'Area Chapters' (6 to 12) of this Local Plan.

All new development will be considered in relation to the contribution it can make to the district's green infrastructure network and the Council will secure contributions towards the provision of green infrastructure either on-site or through Community Infrastructure Levy or equivalent financial contributions to meet the needs of a the growing population whilst working with its partners to secure funding to rectify existing deficiencies.

In line with the Council's Open Spaces Strategy, the Council will aim to achieve the following green infrastructure accessibility and quantity standards in the district:

Type of Space	Accessibility Standard	Quantity Standard
Parks and Gardens	Within 15 minutes walk (0.75 mile/1.2km) for urban populations*.	2.3ha per 1,000 dwellings.
Amenity Greenspace	Within 15 minutes walk (0.75 mile/1.2km) of whole population.	1.7ha per 1,000 dwellings.
Natural and Semi-Natural Greenspaces	At least one publicly accessible site of a minimum of 2ha in size within 20 minutes walk (1mile/1.6km) of whole	4.8ha per 1,000 dwellings.

	population.	
Green Corridors/Seafront	One publicly accessible green corridor/promenade within 15mins walk (0.75mile/1.2km) of the entire urban population*.	1.7ha per 1,000 dwellings.
Allotments	At least one site within 15 minutes walking time (1.2km) of the urban population*. At least one site within 20 minutes drive time (10miles/16km) of the rural population.	0.6ha per 1,000 dwellings.

* Urban populations are those within the Settlement Development Boundaries of 'Urban Settlements', as defined in Policy SD2.

Playing Pitches and Outdoor Sports Facilities

4.92 An important element of improving the health of the district's residents is ensuring an adequate supply of publicly available and accessible sports facilities. The Council's Open Spaces Strategy (2009) assesses playing pitch and outdoor sports facility provision in Tendring as part of the district's wider network of green infrastructure. It identifies deficits in certain kinds of facilities in different parts of the district. It also sets out standards for accessibility, quantity and quality that the Council will strive to achieve over the course of the Local Plan period.

4.93 In delivering these standards, the Council will protect and improve existing provision whilst securing new facilities as part of some of the proposed residential and mixed-use development in this Local Plan and/or through Community Infrastructure Levy or equivalent financial contributions from residential developments. Policy PEO20 broadly sets out how this will be achieved.

4.94 Playing pitches exclude those school playing fields that are not publicly accessible which Essex County Council, as the education authority, will manage and maintain to meet the requirements of the schools in question.

Policy PEO20: PLAYING PITCHES AND OUTDOOR SPORTS FACILITIES

The district's existing playing pitches and outdoor sports facilities will be shown as 'Local Green Space' and are protected against development in accordance with Policy PEO19 above. These facilities will be maintained and improved by the Council to best reflect the needs of the district. The Council will also work with the operators of privately-owned playing fields and sports facilities to improve accessibility to the wider community.

New playing fields and outdoor sports facilities to meet the needs of the growing population will be delivered as an integral part of certain residential and mixed-use developments and through other means in this Local Plan for which specific policies in the Area Chapters (6 to 12) will also apply. New areas of playing pitches and outdoor sports facilities that are created during the plan period will be afforded the same protection as existing Local Green Space.

The Council will work with Essex County Council, the development industry and other partners to deliver playing pitch and outdoor sports facilities for which more details are set out in each of the 'Area Chapters' (6 to 12) of this Local Plan.

All new development will be considered in relation to the contribution it can make to the district's provision of playing pitches and outdoor sports facilities and the Council will secure contributions towards the provision such facilities either on-site or through Community Infrastructure Levy or equivalent financial contributions to

meet the needs of a the growing population whilst working with its partners to secure funding to rectify existing deficiencies.

In line with the Council's Open Spaces Strategy, the Council will aim to achieve the following standards for the provision of playing pitches and outdoor sports facilities:

Type of Pitch or Facility	Accessibility Standard	Quantity Standard
Adult Football Pitches	At least one pitch within 10 minutes drive time (5 miles/8km) of the whole population.	One 2ha pitch per 1,400 dwellings.
Junior Football Pitches	At least one pitch within 10 minutes drive time (5 miles/8km) of the whole population.	One 1ha pitch per 1,500 dwellings.
Mini-Football Pitches	At least one pitch within 10 minutes drive time (5 miles/8km) of the whole population.	One 0.6ha pitch per 3,250 dwellings.
Cricket Pitches	At least one pitch within 10 minutes drive time (5 miles/8km) of the whole population.	One 2ha pitch per 2,600 dwellings.
Rugby Pitches	At least one pitch within 10 minutes drive time (5 miles/8km) of the whole population.	One 2ha pitch per 8,700 dwellings.
Hockey Pitches (synthetic turf)	At least one pitch within 20 minutes drive time (10 miles/16km) of the whole population.	One 0.6ha pitch per 23,000 dwellings.
Tennis Courts	At least one court within 10 minutes drive time (5 miles/8km) of the whole population.	One court per 750 dwellings.
Outdoor Bowling Greens	At least one green within 20 minutes drive time (10 miles/16km) of the whole population.	One green per 4,350 dwellings.
Golf Courses	At least one course within 20 minutes drive time (10 miles/16km) of the whole population.	One course per 13,000 dwellings.
Athletics Tracks	At least one track within 30 minutes drive time (15 miles/24km) of the whole population.	One synthetic track per 108,700 dwellings.

Multi-Use Games Areas (MUGA)	At least one MUGA within 10 minutes drive time (5 miles/8km) of the whole population.	One MUGA per 4,400 dwellings.
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N.B. "drive time" in this context represents an estimated average journey time by car (the mode of transport used most frequently).

Indoor Sports Facilities

4.95 Indoor sports facilities include 'sports halls' that can be used for badminton, aerobics and other sporting activities; 'health and fitness facilities' containing cardiovascular gym equipment and/or weights; and 'swimming pools'. These are all classed as 'community facilities' and are the subject of protection through Policy PEO18. Taking projected population growth into account, the Council's audit of indoor sports facilities suggests that the Tendring district will be deficient in all three areas by the end of the plan period unless certain existing facilities are improved and new facilities are delivered.

4.96 The provision of Sports Halls is measured by the number of badminton courts provided. The district currently has 2.7 courts per 10,000 population which is well below the national average of 3.8. To address this if resources allow, it may be possible to create additional space at Clacton Leisure Centre and Tendring Technology College in Thorpe and providing a new dance studio in Harwich to free up sports hall space.

4.97 The provision of health and fitness facilities is measured by the number of 'fitness stations' i.e. individual pieces of gym equipment such as a running machine, a cross-trainer or a rowing machine. The Fitness Industry Association state that the national average is 5 fitness stations per 1,000 population. There are currently over 300 fitness stations in gyms across Tendring of which about half are either only accessible to private members or are for school use only. The fact that Tendring has a deficiency in health and fitness facilities when compared with the national average is perhaps not surprising given our district's age profile, but it will be important that the provision of these facilities increases to meet the needs of a growing population. To address this if resources allow, the Council proposes a new 50-station gym in Harwich (replacing current 17 stations) a new 30-station gym in Walton on the Naze and the refurbishment of Manningtree Sports Centre fitness Suite.

4.98 The district has 7.7 sqm of swimming pool space per 1,000 population which is below the national average. The Council supports plans for a new indoor swimming pool to be provided at Essex University which will help serve the population in the western part of the Tendring District and, if resources allow during the plan period, proposes a new learner pool at the Dovercourt Swimming Pool site and improvements to Brightlingsea Open Air Pool site.

Policy PEO21: INDOOR SPORTS FACILITIES

Indoor sports facilities including sports halls, health and fitness facilities and swimming pools are classed as 'Community Facilities' and are protected through by Policy PEO18.

The Council will work with partners to improve the provision of indoor sports facilities in the district and will support proposals for new facilities subject to meeting the requirements of other policies in this Local Plan and may consider the use of Community Infrastructure Levy to help deliver new indoor sports facilities to meet the needs of a growing population.

Green Infrastructure in New Residential Development

4.99 New residential development can lead to a deficiency of green infrastructure in an area if it is not accompanied by an appropriate amount of new provision. Therefore, certain of the residential, commercial and mixed-use developments in this Local Plan propose new areas of formal and informal green

infrastructure that will be delivered in accordance with requirements set out site-specific policies in the area chapters 6 to 12. Elsewhere, residential development will be required to make a contribution towards green infrastructure either on-site or through Community Infrastructure Levy or an equivalent financial contribution.

4.100 Sites of 1.5 hectares or above have the scope to incorporate green infrastructure on site whilst, in order to address the cumulative impact of numerous smaller developments below that threshold, financial contributions will be sought. The contributions will deliver new areas of green infrastructure as identified on the Policies Maps. Green infrastructure within residential development can also 'double up' as sustainable drainage systems through the creation of flood storage/detention basins, ponds and wetlands and in turn increase amenity, recreation and biodiversity value.

4.101 Further guidance on the level of contributions required and the methodology for their calculation will be set out in a document on 'Planning Obligations and Developer Contributions' along with the arrangements for securing commuted payments toward provision and future maintenance through planning obligations.

POLICY PEO22: GREEN INFRASTRUCTURE IN NEW RESIDENTIAL DEVELOPMENT

Proposals for residential development on a site of 1.5 hectares and above are required to provide at least 10% of the gross site area as public open space unless there are more specific open space requirements set out in policies relating to the site or sites in question.

In exceptional cases where the District Council agrees that provision would be best met off-site, Community Infrastructure Levy or an equivalent a financial contribution, in lieu of on-site provision, may be made. This must include the cost of appropriate equipment, which has been agreed in advance with the Council.

The nature of the public open space will be expected to be:

- usable in terms of location, size and shape, with no single area being less than 0.15 hectares;
- integrate with the development that it serves;
- landscaped and designed with the safety and security of children in mind, including traffic calming of the access to the open space where this involves crossing a road; and
- provided through a range of different types of play areas in the larger sites, to cater for different user groups in accordance with the standards set out in the Council's Open Spaces Strategy.

For residential development below 1.5 hectares in size, where existing open space facilities are inadequate to meet the projected needs of the future occupiers of the development, a financial contribution will be made towards the provision of new or improved off-site facilities to meet these needs.

Children's Play Areas

4.102 Alongside general green infrastructure, the Open Space Strategy also sets out standards for the provision of children's play areas which include:

- Local Areas for Play (LAP): These are small landscaped areas of open space designated for young children (under 6 years old) and their parents or carers for play activities and socialisation close to where they live. A LAP should be a safe, attractive and stimulating environment which will give young children the opportunity to play and interact with their peers away from their own back garden, thus encouraging the development of a range of social and educational skills.
- Local Equipped Areas for Play (LEAP): A LEAP is an unsupervised play area mainly for children of early school age (4-12 years) but with consideration for other ages. Unlike LAP, a LEAP is equipped

with formal play equipment and it should provide a focal point for children when they are responsible enough to move away from the immediate control of parents.

- Neighbourhood Equipped Areas for Play (NEAP): A NEAP will serve a substantial residential development and as such should cater for a wide range of children including those with special needs. Play equipment should be aimed primarily at those aged between 4 and 14 and should aim to stimulate physical, creative, intellectual, social and solitary play. Teenage provision should be in the form of kickabout/basketball areas, opportunities for wheeled play (skateboarding, roller-skating, etc.) and meeting areas.

4.103 In delivering these standards, the Council will seek to protect existing provision and bring about improvements to the quality and accessibility whilst securing new facilities as part of some of the residential and mixed-use proposals in this Local Plan, other large residential developments and through developer contributions from smaller residential developments. Policy PEO23 broadly sets out how this will be achieved and policy PEO22 above sets out the detailed mechanism for securing children's play areas through new development.

POLICY PEO23: CHILDREN'S PLAY AREAS

In line with the Council's Open Spaces Strategy, the Council will aim to achieve the following standards for the provision of children's play areas:

- 0.35ha per 1,000 dwellings within 400m from any home for younger children
- 0.23ha per 1,000 dwellings within 1,000m from any home for older children

N.B. For the purposes of the policy "younger" children are defined as 9 years of age or less and "older" children are defined as 10-15 years of age.

To achieve this, the district's existing LAP, LEAP and NEAP areas, as owned and maintained by the Council will be safeguarded and enhanced.

New children's play areas and facilities to meet the needs of the growing population will be delivered as an integral part of residential and mixed-use developments proposals in this Local Plan and as part of other residential developments in accordance with Policy PEO22 above.

Outside of residential and mixed-use developments where on-site facilities will be provided, the Council will secure Community Infrastructure Levy or equivalent financial contributions from residential development towards the provision of children's play areas and facilities to meet needs arising from an accumulation of smaller housing developments.

Cemeteries and the Crematorium

4.104 The Council is responsible for the management of cemeteries at Burrs Road (Clacton), Main Road (Dovercourt), Kirby Road (Kirby Cross), Walton Road (Walton) and the crematorium at Colchester Road, Weeley. The Council is also responsible for the maintenance of monuments and other memorials within these grounds. A number of other cemeteries are provided by church authorities and/or Town and Parish Councils. A private, "green" cemetery is also provided at Wrabness where the site is managed by Essex Wildlife Trust. Existing cemeteries are shown as areas of 'green infrastructure' on the Policies Map and Policies Map Insets.

4.105 Land is allocated and safeguarded on the Policies Map Insets for the future expansion of the Weeley Crematorium and the cemeteries at Burrs Road (Clacton), Main Road (Dovercourt) and Kirby Road (Kirby Cross) where the provisions of Policy PEO24 below, apply. Other proposals for new cemeteries and burial places and extensions to existing facilities will be supported subject to consideration against other policies in this Local Plan.

POLICY PEO24: CEMETERIES AND THE CREMATORIUM

Land is allocated and safeguarded for the future expansion of the Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the Policies Map Insets for these areas.

The Council will support proposals for new cemeteries and other burial places (including those on private land) and the extension of existing facilities subject to meeting the requirements of other relevant policies in this Local Plan.

5 Planning for Places

5.1 Planning for places is a key element of delivering sustainable development and the importance of protecting our environment is a central role of the planning system. The National Planning Policy Framework encourages local Councils to protect their natural, built and historic environments and landscapes so that they can be enjoyed by present and future generations by advocating prudent use of natural resources to mitigate and adapt to climate change; encouraging the restoration, reconnecting and diversifying of biodiversity; and minimising waste and pollution. From undertaking extensive consultation with residents and businesses within the Tendring District, it is clear that protecting the environment is a high priority in our area, not least because it is the environmental character of the district that makes it an attractive location for people to live and visit.

5.2 To inform the preparation of this Local Plan, the Council has commissioned a number of studies in relation to our natural, built and historic environments, including landscape impact assessments and studies, a wildlife habitat survey, geodiversity and historic characterisation reports and strategic flood risk assessments. These studies have identified a range of diverse environments within our district, which Tendring should be proud of, but which also require protection and management to ensure their longevity. With around a quarter of the District's land affected by significant physical and environmental constraints including flood risk and international or national designations, this is a key objective.

5.3 Being a predominately rural district, Tendring has a wealth of attractive natural spaces supplemented by international, national and locally specific nature designations, particularly around its coast and estuaries, whilst also boasting many buildings of historic and architectural importance and a number of Conservation Areas. These assets are paramount to the district's attractiveness and its tourist economy but, at the same time, they are also sensitive to development pressures of new jobs and homes needed to meet local demands and to address wider social and economic pressures.

5.4 In order to deliver the positive vision for the future of the district as set out in Chapter 1 of this Local Plan and ensure that our attractive environment is protected, the policies within this Chapter focus on:

- minimising the risk to human life and property from flooding and coastal erosion, taking into account the likely impacts of climate change;
- protecting and enhancing the district's biodiversity, attractive countryside, its coastal assets and the character of its historic and architecturally important assets;
- expanding the district's network of green infrastructure to encourage a net gain of nature and biodiversity, achieving sustainable drainage and delivering green corridors and open spaces that improve the health and quality of the environment for residents and visitors; and
- conserving natural resources through the promotion of low carbon energy and water-efficient design in new development, renewable energy and the effective management and re-cycling of waste and minerals, whilst also minimising other forms of pollution.

Development and Flood Risk

5.5 Being a peninsula, Tendring is surrounded on three sides by coastal and estuarine water and therefore many parts of the district are at risk of tidal flooding, including some of our built up residential areas. The National Planning Policy Framework makes it clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere. Accordingly, the policies and proposals in this Local Plan have been informed by these national policy requirements, the findings of Strategic Flood Risk Assessments (SFRA) and advice from the Environment Agency.

5.6 'Flood Zones' 2 and 3 are the areas considered to be at the greatest risk of flooding according to the Environment Agency's flood risk maps. These flood zones are shown on the Policies Map and relevant Policies Map Insets. In applying the 'sequential approach' to development as required by the National

Planning Policy Framework, the Council will generally seek to avoid development in these areas. The government's 'Technical Guidance to the National Planning Policy Framework' provides more details on how the sequential test will be applied.

5.7 For the majority of the Tendring District, development proposals will be judged against the 'sequential approach'. For development proposals on sites within Settlement Development Boundaries, the sequential approach should seek to identify and guide development toward sites at the lowest risk of flooding within the defined boundary of the settlement in question. For development proposals on sites outside of Settlement Development Boundaries, the sequential test will apply to all land in the Tendring District.

5.8 In the majority of cases development in flood risk areas will be resisted, but there are some areas where, in order to achieve much needed economic growth and tackle deprivation with limited public funding, allowing some development in the flood risk area is the only practical option. These areas are:

- the Brooklands, Grasslands and Village areas of southern Jaywick;
- central parts of Walton-on-the-Naze;
- Harwich Old Town; and
- parts of Dovercourt and Parkeston.

5.9 Each of these areas forms part of a Priority Area for Regeneration (see Policy PRO4). For development proposals in these areas, the sequential approach will not be applied but development in those areas that do fall within Flood Zones 2 or 3 will be required to pass the National Planning Policy Framework's 'Exception Test' and any other specific policy requirements that apply to those areas as set out in this Local Plan. The Brooklands, Grasslands and Village areas of southern Jaywick, for example, are the subject of a specific policy (COS10) in Chapter 6 that seeks to balance the severity of flood risk with the need to tackle deprivation.

5.10 Sites specifically allocated for development in this Local Plan will also not be judged against the sequential test but, if they fall within Flood Zones 2 or 3, the Exception Test and any other site-specific policy requirements will apply. For the Exception Test to be passed:

- 1) it must be demonstrated that the development provides wider sustainability benefits to the community that would outweigh the flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- 2) a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall.

POLICY PLA1: DEVELOPMENT AND FLOOD RISK

Flood Zones 2 and 3 are shown on the Policies Map and Policies Map Insets. All development proposals within these flood zones or elsewhere involving sites of 1 hectare or more must be accompanied by a Flood Risk Assessment.

The sequential test

All development proposals will be considered against the National Planning Policy Framework's flood risk 'sequential test' to direct development toward sites at the lowest risk of flooding unless they involve development on land specifically allocated for development in this plan or land within a Priority Area for Regeneration (see Policy PRO4).

For development proposals on sites within Settlement Development Boundaries, the sequential approach will apply to all land within the Settlement Development Boundary of the settlement in question. For development proposals on sites falling outside of Settlement Development Boundaries, the sequential test will apply to all land in the Tendring District.

The exception test

Proposals within Flood Zones 2 or 3 involving development on land either specifically allocated for development in this Local Plan or falling within a Priority Area for Regeneration will only be permitted if they pass the National Planning Policy Framework's 'exception test' and any requirements of other policies in this Local Plan.

Elsewhere, applicants may be able to demonstrate that the benefits of their development proposal to the regeneration of an area outweigh the presumption that planning permission would otherwise be refused due to the risk of flooding. In such cases, the proposal must pass the exception test.

Coastal Protection

5.11 With over 60 kilometres of coastline, the Tendring District contains a number of areas that are under threat from tidal flooding and coastal erosion. The National Planning Policy Framework states that local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. The Tendring coast is one area that is the subject of the Draft Essex and South Suffolk Shoreline Management which was prepared in partnership between the Environment Agency, Essex County Council and District Councils.

5.12 At the time of writing, the Draft Shoreline Management Plan has been agreed by the relevant District Councils in Essex and South Suffolk but its final approval was still the subject of agreement between the Environment Agency and central government. The Draft Shoreline Management Plan sets out three time-periods: the period up to 2025; then 2026 to 2050; and finally 2051 to 2075. For each section of Tendring's coast, it then states what the strategy for investment and maintenance of coastal defences will be in each of the three time periods. The various strategies can include:

- 'Hold the line' where there is a commitment to maintain existing defences or increase the standard of protection at these defences;
- 'Advance the line' where new defences are to be built seaward of existing defences to reclaim significant areas of land;
- 'Managed realignment' where the shoreline is allowed or enabled to move, with associated management to control or limit the effect on the environment; and
- 'No active intervention' where there will be no investment in coastal defences or operations.

5.13 Because this Local Plan only provides planning policies and proposals for the period up to 2021, the strategy for the first time period in the Draft Shoreline Management Plan, which proposes to 'hold the line' along every stretch of the Tendring coast applies. The National Planning Policy Framework encourages Local Plans to identify 'Coastal Change Management Areas' to avoid inappropriate development in vulnerable coastal areas where there are areas likely to be affected by physical changes to the coast. However, given that the strategy is to 'hold the line' along Tendring's coastline, the Council does not consider it appropriate for this Local Plan to identify specific 'Coastal Change Management Areas' as no physical changes are proposed during this plan period. However, the Local Plan does identify a 'Coastal Protection Belt'.

5.14 The Coastal Protection Belt was originally designated in 1984 as a landscape designation to protect the open character. However, in considering the requirements of the National Planning Policy Framework and the need to manage development in coastal areas, the Coastal Protection Belt for this Local Plan will perform two functions. Indeed, the Coastal Protection Belt will continue to protect the open character of the undeveloped coastline as a landscape designation but will also prevent development in vulnerable coastal areas, through the refusal of planning permission for development that does not have a compelling functional or critical operational requirement to be located there.

5.15 Whilst maintaining the character of the undeveloped coast, the Coastal Protection Belt will also improve public access to, and enjoyment of, the coast, in accordance with the National Planning Policy Framework, contributing to the quality of life of current and future generations and therefore is an important designation within this Local Plan. For this Local Plan the boundary of the Coastal Protection Belt has been

reviewed, to reflect the many functions that the designation now performs. The Coastal Protection Belt is shown on the Policies Map and Proposal Map Insets, with Policy PLA2, below, applying to the areas designated as within the Coastal Protection Belt.

POLICY PLA2: COASTAL PROTECTION

To manage the risk of tidal flooding and coastal erosion to people, property and tourism, the Council will assist the Environment Agency in implementing the Essex and South Suffolk Shoreline Management Plan.

Within the Coastal Protection Belt, as shown on the Policies Map and Policies Map Insets, the Council will seek to protect the open character of the undeveloped coastline and avoid development in vulnerable coastal areas by refusing planning permission for developments that do not have a compelling functional or critical operational requirement to be located there. If an applicant can demonstrate a compelling functional or critical operational need for the development, the Council will have regard to the latest Shoreline Management Plan to ensure:

- a) the development will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;
- b) the character of the coast will not be compromised;
- c) the development provides wider sustainability benefits such as facilities for residents and visitors to enjoy the coast or funding for coastal defences; and
- d) the development would not hinder the creation and maintenance of a continuous signed and managed route around the coast.

In exceptional circumstances, the Council will consider proposals for residential 'enabling development' within the Coastal Protection Belt to fund the repair, maintenance or upgrading of infrastructure associated with defending the coast from flooding or erosion. In considering such proposals, the Council in consultation with the Environment Agency, will need to be satisfied that:

- a) the works are necessary because there is a genuine risk of land or property being lost to the sea or being structurally damaged or undermined due to the inadequacy of the existing coastal defense infrastructure;
- b) there is no prospect of the necessary works being funded by the Environment Agency or any other public body as part of their capital programs;
- c) the number of dwellings proposed in the enabling development is proportionate to the cost of the works proposed, justified by a financial appraisal;
- d) the landowner will enter into a necessary legal agreements with the Council and any other relevant parties to ensure that the proposed works are undertaken; and
- e) the impacts of the proposed development have been minimised and all other policy requirements in the Local Plan have been addressed.

Water Conservation, Drainage and Sewerage

5.16 Water is something that, in different ways, poses our district with an unusual dilemma; apart from the issues of flooding and coastal change explained above, this part of the country is also recognised as having the lowest average rainfall and therefore maintaining a supply of fresh water for drinking and the irrigation of crops is a high priority. The presence of and indeed lack of water is therefore a very important consideration when planning for growth in new homes and jobs and is central to ensure sustainable development in the district.

5.17 The National Planning Policy Framework requires all local planning authorities to mitigate and adapt to climate change, which includes proactive strategies in the consideration of water supply and demand. New development proposals should therefore plan to conserve water supplies, working with water companies, as the infrastructure providers, to ensure necessary water management and appropriate provision. In addition, new development in areas which are vulnerable to flood risk or drainage issues should be appropriately managed through suitable adaptation measures, including through planned green infrastructure and Sustainable Drainage Systems (SuDS).

5.18 Sustainable Drainage Systems (SuDS) are designed to reduce the potential impact of new and existing developments in relation to surface water drainage discharges, replicating natural systems to drain away surface water run-off, incorporated within the green infrastructure network. Policy PLA3 requires new development to include SuDS within their proposals and also provides a proactive approach to ensure sufficient fresh water supply and sewerage capacity in accordance with the National Planning Policy Framework and the overarching sustainability objectives of this Local Plan.

POLICY PLA3: WATER CONSERVATION, DRAINAGE AND SEWERAGE

All new development, excluding householder development, should incorporate Sustainable Drainage Systems (SuDS) as a means of reducing flood risk, improving water quality, enhancing the green infrastructure network and providing amenity benefit. Justification must be given for not using SuDS.

Planning permission for new development will not be granted unless it can be demonstrated that any wastewater from the development can be dealt with within the confines of existing sewerage 'discharge consents' or that an acceptable alternative will ensure protection of the environment. In this regard, Anglian Water and the Environment Agency will be important consultees.

Private sewerage treatment facilities, in particular septic tanks and cesspools, will not be permitted if there is an existing public foul sewerage system. Where private sewerage disposal facilities are the only practical option, they will only be permitted where ground conditions are satisfactory, the plot is sufficient to provide an adequate subsoil drainage system and the requirements of Policy SD9, including provisions relating to smell, are met.

To maintain a supply of fresh water and to ensure it is used efficiently, the Council will:

- Work with Veolia Water to implement their investment plans and improve the infrastructure network;
- Require development proposals to demonstrate how water efficiency measures, such as 'greywater' recycling and rain water capture and use, will be included to reduce the demand for fresh water;
- Support proposals for agricultural reservoirs and/or winter storage facilities subject to detailed consideration against relevant other policies within this plan; and
- Have regard to the management of Water Source Protection Zones.

Nature Conservation and Geo-diversity

5.19 The Tendring district is blessed with many habitats of different sizes containing a variety of plant and animal species. Many of these habitats are designated for their nature conservation interests and some are protected by International, European and English law. National planning policy contained in the National Planning Policy Framework provides the principal planning framework for the protection and enhancement of these sites.

5.20 Ramsar Sites, Special Protection Areas (SPA) and Special Areas of Conservation (SAC) are protected under the Ramsar Convention and the Birds Directive and the Habitats Directive respectively and, in and

around Tendring, these areas include the Stour and Orwell Estuaries, Hamford Water and parts of the Colne Estuary. These areas are recognised for their wetlands of international importance, habitats for endangered and migratory bird species and listed habitats – some of which contain over 1,000 species of plants and animals.

5.21 In accordance with the Habitats Directive, development affecting any of these sites must be the subject of 'Appropriate Assessment' which will ascertain whether the development will adversely affect the integrity of the site in view of its conservation objectives. Planning permission will only be granted where the Council is certain that there will be no adverse effects as a result of the development, alternative sites are not available and unless there are imperative reasons of overriding public interest (e.g. such as in relation to port expansion at Bathside Bay, Harwich) - in which case a compensatory habitat must be provided.

5.22 Sites of Special Scientific Interest (SSSI) are protected under the provisions of English law contained in the Wildlife and Countryside Act 1981, as amended, and the Countryside and Rights of Way Act 2000. Examples within Tendring include Ardleigh Gravel Pit, Clacton Cliffs, Harwich Foreshore, Holland-on-Sea Cliff, Little Oakley, St. Osyth Pit and The Naze at Walton.

5.23 At the local level, the Council has worked with the Essex Wildlife Trust to identify over 100 'Local Wildlife Sites' within the Tendring District that, whilst not protected by law, are worthy of nature conservation and are protected primarily through Policy PLA4 below. Many of these sites provide important wildlife refuges and stepping stones in the green infrastructure network, linking different habitats and helping to maintain biodiversity. The district also contains a number of 'Special Roadside Verges' which contain rare and valuable plants.

5.24 The Council also supports the identification, protection and enhancement of 'Living Landscapes' through the Essex Biodiversity Project. Living Landscapes are large landscape scale areas of the countryside like river valleys, estuaries, forested ridges, and grass and heath mosaics, which are ecologically stable and provide a superb range of habitats for many species of wild plants and animals. Their inter-connectivity allows wildlife to move through them and makes them more resilient to threats such as climate change, floods, droughts, sea level rises and development pressure. Living Landscapes in Tendring include Alresford Mineral Sites Complex, the Naze, Holland Brook and the Stour Estuary.

5.25 Whilst these various wildlife designations exist, a site does not necessarily have to be designated to be of value to nature conservation. Where a site is likely to contain important wildlife habitats, protected species (as protected in the 1981 Wildlife and Countryside Act, as amended) or important features identified in the UK or Essex Biodiversity Action Plans (BAP), developers will be required to undertake a survey. Where development is likely to harm the nature conservation interest of a site, planning permission will only be granted where the benefits of the development outweigh the harm caused. In such instances, development must minimise the impact on biodiversity and, where possible, seeks to retain or replace key features like important trees, hedges or water features.

5.26 Throughout the course of this Local Plan period, the Council will work with developers, the Essex Wildlife Trust and other partners to create new wildlife habitats both as an integral part of new development through tree planting, green corridors or Sustainable Drainage Systems (SuDS) and as stand-alone projects like the recent tree planting scheme north of Elmstead Market.

5.27 Policy PLA4 also sets out the Council's position on development affecting protected trees and hedges which provide important habitats for a range of wildlife, contribute towards the appearance and quality of the environment, provide shelter and help reduce noise and atmospheric pollution.

5.28 Development that would result in the loss of or damage to protected woodlands, trees and hedgerows, will not normally be granted planning permission. When it is not feasible to retain a preserved tree or important hedgerow, the Council will require the provision of appropriate replacements.

POLICY PLA4: NATURE CONSERVATION AND GEO-DIVERSITY

All areas designated for their value to nature conservation and/or geo-diversity are shown on the Policies Map.

Sites designated for their international, European and national importance to nature conservation including Ramsar Sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC), National Nature Reserves and Sites of Special Scientific Interest (SSSI) will be protected from harmful development in line with the relevant International, European and English law. The Council will work with its partners to produce management plans for these areas.

Sites designated for their local importance to nature conservation including Local Wildlife Sites (LoWS) and Local Nature Reserves will be protected from development that is likely to have an adverse impact.

Elsewhere, where development is likely to harm nature conservation or geo-diversity interests, planning permission will only be granted in exceptional circumstances, where the benefits of the development clearly outweigh the harm caused and where appropriate mitigation measures must be incorporated into the development to the satisfaction of the Environment Agency and other appropriate authorities.

Consideration will be given to the potential for new wildlife habitats in new development and green infrastructure. Where these are created, measures may be taken to ensure suitable permanent management, and public access. In these matters, the Council may be guided by the UK and Essex Biodiversity Action Plans.

Planning permission will be refused for development that would cause demonstrable harm to protected woodland, trees and hedgerows or conditions will be imposed requiring the developer to secure their protection. Where the felling of a preserved tree or removal of a hedgerow is permitted a replacement tree or hedge of an appropriate type, size and in a suitable location, will be required.

The Countryside Landscape

5.29 The countryside in our district is one of its key assets both in terms of tourism and the living environment of our residents. The district is diverse in its landscape character and appearance and certain areas are particularly sensitive to development and change.

5.30 The most notable countryside landscapes include the Dedham Vale Area of Outstanding Natural Beauty (AONB) in the north west of the district and the coastal slopes around the district which afford spectacular views to and from the coast and estuaries.

5.31 The southern shore of the Stour Estuary is recognised in particular for its natural beauty and whilst it is not currently designated as an AONB, the Council supports the inclusion of this area in the Suffolk Coast and Heaths AONB which currently covers only the northern shore of the Stour Estuary in Suffolk. The Council will work with its partners in Suffolk to seek the formal designation of the area as an AONB but in the meantime, it will be subjected to the highest level of protection in order to protect its quality and character.

5.32 In selecting which sites to allocate for new development in the Local Plan, the Council has taken particular care to assess the value of the landscape and, where practical, allocate sites with the lowest sensitivity, protecting and enhancing valued landscapes, geological conservation interests and soils, including a preference in favour of previously developed land (Brownfield Sites) where possible and protecting the district's best and most versatile agricultural land.

5.33 The National Planning Policy Framework requires Local Planning Authorities to maintain the character of the undeveloped coast, protect its distinctive landscapes and improve public access to and enjoyment of the coast. 'Coastal Protection Belt' was identified by Essex County Council in the 1980s in recognition that the undeveloped coast is a unique, finite and irreplaceable resource in its own right which justifies its

protection, regardless of its other qualities. In accordance with this policy development will only be permitted within the Coastal Protection Belt in exceptional circumstances.

5.34 In 2001 a Landscape Character Assessment was carried out which identified 30 different landscape areas with different characteristics and highlighted key sensitivities that need to be taken into account when considering development proposals in the countryside in any part of the district whether it is covered by a landscape designation or not.

5.35 This policy will primarily apply to development proposals in the countryside but development proposals within a built up area which could detract visually from key landscape or settlement characteristics of its surroundings would also be considered against the criteria of this policy (in other areas listed building and Conservation Area policies will provide such protection). In applying the policy, the Council will refer to the Tendring Landscape Character Assessment (2001).

POLICY PLA5: THE COUNTRYSIDE LANDSCAPE

The Council will work with adjoining authorities to ensure the continued protection of the Dedham Vale Area of Outstanding Natural Beauty (AONB) and will refuse planning permission for any development that would harm or otherwise fail to conserve its natural beauty, including views towards it from the outside. These areas are defined on the Policies Maps.

The Council will also work in partnership with adjoining authorities on the 'Stour Project' to secure the extension to the Suffolk Coast and Heaths AONB to cover the southern part of the Stour Estuary between Mistley and Ramsey. The extent of the proposed area is depicted on the Policies Map and, until it is formally designated as an AONB, will be subject to a high level of protection to protect its quality and character.

The tourism potential of the countryside will be promoted and opportunities to improve public access and provide appropriate tourist facilities and visitors centres will be supported subject to detailed consideration against the policies set out elsewhere in the Local Plan.

The Council will seek to protect the open character of the undeveloped coastline by refusing planning permission for developments in the 'Coastal Protection Belt' that do not have a compelling functional or critical operational requirement to be located there. The Coastal Protection Belt is shown on the Policies Maps.

The quality of the district's landscape and its distinctive local character will be protected and, wherever possible, enhanced. Any development which would significantly harm landscape character or quality will not be permitted. The Council will seek in particular to conserve the following natural and man-made features which contribute to local distinctiveness:

- a. estuaries and rivers, and the undeveloped coast;
- b. skylines and prominent views, including those of ridge tops and plateau edges;
- c. the settings and character of settlements and of attractive and/or vernacular buildings within the landscape;
- d. historic landscapes and listed parks and gardens, ancient woodlands, and other important woodland, hedgerows and trees; and
- e. the traditional character of protected lanes, other rural lanes, bridleways and footpaths.

Where a local landscape is capable of accommodating development, any proposals shall include suitable measures for landscape conservation and enhancement.

The Historic Environment

5.36 The historic environment has a powerful influence on people's quality of life generally giving them a sense of identity and civic pride. Its enduring physical presence contributes significantly to the character and 'sense of place' of rural and urban environments. In our district, this resource is rich, complex and irreplaceable.

5.37 Some of this resource lies hidden and often unrecognised beneath the ground in the form of archaeological deposits, but other heritage assets are more visible including those within the historic landscape that provide a record of past agricultural and industrial practices and the physical buildings and spaces that make up our town centres and historic villages.

5.38 In 2008, Essex County Council undertook the 'Tendring Historic Characterisation Project' which provides a comprehensive account of the character of the district's historic environment and the heritage assets that contribute towards that character and which should, where possible, be preserved, enhanced or even incorporated into new development for the enjoyment of future generations.

5.39 Some heritage assets, such as Listed Buildings and Scheduled Monuments are afforded statutory protection and the government's planning policy contained in the National Planning Policy Framework provides the principal planning framework for dealing with planning issues affecting historic structures and archaeological interests.

5.40 This Local Plan seeks to protect or enhance the district's historic assets but also make best use of its rich heritage to help promote the district as a visitor destination and an attractive place to live and work. The most appropriate strategy for conservation will vary between each heritage asset and will depend on a range of factors. The Council will work with its partners when opportunities arise to review the future management and conservation of the district's heritage assets.

POLICY PLA6: THE HISTORIC ENVIRONMENT

The Council will work with its partners including Essex County Council and English Heritage to understand, protect and enhance the district's historic environment by:

- Requiring applicants to describe the significance of any heritage assets (and their settings) affected by their proposal, giving an appropriate amount of detail that is proportionate to the assets' importance and the level needed in order to understand the potential impact of the proposal on their significance, having regard to the relevant historic record and assessing each heritage asset using appropriate expertise;
- Requiring archaeological evaluation to be undertaken for schemes affecting sites that do, or might contain archaeological remains which, in some cases, may require field evaluation prior to commencement of development but in all cases an appropriate desk-based assessment should be provided as a minimum;
- Identifying and assessing the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence (including the Tendring District Historic Environment Characterisation Report, and other relevant historic records) and any necessary expertise when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal;
- Taking account of the desirability of enhancing the significance of the district's heritage assets, securing their long term conservation and utilising their positive contribution to place-making when determining planning applications;
- Attaching great weight to the conservation of designated heritage assets when considering the impact of a proposed development on their significance, with the level of weight being proportionate

to the assets' importance, but also giving due weight to the protection of non-designated heritage assets, having regard to the scale of any harm or loss and the significance of the heritage asset;

- Refusing planning permission and other forms of consent for development that would harm the character or appearance of a Conservation Area (which are defined on the Policies Map Insets) or lead to the loss of buildings, structures, trees or spaces that positively contribute towards that character (see Policy PLA7);
- Refusing planning permission and other forms of consent where the proposed development will lead to substantial harm to, or total loss of, significance of any heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or, in the cases of proposals affecting designated heritage assets, all of the following apply:
 - the nature of the heritage asset prevents all reasonable uses of the site; and
 - no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - the harm or loss is outweighed by the benefit of bringing the site back into use.
- Undertaking periodic reviews of Conservation Areas and updating existing or preparing new Conservation Area Character Appraisals and Conservation Area Management Plans (CAMPs), where necessary, to identify opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance;
- Treating favourably proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of a heritage asset;
- Working with partners to implement the various actions and recommendations contained within CAMPs that have been adopted by the Council;
- Working with property owners to secure improvements to any heritage assets that are identified as being in poor condition or at risk of disrepair, particularly those on either the national or local Heritage at Risk Registers; and
- Making information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible and requiring developers to record and advance the understanding of any heritage asset that would be lost (in whole or in part) to be added to publically available archives.

Conservation Areas, Scheduled Monuments, Registered Historic Parks and Gardens, areas of Ancient Woodland and Protected Lanes are identified on the Policies Map and Policies Map Insets.

Conservation Areas

5.41 The Tendring District contains 20 Conservation Areas which are all shown on the Policies Map and Policies Map Insets as they were on 1st April 2012. Conservation Area boundaries can be altered independently of the Local Plan, so it is important to contact the Council in advance of carrying out any development to check whether any changes have been made to the boundaries since this Local Plan.

5.42 Policy PLA7 provides criteria against which proposals for development both in and, in certain cases affecting the setting of, a Conservation Area will be judged. These supplement the requirements of the

National Planning Policy Framework and expand upon the principles set out in Policy PLA6 which seek to protect and enhance the historic environment.

5.43 The designation of a Conservation Area gives the Council additional control over advertisements, the demolition of structures and the lopping and removal of trees. Proposals for advertisements including hoardings, sign boards or fascia boards will require 'advertisement consent' and must be well designed, respect their surroundings and not introduce a hazard to people or traffic.

5.44 A proposal to demolish buildings, structures and other features will normally require 'conservation area consent' which will sometimes only be allowed if planning permission has been granted for buildings or replacement structures that would result in an enhancement to the character and appearance of the Conservation Area. This is to avoid vacant and unsightly gaps appearing in the historic built environment.

5.45 Trees within Conservation Areas are afforded legal protection and any felling or lopping will require the express consent of the Council.

5.46 Outline planning applications will not normally be approved for development in Conservation Areas because they provide insufficient information to determine the impact of development on the character and appearance of the area.

5.47 The Council will seek to enter into planning obligations with developers to secure improvements to the public realm of conservation areas, to ensure that the overall impact of development on an area's character and appearance is positive.

5.48 Any proposals for development outside of a Conservation Area that, due to its proximity, will impact upon the setting of important features within the Conservation Area will not be approved where it detracts from the special architectural and historic character of the area.

POLICY PLA7: CONSERVATION AREAS

Within a Conservation Area, development will not be permitted unless the proposal:

- a) is of a design and/or scale that preserves or enhances the special character or appearance of the area and is compatible with neighbouring buildings and spaces;
- b) uses building materials, finishes and building techniques, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;
- c) retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;
- d) retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention;
- e) does not harm important views into, from or within the area;
- f) protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the special character and appearance of the Conservation Area; and
- g) results, where relevant, in the removal of unsympathetic features and the restoration or reinstatement of missing features.

Permission for development involving demolition within Conservation Areas will only be granted if it can be demonstrated that:

1. the removal of the structure/development would result in a material visual improvement to the appearance of the area; or

2. the existing structure is beyond repair, incapable of beneficial use or is itself harmful to the character of the Conservation Area.

Permission will not be granted for development outside but near to a Conservation Area if it detracts from that Area's character, applying the above criteria.

In applying this policy, the Council will have regard to its Conservation Area Appraisals and where relevant, its adopted Conservation Area Management Plans (CAMPs) (see individual 'area chapters' in this Local Plan for more details on specific CAMPs).

Listed Buildings

5.49 Policy PLA8 supplements the requirements of national planning policy and expands upon the principles set out in Policy PLA6 which seek to protect and enhance the historic environment.

5.50 'Listed Buildings' are identified by the Secretary of State for Culture, Media and Sport as being of special architectural or historic interest and through the planning legislation are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special historic or architectural character. For any such works, which can include both internal and external alterations, an applicant would require listed building consent.

5.51 Development affecting the setting of a Listed Building can have as dramatic an impact on its character and appearance as development affecting the building itself. Therefore any proposal for new development affecting a Listed Building either directly or indirectly will be considered against the criteria set out in this policy.

POLICY PLA8: LISTED BUILDINGS

Development affecting a Listed Building (or structure) or its setting (including buildings or structures within the historic curtilage of the Listed Building or structure) will only be permitted where it:

- a) is justified through an assessment of the works and their impact on the listed building and its setting provided as part of the application;
- b) does not have an unacceptable effect on the special architectural or historic character and appearance of the building or setting;
- c) uses building materials, finishes and building techniques, including those for features such as walls, railings gates and hard surfacing, that respect the listed building and its setting;
- d) incorporates landscaping that has regard to the character and appearance of the Listed Building where landscaping is needed;
- e) is of appropriate scale and design;
- f) results, where relevant, in the removal of unsympathetic features and the restoration or reinstatement of missing features; and
- g) would contribute towards ensuring the continued use of the building.

Enabling Development

5.52 The Council will assess whether the benefits of a proposal for 'enabling development', which would otherwise conflict with planning policies contained in this Local Plan but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies. Each case will be considered on its merits and will depend on the nature and scale of development proposed and the heritage asset being conserved, and the degree to which the proposal conflicts with this Local Plan. Supplementary Guidance prepared by English Heritage will help the Council determine the suitability of 'enabling development' proposals.

POLICY PLA9: ENABLING DEVELOPMENT

Proposals for 'enabling development' will only be permitted where it can be demonstrated the benefits of allowing such development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from other policies contained in this Local Plan.

Minerals

5.53 Minerals are essential to support sustainable economic growth both locally and nationally as they are vital resources which supply the material to provide the infrastructure, buildings, energy and goods that we all need. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.

5.54 Essex County Council, as the Minerals and Waste Planning Authority for the county, is responsible for determining planning applications for minerals and waste sites and for policy development in relation to Minerals and Waste. All consultations on minerals and waste sites are carried out by the County Council at the appropriate time. The existing and proposed strategies and sites in the District of Tendring are set out in the Essex Minerals Local Plan 1996, the Essex and Southend-on-Sea Waste Local Plan 2001 and emerging Minerals and Waste Development Documents. Therefore, more detailed information regarding these sites is documented and available from Essex County Council. However, this Local Plan includes notation of these Mineral Safeguarding Area and Mineral Consultation Area designations on the Policies Map in order to provide a complete picture of proposals that may occur in the District up to 2021. At present, these sites are:

Preferred Landfill sites for Inert Waste

- Keelars Lane, Wivenhoe (Tendring District) (Essex and Southend-on-Sea Waste Local Plan 2001)

Preferred Sites for Sand and Gravel Extraction

- Lodge Farm, Brightlingsea (Essex Minerals Local Plan 1996)
- Church Farm, Alresford (Minerals Development Framework Preferred Approach 2010)
- Frating Hall Farm, Frating (Minerals Development Framework Preferred Approach 2010)

Preferred Sites for Silica Sand Extraction

- Park Farm, Ardleigh (Minerals Development Framework Preferred Approach 2010)

5.55 Because of their potential environmental impacts on the surrounding areas, or their potential for future development when they are worked out, these sites may influence decisions by the District Council about future development nearby. The most recent stage in the preparation of the Minerals Development Framework was the 'Preferred Approach' which was published for consultation by Essex County Council in December 2010 and the 'Additional Sites Allocations Issues and Options Paper', which was published for consultation by Essex County Council in August 2011. The latest consultation on the Waste Development Document 'Preferred Approach' took place in November 2011.

5.56 The Council will work closely with Essex County Council to ensure that locations of minerals resources of local and national importance are safeguarded and not needlessly sterilised by non-mineral development in accordance with Essex County Council minerals policies. The Council will also work with Essex County

Council to encourage the restoration and after-use of sites in line with Essex County Council minerals planning policies.

Renewable Energy Installations

5.57 The National Planning Policy Framework requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change and promote sustainable development. Earlier chapters of this Local Plan contain policies to support sustainable transport (see Policy SD8); sustainable construction (see Policy SD10) and the renewable energy industry (PRO13). However, renewable energy installations themselves also require the Council's support to deliver renewable energy projects.

5.58 With a national target of 15% of energy to be generated from renewable energy sources by the year 2020, the Council must contribute to meet, and where possible exceed, this target by supporting renewable energy installations and their associated infrastructure- including wind farms and substations.

5.59 The biggest potential for renewable energy in the UK is from wind energy. Indeed, the Committee on Climate Change published a report in 2008 stating that wind technology could deliver 30% of the UK's electricity by 2020. However, wind turbines are large structures which can potentially cause visual and/ or noise impacts. It is therefore important that these installations are carefully located to mitigate the impact this renewable energy infrastructure has on residents and the landscape of the district.

5.60 In assessing the likely impacts of potential wind energy development the Council will follow the approach set out in the National Policy Statement for Renewable Energy Infrastructure and any subsequent amendments or future guidance regarding renewable energy installations.

POLICY PLA10: RENEWABLE ENERGY INSTALLATIONS

The Council will support proposals for renewable energy schemes including community-led renewable projects, onshore and offshore wind farm proposals along with their ancillary infrastructure and micro-generation schemes. Applicants will be encouraged to incorporate renewable energy technologies into development where viable.

Schemes should be located and designed in such a way to minimise increases in ambient noise levels; and visual impacts should be mitigated through siting, design, layout and landscaping measures in accordance with guidance set out in the National Policy Statement for Renewable Energy Infrastructure.

Within internationally and nationally designated areas renewable energy schemes will be supported in exceptional circumstances where it can be demonstrated that the designation objectives for the area will not be compromised and any adverse impacts are clearly outweighed by the social and economic benefits of the energy installation.

Proposals will be required to include transport assessments covering the construction, operation and decommissioning of any wind farm proposals, ensuring appropriate access to the site is maintained; and sites must be restored when the turbines are taken out of service.

6 Clacton-on-Sea

6.1 Clacton-on-Sea is the largest urban area in the Tendring District, lying on the popular 'sunshine coast'. With a population nearing 60,000, Clacton has grown substantially from its Victorian roots and has, by far, the district's largest town centre that, when combined with the adjoining seafront, provide the single biggest concentration of economic activity. Despite this, the town has experienced economic difficulties over a number of decades and now suffers higher than average unemployment, lower than average incomes and pockets of deprivation where ill health and low skills are particular issues.

6.2 One of the themes of this Local Plan, which draws heavily on the results of the 2011 public consultation on housing issues, is to achieve a fair distribution of development throughout both urban and rural areas and avoid an over-concentration of development within any one community. Because Clacton-on-Sea is such a large urban area and will consequently see the largest proportion of the district's growth over the plan period, the Council has divided the town into 'sub-areas' in an attempt to ensure, as far as is practical, that development opportunities are identified in each part of the town and not concentrated in any one single area. The sub-areas are as follows:

- **Central Clacton** (comprising the 'Pier Ward');
- **Jaywick** (comprising the 'Golf Green Ward');
- **West Clacton** (comprising the electoral wards of Alton Park, Bockings Elm, Peter Bruff, Rush Green and St. James);
- **Great Clacton and North** (comprising the electoral wards of Burrsville, St. Johns and St. Marys); and
- **Holland-on-Sea and East** (comprising the electoral wards of Haven, St. Bartholomews and St. Pauls).

6.3 New developments are proposed for each of these sub-areas which, in their scale and nature, reflect local considerations including their possible contribution toward regeneration within deprived areas; accessibility to local shops, jobs, services and facilities; infrastructure capacity; and physical and environmental constraints including flood risk.

6.4 The Clacton-on-Sea urban area will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- higher than average unemployment and lower than average skills and educational attainment which, in part, have resulted in many people commuting out of the town for high quality and higher-paid work elsewhere and leaving lower-paid, typically service sector jobs as the predominant form of local employment;
- the decline of the traditional seaside holiday since the 1960s which will require the town to develop a more diverse economy and provide accommodation and attractions to attract higher-spending visitors to the area;
- high levels of deprivation within particular areas like southern Jaywick, Clacton Town Centre and western parts of the town where issues of unemployment, poor housing conditions and health problems are particularly acute;
- the changing nature of retail with the emergence of online shopping and competition from larger towns (like Colchester) which will have a detrimental impact on the vitality and viability of town centres in Clacton unless they can offer a unique shopping and leisure experience to their visitors;
- the difficulty in attracting traditional businesses and industry such as manufacturing to set up in the area due to its coastal location, competition from commercially attractive locations in and around Colchester and the perception that Clacton is increasingly becoming a retirement area with socio-economic weaknesses;
- the pressure placed upon local health services resulting from the area's large population of older residents and the high proportion of people suffering with long-term illnesses;

- the high demand for new housing in the area which results, in part, from its popularity as a place to retire and the impact this demand will have on future generations of local people and their ability to afford their own home unless some new housing, of the right type, is provided; and
- the risk of coastal erosion and flooding in the area which are expected to increase over the long-term as a result of global climate change.

6.5 Having carefully considered the area’s characteristics, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the Clacton-on-Sea area as follows:

“In 2021, Clacton will be well known as a re-invented ‘21st Century year-round resort’ with a vibrant evening economy offering a mix of contemporary and traditional family leisure activities, visitor accommodation, conference facilities and business opportunities in its core seafront visitor area and expanded town centre.

As a shopping centre, it will have undergone a renaissance, boasting quality new development and retailers giving the area a fresh, vibrant image attractive to increasing numbers of new visitors as well as residents.

The town will also be a popular place on the coast to live and work for people of all ages having been the focus for well planned growth in new quality housing, jobs and other community services.

Jaywick will have seen major improvements with a number of high quality and innovatively designed developments having taken place which, in turn, have greatly improved the economic prospects and the health of the community.”

6.6 The policies and proposals in this Chapter supplement, and should be considered alongside, the requirements of district-wide policies contained in Chapters 2, 3, 4 and 5 of this Local Plan.

Regeneration at Clacton Town Centre and Seafront

6.7 Clacton town centre and seafront are identified as a ‘Priority Area for Regeneration’ in Policy PRO4 in Chapter 3 of this Local Plan and will be the focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety and accessibility.

6.8 Over 2009 and 2010, the Council commissioned specialist consultants to look at the town centre and seafront and explore possible options for tackling the area’s decline and bringing about economic growth looking at a range of factors including retail, housing, leisure and tourism, car parking, transport and heritage. The ‘Town Centre Vision’ study and the study entitled ‘Celebrate-on-Sea – putting the fun back into Clacton’ were the subject of public consultation in their own right and it was originally intended that these studies would form the basis for a specific Area Action Plan. However, now that the new National Planning Policy Framework advocates a single Local Plan for a district, those studies provide the background for some of the specific policies and proposals in this Chapter. Policy COS1 sets out the Council’s approach to development and regeneration in Clacton town centre and Seafront.

POLICY COS1: REGENERATION AT CLACTON TOWN CENTRE AND SEAFRONT

Within the Clacton Town Centre and Seafront Priority Area for Regeneration, as shown on the Policies Map Inset, the following sites are allocated for new development, for which site-specific policies in this Local Plan will apply:

- Creation of a Civic Quarter (Policy COS3);
- Expansion of Waterglade Retail Park (Policy COS4);

- Warwick Castle Market Site (Policy COS5);
- Development in Jackson Road (Policy COS6);
- Rejuvenating the Station Gateway (Policy COS7);
- Atlanta Café (see Policy COS8); and
- Anglefield Cliff-Side Hotel Proposal (see Policy COS9).

Clacton Pier and Clacton Pavilion will be protected as a tourist attraction where the Council will support proposals for new and improved attractions and leisure facilities.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Development that would result in an overall net decrease in off-street car parking space within the Priority Area for Regeneration will not be permitted.

Clacton Town Centre

6.9 Within its town centre, Clacton has a greater range of shops than any other part of the Tendring district. However, in comparison with neighbouring Colchester, Clacton is seen to have a relatively poor retail offer and there are many residents that are prepared to travel the extra distance to shop in Colchester for the range and quality of retail and other services enjoyed by a larger town. This 'leakage' of trade damages the Clacton economy and with the emergence of on-line shopping, the need to maintain and expand Clacton's retail offer, both in terms of range and quality, is greater than ever.

6.10 The Council's 2010 Retail Study identified that the town centre had had a total of just over 300 individual shop units with more than 52,000m² of ground floor space between them. These shop units mainly accommodate businesses involved in the sale of 'convenience goods', the sale of 'comparison goods' and the provision of 'services'. Around 7% of the shop units in the town centre were occupied by 'convenience' retailers i.e. those selling food and every day supplies such as supermarkets, butchers, newsagents, fishmongers and greengrocers. This level was broadly in-line if not slightly below the national average.

6.11 The forecasts in the retail study suggest that over the plan period, the demand for additional convenience goods floor space in Clacton is unlikely to grow significantly in the short term, even taking population growth into account. It suggests a future need for an additional 100m² by 2015, increasing to around 800m² by 2020 and around 1,500m² by 2025. Clacton, as an urban area, is relatively well served by supermarkets with a number of town centre and out of town stores, thus accounting for the limited need for further provision of convenience goods floor space.

6.12 Around 37% of the shop units in the town centre are occupied by 'comparison' retailers i.e. those selling one-off goods such as electrical appliances, clothing, furniture, books, multimedia and home wares. This level is slightly above the national average. The forecasts in the retail study suggest that over the plan period and beyond, the demand for additional comparison goods floor space in Clacton has the potential to grow significantly. It suggests a need for an additional 1,500m² by 2015, increasing to around 7,500m² by 2020 and around 14,000m² by 2025. The sale of both convenience and comparison goods falls under 'Class A1' of the Planning Use Classes Order.

6.13 Nearly 50% of shop units in the town centre are occupied by 'services' which are typically non-retail uses including banks, building societies, estate agents, takeaways, restaurants and cafés which tend to fall under Classes A2, A3, A4 and A5 of the Planning Use Class Order. This level is slightly above the national average. These services are vital to the economy and help to support the retail function of the town centre but care must be taken to ensure that they do not dominate or detract from retail, particularly in the prime shopping areas.

6.14 The level of vacant units varies over a period of time depending on economic conditions and market trends. In 2010, around 20 units were vacant which equates to just over 6% - much lower than the national average. This demonstrates that, despite the recent economic recession, Clacton Town Centre is still an attractive location for retail and service uses and, with the right interventions, is well placed to deliver an improved range of goods and services in the future. In addition, vacant units only comprised around 3,000m²

in total; nowhere near enough space to deliver the 15,500m² of additional A1 retail that the study suggests for meeting growing demand for over the next 15-20 years.

6.15 To promote economic growth and continued vitality and viability in Clacton Town Centre, the strategy in this Local Plan is to:

- In the defined primary shopping frontages, use planning policies to restrict the use of shop units to 'retail' (Use Class A1). This will prevent their loss to non-retail activities and provide opportunities for leading multiple retailers to occupy prime locations within the town centre and therefore enable Clacton to compete with the shopping offer of larger towns like Colchester.
- In the defined secondary shopping frontages, allow flexibility for shop units to be used for Use Classes A1, A2, A3, A4 or A5 to minimise the risk of long-term vacancies, maintain the vitality of the town centre and support its primary retail function.
- Promote the development of new retail floor space as an integral part of redevelopment on the identified 'opportunity sites' within the town centre to increase the retail offer and meet future shopping demands of the town's growing population.

6.16 Policy COS2 below will be considered alongside the general policies on town centres and town centre development PRO5 and PRO6 in Chapter 3 of this Local Plan.

POLICY COS2: CLACTON TOWN CENTRE

Clacton Town Centre, Primary Shopping Area, Primary Frontage and Secondary Frontage are defined on the Policies Map Inset.

Within the Primary Frontage the following uses of ground-floor commercial premises will be permitted:

- A1: Shops.

Within the Secondary Frontage the following uses of ground floor commercial premises will be permitted:

- A1: Shops;
- A2: Financial and Professional Services;
- A3: Restaurants and Cafés;
- A4: Drinking Establishments; and
- A5: Hot Food Takeaways.

Elsewhere in the defined town centre, other commercial uses of ground-floor commercial premises may be acceptable subject to the detailed consideration of their impacts against other relevant policies in this Local Plan.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business.

Creation of a 'Civic Quarter'

6.17 One of the recommendations from the consultants studies on rejuvenating the town centre identified an opportunity to utilise land and buildings at and around the Town Hall, public library and public car park and create a functional and attractive 'civic quarter' through a combination of redevelopment and re-use of existing buildings and selected public space improvements. This part of the town centre is characterised by a number of large civic buildings in a strategically important location south of the railway station and north of the main retail areas. The land and premises in question are identified on the Policies Map Inset and any proposal for development affecting this area must have regard to Policy COS3 below. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS3: CREATION OF A CIVIC QUARTER

Land and premises in Station Road, Carnarvon Road and the High Street, Clacton-on-Sea are together identified as an opportunity site for comprehensive or phased mixed-use development and the creation of a 'Civic Quarter' – a focus for the provision of public services. New development could comprise the following uses:

- Theatre (Sui Generis)
- B1 (a) Business
- A2 Financial and Professional Services
- Multi-storey car park

Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must have regard to the following site-specific design objectives:

- a) individual pedestrian access points in Station Road, Carnarvon Road and the High Street to be retained with safe secure and direct pedestrian routes provided through and between the different uses and activities within the site;
- b) vehicular access/egress for car parking and servicing to be from Carnarvon Road;
- c) development must not result in a net decrease in the number of off-street car parking spaces serving the Clacton Town Centre and Seafront Priority Area for Regeneration taken as a whole;
- d) existing bus stops to be retained within, or integrated into, any development;
- e) a continuous active development frontage to be created or retained along Carnarvon Road, Station Road and the High Street, including to upper floors, to add interest, life and vitality to the public realm;
- f) new development fronting Carnarvon Road to achieve 4-5 storeys, given the width and importance of the street, but designed to complement existing street character;
- g) any development fronting the High Street to be a maximum of 3-storeys reflecting the narrowness of the street;
- h) development at the corner of Station Road and Carnarvon Road can accommodate a bold and iconic civic building of 4-5 storeys (possibly with taller slender element) to spatially define the square and to be a striking and attracting feature when viewed from the railway station;
- i) the creation of a 'civic square' and a safe pedestrian connection in Station Road between the Town Hall and the proposed landmark civic building involving widening of the pavements and creating a raised platform with pedestrian priority;
- j) the provision of structured planting and arrangement of street furniture to improve the character of the streetscape;
- k) new surface treatments and planting along Carnarvon Road and the High Street to improve the character and streetscape; and
- l) the provision of a significant sculpture in a prominent location to form a landmark within the development.

Piecemeal development proposals that either jeopardise or fail to take the opportunity to assist in the achievement of the objectives above will not be permitted.

Expansion of Waterglade Retail Park

6.18 The Waterglade Retail Park is located in the western fringes of the town centre and is characterised by large retail warehousing and associated customer car parking. To the north, the adjoining National Grid site is dominated by two gas holding towers fronting Old Road. A public car park and a number of small industrial units form the rest of the site. Although the Waterglade Retail Park is physically separated from the primary shopping area by housing, there is strong evidence of linked trips between the two parts of the town centre.

6.19 This area is identified as a key opportunity to re-model and improve the physical appearance of the site whilst expanding the retail offer of the town. The challenge is to incorporate large-mass buildings whilst ensuring good urban design. The land and premises in question are identified on the Policies Map Inset and any proposal for development affecting this area must have regard to Policy COS4 below. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS4: EXPANSION OF WATERGLADE RETAIL PARK

The Waterglade Retail Park and adjoining gasworks and waterworks site are together identified as an opportunity site for comprehensive or phased mixed-use development which could comprise the following uses:

- A1-Shops (Retail Warehouses)
- A3-Restaurants and Cafes
- B1(c)-Business
- C1-Hotels
- D2-Leisure

Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must have regard to the following site-specific design objectives:

- a) the creation of pedestrian and cycle access points on Old Road;
- b) the provision of pedestrian and cycle links through the site where appropriate;
- c) a shared surface approach to vehicular areas within the site which priorities pedestrians and cyclists;
- d) the creation of safe, secure and direct routes through the development;
- e) the provision of a safe and direct pedestrian crossing across Old Road;
- f) vehicular access/egress for the car parking area shall be via the existing access off Old Road;
- g) development must not result in a net decrease in the number of off-street car parking spaces serving the Clacton Town Centre and Seafront Priority Area for Regeneration taken as a whole;
- h) existing bus stops to be retained within, or integrated into, the development;
- i) the creation of a strong and continuous active frontage which adds interest, life and vitality to the public realm; in particular addressing the existing gap in frontage Old Road which is a significant and unsightly break in street continuity, which contributes to the lack of enclosure and focus around the site;
- j) if the site is developed in a piecemeal fashion, the remodelling of the existing retail sheds to create an active frontage (as opposed to a blank wall) facing Old Road street-scene, up to 4-5 storeys to corner, but generally 2-3 to reflect the surrounding residential scale;
- k) the creation of high quality public space including boundary treatments and hard and soft

landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings;

- l) the provision of new surface treatments to improve the character and streetscape in Old Road; and
- m) the provision of new public art to provide attractive landmark sign to retail park entrance.

Piecemeal development proposals that either jeopardise or fail to take the opportunity to assist in the achievement of the objectives above will not be permitted.

Warwick Castle Market Site

6.20 The site is located at the top of Pier Avenue; junction of Old Road and is currently a mix of uses including surface car parking, owned and operated by the Council; a local market which operates on Tuesdays and Saturdays; a cinema; residential uses; and Council offices. The site is a key gateway, where the main radial route enters the town centre. The Warwick Castle Site provides a substantial opportunity to provide an attractive mixed use quarter at the northern end of the town centre. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS5: WARWICK CASTLE MARKET SITE

The Warwick Castle Market Site and adjoining land and premises are together identified as an opportunity site for comprehensive or phased mixed-use development which could comprise the following uses:

- A1-Shops (Retail Warehouses)
- A2-Financial and Professional Services
- A3-Restaurants and Cafes
- B1(c)-Business
- C1-Hotels
- D2-Leisure

Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must have regard to the following site-specific design objectives:

- a) individual pedestrian access points in Pier Avenue, Wellesley Road and Meredith Road to be retained with safe secure and direct pedestrian routes provided through and between the different uses and activities within the site;
- b) the enhancement of pedestrian and cycle links through the site;
- c) the provision of a shared surface approach to vehicular areas within the site which priorities pedestrians and cyclists;
- d) the provision of a safe and direct pedestrian crossing across Pier Avenue and Old Road;
- e) the enhancement of the physical environment and public realm along Pier Avenue and Old Road to improve the pedestrian experience;
- f) the enhancement of the bus waiting and taxi facilities along Pier Avenue;
- g) vehicular access/egress for car parking and servicing to be from Old Road/Pier Avenue;
- h) traffic calming along Pier Avenue, including change of junction priority and pedestrian priority treatments, such that Old Road becomes the main vehicular route into the town centre;
- i) consultation with the local authority and taxi operators to agree appropriate location of the taxi

rank;

- j) the creation of a turning area within the development to allow larger vehicles (eg: refuse Lorries) to exit the site in forward gear;
- k) no car parking to be placed in front of the building entry, to allow for a new public space;
- l) development must not result in a net decrease in the number of off-street car parking spaces serving the Clacton Town Centre and Seafront Priority Area for Regeneration taken as a whole;
- m) car parking spaces in front of the cinema building to be relocated within the wider development to allow the creation of an attractive public space;
- n) existing bus stops to be retained within, or integrated into, the development;
- o) the creation of new active frontage and enclosure of Pier Avenue to add interest, life and vitality to the public realm;
- p) active retail and residential frontages should be used to activate public spaces and routes, encouraging people to move through and linger in key zones, particularly along Pier Avenue;
- q) development fronting Pier Avenue could be up to 4-5 storeys to contribute to a sense of enclosure, whilst respecting adjacent development to avoid overlooking of properties in Meredith and Wellesley Road;
- r) the creation of high quality public space including boundary treatments and hard and soft landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings;
- s) new public space to be created at the forecourt of any new retail development, contained where possible with active frontages and defined with structural landscaping and planting;
- t) structured planting and arrangement of street furniture used to improve and frame the setting of the Cinema/Bingo building; and
- u) new surface treatments and planting to be provided along Pier Avenue to improve the character and streetscape.

Piecemeal development proposals that either jeopardise or fail to take the opportunity to assist in the achievement of the objectives above will not be permitted.

Development in Jackson Road

6.21 Located in the centre of the town backing onto the principal retail street (central Pier Avenue), the land and buildings in Jackson Road offer a prime opportunity to expand retail activity and deliver a stronger building form whilst improving pedestrian footfall and providing improved off-street car parking facilities. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS6: DEVELOPMENT IN JACKSON ROAD

Land and premises in Jackson Road, as defined on the Policies Map, are together identified as an opportunity site for comprehensive or phased mixed-use development which could comprise the following uses:

- Multi-storey car park
- A1-Shops

- A2-Financial and Professional Services
- A3-Restaurants and Cafes
- B1(a)-Offices

Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must have regard to the following site-specific design objectives:

- a) the creation of a pedestrian link through the site between Jackson Road and the core shopping area in Pier Avenue;
- b) the provision of improved signage linking Jackson Road with Pier Avenue and the rest of the Town Centre;
- c) vehicular access/egress for car parking and servicing to be from Jackson Road;
- d) development must not result in a net decrease in the number of off-street car parking spaces serving the Clacton Town Centre and Seafront Priority Area for Regeneration taken as a whole;
- e) existing bus stops to be retained within, or integrated into, the development;
- f) development must deliver a strong continuous active frontage to Jackson Road which will add interest, life and vitality to the public realm;
- g) any new development on western side of Jackson Road to be set back from the existing building-line to create usable area of public space which, on certain days, could be utilised for market trading;
- h) any new development must achieve 4-5 storeys, respecting the existing building heights and befitting the central location and street width;
- i) the delivery of a 'Book-end' building (4-storeys suggested) on the corner of Pier Avenue, with splayed edge helping to spatially define the adjoining space;
- j) the creation of high quality public space including boundary treatments and hard and soft landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings;
- k) the delivery of new surface treatments along Jackson Road adopted to improve the character and streetscape; and
- l) the provision of a significant sculpture in prominent location as part of a landmark development.

Piecemeal development proposals that either jeopardise or fail to take the opportunity to assist in the achievement of the objectives above will not be permitted.

Rejuvenating the Station Gateway

6.22 The railway station is a key 'gateway' into the town centre where first impressions are important to the image of Clacton. The station and adjoining land, which includes some business and industrial areas, is identified as an opportunity for a major mixed-use development and transport interchange. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS7: REJUVENATING THE STATION GATEWAY

Land and premises at, and adjoining, Clacton Railway Station are identified as an opportunity site for comprehensive or phased mixed-use development which could comprise the following uses:

- A1-Retail
- A2-Financial and Professional Services
- A3-Restaurant and Cafes

Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must have regard to the following site-specific design objectives:

- a) the retention of the railway station with improvements to passenger facilities and improved access and security arrangements;
- b) the retention and enhancement of the garden area opposite the station;
- c) the creation of a green pedestrian and cycle link between the railway station and Clacton Leisure Centre;
- d) the provision of pedestrian and cycle access points on Skelmersdale Road;
- e) the creation of pedestrian and cycle links through the site where appropriate;
- f) a shared surface approach to vehicular areas within the site which prioritises pedestrians and cyclists;
- g) the provision of safe, secure and direct routes through the development;
- h) vehicular access/egress for car parking area to be via Skelmersdale Road;
- i) development must not result in a net decrease in the number of off-street car parking spaces serving the Clacton Town Centre and Seafront Priority Area for Regeneration, taken as a whole;
- j) existing bus stops to be retained within, or integrated into, the development;
- k) the creation of 'active' frontages to Carnarvon, Skelmersdale & Northbourne Road which will add interest, life and vitality to the public realm;
- l) new development generally appropriate up to 4-5 storeys, to reflect the existing buildings heights around the station area;
- m) the potential for a landmark building to terminate the Station Road vista. Any proposal for a high building within this area will be subject to careful consideration of its effects on the key and local landmarks, its impact on the sky line and the quality of its architecture;
- n) the creation of high quality public space including boundary treatments and hard and soft landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings;
- o) the provision of new surface treatments along Skelmersdale Road to improve the character and streetscape; and
- p) a significant sculpture to be provided in prominent location on as part of the landmark development on the corner of Station Road/Carnarvon Road.

Piecemeal development proposals that either jeopardise or fail to take the opportunity to assist in the achievement of the objectives above will not be permitted.

Atlanta Café

6.23 The Atlanta Café lies in a prominent position on the seafront, embedded into the cliff-side overlooking the Pier and the award-winning West Beach. The Celebrate-on-Sea Study has identified the Atlanta as a prime opportunity for either refurbishment or redevelopment in order to establish a signature café/restaurant in a prominent position in the heart of the core visitor area. At present, the Atlanta does not fulfil its potential as a key building at the gateway to the seafront. The upper floor and terraces are underutilised and the facility is closed for much of the year. The building is in the ownership of the Council and could be marketed at an early opportunity.

6.24 Like the East Beach Café in Littlehampton and the Overstrand building in Boscombe, the Atlanta offers great potential to become a flagship of regeneration of the seafront which will help to put Clacton back on the visitor map. The building provides the potential for a ground floor café / beach bar, a first floor bistro/bar and gallery and an upper terrace/barbeque outdoor dining area. The Council will seek to secure a suitable private sector partner to bring the project forward who is committed to the development of a high quality independent offer. The Council will place particular importance on the quality of the proposed use and occupier as this is seen as a key catalyst project to realise the ambition for the seafront. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS8: ATLANTA CAFÉ

The Atlanta Café, as defined on the Policies Map Inset, is safeguarded for restaurant and café use (A3).

The Council will support bold and iconic proposals for redevelopment that achieve customer access from both the lower promenade and the seafront gardens, that respect and enhance the character of the Conservation Area and which improve lighting and visitor safety in the area to support the Council's objectives to stimulate the evening economy.

Anglefield Cliff-Side Hotel Proposal

6.25 Clacton has a shortage of good quality hotel accommodation. The provision of new hotels on the seafront will respond to a demand for quality accommodation and add to the vibrancy of the area. Development opportunities are limited but the Celebrate-on-Sea study identified the potential to create a suitable site on the Anglefield Triangle through the realignment of Marine Parade East.

6.26 The Council's Hotel and Guesthouse Retention Study highlighted the potential for boutique hotel accommodation or an aparthotel within the town. The study also highlighted the potential to create a new gateway to the town and seafront through the development of a small boutique hotel with a seafront terrace and café overlooking the sea. This would be a unique attraction on the seafront.

6.27 The site would be created through modifications to the existing traffic island and public highway. There are existing utility services in and around this junction and these will need to be avoided or diverted to realise the development potential of this site. Existing surface water sewers have been identified running along Marine Parade East and the eastern arm of the Anglefield Triangle. Any development will need to be positioned to avoid these sewers and to allow for an easement for future maintenance purposes. The carriageway alterations proposed to enable development would consist of a re-configuration of the junction to form a 'T' junction with traffic signal control. A dedicated left turn lane from Carnarvon Road with a give way onto Marine Parade East would be incorporated into the junction design to facilitate left turning traffic. These alterations would permit that section of Marine Parade East along the southern face (sea-front side) of Anglefield Triangle to be extinguished as public highway, with an easement reinstated for existing services as described previously.

6.28 The Council will work with Essex County Council to secure an acceptable solution to the realignment of Marine Parade and seek a suitable development partner to take forward the opportunity. The emphasis

will be on securing a committed operator and a high quality development which will extend the accommodation offer in the town and maximise the opportunities presented by this unique site.

6.29 It is considered that the site could have potential for a small boutique style hotel of 20-30 rooms with a quality anchor restaurant which capitalises on the seafront setting. It is proposed that the development would step down to the sea in a series of low linked pavilions set into the cliff top gardens with landscaped terraces offering spectacular views out to sea. The Council will consider the need to prepare a development brief or supplementary planning guidance to assist in the development and improvement of this area.

POLICY COS9: ANGLEFIELD CLIFF-SIDE HOTEL PROPOSAL

The Council will support proposals to reconfigure land at Anglefield, Marine Parade East and the cliff, as identified on the Policies Map Inset, to create an iconic new hotel. Proposals must achieve customer access from both the lower and upper promenades, respect and enhance the character of the Conservation Area and improve lighting and visitor safety in the area to support the Council's objectives to stimulate the evening economy.

Regeneration in Brooklands, Grasslands and the Village, Jaywick

6.30 The southern parts of Jaywick (shown as the 'Brooklands, Grasslands and Village Priority Area for Regeneration' on the Policies Map Inset) were originally built as a seaside resort for Londoners in the 1930's with small wooden chalets built on private unadopted roads. However, over many years, it has gradually reverted from a holiday village to an established residential community. Because the chalets were never designed to be lived in all year round, the southern parts of Jaywick lack many of the basic services and facilities that would be expected as part of a modern housing development. This area has consequently become the most deprived area in England and apart from problems such as high unemployment, low skills, and long-term illness, the physical environment is very poor with a significant proportion of homes being substandard and vulnerable to fire and the increasing risk of tidal flooding.

6.31 For more than 40 years, the Council has considered various approaches to tackling Jaywick's problems and through previous Local Plans has tried to use planning policies to prevent continued decline and bring about positive changes. There have been many improvements in the area in that time, including significant investment in sea defences, the introduction of mains sewerage, selective road improvements and the construction of a new spine road, enterprise centre and community resource centre. However, because the area continues to be dominated by poor-quality low-cost housing, deprivation has sadly gotten worse - particularly in recent years as the economy has declined; and despite the huge investment in sea defences, global climate change is expected to lead to rising sea levels which means over the next 70 years flooding will inevitably become more frequent.

6.32 The whole of the area in question is at risk of tidal flooding and falls within 'Flood Zone 3a' as defined by the Environment Agency's flood risk maps. The flooding and erosion risks associated with Jaywick are also highlighted in the emerging draft Essex and South Suffolk Shoreline Management Plan (SMP), which sets out the approach to managing Tendring's shoreline over the next 100 years. In the short to medium term, the policy will be to hold and maintain the current line of defences; however it is questionable whether maintaining the current level of protection will be affordable for the authorities concerned in the longer-term. It is also likely that relocating Jaywick's residential properties to higher ground (an option that has been considered in the past) will be unaffordable. Therefore the most practical solution for ensuring Jaywick has a sustainable future, whilst recognising that sea levels and the frequency of flooding will increase, is to allow the safety and resilience of property in Jaywick to be improved.

6.33 Through this Local Plan, the Council has needed to be realistic about what can be achieved with the resources available and the limitations of the local economy. The approach also needs to be fair to the people that call Jaywick their home by allowing flexibility for homeowners to make reasonable improvements their properties - whilst recognising that issues of deprivation and the increasing risk of flooding will not simply go away if they are ignored. The Council's objectives for the Jaywick Regeneration Area are:

- positively reduce the risk of flood damage;

- reduce the risk of death or personal injury from flooding;
- allow for a community led emergency plan; and
- ensure that the resilience of buildings is appropriate to the risk identified

6.34 Previous policies aimed at strictly controlling development and seeking to facilitate a phased programme of redevelopment has failed to bring about any positive changes in the area. The new National Planning Policy Framework gives Councils more freedom to apply planning policies to better reflect local circumstances. Therefore the Council, the Environment Agency and other partners have agreed that lifting some of the planning restrictions and having flexible policies aimed at encouraging developers to provide high-quality, resilient and innovative new homes in the area and allowing householders to improve their properties' safety and resilience, whilst resisting poor quality and unsafe single-storey development, is the most practical approach to planning. Therefore the approach to tackling Jaywick's deprivation and flood risk issues in this Local Plan is to:

- allocate a selected amount of vacant land for new residential and mixed-use development in the area which will introduce new standards of innovation, quality, flood-resilience, and energy efficiency into the area;
- ensure that any redevelopment of existing property follows the principles above;
- prevent poor quality single-storey properties being replaced with equally poor chalets; and
- allow people to extend their properties but ensure that this will not simply increase the number of people living in unsafe and poor quality accommodation.

6.35 Alongside the planning policies set out here in the Local Plan, the Council will continue to work in partnership with other organisations including Essex County Council and the Environment Agency to identify possible sources of funding and, where possible, make phased improvements to local roads, street lighting, open spaces and coastal defences.

6.36 Criteria a) of Policy COS10 below requires that any new dwelling within the Jaywick Regeneration Area has a minimum of two storeys. This is to ensure that, in the event of a future flood, the occupiers of the dwelling can escape to a higher level and wait there safely until the flood water has receded. This is not an option currently available to the occupiers of the single-storey properties that exist in the area. In addition, new dwellings must not have 'habitable rooms' on the ground floor. Habitable rooms include bedrooms, living rooms and dining rooms where there is a possibility, dangerously, of people being asleep at the time of a future flood. Ground floors could however comprise kitchens, utility rooms, garages and bathrooms/toilet - rooms where, on the whole, people tend not to sleep.

6.37 Criteria b) of the policy requires that any new dwelling is built to a standard of design, layout and materials that would ensure resilience in the event of a flood. To meet this criteria, all applications for new residential development will need to be accompanied by a Flood Risk Assessment to demonstrate that the risk of flooding has been understood and that measures have been incorporated to minimise the risk and ensure that the building's construction could withstand the force of a flood. The Council has already had a Strategic Flood Risk Study prepared for the area which provides the baseline information that applicants will need and may, in due course, look to provide more detailed assessments that applicants can refer to in preparing their own Flood Risk Assessments.

6.38 Criteria c) is simply a reminder that other general requirements of residential development, such as parking standards, room standards and standards for sustainable design and energy efficiency are set out in other policies of the Local Plan and apply equally to proposals in the Jaywick Regeneration Area as elsewhere in the Tendring District.

6.39 Because the area is predominantly single-storey, the introduction of new two-plus storey dwellings that meet the criteria set out in the policy may raise concerns regarding their integration into the area. Given that the overriding objective of this policy is to improve safety in the event of a flood and ensure Jaywick remains a sustainable community in the long-term, proposals that meet the requirements of the policy will be viewed positively. Where there are any issues surrounding the impact on existing properties, the Council will seek to minimise these wherever possible; however in the interest of Jaywick's longer-term future, these will be carefully weighed up alongside the policy's overriding objective.

6.40 Because many of the properties in Jaywick are on small plots, extensions to those properties can lead to the loss of amenity space, the appearance of the area becoming increasingly cramped and the standard of extensions being very poor. Therefore the area in question is covered by an 'Article 4 Direction' under the Town and Country Planning (General Permitted Development) Order which means that certain 'permitted development rights' that apply elsewhere, do not apply here. Therefore all proposals for extensions to existing properties, however small, will require planning permission.

6.41 When it comes to extensions, the main objective of Policy COS10 is to ensure that they would not lead to the possibility of additional people being asleep, in their beds, at ground floor level at the time of a flood. The only reasonable and effective means of doing this, without imposing an outright ban on extensions, is to ensure that any extension would not create or possibly lead to the creation of additional bedrooms at ground floor level. The potential for additional bedrooms to be created will be assessed having regard to the Council's 'internal room standards' set out in Appendix 2 to this Local Plan.

6.42 Finally, because Jaywick is a deprived area where unemployment is a particular issue, commercial activities that would provide local employment and help support the economy of the area will be viewed positively as long as they meet other policy requirements set out in the Local Plan. Therefore, the Jaywick Enterprise Centre is safeguarded as an Employment Site.

POLICY COS10: REGENERATION IN BROOKLANDS, GRASSLANDS AND THE VILLAGE, JAYWICK

Within the Brooklands, Grasslands and Village, Jaywick Priority Area for Regeneration, as defined on the Policies Map Inset, proposals for new residential development, including the replacement of existing dwellings, will only be permitted if:

- a) the dwellings comprise at least two storeys with no habitable rooms on the ground floor;
- b) the design, layout and materials ensure that the dwellings would be resilient in the event of a flood; and
- c) the development achieves other requirements of residential development as set out in this Local Plan.

Proposals for new two-plus storey dwellings that meet the above criteria will be viewed positively and any potential issues regarding their integration into the existing character of the area will be weighed up alongside the overriding objectives of this policy which are to improve safety in the event of a flood and ensure a sustainable future for Jaywick.

Proposals to extend an existing residential property will only be permitted if they do not involve (or could potentially lead to) the creation of additional bedrooms at ground floor level.

Proposals for commercial development including retail, leisure and tourism, offices and light industrial activities, including the commercial use of ground floors within residential and mixed-use developments, will be permitted subject to meeting other policy requirements of this Local Plan.

Martello Bay Watersports Centre

6.43 The area around Martello Beach will become the focus for watersports and associated specialist retail facilities. The Water sports Zone will form part of the string of pearls and nodes of activity linked through a reinvigorated promenade which will encourage visitors to experience the full range of attractions on offer along the Clacton seafront. The opportunity exists to cater for a wide range of water sports such as windsurfing, kayaking, dinghy sailing, kite surfing, paddle boarding and skim-boarding with associated retail and hire facilities. Re-use of under-utilised or vacant buildings for new activities associated with the Water sports Zone will be encouraged. The development of the Water sports Zone and extended water sports activities will provide opportunities for new employment and training and new facilities for the local

community. The establishment of organised clubs would have particular benefits for extending opportunities for young people in the town.

POLICY COS11: MARTELLO BAY WATERSPORTS CENTRE

Land at Martello Bay, east and south of the Coastguard Station (as defined on Proposal Map Inset) is allocated for a mix of leisure and tourism related development and associated specialist retail facilities. Possible uses could include:

- water sports activity centre with showers and changing facilities for use by schools, community groups and the public;
- specialist retail units offering equipment hire and instruction;
- a 'surf' café; and
- launching facilities.

Employment Sites

6.44 The Local Plan proposes the creation of approximately 1,700 new jobs in the Clacton urban area to at least match the number of new homes expected to be built between 2011 and 2021. The majority of these jobs are expected to take place through growth in the service sectors including retail and leisure, particularly within Clacton's town centre and seafront area. However it is imperative to retain and secure job opportunities across a wider range of sectors throughout the town as part of its rejuvenation. The following sites are therefore identified in purple on the Policies Map and are safeguarded and allocated for employment use where the provisions of Policy PRO14 in Chapter 3 of this Local Plan will apply. The majority of these sites are in the Great Clacton and North sub-area.

Jaywick:

- Jaywick Enterprise Centre, Lotus Way

West Clacton:

- Ford Road Industrial Estate;

Great Clacton:

- Oakwood and Crusader Business Park, Thorpe Road;
- Clacton Factory Shopping Village, Stephenson Road;
- Gorse Lane Industrial Estate, Telford Road;
- Land north of Telford Road;
- Morrisons Supermarket, Centenary Way;
- Brook Retail Park, London Road;
- Land east of Thorpe Road (see Policy COS15 below);
- Land north of Centenary Way and west of Thorpe Road;
- Valleybridge Road Industrial Estate; and
- Oxford Road Industrial Estate.

Housing Supply

6.45 In accordance with Policy SD2 in Chapter 2 in this Local Plan, the settlement of Clacton-on-Sea will see a 6% increase in housing stock in the 10-year between 1st April 2011 and 31st March 2021. With a total housing stock of approximately 28,138 dwellings on 1st April 2011, the 6% increase for this area equates to approximately 1,700 new homes.

6.46 On 1st April 2012, there were sites with outstanding planning permissions to deliver just over 600 dwellings in total, thus leaving a residual requirement of 1,100 dwellings to be delivered on allocated sites. Following careful consideration of the Council's Strategic Housing Land Availability Assessment (SHLAA), the following sites are allocated for residential and/or mixed use development comprising sufficient suitable, available and deliverable land to deliver approximately 1,100 new homes in total:

Jaywick:

- Land off Lotus Way, Jaywick (see requirements of Policy COS10 above);

West Clacton:

- Land at Rouses Farm, West of Jaywick Lane (see Policy COS12 below);
- Land south of Clacton Coastal Academy, Jaywick Lane/Rush Green Road (see Policy COS13 below);
- Land east of Rush Green Road (see Policy COS14 below);
- Land west of Bluehouse Avenue;
- Clacton Garden Centre, St. John's Road;
- Land at Coppins Court, Coppins Road.

Great Clacton and North:

- Land east of Thorpe Road (see Policy COS15 below)
- Land south of Centenary Way (see Policy COS16 below);

Holland-on-Sea and East:

- Land off Abigail Gardens; and
- Land at Gainsford Avenue; (see Policy COS17 below).

6.47 The Council has attempted to spread development proposals across the different sub-areas of the town as fairly as possible having regard to local infrastructure and environmental constraints.

Community Facilities

6.48 Community facilities are protected through Policy PEO18 in Chapter 4 of this Local Plan and the Council will work with its partners to ensure the right facilities are provided in the right locations alongside new development. For the 10-year period 2011 to 2021, the following community facilities will be delivered alongside the above housing and mixed-use developments, where necessary utilising Community Infrastructure Levy and other funding:

- New single-form entry primary school in West Clacton and commensurate early years facilities (see Policy COS12 below);
- New medical centre in West Clacton (see Policy COS12 below);
- New athletics track at Clacton Coastal Academy (see Policy COS12 below);
- Relocated and improved horse riding school north of Centenary Way (see Policy COS16 below);
- New sports pavilion and integral changing facilities at the expanded Eastcliff Recreational Ground (see Policy COS17 below); and
- New indoor sports facilities at Clacton Leisure Centre;

Development at Rouses Farm, Jaywick Lane

6.49 The north-western periphery of Clacton is relatively unaffected by significant physical and environmental constraints and land at Rouses Farm, west of Jaywick Lane will therefore be the location of the Local Plan's largest housing development. As well as providing a mix of new housing, the development

will deliver a new primary school, a new primary health care centre, a significant area of new open space and new athletics facilities at the Clacton Coastal Academy.

6.50 The non-housing elements of the development will deliver a significant number of local jobs in the public and private sector, particularly in health, education and retail. The overall increase in new households will help support growth in the wider economy including spending and investment in the town centre and other service-sector industries.

6.51 This development must ensure increased capacity at the sewerage treatments works in Jaywick to accommodate the additional growth and contribute financially towards any necessary off-street transport and other infrastructure works – meeting the general requirements of other policies in this Local Plan. The Council will work with the landowner to prepare a development brief for the site before the submission of a planning application.

POLICY COS12: DEVELOPMENT AT ROUSES FARM, JAYWICK LANE

Land at Rouses Farm, west of Jaywick Lane and south of St. John's Road, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for a mix of residential development, community facilities and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the development will provide a single-form entry primary school with commensurate early years and childcare facilities and contribute financially toward minor expansion of existing permanent facilities – the nature, location and specifications of which must be agreed with Essex County Council as the Local Education Authority;
- b) the development will provide a purpose-built medical centre to meet the primary health care needs of the growing population in West Clacton;
- c) residential development will not be allowed to commence until the new medical centre has been provided on the site and is operational, or an equivalent facility providing the necessary level of primary healthcare to serve the growing population has been delivered elsewhere in the West Clacton sub-area;
- d) the development must avoid connections to the existing sewerage treatment network by achieving a direct connection to the Jaywick sewerage treatment works and ensure sufficient capacity at that works to cope with additional waste water;
- e) the development will contribute, either through Community Infrastructure Levy or an equivalent financial contribution, toward the creation of an Athletics Track at the Clacton Coastal Academy;
- f) the principle points of vehicular access will be off of St John's Road and Jaywick Lane;
- g) the development shall deliver safe, secure and direct routes through the development.
- h) there will be a safe pedestrian footpath between the residential development and the Clacton Coastal Academy and new Primary School;
- i) a minimum 20 metre landscaping buffer will be created along the western edge of the site to minimise visual impacts; and
- j) The development will set aside a minimum of 20 hectares of land for green infrastructure that will be laid out to incorporate sustainable drainage systems, landscaping and informal open space and which will either be transferred to Tendring District Council with a financial contribution toward future maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance.

Development South of Clacton Coastal Academy, Jaywick Lane/Rush Green Road

6.52 The housing allocation off Rush Green Road will deliver a modest amount of new housing for the west Clacton area helping to fulfil the overall housing required for the town. The development will not be allowed to commence until the necessary infrastructure improvements proposed as part of the Rouses Farm development (including a new primary school and medical centre) have been delivered. The development will contribute, through Community Infrastructure Levy or other alternative mechanisms toward the provision of these essential facilities.

POLICY COS13: DEVELOPMENT SOUTH OF CLACTON COASTAL ACADEMY, JAYWICK LANE/RUSH GREEN ROAD

Land to the south of the Clacton Coastal Academy between Jaywick Lane and Rush Green Road, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for residential development. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the development will contribute (either through Community Infrastructure Levy or an equivalent financial contribution) to any upgrading or expansion that is necessary at the existing sewerage treatment works in Jaywick;
- b) the development must secure a direct connection to the Jaywick Sewerage Treatment works, or a connection to the Rouses Farm development to avoid placing pressure on the existing sewerage treatment network;
- c) residential development will not be allowed to commence until the single-form primary school proposed for the Rouses Farm Development has been developed and is operational or equivalent provision sufficient to meet the educational needs of the growing population of West Clacton has been provided elsewhere within the area;
- d) residential development will not be allowed to commence until the new medical centre has been provided at the Rouses Farm development the site and is operational, or an equivalent facility providing the necessary level of primary healthcare to serve the growing population has been delivered elsewhere in the West Clacton sub-area;
- e) the principle points of vehicular access will be off Jaywick Lane and Rush Green Road;
- f) proposed development must deliver high quality public space including boundary treatments and hard and soft landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings; and
- g) the development shall deliver safe, secure and direct routes through the development including a green corridor linking Rush Green Road, Jaywick Lane and the proposed open space at Rouses Farm.

Development East of Rush Green Road

6.53 The land separating the western edge of Clacton and the eastern edge of Jaywick is designated as a 'Strategic Green Gap' in accordance with Policy SD6. To help strengthen the recreational function of this gap whilst allowing some housing development to contribute toward the growth requirements for Clacton, a modest area of land east of Rush Green Road is allocated for housing development which will make adjoining land available for green infrastructure and outdoor recreational activities.

POLICY COS14: DEVELOPMENT EAST OF RUSH GREEN ROAD

Land east of Rush Green Road and south of Plane View Close, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for residential development and open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the development will contribute (either through Community Infrastructure Levy or an equivalent financial contribution) to any upgrading or expansion that is necessary at the existing sewerage treatment works in Jaywick;
- b) the development must secure a direct connection to the Jaywick Sewerage Treatment works, or a connection to the adjoining developments west of Rush Green Road and at Rouses Farm to avoid placing pressure on the existing sewerage treatment network;
- c) residential development will not be allowed to commence until the single-form primary school proposed for the Rouses Farm Development has been developed and is operational or equivalent provision sufficient to meet the educational needs of the growing population of West Clacton has been provided elsewhere within the area;
- d) residential development will not be allowed to commence until the new medical centre has been provided at the Rouses Farm development the site and is operational, or an equivalent facility providing the necessary level of primary healthcare to serve the growing population has been delivered elsewhere in the West Clacton sub-area;
- e) the principle points of vehicular access will be off Rush Green Road;
- f) proposed development must deliver high quality public space including boundary treatments and hard and soft landscaping designed as an integral part of the development reflecting the function and character of the development and surroundings; and
- g) a minimum of 20 hectares of the adjoining agricultural land will be left undeveloped and will either be transferred to Tendring District Council with a financial contribution toward future maintenance and use for outdoor recreational activities, or suitable alternative management arrangements put in place to ensure long-term maintenance; and
- h) the development shall deliver safe, secure and direct routes through the development including a green corridor linking Rush Green Road, the adjoining developments, the open space at Rouses Farm and the open space provided on the adjoining land.

Development East of Thorpe Road

6.54 To ensure sufficient land is identified to deliver the housing growth requirement for the Clacton area up to 2021, it has been necessary to allocate a modest amount of greenfield land east of Thorpe Road, north of the Oakwood Business Park, for residential development. In consultation with local people, it considered that development in this location will have a minimal impact on the environment and the amenities of existing communities. The site is well located in relation to access to Centenary Way, local supermarkets, existing employment sites and the Clacton Factory Shopping Village. The development will provide a mix of residential and employment development accessed via a new spine road off of Thorpe Road.

POLICY COS15: DEVELOPMENT EAST OF THORPE ROAD

Land east of Thorpe Road, north of Oakwood Business Park, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for residential development, employment-related development, community facilities and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the principle point of vehicular access will be via a new spine road off Thorpe Road which will provide access to residential development to the north and new employment land to the south ;
- b) the development must deliver improvements to Thorpe Road and the provision of a pedestrian footpath connection to the established built up area at Centenary Way;
- c) the development shall deliver safe, secure and direct routes through the development; and
- d) a minimum 20 metre landscaping buffer will be created around the northern and western periphery of the site to minimise visual impacts.

Development South of Centenary Way

6.55 Land south of Centenary Way was allocated for employment use in the previous Local Plan but there has not been any interest from the development industry in progressing this development. Residential development is an appropriate alternative use for the land and will help contribute toward Clacton's overall housing requirement. At present, a horse riding school operates from the site and provides a valuable community facility which must be retained within the area. Therefore before any residential development can take place, the horse riding school must be relocated onto suitable land north of Centenary Way, provided with any ancillary accommodation and built facilities necessary and become operational. In addition, to address concerns over surface-water flooding in the area, which also affects existing properties in Gorse Lane, the development must deliver sustainable drainage systems (SuDS) or an alternative engineering solution to eliminate any future surface water problems.

POLICY COS16: DEVELOPMENT SOUTH OF CENTENARY WAY

Land south of Centenary Way, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for residential development. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the principle point of vehicular access will be via Thorpe Road;
- b) the development shall deliver safe, secure and direct routes through the development;
- c) residential development will not be allowed to commence until the existing riding school that occupies the site is relocated to suitable land north of Centenary Way, is provided with all necessary ancillary buildings (including a single dwelling house tied to the operation of the riding school) and becomes operational; and
- d) the development must provide sustainable drainage systems or another alternative engineering solution to ensure that surface water flooding does not affect the development or residents of existing dwellings in the surrounding area.

Development at Gainsford Avenue

6.56 The eastern parts of Clacton and Holland-on-Sea have relatively few opportunities for housing development due to the overriding environmental constraints affecting countryside surrounding the area. One opportunity that does exist however is land off of Gainsford Avenue which is currently a playing field in the ownership of Colchester Institute but which is underused and not accessible to the general public.

6.57 This land provides the opportunity for a modest residential development on the western part of the site, leaving the remaining land open to be transferred to the Council to enable the expansion of the adjoining Eastcliff Recreation Ground and for new recreational facilities such as a new pavilion and changing rooms to be provided.

POLICY COS17: DEVELOPMENT AT GAINSFORD AVENUE

Land off Gainsford Avenue, south of Deanhill Road, Clacton-on-Sea (as defined on Proposal Map Inset) is allocated for residential development, public open space and a new sports pavilion with integral changing rooms. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) a minimum of 3 hectares of the existing playing field will be left undeveloped and will be transferred to Tendring District Council with a financial contribution for future management and maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance;
- b) the development must deliver a new sports pavilion and integral changing facilities to serve the expanded playing field;
- c) the principle point of vehicular access will be from Gainsford Avenue; and
- d) the development shall deliver safe, secure and direct routes through the development to the new playing field.

The Gardens Area of Special Character

6.58 The Gardens area off the seafront in east Clacton was laid out in the 1920's and 1930's as a low density residential area of high quality enhanced by 2.8 hectares of long formal gardens. It is important that the Arcadian character of this area is preserved by ensuring that it remains an area of large detached houses on spacious plots in a well-landscaped setting. Therefore, the following area of land is protected as an area of special character through the provisions of Policy xxx of the Local Plan, and is shown, in yellow, on the Policies Map Inset.

POLICY COS18: THE GARDENS AREA OF SPECIAL CHARACTER

Development within "The Gardens" area of east Clacton shall have particular regard to the special character and appearance of the area. The following Policy Guidelines will be applied to safeguard the area's intrinsic character:

- a) New development shall generally conform to the existing building line;
- b) Building extensions should use matching materials and respect the architectural integrity of the existing building;
- c) Single storey housing will not be permitted;

- d) New development will generally conform to the existing density of development and avoid proposals which would result in a cramped or incongruous appearance in the street scene. The demolition of existing properties will not create any presumption in favour of more intensive redevelopment;
 - e) Flats will not be permitted either as new development or through the subdivision of existing properties;
 - f) Only where both the sedate residential character of the area and residential appearance of a property as a single dwelling remain unaffected, may permission for changes of use to non-residential uses be exceptionally permitted. Commercial uses, including private hotels, guesthouses and offices will not be considered appropriate; and
 - g) The existing areas of amenity open space will be safeguarded and maintained. Finer trees in the area will be considered for protection by tree preservation orders.
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7 Harwich and Dovercourt

7.1 Harwich and Dovercourt, including Parkeston and part of Ramsey Parish, form one of the District's 'urban settlements'. Harwich, a historic port town, has seen significant growth in recent decades and has expanded to include the seaside resort of Dovercourt and the surrounding villages of Ramsey and Parkeston and Little Oakley. Particularly rich in historic character, whilst also providing an important 'Gateway to Europe'; the Harwich and Dovercourt urban area is also affected by some significant environmental constraints (including flood risk).

7.2 Harwich is a town steeped in maritime history, widely recognised as being of particular architectural, historical and archaeological importance. Indeed, Harwich Old Town, designated as a Conservation Area in 1969, contains the District's largest concentration of listed buildings. However, it is also an area recognised as being in need of economic and physical regeneration.

7.3 Dovercourt, with its town centre primarily focussed along the linear shopping area of the High Street, boasts a rich historic character which forms part of the Dovercourt Conservation Area. The town is physically constrained by the geography of the surrounding area, including adjoining residential areas and areas of flood risk. Like Harwich, Dovercourt is also identified as a key regeneration area within the District, owing to an economic and physical decline in the town over a number of years.

7.4 The Harwich and Dovercourt Urban Area will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the weak economy in Harwich which is likely to see continued decline unless there is action to bring about higher skilled and higher paid jobs which would help to resist the outward migration, particularly of young people, from the area to areas with better employment prospects;
- the changing nature of retail with the emergence of online shopping and the impact that this could have on the vitality and viability of town centres like Harwich and Dovercourt unless they can offer a unique shopping and leisure experience to their visitors;
- the difficulty in attracting traditional maritime and tourism related industries to set up in the area due to its relatively weak connections to the strategic road network and the popularity of cheap package holidays abroad;
- the severe levels of deprivation, particularly within Dovercourt, where high levels of unemployment and benefits, poor housing and ill health are typical problems;
- the high demand for new housing in the area, particularly affordable housing, and the impact this demand will have on future generations of local people and their ability to afford their own home unless some new housing, of the right type, is provided;
- the physical and environment constraints which limit the extent to which the urban area can expand without causing significant harm to the surrounding countryside, wildlife areas and the many heritage assets of the area; and
- the risk of coastal erosion and flooding in the area which are expected to increase over the long-term as a result of global climate change.

7.5 Having carefully considered the area's characteristics, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the Harwich and Dovercourt area as follows:

“In 2021, Harwich will be established as a major gateway to Europe having exploited and made the most of opportunities presented by the emerging renewable energy sector and the planned container port benefitting from improvements to the A120 and rail freight infrastructure. The port and associated off-site port-centric logistics, distribution facilities and services on development sites with good access to the A120 have provided many jobs for local people including skilled and higher-paid employment opportunities.

The town will benefit from its rich maritime heritage focussed on the historic character of Old Harwich and its superb waterfront setting with excellent visitor facilities both in terms of accommodation and attractions. New shops and visitor attractions will have made Harwich a popular destination and the home for new exciting sailing and water sports activities and events. The town will attract increasing numbers of day trippers and Cruise Liner visitors whose needs are met by new leisure experiences linked to the Mayflower theme, other maritime connections and the rich built-heritage of the town. These aspects of the town will have been physically enhanced through investment in the appearance of public spaces.

Following a recent economic resurgence, the town will have become a popular place to live and work by the sea, with award winning beaches at Dovercourt, a greater range of retail shops in the town, quality residential developments on the outskirts of the town and a new linear country park to safeguard its attractive countryside setting.”

Regeneration in Harwich Old Town

7.6 Harwich Old Town is identified as a 'Priority Area for Regeneration' in Policy PRO4 in Chapter 3 of this Local Plan and will be the focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety and accessibility. The Haven Gateway Partnership working with the East of England Development Agency (EEDA), Trinity House, the Harwich Haven Authority and the Council prepared a Master Plan for the Old Town area, which was adopted in 2006. The Master Plan identified a number of aspirational development opportunities. However, for a variety of economic reasons many of the proposals in the Master Plan are unlikely to come forward in this plan period. Therefore, the Council has worked with its partners, to formulate an alternative strategy for the Old Town, the 2010 Harwich Quay Development Brief. This document promotes a strong focus on tourism and identifies a number of key opportunity sites within Harwich Old Town.

7.7 The strategy for regeneration in the Old Town is to encourage small-scale investment and business interest by encouraging tourism and drawing on the heritage assets of the town. To promote and regenerate Harwich Old Town the strategy in this Local Plan is to:

- Formally adopt the 2010 Harwich Quay Development Brief as a supplementary planning document to assist in the delivery of proposals in this Local Plan;
- protect and enhance the special architectural and historic character by ensuring development proposals, advertising and shopfront design are sympathetic with their surroundings and contribute positively to the area;
- improve the appearance and overall experience of Harwich Old Town, through high quality and sensitively designed streetscape improvements including paving, street furniture, lighting and planting, sympathetic with the surroundings and mindful of the heritage assets of the town;
- support proposals for water sport activities and other tourist attractions; and

- improve connections, accessibility and movement between Harwich Old Town, the station and the Quay to encourage visitors to spend more time in Harwich.

7.8 Policy HAD1 sets out the Council's approach to development and regeneration in Harwich Old Town.

POLICY HAD1: REGENERATION IN HARWICH OLD TOWN

Within the Harwich Old Town Priority Area for Regeneration, as shown on the Policies Map Inset, the following sites are allocated for mixed-mixed use development:

- Mermaid House, The Quay;
- Miranda House, The Quay;
- Harbour House, The Quay; and
- Harwich Station.

The Council will support proposals for new and improved tourism attractions and leisure facilities, including a small boat harbour/ water-based recreation and marina development at Gas House Creek.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Proposals for new development within Harwich Old Town will be considered against the relevant provisions of the 2010 Harwich Quay Development Brief (or any subsequent update or amendments).

Regeneration in Dovercourt

7.9 Dovercourt Town Centre and adjoining area is also identified as a 'Priority Area for Regeneration' in Policy PRO4 in Chapter 3 of this Local Plan. Published in 2011, the Council commissioned specialist consultants to prepare a study on the regeneration opportunities in Dovercourt, called 'Dovercourt Rediscovered'. The study looked at a range of proposals that could bring economic growth to the town centre and seafront area, including the enhancement of key areas and important historic buildings within the town centre.

7.10 The Council will work with partners to deliver, a number of public space and streetscape improvements to help stimulate economic growth in the area and to improve the shopping experience for both residents and tourists, having regard to the special historic and architectural character of the Dovercourt Conservation Area. To promote the rejuvenation of Dovercourt Town Centre and adjoining area, in accordance with the findings of the 'Dovercourt Rediscovered' study, the strategy in this Local Plan is to:

- enhance the appearance and overall experience of the town through a comprehensive programme of public realm improvements;
- improve connections and accessibility between the station, town centre and seafront, including improvements to parking for visitors and movement around the town centre for pedestrians, cyclists and motorists;
- promote the development of key opportunity for high quality mixed-use development that respect the historic setting of the town; and
- promote a range of commercial activities in the town to minimise the number of vacant units and attract investment in the town centre.

7.11 Policy HAD2 sets out the Council's approach to development and regeneration in Dovercourt Town Centre and adjoining areas.

POLICY HAD2: REGENERATION IN DOVERCOURT

Within the Dovercourt Town Centre and adjoining areas Priority Area for Regeneration, as shown on the Policies Map Inset, the following sites are allocated for mixed-mixed use development:

- The Starlings Site, High Street;
- Dovercourt Station, Station Road;
- Kingsway North, Kingsway;
- Junction of Orwell Road and High Street;
- Milton Road Car Park, Bagshaw Road/ Bay Road;
- Land at Junction of Orwell Road and Marine Parade; and
- Kingsway South, Kingsway.

The Council will support proposals for new and improved tourism attractions and leisure facilities.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Development that would result in an overall net decrease in off-street car parking space within the Priority Area for Regeneration will not be permitted.

Proposals for new development within Dovercourt Town Centre and adjoining areas will be considered against the relevant provisions of the 2011 Dovercourt Rediscovered Study (or subsequent update or amendments).

Dovercourt Town Centre

7.12 Dovercourt Town Centre is the largest area of retail activity in the Harwich urban area but has witnessed a decline both economically and physically over a number of years and has therefore been identified as an area in need of regeneration. Being a primarily linear shopping area constrained by the geography of the town, there are few opportunities to physically expand. Therefore, the focus for stimulating economic growth in this area will be related to environmental enhancements designed to improve the shopping experience for both residents and tourists, enhance the historic character of the area and attract inward investment in retail and other town centre activities.

7.13 The Council's 2010 Retail Study identified that the town centre had more than 120 commercial units containing around 20,000 square metres of floorspace and that the number of vacant units, at around 15% of the total, was slightly above the national average of 11%, with some further shop closures evident between publishing the Retail Study and this Local Plan. The study also observed that the presence of a good number of multiple retailers alongside a wide range of independent retailers ensures a varied retail offer within the town, which is broadly consistent with the national average in terms of retail composition, adding that the town centre performs reasonably well against the key health indicators in terms of vitality and viability.

7.14 Despite the many positive factors which the study identifies, which have helped secure a reasonably healthy town centre in Dovercourt, a number of weakness and areas of improvement were also recognised within the retail study, namely the slight variances from the national averages in terms of convenience and comparison uses present in the town centre and the increased presence of service uses (46% of the town centre floorspace, compared with the national average of around 39%). A further concern is the increasing vacancy rates of the town centre and in particular pockets of high vacancy rates, for example at the 'Starlings' site, located at the eastern end of the centre, at land bound by Bay Road, High Street and Orwell Road, where there is a particularly high concentration of vacant units.

7.15 The Policies Map Inset for Harwich and Dovercourt identifies a ‘Primary Frontage’ focussed on central parts of High Street and a ‘Secondary Frontage’ covering areas at Station Road, Kingsway and the southern side of High Street from Hill Road / Mill Lane to Patricks Lane. Policy HAD3 below will be applied in the determination of any planning applications for new development or changes of use, alongside Policy PRO5 in Chapter 3 of this Local Plan.

POLICY HAD3: DOVERCOURT TOWN CENTRE

Dovercourt Town Centre, Primary Shopping Area, Primary Frontage and Secondary Frontage are defined on the Policies Map Inset.

Within the Primary Frontage in High Street the following uses of ground-floor commercial premises will be approved:

A1: Shops;
A2: Financial and Professional Services;
A3: Restaurants and Cafés; and
A4: Drinking Establishments.

Within the Secondary Frontage, other uses of ground-floor commercial premises may be acceptable subject to the detailed consideration of impacts.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business or bring about external alterations.

Employment Sites

7.16 In 2011, manufacturing represented around 10% of all jobs in the Harwich and Dovercourt urban area, which is surprisingly low given that the district’s employment land allocations are predominately located in the Clacton and Harwich areas, as the two largest centres within the district. Indeed, the main existing strategic employment sites are located in the Harwich and Dovercourt area; essentially linked with the existing port activity and the approved major port expansion at Bathside Bay.

7.17 According to the Council’s Employment Study, the future demand for premises to accommodate ‘B-class’ uses (i.e. business, industrial, storage and distribution) is most likely to be within the Harwich area, as opposed to other areas of the District, not least because of the anticipated port development of Bathside Bay and its intermediate use as a hub for the renewable energy sector. In particular, demand for storage and warehousing uses will increase and the Harwich and Dovercourt urban area needs to meet this demand in terms of available employment land, in close proximity to the port and the A120 as part of the strategic road network, in order to maximise the employment potential of the port and its related uses.

7.18 The following sites are identified in purple on the Policies Maps and are safeguarded for employment use, where the provisions of Policy PRO14 in Chapter 3 of this Local Plan will apply:

- Land East of Pond Hall Farm, Harwich (see Policy HAD4);
- Telephone Exchange, Harwich;
- Europa Way, Harwich;
- Stanton Europark (Harwich International Park and Land to the North);
- Land to West of Station Road, Harwich; and
- Land South of Carless Petrochem.

7.19 Almost two-thirds of the economy in the Harwich and Dovercourt area is based on employment within the transport and communications sector, including jobs in industry, warehousing and logistics; activities that are strongly related to the deep water container port at Harwich. The port of Harwich is of national importance for container and passenger traffic providing a gateway between Continental Europe and the UK

and has been granted consent for significant extension at Bathside Bay. Policy PRO11 sets out the Council's support for the operation of the port and the Bathside Bay development which is expected to take place either toward the end of this plan period or early in the next.

Housing Supply

7.20 In accordance with Policy SD2 in Chapter 2 of this Local Plan, the Harwich and Dovercourt Urban Area will see a 6% increase in housing stock in the 10-year period between 1st April 2011 and 31st March 2021. With a total housing stock of approximately 8,900 dwellings on 1st April 2011, the 6% increase for this area equates to approximately 540 new homes.

7.21 On 1st April 2011, there were sites with outstanding planning permissions to deliver approximately 300 dwellings in total, thus leaving a residual requirement of 240 dwellings to be delivered on allocated sites. Following careful consideration of the Council's Strategic Housing Land Availability (SHLAA), the following sites are allocated for residential and/or mixed use development comprising sufficient suitable, available and deliverable land to deliver the housing requirements for the area:

- Land adjacent Harwich and Parkeston Football Club, Main Road, Dovercourt;
- Land adjacent 360 Main Road, Dovercourt;
- Land east of Pond Hall Farm (see Policy HAD4 below); and
- Land south of Ramsey Road, Ramsey; and
- Land West of Mayes Lane, Ramsey (see Policy HAD5 below).

Green Infrastructure

7.22 According to the Council's Open Space Audit, 2006, the Harwich and Dovercourt area is 12 hectares short of the national playing field association standards for open space, with a provision of equipped play areas of around 2 hectares and around 36 hectares of open space and recreation space in this area. Despite this deficit, the Harwich and Dovercourt area has impressive seafront parks and gardens, including the Cliff Park Bandstand and Beacon Hill site in Harwich and numerous playing fields, play areas and formal open spaces, including the multi-use playing field at Low Road, Dovercourt. This urban area also offers a golf course incorporating approximately 20 hectares of open space.

These areas are shown on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan. For the 10-year period 2011 to 2021, the main green infrastructure projects proposed for the area relates to the Harwich Linear Park, the valley along Ramsey Creek between Ramsey and Parkeston, which is identified within the Haven Gateway Green Infrastructure Study as a key green infrastructure project for this area. The 50 hectare country park will provide managed access to the countryside for local residents and tourists whilst also providing a green corridor for leisure activities such as walking, cycling and horse riding around the north of Harwich, linking to the 'Hangings', an existing footpath and cycleway and an important wildlife habitat in the area.

Harwich, Dovercourt and Ramsey Conservation Areas

7.23 The Harwich and Dovercourt urban contains three conservation areas (as shown on the Policies Map Insets):

- The Dovercourt Conservation Area; designated in 1986 and later extended in 1992 and 1995- incorporating the historic core of Dovercourt and the historic Cliff Park leading to the seafront;
- The Harwich Conservation Area; designated in 1969 and later extended in 1982, 1986 and 1995- including the historic town of Old Harwich, including The Quay and extending to incorporate Harwich Green; and
- The Ramsey Conservation Area; designated in 1981- incorporating the historic core of Ramsey.

7.24 In accordance with Policy PLA8 in Chapter 5 of this plan, the Council will seek to protect and enhance the special architectural and historic character of these areas through the restriction of development that would harm these important historic characters and heritage assets.

7.25 The Council will work with the Town and Parish Council's to ensure continued protection through the production of Conservation Area Management Plans (CAMP) for the above conservation areas. Consideration will also be given to the proposals and recommendations for the historic environment found within the Dovercourt Rediscovered Study and the Harwich Quay Development Brief.

Development East of Pond Hall Farm

7.26 Land south of the A120, east of Pond Hall Farm, provides a site on the periphery of Harwich with the potential to accommodate a range of port-related uses, in a landscaped business park setting, located in a sustainable location close to existing services and facilities with good access to the A120 and both the existing port and the proposed future development site at Bathside Bay. The site provides by far the most sustainable option for development along the A120 but the costs involved in achieving access to the site via a new roundabout on the A120 mean that a mixed-use development incorporating higher value uses is necessary to enable the scheme to come forward.

7.27 The Council will work with the landowners and the Highways Agency to deliver this access, to unlock this site and secure the inward investment needed. In addition, the Council will work with the Highways Agency to plan safe access to the residential element of the scheme, via the existing urban road network as opposed to the A120, to minimise local traffic and congestion on this strategic route. The development will also make a positive contribution toward the creation of the new Harwich Linear Park.

POLICY HAD4: DEVELOPMENT EAST OF POND HALL FARM

Land East of Pond Hall Farm (as defined on the Policies Map Inset) is allocated for a mix of residential development, community facilities, commercial development and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the principle point of vehicular access for commercial uses will be via a new roundabout on the A120;
- b) the principle point of vehicular access for housing development will be via Stour Close;
- c) a minimum of 5 hectares of land will be restricted to employment-related development in Classes B1, B2 or B8, or port-related uses;
- d) no more 9 hectares of the site will be allowed to accommodate alternative employment uses, which could include retail and pub/restaurant/hotel use;
- e) no more than 8 hectares of the site will be used for residential development; and
- f) the development will contribute toward the delivery of the new Harwich Linear Park through the provision of land north of the A120, the creation of pedestrian and cycle links between the development and that land and the provision of vehicular access and a parking area via the new roundabout.

Development West of Mayes Lane

7.28 The housing market in the Harwich area has been relatively weak in recent years and whilst a considerable number of previously developed sites remain available for residential development, some of which already have planning permission, the costs of preparing 'difficult' sites for development combined with relatively low land values in the area mean that, in reality, it will be necessary to release some greenfield land for housing development to meet the growth requirements.

7.29 The periphery of the urban area is highly sensitive in parts and there are limited opportunities for significant housing development therefore land at Ramsey Road, mainly within Ramsey Parish but adjoining the built up urban area, is the least harmful option and has the potential to deliver some larger high quality homes that would be difficult to provide elsewhere. The land is also close to the recently built primary school in Mayes Lane.

POLICY HAD5: DEVELOPMENT WEST OF MAYES LANE

Land west of Mayes, as defined on the Policies Map Inset is allocated for residential development. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the principle point of vehicular access will be off of Mayes Lane;
- b) the development shall deliver safe, secure and direct routes through the development and to the surrounding footpath network;
- c) the development will set aside a minimum of 0.3 hectares of land for green infrastructure that will be located in the north-eastern corner of the site to incorporate sustainable drainage systems, an attractive water feature, landscaping and informal open space. This land will be transferred to either Tendring District Council or Ramsey Parish Council or suitable alternative management arrangements put in place to ensure long-term maintenance; and
- d) the development must have regard to the setting of the listed St. Michael's Church in Ramsey Road and be designed to respect the importance of that building and its setting.

Development at the Harwich School

7.30 The Grange, Hall Lane, Dovercourt is a Grade II Listed Building, set within an area of open space adjoining the main Harwich School campus, currently used for sixth-form education purposes. This building is no longer suitable for modern educational purposes. The Harwich School wish to expand their sixth-form education provision to offer vocational training including courses aligned to the emerging growth in the renewable energy sector through the creation of a new purpose-built facility located on underused land within the main campus of the school.

7.31 With limited public funding to build this facility, the school is looking to release the Grange and surrounding grounds, along with a parcel of land fronting Low Road, for residential development, to raise the necessary funds. Policy PRO3 sets out the Council's support, in principle, for proposals that improve educational facilities in the district for the benefit of future generations of young people and is therefore willing to take a flexible approach to enable this to happen at Harwich.

7.32 Whilst the Council is committed to the conservation, preservation and restoration of the district's listed buildings and their settings and will work with the school and English Heritage to investigate the potential for residential enabling development at the Grange that ideally retains and respects its setting, ensuring any development is economically viable and raises the necessary funds to create the new sixth-form centre will be a significant consideration and the possibility of redeveloping the site in a sympathetic manner cannot be ruled out.

POLICY HAD6: DEVELOPMENT AT HARWICH SCHOOL

Proposals for residential enabling development at the Harwich School to fund the provision of a new purpose-built sixth form centre will be considered on their merits having regard to:

- a) the amount of funding required to develop the proposed sixth-form centre;
 - b) the potential to retain, convert and minimise the impact on the setting of the listed Grange; and
 - c) the need to retain sufficient land at the Harwich School for playing fields and the practical operation of the premises for educational purposes.
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8 Frinton, Walton and Kirby Cross

8.1 Frinton-on-Sea, Walton-on-the-Naze and Kirby Cross are three settlements that, as a result of major development over the last 40 years have joined to form one large continuous urban area. Despite this, each of the three areas still retains its individual character and, because of this, the approach to growth for each area is very different.

8.2 Frinton-on-Sea, a town by the sea, has a unique town centre and surrounding residential areas with a special historic and architectural character unlike anywhere else. The town centre comprises a linear shopping street confined to Connaught Avenue and, to a lesser extent, Old Road, east of the distinctive 'Avenues'. Forming part of the Frinton and Walton Conservation Area, the town centre contains many traditional shop fronts that contribute to the special character of the area.

8.3 Walton-on-the-Naze is a smaller, more traditional, Victorian seaside resort with a range of tourist attractions highly dependent on seasonal trade. Also within the Conservation Area, the town is unique in its geography in that it has popular clean beaches to the east, the attractive backwaters to the west and the famous Naze cliffs to the north.

8.4 Kirby Cross forms the western part of the urban area and is predominantly residential with a number of smaller shops and services with more of a rural character.

8.5 The Frinton, Walton and Kirby Cross Urban Area will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the seasonal nature of the economy in Walton-on-the-Naze which is likely to see continued decline unless there is action to bring about more year-round economic activity;
- the changing nature of retail with the emergence of online shopping and the impact that this could have on the vitality and viability of smaller town centres like Frinton and Walton unless they can offer a unique shopping and leisure experience to their visitors;
- the difficulty in attracting traditional businesses and industry such as manufacturing to set up in the area due to its coastal location and the relatively weak connections to the strategic road network (compared to those of Clacton and Harwich);
- the pressure placed upon local health services resulting from the area's large population of older residents and the high proportion of people suffering with long-term illnesses;
- the high demand for new housing in the area which results, in part, from its popularity as a place to retire and the impact this demand will have on future generations of local people and their ability to afford their own home unless some new housing, of the right type, is provided;
- the physical and environment constraints which limit the extent to which the urban area can expand without causing significant harm to the surrounding countryside and wildlife areas; and
- the risk of coastal erosion and flooding in the area which are expected to increase over the long-term as a result of global climate change.

8.6 Having carefully considered the area's characteristics, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the Frinton, Walton and Kirby Cross area as follows:

"In 2021, Walton-on-the-Naze will be a healthy seaside town reaping the fruits of an economic revival that began following a series of developments designed to promote regeneration, commercial activity and job opportunities throughout the winter months as well as the busy summer period. The town will also be served by a new purpose built medical centre.

Walton will provide a range of new housing, retail and tourist accommodation and upgraded attractions including water sports and boating facilities, offering year round employment in maritime and tourism industries. Its beaches, diverse coastline and attractive environmental setting, with new education field centres and improved access to the Naze and backwaters, will continue to make it a significant weekend and day visitor attraction.

Frinton-on-Sea, a Town by the Sea, will have not only maintained its character, but will have enhanced it with a number of improvements to public spaces in the town centre and a number of new developments of excellent design, both traditional and contemporary, that sit comfortably and in context with their neighbours and reflect the rich and diverse architectural history of the town. Connaught Avenue will continue to offer a unique shopping experience for residents and visitors alike and the seafront will continue to attract large numbers of people to enjoy its clean beaches and wide unspoilt greenswards.

The northern outskirts of Frinton will have seen a modest amount of planned quality new residential development to relieve both local pressures and some of the demand generated by the area's popularity with some smaller-scale infill residential development and expansion of the trading estate at Kirby Cross. However, the essential character of these areas will have been preserved and enhanced."

Regeneration in Walton-on-the-Naze

8.7 Walton-on-the-Naze is identified as a 'Priority Area for Regeneration' in Policy PRO4 in Chapter 3 of this Local Plan and will be the focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety and accessibility. In 2010, the Council commissioned specialist consultants to prepare a 'Regeneration Framework' to explore the available options for tackling Walton's decline and bringing about economic growth looking at a range of factors including Walton's unique coastal assets along with retail, housing, leisure and tourism, car parking, transport and heritage.

8.8 The Regeneration Framework has already helped to stimulate debate within both the resident and business community and has inspired key landowners to put forward proposals for development and investment in the town. The suggestions for development and rejuvenation identified in the Regeneration Framework have been considered alongside more recent development proposals, the advice of Frinton and Walton Town Council and views expressed by local residents to inform the approach to growth proposed in this Local Plan. To promote the rejuvenation of Walton-on-the-Naze's town centre, the strategy in this Local Plan is to:

- expand the retail offer of the town centre to 'claw back' potential customers that live in the area but currently do most of their shopping outside of Walton;
- deliver new leisure and tourist facilities to attract more visitors with a wider range of interests and income-levels;
- promote the construction of quality new housing in selected locations in and around the town centre to increase its catchment population and the likelihood of year-round spending;
- allow sufficiently flexible for a possible shift from retail toward leisure uses and minimise the risk of vacant premises which could detract from the area; and
- ensure that sufficient car parking is available in the area.

8.9 Policy FWK1 sets out the Council's approach to development and regeneration in Walton-on-the-Naze.

POLICY FWK1: REGENERATION IN WALTON-ON-THE-NAZE

Within the Walton-on-the-Naze Priority Area for Regeneration, as shown on the Policies Map Inset, the following sites are allocated for new development for which site-specific policies in this Local Plan will apply:

- Martello Site, Kirby Road (Policy FWK6);
- Walton Mere, Mill Lane (Policy FWK7); and
- Station Yard and Avon Works Site, Church Road/Victoria Road, Walton-on-the-Naze (Policy FWK8).

Walton Pier will be protected as a tourist attraction where the Council will support proposals for new and improved attractions and leisure facilities.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Development that would result in an overall net decrease in off-street car parking space within the Priority Area for Regeneration will not be permitted.

Walton-on-the-Naze Town Centre

8.10 Walton's Town Centre is listed in Policy PRO5. Policy FWK2 below sets out the Council's approach to development in Walton-on-the-Naze Town Centre to promote the continued vitality and viability of town centres, in the face of changing shopping patterns. The Council will apply a flexible approach to the type of town centre uses that will be allowed in different parts of the town centre.

8.11 To expand Walton's retail offer, the Council granted planning permission in 2012 for a large food store, ancillary petrol filling station and customer car park on the southern part of the Martello Caravan Park site, broadly in accordance with one of the proposals suggested in the Regeneration Framework. The introduction of a big-name food retailer into the town will undoubtedly help claw back a significant number of residents who currently choose to do the bulk of their shopping in the larger supermarkets at Clacton and Colchester. It will also attract the interest of other retailers that would otherwise show no interest in setting up shop in a small town like Walton and allow for more year-round activity, to the benefit of local residents.

8.12 In applying a flexible approach and promoting the leisure economy, financial and professional services and restaurants and cafes will be allowed to compliment the range of retail outlets in the core of the town centre. The Policies Map Inset for Walton identifies a 'Primary Frontage' focussed on central parts of the High Street. Policy FWK2 below will be applied in the determination of any planning applications for new development or changes of use, alongside Policy PRO5 'Town Centres'.

POLICY FWK2: WALTON-ON-THE-NAZE TOWN CENTRE

Walton-on-the-Naze Town Centre, Primary Shopping Area and Primary Frontage are defined on the Policies Map Inset.

Within the Primary Frontage only the following ground-floor uses will be permitted:

- A1: Shops;
- A2: Financial and Professional Services; and
- A3: Restaurants and Cafes.

Elsewhere in the defined town centre, other commercial uses of ground-floor commercial premises may be acceptable subject to the detailed consideration of their impacts against other relevant policies in this Local Plan.

Any proposals for development, change of use or shop front alterations should have regard to the Walton

Shopfront Design Guidance and national and Local Plan policies relating to Conservation Areas.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business.

Frinton-on-Sea Town Centre (Connaught Avenue)

8.13 Frinton's Town Centre is also listed in Policy PRO5. The Council's 2010 Retail Study identified that the town centre had more than 130 commercial units containing nearly 20,000 square metres of floorspace and that the number of vacant units, at around 5% of the total, was well below the national average of 11% notwithstanding the affect of the economic downturn. However, there had been some further shop closures between publishing the Retail Study and this Local Plan. The study also observed that the proportion of units in retail use, at 55%, was much higher than the national average of 43%. This suggests that the town centre had been performing relatively well despite the difficult economic conditions experienced in recent years.

8.14 The study suggests that Frinton Town Centre's success up until now is owed, in part, to its attractive and secure shopping environment, formed through the strong representation of independent retailers and the protection and enhancement provided by the Conservation Area designation. One main area of weakness that the study identified was the conflict between the car parking provision and pedestrian movement between shops however this has now been addressed through the recent public space improvements in Connaught Avenue which have introduced new paving, street furniture and planting whilst providing opportunities for shoppers to safely cross over to shops on the other side of the road. The town centre has a strong representation of other services like building societies, estate agents and cafes but a below-average representation of fast food takeaways and pubs, which is not considered to be a bad thing as these kind of uses would undoubtedly detract from the special character of the area.

8.15 One of the biggest threats to Frinton's continued vitality and viability is the emergence of on-line shopping which, as demographics change and future generations become increasingly computer-literate, could hit Frinton's independent retailers particularly hard. Over the 10-year plan period, it is likely that leisure activities, particularly restaurants and cafes, will need to play an increasing role in ensuring people visit and spend their money in the town centre.

8.16 The Council, in partnership with Frinton and Walton Town Council prepared the 'Frinton Conservation Area Management Plan' (CAMP) which recommends further enhancements including improving the pedestrian link between the railway station and the town centre. The Council will work in partnership with local businesses, the Town Council and Essex County Council to implement the proposals in the Frinton CAMP and will protect and enhance the historic and architectural character of the area when considering proposals for new development.

8.17 To promote continued vitality and viability in Frinton-on-Sea's town centre, in the absence of any identifiable development opportunities, the strategy in this Local Plan is to:

- protect and enhance the special architectural and historic character by ensuring development proposals, changes of use, advertising and shopfront design are sympathetic with their surroundings and contribute positively to the appearance of the area;
- enhance the overall visitor experience through continued improvements to the streetscape including quality paving materials, street furniture, lighting and planting;
- ensure that sufficient parking provision is made for visitors to the area; and
- allow more flexibility for leisure uses such as restaurants and cafes to minimise the risk of vacant premises which would detract from the area but, at the same time, avoid commercial uses that could harm the unique character of the area such as takeaways and pubs.

8.18 The Policies Map for Frinton identifies a ‘Primary Frontage’ focussed on central parts of Connaught Avenue and a ‘Secondary Frontage’ covering peripheral parts of Connaught Avenue and Old Road. Policy FWK3 below will be applied in the determination of any planning applications for new development or changes of use, alongside Policy PRO5 ‘Town Centres’.

POLICY FWK3: FRINTON-ON-SEA TOWN CENTRE (CONNAUGHT AVENUE)

Frinton-on-Sea Town Centre, Primary Shopping Area and Primary Frontage are defined on the Policies Map Inset.

Within the Primary Frontage only the following ground-floor uses will be permitted:

- A1: Shops;
- A2: Financial and Professional Services; and
- A3: Restaurants and Cafes.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business.

Any proposals for development, change of use or shop front alterations should have regard to the Frinton Conservation Area Management Plan, the Shopfront Design Guidance and national and Local Plan policies relating to Conservation Areas.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Employment Sites

8.19 In 2011, manufacturing only represented around 5% of all jobs in the Frinton, Walton and Kirby Cross area and this is reflected in the limited number of established ‘employment sites’ in the area. According to the Council’s Employment Study, the demand for premises to accommodate ‘B-class’ uses (i.e. business, industrial, storage and distribution) is not anticipated to grow substantially over the next 10 years, partly because of the general decline of this sector throughout the country but mainly because there are other locations that have better connections to the strategic road network and that are more commercially viable for that kind of activity. However, the area’s employment sites are the home to a variety of employment uses including vehicle repair, maritime and wholesale activities which provide valuable local jobs.

8.20 The following sites are identified in purple on the Policies Maps and are safeguarded for employment use where the provisions of policy PRO14 in Chapter 3 of this Local Plan will apply:

- Kirby Cross Trading Estate, Clare Road and adjoining land to the east; and
- Harmer’s Foundry, Hall Road, Walton-on-the-Naze.

8.21 When it has been completed, the land occupied by the proposed food store and petrol filling station at the Martello Site will carry the same status as an employment site when considering any future planning proposals, as will any new employment development at the Station Yard and Avon Works development.

Housing Supply

8.22 In accordance with Policy SD2 in this Local Plan, the settlement of Frinton, Walton and Kirby Cross will see a 6% increase in housing stock in the 10-year between 1st April 2011 and 31st March 2021. With a total housing stock of approximately 9,500 dwellings on 1st April 2011, the 6% increase for this area equates to approximately 570 new homes.

8.23 On 1st April 2011, there were sites with outstanding planning permissions to deliver approximately 120 dwellings in total, thus leaving a residual requirement of 450 dwellings to be delivered on allocated sites. Following careful consideration of the Council's Strategic Housing Land Availability Assessment (SHLAA), the following sites are allocated for residential and/or mixed use development comprising sufficient suitable, available and deliverable land to deliver around 450 new homes in total:

- Martello Site, Kirby Road, Walton-on-the-Naze (see Policy FWK6 below);
- Station Yard and Avon Works, Station Road, Walton-on-the-Naze (see Policy FWK8 below);
- The Old Town Hall Site, Mill Lane, Walton-on-the-Naze;
- Southcliffe Trailer Park, Woodberry Way, Walton-on-the-Naze;
- Former Reservoir Site, Witton Wood Road, Frinton-on-Sea; and
- Land at Turpins Farm, Elm Tree Avenue, Frinton-on-Sea (see Policy FWK9 below).

Green Infrastructure

8.24 The Frinton and Walton area is relatively well served by Green Infrastructure, particularly with its large undeveloped greenswards. These areas are shown on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan. For the 10-year period 2011 to 2021, the main green infrastructure projects proposed for the area will be:

- 1 hectare of new open space at the Martello Site (see Policy FWK6); and
- 5 hectares of new open space as part of the Turpins Farm Development (see Policy FWK9).

Community Facilities

8.25 Community facilities are protected through Policy PEO18 in Chapter 4 of this Local Plan and the Council will work with its partners to ensure the right facilities are provided in the right locations alongside new development. For the 10-year period 2011 to 2021, the following community facilities will be delivered alongside the above housing and mixed-use developments, where necessary utilising Community Infrastructure Levy and other funding:

- New Medical Centre at the Martello Site, Walton-on-the-Naze;
- New Museum at the Martello Site; and
- New health and fitness facilities at Frinton and Walton Swimming Pool.

Frinton and Walton Conservation Area

8.26 The Frinton and Walton Conservation Area, as shown on the Policies Map Insets, is the largest in the district and incorporates best part of the two town centres and adjoining residential areas. In line with Policy PLA7, the Council will seek to preserve and enhance the special architectural and historic character of this area.

8.27 The Frinton and Walton Conservation Area Management Plan was prepared in partnership between Frinton and Walton Town Council, Tendring District Council and Essex County Council. It includes details on improvements to the public realm including paving and landscaping works; additional controls over small scale domestic building alterations; new guidance documents on a range of subjects including shopfronts,

traditional doors and windows, boundary walls, trees and hedges; and design coding for new developments. This Management Plan is a 'material consideration' when considering planning proposals within the Frinton and Walton Conservation Area giving this historic environment further protection and identifying opportunities for its enhancement.

8.28 Subsequent to the publication of this Management Plan, the Town Council has suggested that the Conservation Area should be extended to cover the whole of the Frinton electoral ward to ensure that the special historic and architectural character of the area is reflected and reinforced when considering any development proposals affecting the wider parts of Frinton. The legal process for designating or extending Conservation Areas is separate to the process of preparing a Local Plan therefore the Policies Map Inset shows the Conservation Area Boundary as it stood on 1st April 2012. However the remainder of Frinton Ward is designated as a 'Proposed Conservation Area Extension' where the Council will work the Town Council, English Heritage and other partners to undertake the necessary process for formally redefining the Conservation Area boundary.

8.29 Within the area covered by the 'Proposed Conservation Area Expansion', all development proposals will be considered against the criteria in Policy FWK4 below (which reflect the criteria of Policy PLA7 which applies in formally designated Conservation Areas). When the Conservation Area is formally extended, the legal provisions that control demolition and the alterations of trees also will apply.

POLICY FWK4: FRINTON AND WALTON CONSERVATION AREA

With the area defined as 'Proposed Conservation Area Expansion', development will not be permitted unless the proposal:

- h) is of a design and/or scale that preserves or enhances the special character or appearance of the area and is compatible with neighbouring buildings and spaces;
- i) uses building materials, finishes and building techniques, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;
- j) retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;
- k) retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention;
- l) does not harm important views into, from or within the area;
- m) protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the special character and appearance of the area; and
- n) results, where relevant, in the removal of unsympathetic features and the restoration or reinstatement of missing features.

The Avenues Area of Special Character, Frinton-on-Sea

8.30 The Avenues to the west of Connaught Avenue shopping centre and north of the Esplanade, forms a sedate residential area of outstanding arcadian character, with wide, straight, tree and hedge lined avenues, grass verges and large, spacious detached houses set in mature gardens. This sedate residential character forms an important quality of this part of the Frinton and Walton Conservation Area and should be strictly safeguarded. If individual changes of use of large houses for example to institutional uses, private hotels or subdivision into flats or the redevelopment for higher density housing were allowed to occur, it would erode the area's outstanding character and the quiet enjoyment of residents in the locality. Policy FWK5 below will therefore apply to the Avenues Area which is shown on the Policies Map Inset.

POLICY FWK5: THE AVENUES AREA OF SPECIAL CHARACTER, FRINTON-ON-SEA

Within the Avenues Area of Special Character (as shown on the Policies Map), the following forms of development will not be permitted:

- a) any development or change of use falling outside of Use Class C3 'Dwelling Houses';
- b) the subdivision or replacement of any individual dwelling house(s) that will lead to a net increase in dwelling numbers;
- c) any new development that materially exceeds the general density of development within the Area of Special Character (between 7 and 17 dwellings per hectare); and
- d) any development that fails to preserve and enhance the special architectural and historic character of the Frinton and Walton Conservation Area.

The Martello Development

8.31 The Walton-on-the-Naze Regeneration Framework identified the Martello Caravan Park site as a key development opportunity that could assist in the wider rejuvenation of Walton. The site's existing use as a Caravan Park is no longer economically viable and therefore a mixed-development including housing, retail and community facilities will be of greater benefit to Walton's economy in the long run.

8.32 In 2012, the planning permission was granted for a food store and petrol filling station on the southern part of the site which is expected to deliver around 200 jobs, claw back a significant proportion of custom that is lost to other shopping areas and improve the prospects for existing town centre businesses. Proposals will be judged against Policy FWK6 below.

POLICY FWK6: THE MARTELLO DEVELOPMENT

Land at the Martello Site, Kirby Road, Walton-on-the-Naze (as defined on Proposal Map Inset) is allocated for a mix of retail, residential development, visitor accommodation and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) a new medical centre with associated parking will be developed on 1 hectare of land within the southern part of the site – the specification to be agreed with the relevant primary health care provider;
- b) the construction of new homes will not commence until the new medical centre has been constructed and is operational, or an equivalent facility providing the necessary level of primary healthcare to serve the growing population has been delivered elsewhere within the Frinton, Walton and Kirby Cross area;
- c) a pedestrian link between the new food store and Walton Primary Shopping Area, via Mill Lane, will be created ;
- d) the principle point of vehicular access will be from Kirby Road with a single spine road providing subsequent accesses to the various different uses within the site;
- e) at least 1 hectare of land in the middle of the site surrounding the Martello Tower will be laid out as public open space;

- f) a minimum of 2.8 hectares of open space will be provided in the northern part of the development site to provide an attractive outlook for new residential properties and minimise landscape impacts on the wider countryside and will be transferred to either Tendring District Council or Frinton and Walton Town Council for future management, or suitable alternative management arrangements put in place to ensure long-term maintenance;
- g) the Martello Tower must be restored and its setting improved with the provision of purpose-built premises from which the Frinton and Walton Heritage Trust can operate a museum;
- h) a new hotel with a minimum of 20 rooms will be provided as part of the development;
- i) flood risk issues should be addressed through the design of development;
- j) the development should deliver strong pedestrian and cycle linkages with the Primary Frontages within the town centre along Mill Lane; and
- k) the development should deliver streetscape improvements to Mill Lane;

The detailed phasing will be set out in any legal agreement associated with the grant of planning permission.

Once completed, the land occupied by the food store and petrol filling station will carry the same status as an 'employment site' for future planning proposals and will be protected as such through Policy PRO14.

Walton Mere

8.33 The Walton-on-the-Naze Regeneration Framework identifies Walton Mere as a key opportunity to deliver a leisure facility that will rejuvenate the tourism offer of the town. The critical outcome from any development proposal will be the restoration of the Mere to create a 'town quay' – a second waterside frontage for the town. To finance the necessary works, the Council acknowledges that some form of enabling development may be required. However, rather than be overly prescriptive, the Council will consider innovative development proposals on their individual merits.

POLICY FWK7: WALTON MERE

'Walton Mere', as defined on the Proposal Map Inset, is allocated for mixed-use development where the overriding objective will be to create a second waterfront and a 'town quay' to help rejuvenate Walton-on-the-Naze. The Council will consider comprehensive development packages on their merits having regard to other policies in this Local Plan and, in particular, any flood risk, nature conservation and transport impacts.

Station Yard and Avon Works

8.34 The Walton-on-the-Naze Regeneration Framework identifies that land at Station Yard and adjoining Avon Works site as an opportunity for mixed-use development that will assist in the wider rejuvenation of Walton. The priority for this development will be to achieve a mix of commercial and residential use and improve the public realm at and around the station for visitors to the town.

POLICY FWK8: STATION YARD AND AVON WORKS, WALTON

The 'Station Yard' and adjoining Avon Works, as defined on the Proposal Map Inset, is allocated for mixed-use development of commercial premises and residential dwellings. Alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the development will provide at least 2,000 square metres of commercial floor space;
- b) operational access to the railway must be retained to enable necessary maintenance;
- c) the development must create an attractive entrance to the town and contribute toward public realm improvements around the entrance to the station.

Development at Turpins Farm

8.35 To ensure sufficient land is identified to deliver the housing growth requirement for the Frinton, Walton and Kirby Cross area up to 2021, it has been necessary to allocate a modest amount of greenfield land on the edge of the settlement for residential development. To ensure good access to shops, services and community facilities, avoid an over-concentration of development in Walton and minimise environmental impacts, the Council has identified land at Turpins Farm to the west of Elm Tree Avenue as the most appropriate and sustainable location for this modest development. The site is well located in relation to the Tendring Technology College, Hamford Primary School and the Triangle Shopping Centre and is in an area of relatively modern development at Turpins Farm that has taken place in various phases over the last 30 years.

8.36 Consultation with Frinton and Walton Town Council and local residents has highlighted that development in this location will only be supported if it minimises any impact on the open gap between the urban settlement and the nearby village of Kirby-le-Soken, respects the visual sensitivity of land north of Walton Road which slopes down toward Hamford Water, provides predominantly larger aspirational housing that is more representative of the wider Frinton area and can be accommodated by the provision of education and healthcare in the area.

8.37 Accordingly, residential development will be limited to the south eastern part of the site and a large area of public open space will be created to the north west in order to preserve the views over Hamford Water, minimise the impact of built development in this location and strengthen the gap to Kirby-le-Soken. Normal policies on housing mix will not apply to this site and 100% of new homes on this will be required meet the definition of 'Aspirational Housing' as set out in Policy PEO8 of this Local Plan. Also development will not be allowed to commence until the new Doctors Surgery proposed for the Martello Site has been developed and is operational – unless equivalent provision has been made elsewhere within the urban area.

8.38 The development will need to connect to and expand upon the network of green corridors that serve the existing housing development in and around Edenside

8.39 The development will deliver recreational open spaces and other green infrastructure including the expansion of the network of green corridors around the Turpins Farm development for walking and cycling; the provision of sustainable drainage and wildlife habitats; improved access to the countryside and strategic landscaping.

POLICY FWK9: DEVELOPMENT AT TURPINS FARM

Land at Turpin's Farm, west of Elm Tree Avenue, Frinton-on-Sea (as defined on Proposal Map Inset) is allocated for a mix of residential development and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the residential development will comprise 100% 'Aspirational Housing', as defined in Policy PEO8 of this Local Plan;
- b) development will not be allowed to commence unless the necessary level of primary healthcare to serve the growing population is provided within the Frinton, Walton and Kirby Cross area;

- c) the principle point of vehicular access will be off of Elm Tree Avenue;
 - d) a minimum 20 metre landscaping buffer will be created along the western edge of the site to strengthen the edge of the Strategic Green Gap between the urban area and the village of Kirby-le-Soken;
 - l) at least 5 hectares of land to the north west of the development will be laid out as public open space and transferred to either Tendring District Council or Frinton and Walton Town Council for future management and maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance;
 - e) the development must expand upon and connect with the network of footpaths and green corridors that serve the adjoining residential area to reduce impacts of development on neighbouring properties and allow for pedestrian movement between the newly created open space and the existing residential area to the south;
 - f) one of the new green corridors will form a centre-piece of the development and open out onto the new area of open space and affording attractive views over the coastal slopes and Hamford Water; and
 - g) there will be a safe pedestrian footpath between the residential development and the Hamford Primary School and Triangle Shopping Centre;
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9 Manningtree, Lawford and Mistley

9.1 Manningtree is the smallest town in the district and its historic core is considered to be the smallest town in the country. Both Manningtree and Mistley developed in the early medieval period as planned ports serving inland markets. Mistley developed as a centre for the processing and shipment of barley and is still dominated today by large buildings and structures that echo its intense industrial past.

9.2 Lawford developed as a small agricultural settlement as early as the 14th Century and still retains its historic core. However, over the last few decades modern housing development now physically links Lawford with Manningtree. The majority of Mistley remains physically separated from Lawford and Manningtree by a large area of open parkland but all three settlements are intrinsically linked by their setting and all three settlements are therefore considered as one urban area in this Local Plan.

9.3 The Manningtree, Lawford and Mistley Urban Area will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the changing nature of retail with the emergence of online shopping and the impact that this could have on the vitality and viability of smaller town centres like Manningtree unless they can offer a unique shopping and leisure experience to their visitors;
- balancing the need to protect or enhance the area's historic character with the needs of businesses wishing to expand or modernise in order to remain commercially viable in a changing and challenging market;
- the high demand for new housing in the area which results, in part, from its attractive location and proximity to London by train; and
- the physical and environmental constraints which limit the extent to which the urban area can expand without causing significant harm to the surrounding countryside, wildlife areas and the many heritage assets of the area.

9.4 Having carefully considered the area's characteristics, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the Manningtree, Lawford and Mistley area as follows:

"In 2021, the Manningtree, Lawford and Mistley area will continue to be a popular and attractive place to live and work in and visit due to its good communications with London, rich historic character, attractive riverside setting and high quality landscapes.

The expansion of Manningtree town centre will have provided a greater range of shops, leisure opportunities and services to meet the needs of a growing population and broaden its appeal to visitors and a number of environmental enhancements and improvements to the pedestrian experience would have taken place, respecting its historic character and riverside setting. The result of these measures will mean more people from a wider catchment area using the town's shops, restaurants, leisure and other facilities, boosting the town centre economy and generating more local jobs opportunities.

A modest amount of quality new residential and mixed-use development will have taken place in and around Lawford and, to a lesser extent, Mistley to relieve housing pressures, accommodate some of the demand generated by the area's increasing popularity and deliver new employment opportunities and local benefits including recreational and community facilities. These high quality developments will have respected and enhanced the essential character of the area.

Lawford's industrial area, Mistley Port and the Edme and Crisp Maltings sites will still provide valuable local employment and will have modernised and expanded whilst continuing to respect the area's sensitive setting, existing communities and historic character."

Manningtree Town Centre

9.5 Manningtree's Town Centre is listed in Policy PRO5 and is broadly linear in shape, following the historic High Street, but also includes part of South Street and an underused and unattractive part of the Lawford Dale Industrial Estate to the west. In 2011, retail provided approximately 15% of all jobs in the Manningtree, Lawford and Mistley area. Therefore, it is crucial that the vitality and viability of Manningtree Town Centre is maintained and enhanced in the face of major competition from larger town centres both in Tendring and in neighbouring areas and the emergence of online shopping.

9.6 Most of the town centre lies within the Manningtree and Mistley Conservation Area and therefore boasts an attractive townscape with a fine selection of historic buildings, which form a solid backbone for the town's appeal. For the town centre to thrive and compete with other urban centres and on-line shopping, it not only needs to attract people in the first instance but also retain their interest and encourage them to stay and spend time and money in the town centre.

9.7 The Council's 2010 Retail Study identified Manningtree as a healthy, vital and viable town centre that attracts a good range of retailers and businesses and which has remained strong despite the economic downturn. However, there are concerns that the lack of suitable car parking, the poor pedestrian links between the town centre and the railway station and the negative appearance of the industrial area immediately to the west of the town centre put's people off visiting the town centre.

9.8 In 2010 a Design and Development Brief was prepared to help resolve these problems by identifying a number of potential development opportunities to enhance the town's physical appearance, broaden the range of uses in the town centre and improve parking, traffic flow and pedestrian movement around the town. Over the plan period, it is likely that leisure/recreational uses, particularly those related to the town's riverside location and restaurants and cafes will need to play an increasing role in attracting people to the town centre.

9.9 Since that study was published, a proposal for a new foodstore, offering a further 1,920 sqm of retail floorspace, was granted planning permission on vacant, derelict industrial land to the west of the town centre to 'claw back' trade lost to other town centres nearby. Once complete, this scheme will enhance the western end of the town centre and Conservation Area and will provide additional off-street car parking. Additionally, permission has been granted to allow the Market Place site, off Brook Street, to be used as a free public car park on days when the market is not operational. Both of these proposals should help relieve the pressure for car-parking in the heart of the town centre, where there is limited space for parking due to its historic character and narrow streets.

9.10 The Council, in partnership with Manningtree Town Council and Mistley Parish Council has also prepared a 'Conservation Area Management Plan' ('CAMP') for the Manningtree and Mistley Conservation Area, which covers most of the town centre. The CAMP recommends further enhancements including improving the pedestrian link between the railway station and the town centre and other measures to protect and enhance the historic and architectural character of the area. The Council will work in partnership with local businesses, the Town Council and Essex County Council to implement the proposals in both the Manningtree and Mistley CAMP and the Manningtree Town Centre Design and Development Brief.

9.11 At the heart of the town centre lies the 'Primary Shopping Area' (as defined on the Policies Map Inset), which shows the extent of the town centre where the town centre uses set out in Policy MLM1 below should be concentrated. The 'Primary Frontages' (also defined on the Policies Map Inset) are where these uses interact with the street, at ground floor level. In Manningtree Town Centre, the Primary Frontage is focussed on the central part of the High Street.

POLICY MLM1: MANNINGTREE TOWN CENTRE

Manningtree Town Centre, the Primary Shopping Area and the Primary Frontages are defined on the Policies Map Inset.

Within the Primary Frontage the following uses of ground-floor commercial premises will be permitted:

- A1: Shops;
- A2: Financial and Professional Services;
- A3: Restaurants and Cafes; and
- A4: Drinking Establishments.

Elsewhere in the defined town centre, other commercial uses of ground-floor commercial premises may be acceptable subject to the detailed consideration of their impacts against other relevant policies in this Local Plan.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business.

New development will be required to contribute positively toward the appearance of the area and, wherever practical, deliver improvements to the public realm.

Development that would result in an overall net decrease in off-street car parking space within the town centre will not be permitted.

All proposals should have regard to the Manningtree and Mistley Conservation Area Management Plan, the guidance contained in the Manningtree Town Centre Design and Development Brief and other relevant policies contained in this Local Plan and in national planning policy.

Employment Sites

9.12 In 2011, manufacturing represented around 15% of all jobs in the Manningtree, Lawford and Mistley area, reflected by the large amount of employment land available in the area and the presence of a number of successful businesses. According to the Council's Employment Study, demand for premises to accommodate 'B-class' uses (i.e. business, industrial, storage and distribution) is not anticipated to grow substantially over the next 10 years in the Manningtree, Lawford and Mistley area. This is because of the general decline of this sector in the district and because there are other locations in Tendring that are more attractive to business.

9.13 In response to this, the Council will retain a flexible supply of employment land in the Manningtree, Lawford and Mistley area to accommodate any new industry and warehousing proposals that may come forward. However, employment land allocations will be limited in order to encourage the development and improvement of existing underused employment land – particularly sites that have become redundant or derelict within established employment areas.

9.14 The following sites are identified in purple on the Policies Maps and are safeguarded for employment use where the provisions of Policy PRO14 in Chapter 3 of this Local Plan will apply:

- Lawford Dale Industrial Estate, Lawford;
 - Edme Maltings site, Mistley (see also Policy MLM2 below);
 - Crisp Maltings site, Mistley;
 - Mistley Port (see also Policy MLM3 below); and
 - Mistley Marine, Mistley (see also Policy MLM3 below).
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Housing Supply

9.15 In accordance with Policy SD2 in this Local Plan, the Manningtree, Lawford and Mistley urban area will see a 6% increase in housing stock in the 10-year period between 1st April 2011 and 31st March 2021. With a total housing stock of approximately 3,800 dwellings on 1st April 2011, the 6% increase for this area equates to approximately 230 new homes.

9.16 Since 1st April 2011, 20 dwellings have either already been built or have outstanding planning permission but have yet to be built, thus leaving a residual requirement of around 210 dwellings to be delivered on allocated sites within the remaining plan-period up to 31st March 2021. Following careful consideration of the Council's Strategic Housing Land Availability Assessment (SHLAA) and the Sustainability Appraisal, the following sites are allocated for residential and/or mixed-use development comprising sufficient suitable, available and deliverable land to deliver around 210 new homes in total:

- Land east of Cox's Hill, Lawford (see Policy MLM4 below); and
- Land east of Bromley Road, Lawford (see Policy MLM5 below).

Green Infrastructure

9.17 In the Manningtree, Lawford and Mistley area there is an overall deficiency of 'green infrastructure' and so the Council will work with its partners to ensure new areas of green infrastructure are delivered and existing areas are improved. Existing areas of green infrastructure are shown in light green on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan.

9.18 For the 10-year period 2011 to 2021, the main green infrastructure projects proposed for the area relate to the above housing and mixed-use developments:

- 2.5 hectares of public open space/school playing fields – to be delivered as part of the Cox's Hill mixed-use development (see Policy MLM4 below); and
- 1 hectare of new public open space off Bromley Road – to be delivered as part of the Bromley Road mixed-use development (see Policy MLM5 below); and

Community Facilities

9.19 Community facilities are protected through Policy PEO18 in Chapter 4 of this Local Plan and the Council will work with its partners to ensure the right facilities are provided in the right locations alongside new development. For the 10-year period 2011 to 2021, the following community facilities will be delivered alongside the above housing and mixed-use developments:

- New multi-use games area (see Policy MLM4);
- New off-street school bus parking area (see Policy MLM4);
- New community building (see Policy MLM5);
- New off-road 'pick-up and drop-off' facility for the Church of England Primary School (see Policy MLM5);
- A junior camping field for the Venture Centre (see Policy MLM5);
- A new children's playground (see Policy MLM5); and

- Community use as part of the mixed-use redevelopment and conversion of the No. 1 Maltings, Mistley High Street.
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Lawford and Manningtree and Mistley Conservation Areas

9.20 The Manningtree, Lawford and Mistley area boasts the following two conservation areas (as shown on the Policies Map Insets):

- The Manningtree and Mistley Conservation Area, which was designated in 1969 and extended in 1981, 1983, 1989, 1994 and 2010. This includes the historic cores of Manningtree and Mistley and the large area of parkland between the two settlements; and
- The Lawford Conservation Area, which was designated in 1981 and extended in 1981. This includes the historic core of Lawford village and the large area of parkland to the north.

9.21 In line with Policy PLA7, the Council will seek to protect or enhance the special architectural and historic character of these areas by carefully controlling development and seeking to secure improvements wherever possible.

9.22 To further help the Council control development, two parts of the Manningtree and Mistley Conservation Area are covered by an 'Article 4(1) Direction' removing permitted development rights for certain types of development. These areas are shown on the Policies Map.

9.23 The Article 4(1) Direction covering land at Mistley Quay is in place to control the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure in the area. The Article 4(1) Direction covering properties in Beckford Road, Rigby Road and part of California Road and Harwich Road is in place to control various types of small-scale development that would normally be allowed as 'permitted development', including: the replacement of doors and windows; alterations to external roof coverings; construction of porches; the erection, construction, maintenance, improvement, alteration or demolition of a gate, fence, wall or other means of enclosure in the area or changes to the colour or material used on any elevation of a dwellinghouse fronting a highway or open space. Full details of these Article 4(1) Directions can be obtained from the Council.

9.24 A Conservation Area Management Plan (CAMP) for the Manningtree and Mistley Conservation Area has been prepared in partnership with Manningtree Town Council and Mistley Parish Council and adopted by this Council as a 'material consideration', to be taken into consideration when considering planning proposals within the Manningtree and Mistley Conservation Area (see Policy PLA7 in Chapter 5 of this Local Plan). The CAMP sets out guidance and various management proposals to help protect and enhance the Conservation Area, including details of site-specific improvements which may be used to help guide any proposals for development that may come forward.

Edme Maltings Site, Mistley

9.25 The largest employer in the Manningtree, Lawford and Mistley area is Anglia Maltings (Holdings) Limited which currently owns and occupies both the Edme and Crisp Maltings sites, in Mistley. The presence of these businesses on these key sites enables the area to continue its long association with the processing of malted agricultural products, which has taken place in this area for centuries. Both sites have recently undergone considerable investment and modernisation and there are plans to further modernise and improve the Edme site, which should help to secure the long-term economic future of the business on its current premises in Mistley.

9.26 Over the last few years, Anglia Maltings (Holdings) Limited has developed a strategy in consultation with the Council and the local community to guide the modernisation and improvement of the Edme Site. This strategy identifies the physical changes required to improve existing operations and allow new processes to take place on site, which will enable the business to operate more efficiently at Mistley and reduce the need to rely on premises outside the district. Changes include: enabling commercial traffic to circulate internally round the site reducing the need for movements in and out of the High Street; providing

new and improving existing storage areas and production lines to make the site more efficient; releasing underused parts of the site that are surplus to requirements to help fund the necessary changes and continual maintenance and upkeep of the historic elements of the site.

9.27 The Council supports the company's improvement strategy, in principle, and recognises the need for a degree of flexibility on the Edme Site to enable such improvements to be made. However, given the Conservation Area status of the site and its central location in Mistley, emphasis will be placed on high quality design and the protection or enhancement of the character of the area. Accordingly, the main requirements of the company's improvement strategy are incorporated in Policy MLM2 below, which should be read alongside other relevant policies in this Local Plan and the guidance contained in the Manningtree and Mistley Conservation Area Management Plan.

POLICY MLM2: EDMER MALTINGS SITE, MISTLEY

The Edme Maltings site is identified in purple on the Policies Map and is safeguarded for employment use in accordance with the provisions of Policy PRO14. The Council may support the release of underused parts of the site for mixed-use development where it can be demonstrated it is part of a wider package of proposals needed to deliver further improvements elsewhere on the site to protect existing employment opportunities or create new ones.

The Council will work with the landowner to prepare a development brief for the site prior to the submission of further planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, and the guidance contained in the Manningtree and Mistley Conservation Area Management Plan, development proposals also meet the following specific requirements:

- a) Improve access into the site from the High Street and enable commercial traffic to circulate through the site, reducing the frequency of movements to and from the High Street;
- b) Expand the provision of warehousing and production areas to improve the overall efficiency and productivity of the business;
- c) Maintain the footpath running through the site (either along its existing route or a new route to be agreed by relevant parties in advance);
- d) Retain and enhance, where possible, existing buildings, structures and features that are considered to make a positive contribution to the Conservation Area and the street scene;
- e) Repair and rehabilitate the listed No.2 Maltings for employment use; and
- f) Strengthen the High Street frontage using infill development or improved boundary treatments.

Mistley Port and Mistley Marine

9.28 Mistley Quayside is currently occupied by Mistley Port, a small independent commercial port handling a range of cargoes, including the transshipment of bulk malts to distant markets. These operations provide a source of local employment within the warehousing and distribution sectors. The industrial character of the quayside is an important part of the character of the wider Manningtree and Mistley Conservation Area and contributes to Mistley's unique sense of place.

9.29 The port has the potential to achieve modest growth to meet future demands by developing value-added processing, dredging the channel adjacent to Mistley Quay to allow larger shipping and acquiring land and buildings in the immediate vicinity together with improvements on site to provide additional covered and open storage. The two most suitable sites in the immediate vicinity that the port could expand onto are the Mistley Marine site, to the east of the port which is currently accessed via Anchor Lane and an area of land referred to as 'The Trailer Park site', to the south-west of the port and adjacent to Mistley Towers, off Mistley High Street.

9.30 The Mistley Marine site is currently used for the maintenance, construction and breaking of marine vessels, storage and the provision of services to the users of the Estuary, including dredging. The area closest to the shoreline is safeguarded for employment use but this could be used for port-related storage should the land become available in the future. Any proposal that would result in the greater intensification of use of Anchor Lane for commercial traffic will not be permitted. The preferred access into the site for port use will need to be via Baltic Wharf. Any development on the 'trailer park site' will be required to improve the frontage onto the High Street and enhance the wider setting of the Mistley Towers.

9.31 The Council supports the port's aspirations for growth, in principle, but in line with Policy MLM3 below and other relevant policies in this Local Plan will not support any proposals that may materially harm the sensitive setting or historic character of the area. Specifically, all proposals for development or change of use anywhere along the waterfront at Mistley Port or on the Mistley Marine site will be required to demonstrate that there would be no material adverse impacts on the adjacent wildlife sites, the character of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour. Proposals will also need to respect the Conservation Area designation and potential existence of heritage assets, in the form of archaeological remains. The Council would expect a full archaeological evaluation to be carried out prior to any plans being drawn up.

9.32 Given the Conservation Area status of the quayside, emphasis will be placed on a high quality of design and the protection or enhancement of the character of the area in accordance with the guidance contained in the Manningtree and Mistley Conservation Area Management Plan.

POLICY MLM3: MISTLEY PORT AND MISTLEY MARINE

Mistley Port, part of the Mistley Marine site and the area of land known as 'the trailer park site' adjacent to the Mistley Towers in the High Street are identified in purple on the Policies Map and safeguarded for employment use in accordance with the provisions of Policy PRO14.

Alongside other relevant policies in this Local Plan, all proposals for development or change of use anywhere along the waterfront at Mistley Port or on the adjoining Mistley Marine site will be required to demonstrate that there would be no material adverse impacts on the adjacent wildlife sites, the character of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour.

Proposals will also need to respect the Conservation Area designation and take into account the guidance contained in the Manningtree and Mistley Conservation Area Management Plan. The Council will also expect a full archaeological evaluation to be carried out prior to any development due to the potential existence of heritage assets, in the form of archaeological remains.

The Council will not support any proposals for development or change of use on the Mistley Marine site that would result in the intensification of traffic using Anchor Lane or a significant increase in the level of commercial traffic travelling along Mistley High Street.

Development East of Cox's Hill, Lawford

9.33 To help deliver the new housing required in the Manningtree, Lawford and Mistley area and deliver other benefits to the area, as identified by the community, land east of Cox's Hill is allocated for mixed-use development. The landowner and developer have worked in partnership with Lawford Parish Council and other community representatives to master-plan a development that will deliver positive outcomes for the community and address a number of local problems.

9.34 The development will provide a mix of new housing and will utilise listed buildings at Dale Hall to create small, high quality, sensitively designed office units. The development will also provide land for the Manningtree High School to extend and create a useable playing field, a Multi-Use Games Area (MUGA), an off-street school bus parking area next to the school where the school bus can drop off and pick up pupils safely without disrupting local traffic and public open space with integral pedestrian and cycle ways.

9.35 Given the presence of the Listed Dale Hall on the site and its location within an attractive landscape, opposite the Dedham Vale Area of Outstanding Natural Beauty, emphasis will be placed on a high quality of design and compatibility of new development with existing surrounding development and the wider landscape. In addition to other policies in this Local Plan, the additional requirements set out in Policy MLM4 below will also be met.

POLICY MLM4: DEVELOPMENT EAST OF COX'S HILL, LAWFORD

Land east of Cox's Hill, Lawford (as defined on the Policies Map Inset) is allocated for a mix of residential development, business uses, public open space and community facilities. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the principal vehicular access into the development shall be off Cox's Hill with a secondary access off Colchester Road (to be agreed in advance with the Highways Authority);
- b) the development will deliver an off-street school bus parking facility for the Manningtree High School on land off Colchester Road;
- c) the development will deliver, either on-site or through financial contributions to provision off-site, a multi-use game area (MUGA) for the community's use;
- d) existing buildings at Dale Hall shall be converted or re-used for the provision of sympathetically designed B1(a) office units with access via Cox's Hill;
- e) the development shall protect and enhance the Grade II Listed Dale Hall and its setting, including the 4.9 hectare landscaped garden and wildlife area immediately to the north of Dale Hall;
- f) appropriate landscaping will be provided to minimise any material adverse impacts on existing surrounding residential development and to provide a buffer to help minimise any noise or disturbance from the adjacent Manningtree High School on the proposed development;
- g) the development must provide a safe pedestrian footpath/cycleway through the development linking the existing residential areas to the north and south and providing a green link to the open countryside along Cox's Hill;
- h) a minimum 20 metre landscaping buffer will be created along the western edge of the site to help minimise any material adverse impacts on the Dedham Vale Area of Outstanding Natural Beauty, located on the opposite side of Cox's Hill, using appropriate species of vegetation native to the area; and
- i) the development will set aside a minimum of 2.5 hectares of land for the provision of public open space and an extension of the playing field at Manningtree High School – the public open space to be transferred to either Tendring District Council or Lawford Parish Council for future maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance.

Development East of Bromley Road, Lawford

9.36 The same partnership of local community stakeholders promoting the development off Cox's Hill has also planned a mixed-use development at the southern end of Lawford on land east of Bromley Road which will deliver further community benefits in the area.

9.37 Alongside the new homes, the development will deliver a new building for the community's use with office accommodation for the Parish Council, a new children's playground, public open space and a junior camping field for the Venture Centre. The development will also create a new access for the local primary school and a dedicated 'pick up' and 'drop off' facility to minimise the disruption to local traffic in Long Road and improve safety for local children.

9.38 Because the site is located on the edge of the built-up area, it will be important to minimise any material adverse impacts it may have on the surrounding countryside. In addition to other policies in this Local Plan, the additional requirements set out in Policy MLM5 below will also be met.

POLICY MLM5: DEVELOPMENT EAST OF BROMLEY ROAD, LAWFORD

Land east of Bromley Road, Lawford (as defined on the Proposal Map Inset) is allocated for a mix of residential development, new community facilities and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- a) the only point of vehicular access shall be from Bromley Road (to be agreed in advance with the Highways Authority);
- b) the development will deliver a community building – the specification to be agreed with Lawford Parish Council;
- c) the development will set aside an area of land for the provision of a junior camping field for the Venture Centre – the specification to be agreed with the Venture Centre;
- d) the development will set aside a minimum of 1 hectare of land for new public open space (in addition to the proposed camping field), which will be laid out and thereafter transferred to either Tendring District Council or Lawford Parish Council for future maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance;
- e) the development will secure a new access point to the Lawford Church of England Primary School and a dedicated 'pick-up' and 'drop-off' area off Bromley Road, with the current access to Long Road being closed;
- f) the development will provide a new children's play area on-site;
- g) the development will deliver a safe pedestrian footpath to enable movement between the development and the established built up area in Wignall Street;
- h) the development shall be designed to ensure the protection or enhancement of the setting of the Grade II Listed Lawford House, to the west, on the opposite side of Bromley Road; and
- i) a minimum 20 metre landscaping buffer will be created along the south and south-western edges of the site to help minimise any material adverse impacts on the surrounding open countryside beyond the site, using appropriate species of vegetation native to the area.

10 Brightlingsea

10.1 Brightlingsea, a small coastal town located on the southward facing riverside of the Colne Estuary, it is effectively a peninsular, bordered on three sides by Alresford Creek, Brightlingsea Creek and Flag Creek. Given the geography of the town, Brightlingsea is relatively isolated from the rest of the district, with poor connections to the strategic road network, served only by the B1029 and with limited public transport connections, in particular no railway links.. With a particularly important environmental setting, Brightlingsea boasts a number of nationally and internationally recognised designations. These include Brightlingsea Creek, a Site of Special Scientific Interest (SSSI); national nature reserves at Brightlingsea Marshes along the Colne Estuary and a Special Protection Area (SPA) and Special Area of Conservation (SAC). These environmental and infrastructure constraints, coupled with significant areas of flood risk make the town particularly sensitive to peripheral growth.

10.2 Founded on a rich maritime history, Brightlingsea is traditionally associated with boat and ship building and whilst this still plays a part in the local industry of Brightlingsea, this sector has experienced a decline in recent years and now employs considerably fewer people within the town. The maritime heritage of the town is however not forgotten, with two Conservation Areas, originally designated in the 1970's and early 1990's, helping to retain the distinctive character of the town, including its attractive waterfront area.

10.3 The Brightlingsea area will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the high demand for new housing in the area which results, in part, from its popularity as a place to retire and the impact this demand will have on future generations of local people and their ability to afford their own home unless some new housing, of the right type, is provided;
- maintaining the vitality and viability of the town centre shopping area. The changing nature of retail with the emergence of online shopping and competition from larger towns (for example Colchester) which will have a detrimental impact on the vitality and viability of Brightlingsea town centre unless they can offer a unique shopping and leisure experience to their visitors;
- creating conditions in which local commerce and industry can continue to flourish whilst maintaining a pleasant environment for residents;
- balancing the need to protect or enhance the historic character of areas such as Brightlingsea with the needs of businesses wishing to expand or modernise in order to remain commercially viable in a changing and challenging market;
- preserving and safeguarding the attractive waterside setting of the town and its surrounding countryside;
- maintaining the attractiveness of the town for water-based recreation and leisure pursuits, including public and private open space;
- the pressure placed upon local health services resulting from the area's large population of older residents;
- the risk of coastal erosion and flooding in the area which are expected to increase over the long-term as a result of global climate change.

10.4 Having carefully considered the area's characteristics, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the Brightlingsea area as follows:

"In 2021, Brightlingsea will be associated with its sailing activities, its attractive riverside setting and easy access to the surrounding countryside.

The attractive town centre will offer a healthy range of shops and services and the waterside will be the focus of varied commercial activities, water sports and other leisure pursuits. Some commercial activities will continue in the harbour, some related to maintaining off-shore windfarms.

The western promenade will provide a range of new leisure facilities and continue to host local events and will have undergone environmental enhancements to improve the area's attractiveness.

A modest amount of quality new residential development will have taken place to meet local demands and needs, including waterside houses but any expansion of the town will be limited by environmental constraints and its single road access."

Brightlingsea Town Centre

10.5 Brightlingsea Town Centre is listed in Policy PRO5 and is defined on the Policies Map. Brightlingsea is a small coastal town, located in the picturesque southern part of the district. The town centre is broadly linear in shape, following the historic High Street, but also includes Victoria Place. However, the town is environmentally sensitive to peripheral growth, is poorly served by public transport with no railway station and has extremely poor connections with the strategic road network, served only by the B1029.

10.6 The Council's 2010 Retail Study identified that the town centre had more than 41 commercial units containing nearly 3,000 square metres of floorspace and that the number of vacant units, at around 8% of the total, was well below the national average of 10.2% notwithstanding the affect of the economic downturn. However, there had been some further shop closures between publishing the Retail Study and this Local Plan. This suggests that the town centre had been performing relatively well despite the difficult economic conditions experienced in recent years and remoteness of the town from the surrounding district.

10.7 The town has some representation from multiple convenience goods retailers Tesco Express and Spar, and since the previous study, comparison retailer Boots has opened on Victoria Place whilst the Unwins and the British Red Cross stores have closed. There are still several independent convenience retailers in Brightlingsea including a fishmongers, a butchers, a bakery and a confectionery, tobacco and news store. Independent retailers also have a strong presence in comparison goods retailing with florists, clothing shops, gift shops and electrical stores.

10.8 One of the biggest threats to Brightlingsea's continued vitality and viability is the emergence of on-line shopping which, as demographics change and future generations become increasingly computer-literate, could hit Brightlingsea's independent retailers particularly hard. Over the 10-year plan period, it is likely that leisure activities, particularly restaurants and cafes, will need to play an increasing role in ensuring people visit and spend their money in the town centre.

10.9 To promote continued vitality and viability in Brightlingsea's town centre, in the absence of any identifiable development opportunities, the strategy in this Local Plan is to:

- protect and enhance the special architectural and historic character by ensuring development proposals, changes of use, advertising and shopfront design are sympathetic with their surroundings and contribute positively to the appearance of the area;
- enhance the overall visitor experience through continued improvements to the streetscape including quality paving materials, street furniture, lighting and planting;

- ensure that sufficient parking provision is made for visitors to the area; and
- allow more flexibility for leisure uses such as restaurants and cafes to minimise the risk of vacant premises which would detract from the area but, at the same time, avoid commercial uses that could harm the character of the area such as takeaways and pubs.

10.10 The Policies Map for Brightlingsea identifies a 'Primary Frontage' focussed on Victoria Place and the High Street and a 'Secondary Frontage' located within the waterfront development to the south of the town centre. Policy BR11 below will be applied in the determination of any planning applications for new development or changes of use, alongside Policy PRO5 'Town Centres'.

POLICY BR11: BRIGHTLINGSEA TOWN CENTRE

Brightlingsea Town Centre, Primary Shopping Area and Primary Frontage are defined on the Policies Map Inset.

Within the Primary Frontage in Victoria Place and High Street, proposals for a change of use from Class A1 shops at ground floor level to Classes A2 – A5 will only be permitted where:-

- a) non Class A1 uses would not dominate or detract from the core objective of providing retail outlets for the shopper;
- b) the proportion of frontage in A2- A5 use does not exceed 20% of the length of individual street frontages;
- c) there would be no detrimental effect on the amenities of occupiers of nearby residential accommodation in terms of noise, fumes, smell and general activity generated from the use; and
- d) there would be no unacceptable levels of traffic to the detriment of highway safety.

Proposals that would result in the loss of ground floor commercial premises to residential use will not be permitted. The use of upper floor accommodation for residential use will be supported provided that it does not jeopardise the practical operation of the ground floor business.

Employment Sites

10.11 According to the Council's Employment Study, there is sufficient land in the Brightlingsea to accommodate 'B-class' uses (i.e. business, industrial, storage and distribution) and the market is not anticipated to grow substantially over the next 10 years generally in Tendring. This is partly because of the general decline of this sector throughout the country, the town's environmentally sensitive location, poor public transport links and inadequate connections with the strategic road network.

10.12 Growth in Brightlingsea will be limited to a level that addresses some local demand, supports growth in the local economy and that can be accommodated within existing environmental and infrastructure constraints.

10.13 The following sites are identified in purple on the Policies Maps and are safeguarded for employment use where the provisions of Policy PRO14 in Chapter 3 of this Local Plan will apply:

- Morses Lane industrial estate; and
 - Shipyard estate.
-

Housing Supply

10.14 In accordance with Policy POE1 in this Local Plan, Brightlingsea will see a 6% increase in housing stock in the 10-year between 1st April 2011 and 31st March 2021. With a total housing stock of approximately 3972 dwellings on 1st April 2011, the 6% increase for this area equates to approximately 240 new homes.

10.15 On 1st April 2011, there were sites with outstanding planning permissions to deliver approximately 120 dwellings in total, thus leaving a residual requirement of 120 dwellings to be delivered on allocated sites. Following careful consideration of the Council's Strategic Housing Land Availability Assessment (SHLAA), land east of Robinson Road, Brightlingsea (see policy BRI2 below) is allocated for residential development to meet the remainder of Brightlingsea's housing requirement.

Green Infrastructure

10.16 The Brightlingsea area is relatively well served by Green Infrastructure. These areas are shown on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan. For the 10-year period 2011 to 2021, the main green infrastructure projects proposed for the area relates to the proposed development at Robinson Road (see Policy BRI2).

Development at Robinson Road

10.17 In recent years, there has been a high level of development on the Waterfront which will continue into the early part of the plan period. However, this kind of development will not satisfy future demand for new family housing, including affordable housing in Brightlingsea. Furthermore, there is a very limited supply of suitable brownfield land in Brightlingsea to deliver housing of the size, type and tenure that is required.

10.18 The residential allocation at Robinson Road, will deliver the majority of housing required in the Brightlingsea area. This area is in a location accessible to existing local services and facilities and where development would have a minimal affect on the surrounding environment. As well as providing a mix of new housing, the development will financially contribute towards the expansion of existing primary and secondary schools to accommodate the increase in demand and will include land for a small ambulance station to serve the town.

10.19 The development will also deliver recreational open spaces and a country park for the east of the town and expand the network of walking and cycling, include the provision of sustainable drainage, wildlife habitats and strategic landscaping. Care will be taken to minimise the visual impact of development on views to and from the coastal slopes of Brightlingsea Creek.

POLICY BRI2: DEVELOPMENT AT ROBINSON ROAD

Land south of Robinson Road and east of Granville Way, Brightlingsea (as defined on Proposal Map Inset) is allocated for a mix of residential and public open space. The Council will work with the landowner to prepare a development brief for the site prior to the submission of a planning application and ensure that alongside relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals also meet the following specific requirements:

- j) The principle point of vehicular access will be off of Robinson Road;
- k) The development shall deliver safe, secure and direct routes through the development.
- l) The development will set aside approximately 4.4 hectares of land to the east of the development for green infrastructure, including land for allotments, that will be laid out to incorporate sustainable

drainage systems, landscaping and informal open space which will be transferred to either Tendring District Council or Brightlingsea Town Council for future management and maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance;

- m) The development must expand upon and connect with the network of footpaths and green corridors that serve the adjoining residential area.

Lime Street

10.20 The mixture of storage uses located off Lime Street is concentrated close to residential properties in Tower Street but nevertheless perform an important function in connection with the recreational activities of the town. During the winter months boats and caravans are stored in this area; however, the movement of heavy vehicles delivering the boats and caravans in the past has not been managed properly and as such the condition of Lime Street has deteriorated.

10.21 The storage use of many of these sites has continued for many years with the benefit of successive temporary planning permissions. These are now an established land use pattern and future applications will be considered on their merits as permanent uses of land.

10.22 The Council will consider such factors as opportunities to enhance the appearance of the site, particularly boundary treatment onto Lime Street, as well as the suitability of the access and the negative impact heavy vehicular movements may have on the highway network.

10.23 Where permission is granted, conditions may be imposed with regard to the number of boats and caravans which may be stored and restricting heavy vehicular movements in the interests of protecting the condition of the highway.

POLICY BRI3: LIME STREET

Planning applications for storage of caravans and boats and their trailers on land located immediately to the east of Lime Street (as indicated on the Policies Map Inset) will be permitted provided:

- a) Environmental enhancements are proposed to improve the appearance of the site;
- b) The scale and nature of the activity does not cause harm to the amenities of adjoining residents surface condition of Lime Street; and
- c) Proposals do not include the storage of liquefied petroleum gas or other similar highly inflammable substance.

11 Key Rural Service Centres

11.1 The villages of Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe-le-Soken and Weeley/Weeley Heath are identified as 'Key Rural Service Centres' in Policy SD3 in Chapter 2 of this Local Plan. These settlements are considered capable of accommodating a modest amount of sustainable housing growth in the 10-year plan period 2011-2021 at a scale related to local needs, compatible with existing local character and deliverable without the need for major infrastructure investment. There are also opportunities for small-scale employment-related developments, environmental enhancements, creation of new (or improvement of existing) areas of green infrastructure, new or improved community facilities and improvements to the existing transport network and infrastructure.

11.2 Alresford and Elmstead Market are situated to the west of the district close to the boundary of neighbouring local authority, Colchester. Whilst situated within Tendring, both settlements have a strong affinity with Colchester where most residents choose to shop, work and spend their leisure/recreational time. Alresford is capable of accommodating a modest amount of housing growth to support existing shops, services and facilities in the village and because it has its own railway station. There is also potential to expand existing employment opportunities in the village to provide further jobs for local people. Elmstead Market has a similar number of shops, services and facilities and work has recently commenced on the construction of a new business park to the east of the village, which will provide much-needed jobs for local people. Whilst the village does not have its own railway station, it is fairly close to Alresford and is well connected to the strategic road network by being situated on the A133 (the main road between Tendring and Colchester Town Centre) and is therefore capable of accommodating a small amount of new housing and improved community facilities.

11.3 Great Bentley, has a healthy range of local shops and services and has its own railway station but has poor connections to the strategic road network, being situated in the rural heartland of the district. The village is only capable of accommodating a small amount of growth to meet local needs as there is limited suitable land available due to the historic character of the area, the attractive surrounding landscape, most of which is in agricultural use, and the large, attractive green at the heart of the village. There is, however, potential to expand existing employment opportunities to provide additional jobs for local people.

11.4 The villages of Little Clacton and Weeley/Weeley Heath have a close relationship as both areas have developed as 'ribbon development' over time along the historic road into the district's largest town, Clacton-on-Sea. Little Clacton is situated in close proximity to Clacton and therefore residents have good access to its wide range of shops, services, jobs and transport choices and will likely benefit from the additional jobs, services and facilities that will be provided as part of the mixed-use developments planned for Clacton (see Chapter 6 of this Local Plan for more details). The village itself contains a number of local shops and services but these are mostly located in the southern portion of the village. Due to the way the village has grown as ribbon development over time and because there is a strong local demand for the village to remain physically separated from nearby Clacton, opportunities for new housing are limited but the village is capable of accommodating a small amount of new housing and more jobs for local people through the expansion of existing employment premises.

11.5 The separate settlements of Weeley and Weeley Heath, which are considered together as one Key Rural Service Centre in this Local Plan, are located immediately north of Little Clacton in the heart of the district. Whilst the number of local shops, services and facilities are limited compared to the other Key Rural Service Centres, the area has its own railway station and is well connected to the strategic road network at the junction of the A133 and the B1033 and so contains a number of services and facilities and forms of development that would not normally be found in a village location (such as the Weeley Crematorium, a couple of caravan/chalet parks and the service area at the junction of the A133 and B1033 that includes a hotel, 2 restaurants, petrol filling station and shop and car-washing services). The area is capable of accommodating a small amount of new housing and new business opportunities to provide jobs for local people.

11.6 The historic village of St. Osyth is located close to Clacton-on-Sea on the B1027 main road to Colchester and so is likely to benefit from the additional services and facilities that will be provided as part of the mixed-use developments planned for the western edge of Clacton (see Chapter 6 of this Local Plan for more details). The village is capable of accommodating a small amount of growth to meet local needs but

there is limited suitable land available due to the historic character of the village, its compact shape and limited shops, services and facilities. The Council is keen to see the full restoration of the St. Osyth Priory and its extensive parkland as a major tourist attraction, which would help boost the local economy, particularly in the summer months, by encouraging visitors who stay in the nearby caravan parks at Point Clear and Seawick to use the shops and services in the village centre.

11.7 The historic village of Thorpe-le-Soken is well positioned at the crossroads of the main Clacton to Harwich road and the main route to Frinton/Walton from Colchester, which is a key reason why the village is so vibrant and has a healthy number of local jobs, shops, services and facilities, whilst being the smallest of the Key Rural Service Centres in terms of existing numbers of dwellings. The village is also a popular location for leisure/tourist-related development including the recently constructed Lifehouse Spa development within the historic grounds of the former Thorpe Hall. The village also has its own railway station but this is located some distance away from the centre of the village, adjacent to the nearby Thorpe Maltings and Rice Bridge employment area (see Chapter 12 of this Local Plan for more details on this separate area). The historic character of the village and limited land availability means opportunities for new housing are limited but the village is capable of accommodating a small amount of development to meet local needs.

11.8 The seven Key Rural Service Centres, listed above, will face challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the difficulty in retaining key local shops, services and facilities which are being increasingly placed under pressure as more people use their own cars to use facilities in town centres, out of town shopping centres and on-line services;
- balancing the need to provide new homes for local people (in particular affordable housing for younger people) in order to help sustain key local services and facilities against the need to preserve village character and prevent unnecessary loss of countryside;
- the weak economy in the Key Rural Service Centres, which is likely to see continued decline unless there is action to bring about opportunities for local employment in suitable and commercially attractive locations, with good access to the strategic road network;
- the physical and environmental constraints within and around the Key Rural Service Centres, which must be considered to ensure development does not occur where it would cause significant harm to the surrounding countryside, wildlife areas, rural character or heritage assets; and
- the limited supply of previously developed 'brownfield' sites within the Key Rural Service Centres which places pressure to use 'greenfield' land abutting these villages, which could result in the loss of important some areas of agricultural land.

11.9 Having carefully considered the individual characteristics of the Key Rural Service Centres, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for its Key Rural Service Centres, as follows:

“In 2021, the district’s Key Rural Service Centres will have benefited from small-scale planned developments which will provide local employment and modest amounts of new housing, including affordable housing, to support existing local shops, services and facilities maintain thriving rural communities.

Growth within the Key Rural Service Centres will have taken place at a scale that is appropriate to size of each existing settlement, catering for local needs and facilitating investment by local businesses in job opportunities, allowing residents and future generations the opportunity to continue living and working in these attractive rural villages.

The individual character of each Key Rural Service Centre will have been retained, with key environment and heritage assets protected or enhanced for future generations to enjoy, including the provision of new areas of ‘green infrastructure’.

Improvements to the transport networks serving the Key Rural Service Centres would have been made to improve access for local people to the wider range of jobs, shops, services and facilities in nearby towns.”

Employment Sites

11.10 A number of the district’s Key Rural Service Centres have their own existing business or industrial area and in some locations there are opportunities to either extend these existing areas or provide a new area. Whilst it is important that most employment is focussed towards the district’s larger urban areas it is recognised there is also a need to provide local sources of employment and to maintain a flexible supply of sites in locations that are attractive for businesses. Therefore, in order to protect these important sources of local employment and as part of the Council’s strategy to support and help strengthen the district’s rural economy, these sites are identified in purple on the Policies Maps and are safeguarded for employment use where the provisions of policy PRO15 in Chapter 3 of this Local Plan will apply.

- Cockaynes Lane Business Area, Cockaynes Lane, Alresford (which has potential to be expanded as part of the mixed-use development on land south of Cockaynes Lane – see Policy KEY1 below);
- Plough Road Centre and land to the east, Great Bentley;
- Swain’s Farm Business Units, The Street, Little Clacton; and
- Willow Park, The Street, Weeley.

Note: Elmstead Market and Thorpe-le-Soken both have employment sites within their Parish but located some distance away from the village Settlement Development Boundary and so are listed separately in Chapter 12.

Housing Supply

11.11 In accordance with Policy SD3 in Chapter 2 of this Plan each Key Rural Service Centre will see a 6% increase in housing stock in the 10-year period between 1st April 2011 and 31st March 2021. This will deliver approximately 340 homes in total over that period of which just over 30 have either already been built or had outstanding planning permissions on 1st April 2012. For each individual village, this equates to a net requirement of approximately 50 dwellings each for Alresford, Little Clacton and St. Osyth and around 40 dwellings each for Elmstead Market, Great Bentley, Thorpe-le-Soken and Weeley/Weeley Heath to be delivered through specific site allocations in this Local Plan.

11.12 Following careful consideration of the Council’s Strategic Housing Land Availability Assessment (SHLAA) and the Sustainability Appraisal, the following sites are allocated for residential and/or mixed-use development comprising sufficient suitable, available and deliverable land to achieve the housing numbers required for each Key Rural Service Centre:

- Land south of Cockaynes Lane, Alresford (see Policy KEY1 below);
- Land off Holly Way, Elmstead Market (see Policy KEY2 below);
- Land east of Station Road, Great Bentley;
- Land east of Sturrick’s Lane, Great Bentley;
- Land off Springfield Meadows, Little Clacton;
- Land north-east of the Montana Roundabout, London Road, Little Clacton;
- Land south of Rochford Road, St. Osyth;

- Land south of Clacton Road, St. Osyth;
- Land north of Abbey Street, Thorpe-le-Soken (see Policy KEY3 below);
- Land south of Thorpe Road, Weeley;
- Land off St. Andrew's Road, Weeley; and
- Land Willows Farm, Mill Lane, Weeley Heath (see Policy KEY4 below).

11.13 To ensure that new development does not have an urbanising effect on the rural character of the villages concerned, no single housing development in any of the Key Rural Service Centre will exceed 50 dwellings in total and the sites allocated in this Local Plan have been selected in consultation with the relevant Parish Councils. Some Parish Councils have advocated dividing up the housing requirement and spread it over two or more sites to minimise the visual impact of development on their village and its residents, whereas others have advocated comprehensive mixed-use developments in a single location with the aim of achieving specific community benefits. Comprehensive developments are proposed for Alresford, Elmstead Market and Thorpe-le-Soken.

11.14 The Settlement Development Boundaries of each village have been reviewed, again in consultation with Parish Councils.

11.15 If Parish Councils wish to supplement the policies and proposals in this Local Plan to allow additional housing development, ensure that any new development meets additional locally-specific design requirements or helps deliver additional local benefits, they have the option of preparing their own Neighbourhood Plan or pursuing an affordable housing scheme through the Rural Exceptions Policy PEO11.

Green Infrastructure

11.16 The quality and quantity of existing 'green infrastructure' varies from village to village but there is an overall deficiency of green infrastructure in Tendring and so the Council will work with its partners, in particular each Parish Council, to ensure new areas of green infrastructure are delivered and existing areas are improved, particularly in those villages where there are significant deficiencies. Existing areas of green infrastructure are shown in light green on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan.

11.17 For the 10-year period 2011 to 2021, the main green infrastructure projects relate to the proposed major residential and mixed-use developments:

- 1 hectare of public open space to be delivered as part of the Cockaynes Lane mixed-use development (see Policy KEY1 below)
- 0.5 hectares of public open space to be delivered as part of the Meadow Close mixed-use development (see Policy KEY2 below);
- 0.5 hectares of public open space and allotments to be delivered as part of the Abbey Street housing development (see Policy KEY3 below); and

Conservation Areas

11.18 The following Key Rural Service Centres have conservation areas, which are shown on the Policies Map Insets, where the Council will seek to protect or enhance their special architectural and historic character by carefully controlling development and seeking to secure improvements wherever possible, in line with Policy PLA7 in Chapter 5 of this Local Plan:

- The Great Bentley Conservation Area, which was designated in 1969 and amended in 1982. This includes the historic core of the village and its large village green;
- The St. Osyth Conservation Area, which was designated in 1969 and amended in 1982, 1988 and 2010. This covers the historic core of the village, St. Osyth Priory and its extensive historic parkland and the ribbon of development along Mill Street towards Point Clear; and
- The Thorpe-le-Soken Conservation Area, which was designated in 1969 and extended in 1988. This includes the historic core of the village and the historic grounds of the former Thorpe Hall.

11.19 A Conservation Area Management Plan (CAMP) for the St. Osyth Conservation Area has been prepared in partnership with St. Osyth Parish Council and adopted by this Council as a 'material consideration', to be taken into consideration when considering planning proposals within the St. Osyth Conservation Area (see Policy PLA7 in Chapter 5 of this Local Plan). The CAMP sets out general guidance and various management proposals to help protect and enhance the Conservation Area, including details of site-specific improvements which may be used to help guide any proposals for development that may come forward.

Development South of Cockaynes Lane, Alresford

11.20 The mixed-use allocation on land south of Cockaynes Lane, Alresford, will deliver a small amount of housing to meet local needs, new business uses and public open space. The site is located close to the centre of the village and its railway station and will be carefully designed to minimise impacts on existing residential development and surrounding open countryside. In addition to other policies in this Local Plan and in the National Planning Policy Framework, the additional requirements set out in Policy KEY1 below must also be met.

POLICY KEY1: DEVELOPMENT SOUTH OF COCKAYNES LANE, ALRESFORD

Land south of Cockaynes Lane, Alresford (as defined on Proposal Map Inset) is allocated for a mix of residential development, business uses and public open space. Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must also meet the following specific requirements:

- n) no development can take place until the necessary improvements are made to Cockaynes Lane and its junction with Station Road to create a safe access into the site (to be agreed in advance with the Highways Authority).
 - o) vehicular access will be off Cockaynes Lane;
 - p) the development must provide a safe pedestrian footpath/cycleway through the development with a new pedestrian access into the site from the Railway Station, off Station Road and links to the countryside beyond;
 - q) business uses will be carefully controlled in order to minimise any material adverse impacts on both existing and proposed residential development; and
 - r) the development will set aside a minimum of 1 hectare of land as 'green infrastructure' that will incorporate a new playing field, sustainable drainage systems, landscaping and informal open space that will be laid out as a 'green corridor' through the site which will be transferred to either Tendring District Council or Alresford Parish Council for future management and maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance
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Development off Holly Way, Elmstead Market

11.21 Consultation with Elmstead Parish Council has indicated the need for a new village hall, land for allotments and a safe pedestrian crossing on the main road at the western end of the village. To deliver these community benefits and deliver Elmstead Market's housing requirement, land off Holly Way is allocated for mixed-use development in this Local Plan. The development will be carefully designed to minimise impacts on existing residential development and surrounding open countryside. In addition to other policies in this Local Plan and in the National Planning Policy Framework, the additional requirements set out in Policy KEY2 below must also be met.

POLICY KEY2: DEVELOPMENT OFF HOLLY WAY, ELMSTEAD MARKET

Land off Holly Way, Elmstead Market (as defined on Proposal Map Inset) is allocated for a mix of residential development, community uses and public open space. Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must also meet the following specific requirements:

- a) the principle point of vehicular access will be off Holly Way with pedestrian access only via Meadow Close;
- b) the development shall deliver off-site traffic calming measures and a new pedestrian crossing across Colchester Road at the western end of the village;
- c) the development will provide a new village hall at the northern end of the development with access via Holly Way, the specification of which will be agreed with Elmstead Parish Council; and
- d) the development will set aside a minimum of 0.5 hectares of land as 'green infrastructure' that will incorporate allotments at the southern end of the site (to minimise visual impacts on existing properties in Meadow Way) and public open space alongside the new village hall to be transferred to Elmstead Parish Council for future management and maintenance, or suitable alternative management arrangements put in place to ensure long-term maintenance.

Development North of Abbey Street, Thorpe-le-Soken

11.22 The housing allocation on land off Abbey Street, Thorpe-le-Soken, will deliver a small amount of housing to meet local needs and new allotment facilities to replace the current site which has been derelict and disused for decades. The site is located in the centre of the village close to its wide range of local shops, services and facilities (including both primary and secondary schools) and is within walking distance of the railway station, situated to the south of the village. The southern part of the site, fronting Abbey Street, falls within the Thorpe-le-Soken Conservation Area and so development along this frontage must be well designed and help protect or enhance the Conservation Area. The development will also be carefully designed to minimise impacts on existing residential development. In addition to other policies in this Local Plan and in the National Planning Policy Framework, the additional requirements set out in Policy KEY3 below must also be met.

POLICY KEY3: DEVELOPMENT NORTH OF ABBEY STREET, THORPE-LE-SOKEN

Land north of Abbey Street, Thorpe-le-Soken (as defined on Proposal Map Inset) is allocated for residential development and new allotments. Alongside other relevant policy requirements in Chapters 2 to 5 of this Local Plan, development proposals must also meet the following specific requirements:

- a) the vehicular access point into the site shall be off Abbey Street;
- b) development in the southern portion of the site fronting Abbey Street shall be designed to protect and enhance the Thorpe-le-Soken Conservation Area;
- c) the development must retain and incorporate existing trees and other site features of important amenity value into the design and layout, where possible;
- d) the development must provide a safe pedestrian footpath/cycleway through the development from Beldam's Close in the north to Abbey Street to the south and Oak Close to the west, including links to the countryside beyond;
- e) the development shall be designed to minimise any material adverse impacts on existing surrounding residential development and open countryside to the north-east (using appropriate landscaping where necessary); and
- f) the development will set aside a minimum of 0.5 hectares of land as 'green infrastructure' that will incorporate 0.4 hectares of allotment which will be transferred to Thorpe-le-Soken Parish Council for future management and 0.1 hectares of landscaping and informal open space.

Development at Willow's Farm, Weeley Heath

11.23 Consultation with Weeley Parish Council has indicated that the preferred approach to housing growth in the village should be to spread the requirement over a number of smaller sites as opposed to concentrating it one location. One proposal that was submitted for the Council's consideration was the redevelopment of land at Willow's Farm, Mill Lane for a comprehensive mixed-use development of housing, business units and open space. However it was considered that, whilst Willow's Farm would be a good location for a small development, a large comprehensive development would be out of place in its rural setting and would raise major concerns over potential traffic. Therefore, land at Willow's Farm is allocated for a smaller development of Aspirational Housing (see definition in Policy PEO8) to be developed in accordance with Policy KEY4 below and the requirements of other relevant policies in this Local Plan.

POLICY KEY4: DEVELOPMENT AT WILLOW'S FARM, WEELEY HEATH

Land at Willow's Farm, Weeley Heath (as defined on Proposal Map Inset) is allocated for a development of Aspirational Housing. Alongside other relevant policy requirements in this Local Plan, development proposals must also meet the following specific requirements:

- a) all dwellings must meet the definition of aspirational housing set out in Policy PEO8;
 - b) the new homes will be accessed via a single access road onto Bentley and Bentley Road will be upgraded to the necessary standards, as agreed with Essex County Council as the Highway Authority;
 - c) all structures associated with the land's current use as a pig farm must be removed from the site and adjoining land and any contamination remediated; and
 - d) residential development should be orientated to front the new access road.
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12 Countryside and Smaller Rural Settlements

12.1 The Tendring District is predominately rural in character. Its main urban areas are located around the edge of a large rural heartland, which is comprised of a number of villages, hamlets and smaller clusters of dwellings, individual isolated dwellings and open countryside. A number of the larger, more sustainable villages are identified as 'Key Rural Service Centres', whereas the following remaining smaller villages and hamlets are identified as 'other rural settlements' in Policy SD4 in Chapter 2 of this Local Plan:

- Aingers Green;
- Ardleigh*;
- Balls Green;
- Beaumont-Cum-Moze;
- Bradfield;
- Bradfield Heath;
- Bromley Cross;
- Elmstead Heath;
- Frating;
- Great Bromley;
- Great Holland;
- Great Oakley;
- Hare Green;
- Horsleycross Street;
- Kirby-le-Soken;
- Little Bromley;
- Little Bentley;
- Little Oakley;
- Mistley Heath;
- Point Clear;
- Ramsey Village;
- Ravens Green;
- Row Heath;
- Stones Green;
- Tendring;
- Tendring Green;
- Thorpe Green;
- Thorpe Station and Maltings;
- Thorrington;
- Thorrington Cross;
- Wix; and
- Wrabness.

* 'Ardleigh' includes the main village of Ardleigh itself and the neighbouring settlements of Ardleigh Heath, Burnt Heath, Crockleford Heath, Fox Street, Foxash Estate and John De Bois Hill.

12.2 The smaller rural settlements listed above, have fewer job opportunities, local services, facilities and infrastructure compared to the Key Rural Service Centres and urban areas of the district. Therefore residents of these smaller villages are more reliant on neighbouring towns and larger villages for work, shopping and other services and facilities. However, despite this, these villages are still considered capable of accommodating some small-scale housing development in the 10-year plan period 2011-2021 at a scale related to local needs, compatible with existing local character and deliverable without the need for major infrastructure investment. Whilst it is important to provide some new homes in order to help younger people to continue to live in their local area, help retain existing local shops and services, and help bring balance to an ageing and increasingly isolated population. The overriding objective, however, is to retain the rural character of these smaller villages and the open countryside beyond for future generations to enjoy.

12.3 The countryside and the above listed smaller rural settlements in Tendring's rural heartland will face some difficult challenges in the coming years that the proposals and policies in this Local Plan aim to address. These include:

- the weak economy of the countryside and smaller rural settlements, which is likely to see continued decline unless there is action to diversify local employment opportunities, which would help to resist outward migration, particularly of young people, from the villages to areas with better employment prospects;
- the difficulty in attracting employment, of an appropriate scale to these smaller rural settlements, due to relatively weak connections to the strategic transportation network and their isolated rural village locations, further decreasing employment opportunities;
- the demand for new housing in these smaller rural settlements, particularly affordable housing, and the impact this demand will have on future generations of local people and their ability to afford their own home unless some new housing, of the right type, is provided;
- the physical and environmental constraints surrounding the smaller rural settlements, which must be considered to ensure development does not occur where it would cause significant harm to the surrounding countryside, wildlife areas, rural character or heritage assets of the villages; and

- the limited supply of previously developed 'brownfield' sites within the smaller rural settlements and the impact of proposed development on 'greenfield' land abutting these villages, resulting in the loss of some areas of agricultural land.

12.4 Having carefully considered the characteristics of the District's countryside and its smaller rural settlements, some of the future challenges and the views of local people and businesses, the Council has set out a positive vision for the countryside and smaller rural settlements as follows:

"In 2021, the district's rural heartland will offer a diverse choice of places to live, work and take recreation ranging from large villages to small hamlets, but each set within attractive areas of open countryside and having a distinctive and attractive character.

Agriculture will still dominate the countryside visually. However, the district's farms will also be increasingly diversifying into other small business opportunities, tourist accommodation and leisure activities – securing the future of historic rural buildings. Improvements to the coverage of broadband internet services in some of the more remote rural areas will also allow many people to run businesses from their own homes.

Improvements to the district's network of footpaths, cycle paths and bridleways, will offer new leisure business opportunities for short stay accommodation and food and drink catering for day visitors.

Bus and train services will enable local people to travel to their nearest town and enjoy the benefits that regeneration and economic growth has brought over the last few years."

Development in Smaller Rural Settlements (Within Settlement Development Boundaries)

12.5 In accordance with Policy SD4 in Chapter 2 of this Plan each smaller rural settlement will see a 6% increase in housing stock in the 10-year period between 1st April 2011 and 31st March 2021.

12.6 Striking a balance between retaining the individual identity of each of the rural settlements and accommodating appropriate levels of housing growth in these areas is a difficult challenge. It is accepted that some small-scale housing development is needed to ensure the viability and vitality of these smaller villages. However, new development must integrate well and not result in the unnecessary encroachment into the surrounding countryside. To help address this, growth in these areas will be managed in accordance with Policy SD5.

12.7 To prevent over-development in the districts smaller rural villages, proposals for housing development will only be approved up to the 6% increase in housing stock. In stead of allocating specific sites the increase in housing stock could be met by sensible 'infill' developments within existing Settlement Development Boundaries.

12.8 Local Communities with the support of the Parish Council who wish to embrace further development to that already identified within this Local Plan have the option of preparing their own Neighbourhood Plan to shape future growth in their communities; for example identifying an area of land to meet a local need for "Council Housing". Policy SD4 provides further information on development in smaller rural settlements.

Development in the Countryside (Outside Settlement Development Boundaries)

12.9 The primary function of Settlement Development Boundaries in this Local Plan is to help manage urban growth and deliver sustainable forms of development in line with national planning policy. Specifically, Settlement Development Boundaries are designed to:

- identify the district's most sustainable settlements that are capable of accommodating future residential growth (which are shown on the Policies Map Insets);
- provide a clear, defensive settlement edge for planning purposes around the compact, sustainable built-up area of each settlement;
- prevent urban sprawl across the open countryside and the coalescence of settlements;
- prevent further consolidation of development in unsustainable locations that could increase the use of the private car;
- help encourage the re-use of previously-developed land within settlements for new development; and
- define the 'open countryside' as the remainder of the district not contained within defined Settlement Development Boundaries, where 'countryside policies' in this Local Plan or at the national level will apply.

12.10 In accordance with Policy SD5 of this Local Plan, residential development outside Settlement Development Boundaries will generally be resisted. However, it is recognised that in some cases, there can be a need for residential development to take place outside of Settlement Development Boundaries, for example to bring about positive growth in the rural economy (see Policy PRO16 in Chapter 3 of this Local Plan) or to provide affordable housing to meet local needs in the form of 'Rural Exception Sites' (see Policy PEO11 in Chapter 4 of this Local Plan).

Plotland Development

12.11 In various parts of the District, especially in coastal locations in the vicinity of Wrabness, Point Clear and St. Osyth, there are numerous plots of land that were laid out and sold for holiday homes during the inter-war years. Many of these plots remain undeveloped, but others contain a variety of development ranging from holiday caravans to permanently constructed dwellings, either used as holiday homes or for permanent residence. Such developments are called 'plotland development' and is defined on the Policies Map Insets.

12.12 Development at these plotland sites would, if permitted, represent sporadic piecemeal development outside defined settlements. Many plotland sites are to be found in remote and isolated locations at risk of flooding with no convenient access to local services and facilities and often have very poor vehicular access. Additional permanent housing in such locations would be in direct conflict with other policies in this Local Plan and national planning policy that seek to promote sustainable forms of development. In accordance with Policy SD5 in Chapter 2 of this Local Plan, planning permission will not be granted for new dwellings on undeveloped plotland sites outside defined Settlement Development Boundaries in the countryside.

12.13 Many of these plotland dwellings, offer substandard living accommodation and without careful control, could result in reduced residential amenity and poor living conditions. Accordingly, any proposals for extensions over and above permitted development tolerances, and thus requiring planning permission, will not normally be permitted.

12.14 The Council will only permit the replacement of lawful plotland dwellings (whether used as permanent or holiday accommodation) where the use of the dwelling has not been abandoned. With the exception of Wrabness, which is considered below, the volume of the replacement dwelling should not exceed the original dwelling volume added to the volume permitted for extensions to a dwelling under Permitted Development Rights. Outbuildings or unauthorised extensions to the dwelling will not be included in any volume

calculations. 'Original dwelling', for the purposes of the policy, means the dwelling as it existed on 1 July 1948 or, if built after that date, as so built.

12.15 At Wrabness, there are a large number of chalets and a number of these are very small. This attractive part of the Stour Estuary is particularly isolated from services and also forms part of an area which the Council is seeking designation as an extension to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Therefore, any new development in this locality is particularly sensitive. To ensure that the impact of new development is limited, the Council will restrict the increase in volume of a permanent replacement dwelling (excluding dwellings that are not permanently occupied) to 50%, or permitted development tolerance, whichever is the lower. Replacement of previously extended permanent dwellings and holiday dwellings (with occupancy conditions or that are not lawfully considered to be a permanently occupied dwelling) at Wrabness will be limited in size to a like-for-like volume and floor area and permitted development rights for subsequent addition will normally be removed by condition.

12.16 For all localities, the siting of replacement dwellings within the plot should aim to minimise impact upon the open countryside and surrounding landscape. Where the existing dwelling is subject to an occupancy condition restricting its use to holiday purposes, this requirement will be re-imposed on any new dwelling (in accordance with Policy PRO16 in Chapter 3 of this Local Plan).

12.17 Replacement of temporary or re-locatable buildings, including caravans, with permanent dwellings will not be allowed. The extra demand on the local infrastructure and services created by a permanent dwelling, including those used only for holiday purposes, in these isolated locations is not considered a sustainable..

12.18 Holiday dwellings are generally substandard for permanent occupation and often do not meet the normal requirements for permanent residential development in terms of private amenity space, off-street car-parking and access. For these reasons the removal of planning conditions that prevent all year occupancy will not normally be allowed (See Policy PRO16 in Chapter 3 of this Local Plan).

POLICY COU1: PLOTLAND DEVELOPMENT

Areas of 'plotland development' to which the provisions of this policy apply are identified on the Policies Map and Policies Map Insets. Alongside other relevant policy requirements in this Local Plan, the Council will not grant permission for new dwellings on undeveloped plotland sites or grant permission for extensions to existing plotland dwellings.

On all plotland sites except those at Wrabness Beach the Council will only permit proposals for the replacement of lawful plotland dwellings provided the volume of the replacement dwelling does not exceed that permitted for the original dwelling within the tolerances of Permitted Development Rights.

On plotland sites at Wrabness Beach:

- a) The replacement of lawful, permanent dwellings will be permitted provided:
 - (i) replacement of an un-extended original dwelling does not involve an increase in volume exceeding 50%, or the permitted development tolerance, of the original dwelling, whichever is the lower; and
 - (ii) replacement of a previously extended dwelling is on a like-for-like floor area and volume basis.
- b) The Replacement of lawful, holiday dwellings will be permitted on a like-for-like floor area and volume basis.
- c) No new development will be permitted that is closer to the adjacent International wildlife site than the existing development.

Garden Extensions into the Countryside

12.19 Proposals to extend domestic gardens into the adjoining countryside have the potential to undermine the open character of the surrounding landscape as the typical character of an urban or rural back garden is often quite different to that of the surrounding countryside. In some cases the land immediately adjoining settlements is agricultural land and so it is also important to continue to protect this land, in particular the district's best and most versatile agricultural land, from unnecessary development. Once land becomes domestic garden, this could lead to the introduction of activities and forms of development such as swimming pools, greenhouses and garden sheds through the application of permitted development rights which could significantly undermine the character of the district's rural areas, if not carefully controlled.

12.20 In accordance with Policy SD5 in Chapter 2 of this Local Plan, the Council will carefully manage growth in order to protect the open, rural character of the countryside and the value of the landscape for future generations to enjoy. In some instances, the Council may impose conditions to remove Permitted Development Rights for buildings within the new area of garden to prevent it being covered by garden structures and fixtures, such as sheds and fences that could harm the open, rural character of the area.

12.21 Garden extensions into the countryside should not be seen as an opportunity to 're-designate' land to allow residential development because in the majority of cases land will be outside of Settlement Development Boundaries where development will generally be refused in accordance with Policy SD5 and will often involve 'backland development' which is strictly controlled through Policy PEO6.

12.22 However, there are circumstances where modest garden extensions, to infill natural gaps for example, may be acceptable and can be carried out without any significant adverse impacts on the wider surrounding landscape. Policy COU2 below sets out the criteria against which any proposal to extend a domestic garden into the adjoining countryside will be considered.

POLICY COU2: GARDEN EXTENSIONS INTO THE COUNTRYSIDE

Alongside other relevant policy requirements in this Local Plan, the Council will only permit proposals for the extension of domestic gardens into surrounding countryside if the following additional requirements are met:

- a) there is no material visual harm to the surrounding countryside;
- b) there is no material adverse effect on the amenities of neighbouring properties;
- c) there would be no material loss of best and most versatile agricultural land or any adverse impact on neighbouring agricultural activities; and
- d) there would be no significant material loss of existing trees, shrubs or hedgerows or damage to other habitats of nature conservation value.

The Council will seek to secure new planting and landscaping using native species, where possible, to secure privacy and improve the visual amenity of the surrounding countryside.

The Council may impose conditions to remove Permitted Development Rights within the new area of garden.

Employment Sites

12.23 Whilst it is important that most employment is focussed towards the district's larger urban areas it is recognised there is also a need to provide local sources of employment and to maintain a flexible supply of sites in locations that are attractive for businesses. As part of the Council's strategy to support and help strengthen the district's rural economy, the following employment sites are identified in purple on the Policies Maps and are safeguarded for employment use where the provisions of Policy PRO15 in Chapter 3 of this Local Plan will apply:

- Martell's Pit, Slough Lane, south of Ardleigh Village;
- Bramble Island works, Dock Lane off Harwich Road, east of Great Oakley;
- Former Rolts Nursery, Clacton Road, east of Elmstead Market;
- TBS / Manheim Car Auctions, Colchester road, east of Frating Green;
- Rice Bridge Industrial Estate, Station Road, Thorpe-le-Soken;
- The Market Place Business Units, Station Road, Thorpe-le-Soken; and
- Land east of Paskell's Timber Yard, Bradfield Road, Wix.

12.24 Outside of the above main established and allocated employment sites, there are also a number of smaller premises in the countryside and the district's smaller rural settlements from which businesses in use classes B1(b & c), B2 and B8 operate that also provide valuable local employment. Although they are not specifically identified as employment sites in the Local Plan, the Council will protect them from a permanent loss to non-employment related use such as housing (see Policy PRO15 in Chapter 3 of this Local Plan for more details). Additionally, Policy PRO16 in Chapter 3 of this Local Plan sets out ways in which this Local Plan seeks to support growth in the rural economy.

Conversion, Re-Use or Replacement of Rural Buildings in the Countryside

12.25 The National Planning Policy Framework establishes that 'planning policies should support sustainable economic growth in rural areas by taking a positive approach to new development'. The Council therefore supports the principle of re-using existing rural buildings in the countryside, particularly redundant rural buildings, for uses that will help strengthen the rural economy and provide much-needed jobs or new facilities for local people in rural areas, rather than let such buildings deteriorate, particularly if they are important historically or architecturally. Examples of proposals for the economic re-use and adaptation of buildings in the countryside that may be acceptable (in principle) are as follows:

- Uses related to agriculture or farm diversification schemes (see Policies COU6 and COU7 below);
- Small-scale employment (including offices);
- Leisure/recreation uses (including equestrian-related development) (see Policy COU4 below)
- Tourism-related uses (including tourist accommodation); and
- Community use (i.e. meeting hall) (where none of the above economic uses are viable and it can be demonstrated a community use would be more sustainable and have a wider benefit to the local community).

12.26 Whilst residential development outside defined Settlement Development Boundaries should generally be resisted, the National Planning Policy Framework does state that in special circumstances and where evidence is submitted demonstrating that appropriate economic or community uses can reasonably be accommodated then the conversion or re-use of a redundant rural building for market housing may be appropriate.

12.27 Additionally, traditional, historic rural buildings are a fragile and diminishing resource and so in some cases, the conversion or re-use of an historic redundant rural building for market housing may be supported to secure its long-term future. In such cases, policies in this Local Plan relating to the historic environment will apply.

12.28 Proposals for the conversion or re-use of redundant rural buildings in the countryside for market housing must include appropriate evidence of the efforts which the applicant has made to secure the preferred alternative re-uses over at least a 12-month period. Marketing of the building must be realistic, and a period longer than 12 months may be appropriate in certain circumstances, for example where a trust or charity requires time to raise money and/or complete legal processes to acquire a historic building for preservation or community use.

12.29 Where the conversion or re-use of a redundant rural building in the countryside for market housing is a subordinate part of a scheme for any of the preferred uses set out above, a condition will be imposed requiring the works necessary for the establishment of the enterprise to be undertaken before the dwelling is occupied. In appropriate cases, the Council will seek to tie occupation of the dwelling to the operation of the main use, by means of a condition or a planning obligation, in order to prevent it being let or sold separately.

12.30 Not all buildings in the countryside will be suitable for conversion or adaptation to new uses. Some existing rural buildings are often badly designed and sited or poorly constructed, having been erected before planning controls existed or by using agricultural permitted development rights; or they may be relatively modern agricultural buildings that are of an inappropriate scale and materials to be re-used for alternative uses. If converted to an alternative use, and without any significant and appropriate enhancement of the structure, such buildings would be permanently retained as intrusive features in the landscape, in obvious conflict with the aim of conserving and enhancing the rural environment.

12.31 The Council will be particularly supportive of the re-use of existing redundant rural buildings that are adjacent or closely related to towns, Key Rural Service Centres and the Other Rural Settlements identified in Chapter 2 of this Local Plan. Proposals for the conversion or re-use of isolated rural buildings, or those remote from rural settlements or with a poor standard of access, will be resisted unless they can be justified in terms of the sustainable development objectives of the Local Plan and the National Planning Policy Framework.

12.32 Some redundant rural buildings may contain protected species such as bats and barn owls. Surveys of a proportionate nature should be undertaken prior to applications being made to ascertain the presence of such species and whether appropriate mitigation can be carried out, in accordance with other policies elsewhere in this Local Plan.

12.33 Proposals for the replacement of suitably located, existing rural buildings in the countryside for employment purposes (Use Classes B1 and, where appropriate, B2 general industrial, and limited small-scale or ancillary storage) will only be permitted where it can be demonstrated that the replacement of the existing building would result in a more acceptable and sustainable form of development than might be achieved through re-use or conversion of the original building. Proposals for the replacement of redundant rural buildings that are important architecturally or historically will be refused. Additionally, proposals for the replacement of rural buildings for residential use will not be supported.

POLICY COU3: CONVERSION OR RE-USE OF RURAL BUILDINGS IN THE COUNTRYSIDE

Proposals for the re-use, conversion and alteration or extension of a rural building in the countryside for the following uses will be considered favourably (in principle):

- (i) employment (defined for the purposes of this policy as uses within Classes B1 and, where appropriate, B2 general industrial, and limited small-scale or ancillary storage);
- (ii) leisure/recreation (including riding stables, livery and other equestrian-related development);
- (iii) tourist use (including tourist accommodation); and
- (iv) community use (where none of the above economic uses are not viable and such a use would have a wider benefit to the local community).

In addition to other policies in this Local Plan, all proposals for the re-use, conversion and alteration or extension of a rural building in the countryside must also satisfy the following criteria:

- a) the building is structurally sound and capable of accommodating the proposed use without the need for significant extension or alteration or reconstruction;
- b) the proposed use (including any proposed alterations or extensions to the building), its associated operational area, the provision of any services, and / or any amenity space or outbuildings, would not harm its appearance as a rural building or adversely affect the rural setting of the building in the locality;

- c) the proposed use would not create significant levels of traffic, particularly lorries, on rural roads (proposals for employment uses will be required to provide a sustainability assessment which may include a Travel Plan designed to maximise the opportunities to reduce the need to travel by private car);
- d) proposals which would create a significant number of jobs should be well located in relation to towns and villages or be readily accessible by public transport; and
- e) it will not lead to unacceptable levels or types of traffic or problems of road safety or amenity and will not require highway improvements which will harm the character of rural roads in the area.

Proposals for the conversion or re-use of rural buildings in the countryside for market housing will only be permitted in special cases and where satisfactory evidence (to be agreed in advance with the Council) can demonstrate the following requirements have been met:

- f) alternative uses for the economic use of the building or use as a community facility have been fully explored and marketed for a sustained period of at least 12 months, to the satisfaction of the Council;
- g) the proposal is a high quality design where the building is of architectural or historic merit or makes an important historical and visual contribution to the landscape, using appropriate methods of conservation to retain the character and historic interest of the building (in the case of barns the single open volume should be retained with minimal change to the external appearance); and
- h) the creation of a residential curtilage and associated domestic paraphernalia would not have a harmful effect on the character of the site or setting of the building, group of buildings or the surrounding area.

Proposals for the replacement of rural buildings in the countryside for employment purposes (Use Classes B1 and, where appropriate, B2 general industrial, and limited small-scale or ancillary storage) will only be permitted where it can be demonstrated that the replacement of the existing building would result in a more acceptable and sustainable form of development than might be achieved through re-use or conversion of the original building. Proposals for the replacement of rural buildings for residential use will not be supported.

Proposals for the replacement of redundant rural buildings that are important architecturally or historically will not be supported.

Business and Domestic Equine Related Activities

12.34 The keeping and riding of horses for recreation purposes is an increasingly popular form of leisure pastime which can generate income for the local rural economy. Similarly, commercial horse-related developments including riding schools, livery stables, stud farms, thoroughbred training yards, manèges and other equestrian enterprises can also make a significant contribution to the rural economy. The Council recognises the need to make provision for such development, whilst at the same time having a commitment to protecting the environment and the amenities of neighbouring properties. The Council is also concerned to avoid the proliferation of unnecessary building in the open countryside.

12.35 Domestic or commercial equine-related development generally requires a location in the rural areas as it may depend on the use of the surrounding land. The conversion or re-use of existing rural buildings in the countryside for such uses will, in general, be considered favourably. All equestrian development, whether domestic or commercial, should be of an appropriate scale and design and careful attention should be given to siting and landscaping details to ensure that proposals do not detract from the locality's character and appearance. In assessing a proposal, the Council will consider the environmental impact, access, parking and traffic implications and the likely future development requirements of the activity.

12.36 Residential accommodation related to commercial equine establishments should ideally be directed to existing rural buildings in the countryside (see Policy COU3 above). Proposals for new dwellings in the countryside will be considered in the same manner as applications for dwellings for key worker dwellings in the countryside (see Policy COU5 below).

POLICY COU4: BUSINESS AND DOMESTIC EQUINE-RELATED ACTIVITIES

Alongside other relevant policy requirements in this Local Plan, the Council will expect any proposals for equestrian development, whether domestic or commercial, to also meet the following specific requirements:

- a) the size, scale, design and siting of new development does not have a significant adverse effect on the rural character and appearance of the locality;
- b) there is no significant detriment to residential amenity in terms of noise, odour, light pollution or other related forms of disturbance;
- c) proposals do not result in the irreversible loss of best and most versatile agricultural land (grades 1, 2 and 3a) or it can be demonstrated to the satisfaction of the local planning authority that there are no suitable alternative sites on lower grade land;
- d) proposals should re-use existing buildings, where appropriate (in accordance with Policy COU3 above) and any new buildings should be located in or adjacent to an existing group of buildings and have minimal visual impact within the landscape;
- e) there is appropriate parking and access and the associated volume and type of traffic likely to be generated by the proposal does not compromise highway safety; and
- f) proposals include a satisfactory scheme for the disposal of waste.

Proposals for equestrian development that are part of a 'farm diversification scheme', must also meet the requirements set out in Policy COU7 below.

Encouragement will be given to proposals that improve the existing bridleway network in Tendring and generally improve public access to the countryside.

Agricultural and Essential Workers Dwellings

12.37 In most circumstances the Council will resist proposals for new dwellings in the countryside in order to protect the rural character of the district and encourage sustainable forms of development. However, it is recognised that there are cases where the demands of farming, forestry, or other rural-based enterprises, such as commercial equine-related businesses, make it essential for one or more persons engaged in this work to live at, or very close to, the site of their work. An exception can therefore be made, in accordance with Policy COU5 below, where it is proven it is necessary for such housing to be located in the countryside in order to sustain the effective operation of a viable rural business.

POLICY COU5: AGRICULTURAL AND ESSENTIAL WORKERS' DWELLINGS

New dwellings in the countryside, related to and located in the immediate vicinity of a rural enterprise, will only be permitted where:

- a) evidence has been submitted to the satisfaction of the Council that there is an existing agricultural, forestry or other rural business-related functional need for a full time worker in that location;
- b) there are no suitable alternative existing dwellings (or existing rural buildings available suitable for

re-use or conversion to residential use) available or which could be made available, in the locality to serve the identified functional need;

- c) it can be demonstrated that the enterprise is, or will be in the case of new businesses, a viable business with secure future prospects;
- d) the size and nature of the proposed dwelling is commensurate with the needs of the enterprise concerned; and
- e) the development is not intrusive in the countryside, is designed to have a satisfactory impact upon the character and appearance of the area, and is acceptable when considered against other planning requirements.

In addition to the above requirements, if a new dwelling is essential to support a new agricultural or forestry or other rural business-related enterprise it will normally, for the first three years, be provided temporarily by a caravan, a wooden structure which can easily be dismantled, or other temporary accommodation that will leave no material lasting impact on the locality. Successive extensions to any temporary permission will not normally be granted beyond three years, and any subsequent proposals to provide permanent accommodation at any site will be considered using the criteria above.

Planning permission will be subject to an appropriate occupancy condition, which will only be waived or varied where it can be demonstrated that there is no long term need for such a dwelling associated with the enterprise and which demonstrates that it has been offered for sale and to let to other relevant interests, for a period of at least 12 months, at a price to reflect the occupancy condition.

Agricultural Buildings and Structures

12.38 Agriculture plays an important role in the economy of Tendring. Certain types of development have to be located in the countryside, such as buildings or other structures used in connection with agriculture. It is recognised that these buildings may have to be large to meet with functional requirements and accommodate modern agricultural practises. However, it is essential that efforts are made to ensure that such buildings or structures have the minimum impact on the countryside.

12.39 Under the Town and Country Planning (General Permitted Development) Order 1995 (as amended) not all agricultural development requires planning permission. These include agricultural buildings below a certain size, but not farm dwellings or buildings for livestock units sited near residential or similar buildings.

12.40 Within the district demand also exists for large-scale livestock units that are not related to the cultivation of the land on which they are situated. In addition to having a considerable impact on the landscape, because of their scale, these units have the potential, through the production of large quantities of effluent, to pollute watercourses and sources of ground water supply and generate unpleasant smells. Such uses also have the potential to generate considerable volumes of traffic, particularly heavy goods vehicles, and many minor roads in the countryside are not suitable for such vehicles. In accordance with Policy COU6 below and other policies in this Local Plan, the Council will seek to minimise any adverse impacts from such forms of development.

POLICY COU6: AGRICULTURAL BUILDINGS AND STRUCTURES

Alongside other relevant policy requirements in this Local Plan, the Council will expect any proposals for agricultural buildings and structures that require planning permission to also meet the following specific requirements:

- a) All buildings/structures shall be positioned to minimise their impact on the open landscape, particularly within the Area of Outstanding Natural Beauty (AONB), the proposed extension to the AONB and other areas of high quality landscape;

- b) It can be demonstrated that the local road system is capable of accommodating the volume and type of traffic likely to be generated by the proposal and that the proposal does not compromise highway safety or the free flow of traffic;
- c) Proposals relating to the keeping of livestock, milk production or processing of animals for food shall include appropriate measures for the safe disposal of effluent and to carefully control noises and smells (particularly when located close to existing residential development); and
- d) Proposals for the storage or crops or crop-related food preparation should be located close to the crops' source of origin in order to minimise unnecessary vehicle movements.

All proposals will be expected to be of an appropriate standard of design and include suitable measures to minimise any material negative impacts the development may have on the landscape, proportionate to the size and scale of the development proposed.

Farm Diversification

12.41 Whilst the agricultural industry is important to the economy of the district, it is recognised that the viability of agriculture as an economic activity is under threat. To help agricultural businesses remain viable and continue functioning in Tendring and to help sustain the rural economy, proposals for farm diversification schemes will generally be supported, in principle, subject to meeting the detailed requirements of Policy COU7 below alongside other policies in this Local Plan.

POLICY COU7: FARM DIVERSIFICATION

Alongside other relevant policy requirements in this Local Plan, the Council will only grant planning permission for proposals for farm diversification schemes if the following additional requirements are met:

- a) The proposed activity is ancillary to the main farming activity and will contribute to the viability of the existing farm as a whole and its continued operation, or to the wider sustainability of the local community;
- b) The proposal either retains existing, provides additional or creates alternative employment, or provides a new community facility;
- c) The proposed activity can be accommodated within existing buildings on site or if new buildings are required, it can be demonstrated why such buildings are required and that they will be located adjacent to or close to existing buildings and in a location that causes minimum visual impact on the surrounding landscape;
- d) It can be demonstrated that the local road system is capable of accommodating the volume and type of traffic likely to be generated by the proposal and that the proposal does not compromise highway safety or the free flow of traffic.

In respect of (b), the Council will have regard to the nature of the use and the need for a rural location.

Green Infrastructure

12.42 As evident in the district's Key Rural Service Centres, the quality and quantity of existing 'green infrastructure' in the smaller rural villages varies from village to village but there is an overall deficiency of green infrastructure in Tendring and so the Council will work with its partners, in particular each Parish/Town Council, to ensure new areas of green infrastructure are delivered and existing areas are improved, particularly in those villages where there are significant deficiencies. Existing areas of green infrastructure

are shown in light green on the Policies Map Insets and will be protected from development in line with Policy PEO19 in Chapter 4 of this Local Plan.

Community Facilities

12.43 The Council recognises that the loss of a community facility in a village, where access to essential services and facilities is already limited compared to more urban areas, can have a negative effect on the overall vibrancy and vitality of that village. Community facilities are therefore protected through Policy PEO18 in Chapter 4 of this Local Plan and the Council will work with its partners (in particular its Parish/Town Councils) to bring forward new community facilities in the right locations if needed over the plan-period.

Conservation Areas

12.44 The following smaller rural settlements / countryside locations within the district have conservation areas, which are shown on the Policies Map Insets, where the Council will seek to protect or enhance their special architectural and historic character by carefully controlling development and seeking to secure improvements wherever possible, in line with Policy PLA8 in Chapter 5 of this Local Plan:

- Ardleigh Conservation Area, which was designated in 1981;
- Bradfield Conservation Area, which was designated in 1981;
- Brightlingsea Hall and All Saints Church Conservation Area, which was designated in 1993;
- Great Holland Conservation Area, which was designated in 1981 and extended in 1988;
- Great Oakley Conservation Area, which was designated in 1973 and extended in 1982;
- Kirby-le-Soken Conservation Area, which was designated in 1981 and extended in 1987;
- Ramsey Conservation Area, which was designated in 1981;
- Tendring Village Conservation Area, which was designated in 1981 and extended in 1992; and
- Thorpe-le-Soken Station and Maltings Conservation Area, which was designated in 1990.

12.45 For the following Conservation Areas, a Conservation Area Management Plan (CAMP) has been prepared in partnership with the respective Parish Councils and adopted by this Council as 'material considerations', to be taken into consideration when considering planning proposals within the relevant Conservation Area:

- Great Holland;
- Kirby-le-Soken; and
- Thorpe-le-Soken Station and Maltings.

12.46 Each CAMP sets out general guidance and various management proposals to help protect and enhance each Conservation Area, including details of site-specific improvements which may be used to help guide any proposals for development that may come forward.

Thorpe Maltings, Near Thorpe-le-Soken

12.47 Thorpe Maltings, situated outside the Key Rural Service Centre of Thorpe-le-Soken, is a Grade II historic landmark, lying within the Thorpe-le-Soken Station and Maltings Conservation Area. Unfortunately,

the building has witnessed significant decline in recent years and is now in such a poor state of repair that it has been identified as a 'Heritage Asset at Risk' by Essex County Council. However, the Council is keen to see this historic site brought back into full use and this part of the wider Thorpe-le-Soken Station and Maltings Conservation Area restored, and will therefore work with its partners including Essex County Council, English Heritage and the Parish Council, in conjunction with the site owner, to develop a satisfactory solution for the future of the site, in accordance with Policy COU8 below.

POLICY COU8: THORPE MALTINGS

The conservation and re-use of Thorpe Maltings will be supported as part of a comprehensive enhancement of the Thorpe-le-Soken Station and Maltings Conservation Area in accordance with the guidance and design principles contained in the adopted Conservation Area Management Plan for the area, alongside other relevant policies in this Local Plan.

Civil Aviation Navigation Beacon and Technical Site, Land north of Little Clacton and south of Thorpe-le-Soken

12.48 An important civil aviation navigation beacon and technical site is located in the open countryside north-east of Little Clacton and south west of Thorpe-le-Soken, lying within the Parish of Weeley. The site is surrounded by a safeguarded area within which certain proposals for development will be the subject of consultation with the operator of the site, which may result in restrictions being imposed or development refused that could materially impact on the function of the technical site (see Policy COU9 below). Both the site and the safeguarded area around the site are shown on the Policies Map.

POLICY COU9: CIVIL AVIATION NAVIGATION BEACON AND TECHNICAL SITE, NORTH OF LITTLE CLACTON AND SOUTH OF THORPE-LE-SOKEN

The civil aviation navigation beacon / technical site located to the north of Little Clacton and south of Thorpe-le-Soken is surrounded by a safeguarded area (as defined on the Policies Map) within which certain proposals for development will be the subject of consultation with the operator of the site, which may result in restrictions being imposed or development refused that could materially impact on the function of the technical site (in addition to the requirements of other relevant policies in this Local Plan).

Ardleigh Reservoir Catchment Area

12.49 Ardleigh Reservoir is located in the open countryside south-west of the Ardleigh Village. The Reservoir is surrounded by a catchment area within which certain proposals for development will be the subject of consultation with the owners/operators of the site, which may result in restrictions being imposed or development refused that could materially impact on the quality of water draining into the Reservoir (see Policy COU10 below). This catchment area is shown on the Policies Map.

POLICY COU10: ARDLEIGH RESERVOIR CATCHMENT AREA

The Ardleigh Reservoir located to the south-west of Ardleigh Village is surrounded by a catchment area (as defined on the Policies Map) within which certain proposals for development will be the subject of consultation with the owners/operators of the site, which may result in restrictions being imposed or development refused that could materially impact on the quality of water draining into the Reservoir (in addition to the requirements of other relevant policies in this Local Plan).

13 Implementation and Monitoring

13.1 This chapter explains how the policies and proposals within this Local Plan will be implemented, how the Council will monitor their effectiveness in bringing positive changes to the district, how the Council may use its enforcement powers to deal with unauthorised development and how the Council may choose to review the Local Plan to respond to changes in the economy and deal with longer-term development requirements post 2021.

Implementation

13.2 This Local Plan will form the ‘Development Plan’ for the district against which all applications for new development will be judged. The Council will use the Local Plan in determining planning applications alongside the National Planning Policy Framework and will take into account any other material considerations.

13.3 On its publication for consultation, the Proposed Submission version of the Local Plan will carry a degree of weight as a material planning consideration alongside the Council’s 2007 Adopted Local Plan and the Council can choose to attach greater weight to the emerging policies where they better reflect the objectives of the Council and the requirements of national policy. Following public consultation, the Draft Local Plan will carry an even greater degree of weight because we will know which policies and proposals have received objections. Those policies with relatively few objections can carry more weight. From 27th March 2013, this Local Plan will become the principle source of local planning policy, whatever stage it has reached in its preparation.

13.4 The implementation of the policies and proposals detailed within this Local Plan will be achieved in a variety of ways. As the Local Planning Authority, Tendring District Council will play the key role however the Council will also work with a number of bodies to ensure the implementation of this plan in an integrated and efficient way. The following organisations will be involved in the implementation of this Local Plan, in the following ways:

Organisation	Involvement in the Implementation of this Local Plan
Tendring District Council	<ul style="list-style-type: none"> • Determining planning applications in accordance with the Local Plan and any other material considerations. • Preparing and implementing Supplementary Planning Documents and design briefs. • Publishing of registers, schedules, leaflets etc as appropriate and as resources permit. • Responding to suspected breaches in planning control, investigating alleged cases of unauthorised development and taking action where appropriate. • Liaising and co-operating with statutory undertakers, including Essex County Council as the Highways and Transport Authority and other appropriate agencies (including those listed below) to aid the integration of services and facilities and to ensure sustainable development.
Essex County Council (ECC)	<ul style="list-style-type: none"> • Road and transport matters as the Highways and Transport Authority, including the provision of new facilities, on-street parking, road closures, highway safety and other traffic management. • Education and Social Services. • Minerals and waste management as the Minerals and Waste Planning Authority and the Waste Disposal Authority. • Liaising with TDC to aid the integration of services between the two authorities.

Public Utilities including: British Gas, Electricity providers, British Telecommunications plc and Anglian Water.	<ul style="list-style-type: none"> • Taking account of the proposals within this Plan in the provision of their services and facilities, which are essential to sustainable well planned developments. • Liaising with TDC regarding their proposals.
Health Authorities including the Strategic Health Authority and Primary Care Trust (PCT) and any future health bodies.	<ul style="list-style-type: none"> • The provision of health facilities in the District. • Liaising with TDC regarding the various proposals for new facilities in the District.
Environment Agency	<ul style="list-style-type: none"> • The protection and improvement of the environment. • Controlling pollution. • Implementing environmental legislation. • Regulating the environmental effects of industry. • Advice and guidance as statutory consultee to the local planning authority. • Advice and guidance in relation to drainage and flood protection implications of new development.
Conservation Organisations including English Heritage, Natural England and others.	<ul style="list-style-type: none"> • The protection and improvement of the historic/ natural environment. • Implementing historic/ natural environment legislation. • Advice and guidance in relation to listed buildings, conservation areas and other heritage assets/ environmental designations and other important habitats.
Town and Parish Councils	<ul style="list-style-type: none"> • Providing and managing recreation and community facilities. • Providing an important link between the local community and TDC.
The Private Sector	<ul style="list-style-type: none"> • Majority of development carried out during the Local Plan period, including development of new residential properties, new employment and commercial development, and tourist and leisure facilities.

13.5 Throughout this Local Plan there have been several references to the District Council's intentions to prepare design or development briefs for particular sites allocated in this plan, often in partnership with the landowner/developer. These design and development briefs provide guidance to ensure developments meet the requirements of policies in the Local Plan and more detailed design and development requirements. These documents are very important components of the implementation process to ensure the correct kind of development occurs at key strategic allocations.

13.6 During the life of this Local Plan additional design and development briefs may be required to aid the implementation of the policies and proposals within this plan, along with the preparation of other Supplementary Planning Documents (SPD) as and when required. These will all be prepared in accordance with the National Planning Policy Framework (along with any subsequent replacements or amendments) and will be subject to the necessary consultation and examination procedures prior to their adoption to be used alongside this Local Plan.

Monitoring

13.7 With the publication and implementation of the Localism Act, the Council has a continued duty to monitor the performance of its planning framework; however the Council is no longer required to formally submit an annual report to the Government with regard to this monitoring. The Council will however, continue to publish an Annual Monitoring Report (AMR) alongside a number of national indicators to aid effective monitoring of this Local Plan. The table below provides a mechanism for monitoring the success (or otherwise) of this Local Plan in delivering the different elements of 'Sustainable Development' as set out in Chapter 2.

Objective	Indicator	Target	Frequency
<p>Achieving prosperity in our district by helping to address current and future economic and social challenges, particularly in our most deprived areas, and helping to bring vitality to our town centres, employment areas, tourist attractions and rural communities.</p>	<p>Net change in the number of full-time equivalent (FTE) jobs in the district.</p>	<p>+4,000 over the 10-year period 2011 to 2021.</p>	<p>Annual (to be reported as part of the AMR) using 'NOMIS' employment statistics.</p>
	<p>Number of vacant shop units in the district's town, village, district and neighbourhood centres (as defined on the Policies Map).</p>	<p>Reduction from 2011 levels.</p>	<p>Annual (to be reported as part of the AMR).</p>
	<p>Proportion of the district's Primary Frontages (as defined on the Policies Map) in non-conforming use (as specified in the relevant area-based policy).</p>	<p>Reduction from 2011 levels.</p>	<p>Annual (to be reported as part of the AMR).</p>
	<p>Proportion of the district's Employment Areas (as defined on the Policies Map) that are vacant.</p>	<p>Reduction from 2011 levels.</p>	<p>Annual (to be reported as part of the AMR).</p>
	<p>Amount of employment land in the district's Employment Areas (as defined on the Policies Map) lost to residential use.</p>	<p>Zero.</p>	<p>Annual (to be reported as part of the AMR).</p>
	<p>Indices of deprivation</p>	<p>No super output areas within Tendring to feature within the most deprived.</p>	<p>Annual – reported by the Office of National Statistics.</p>
	<p>Proportion of working age people who are unemployed.</p>	<p>A decrease from 2001 Census levels – to bring district more in line with regional average.</p>	<p>Every 10 years through the Census (2011 and 2021).</p>
<p>Meeting the housing needs of future generations who will aspire to live, work and support the economy in our district whilst managing the pressures of people moving to our area to enjoy the quality of life offered by our attractive coast and countryside – this includes achieving minimum space standards for all housing types and tenure.</p>	<p>Total housing stock change year on year.</p>	<p>Increase of 4,000 homes between 2011 and 2021: An average of 400 dwellings per annum, broadly in line with the 'Housing Trajectory' set out in Policy PEO2.</p>	<p>Progress to be reported annually as part of the AMR.</p>
	<p>Number of new homes meeting the definition of 'aspirational housing' set out in Policy PEO8.</p>	<p>800 new homes between 2011 and 2021.</p>	<p>Progress to be reported annually as part of the AMR.</p>
	<p>Number of new homes meeting the definition of 'family housing' set out in Policy PEO9.</p>	<p>1,100 new homes between 2011 and 2021.</p>	<p>Progress to be reported annually as part of the AMR.</p>
	<p>Number of new homes meeting the definition of 'Council Housing' or affordable housing set out in Policy PEO10 and PEO11.</p>	<p>700 new homes between 2011 and 2021.</p>	<p>Progress to be reported annually as part of the AMR.</p>
	<p>Number of new homes meeting the minimum space</p>	<p>100% of new homes meeting the specified</p>	<p>Annual (to be reported as part of</p>

Objective	Indicator	Target	Frequency
	standards set out in Policy PEO4.	standards.	the AMR).
Achieving a fair distribution of growth across the district in both our urban and rural communities to provide a flexible range of employment and housing opportunities that respect local distinctiveness, infrastructure provision and environmental limitations, provide opportunities to bring about local improvements in our communities and incorporate measures to minimise energy consumption.	Net increase in housing stock for each defined settlement in the district.	6% increase in housing stock for each settlement over the period 2011 to 2021.	Progress to be reported annually as part of the AMR.
	Number of planning applications granted contrary to Parish/Town Council concerns about design.	Zero.	Annual (to be reported as part of the AMR).
	Proportion of new homes and commercial floor space within 'Settlement Development Boundaries' as identified on the Policies Map.	95% for new homes. 75% for new commercial floor space.	Annual (to be reported as part of the AMR).
Securing the ongoing protection and enhancement of our district's natural, historic and built environment and promoting these as assets to the local economy and the quality of life for our residents.	Change in areas of importance for nature conservation (see Policy PLA4).	Zero or positive change.	Annual (to be reported as part of the AMR).
	Loss of Listed Buildings or Scheduled Monuments.	Zero.	Annual (to be reported as part of the AMR).
	Number of heritage assets at risk.	Reduction from 2011 levels.	Annual (to be reported as part of the AMR).
	Delivery of green infrastructure in new residential development (see PEO22).	At least 10% of gross site area to be public open space (on sites of 1.5 ha and above).	Annual (to be reported as part of the AMR).
Maintaining a good quality of life for current and future generations of local residents by delivering efficient public services, telecommunications and other infrastructure and seeking to manage and minimise the ever increasing risk of coastal erosion and flooding.	Number of planning applications granted contrary to Environment Agency advice on flooding and water quality grounds.	Zero.	Annual (to be reported as part of the AMR).
	Number of community facilities lost to residential development.	Zero.	Annual (to be reported as part of the AMR).
	Broadband coverage.	100% broadband coverage across the district.	Annual (to be reported by the telecommunications industry)

13.8 The monitoring process may reveal the need to amend certain policies when this Local Plan is reviewed and subsequently superseded. In addition, this Local Plan should remain consistent with the National Planning Policy framework (along with any subsequent replacements or amendments) and will be reviewed periodically to ensure this is the case.

Enforcement

13.9 In its statutory role as the Local Planning Authority (LPA), the Council has a duty to administer and ensure compliance with national planning law and locally-determined planning policies in the interest of protecting the environment and the safety and quality of life for residents. The Council's ability to take appropriate enforcement action is therefore critical to ensure unauthorised or non complying development in the District can be monitored and where necessary required to obtain any relevant consents or, in some cases, required to be removed.

Implementing the policies of the Local Plan

13.10 The policies contained within a Council's Local Plan provide the basis, alongside any other relevant material considerations, for determining planning applications and, where necessary, considering enforcement action. The Council will use its enforcement powers when and where it is considered necessary, to implement the policies and proposals of the Local Plan.

Accessibility to all

13.11 The Council's planning enforcement service is available to all sections of the local community and the Council is committed to ensuring equal access for all now and in the future regardless of gender, race or disability.

Areas of special protection

13.12 The Tendring District contains a number of designated areas, as identified in the Local Plan, that warrant special protection through the planning system. These include, amongst others, Areas of Outstanding Natural Beauty, Conservation Areas, Sites of Special Scientific Interest and designations such as Special Landscape Areas. In considering the need and the urgency with which to take enforcement action, the potential impact of development on a designated area will be a significant factor, particularly where there is also an impact on public amenity.

Public safety

13.13 Public (usually highway) safety will be accorded particular attention in enforcement investigations. Urgent action will be taken whenever there are unacceptable risks to the public; for example, in the formation of unlawful accesses to highways or the erection of boundary treatments that interfere with visibility.

Economic growth

13.14 Supporting economic growth, creating jobs and tackling deprivation are high priorities for the Council. However, there are sometimes instances where a breach of planning control may be causing a nuisance to residents, but at the same time, the development in question might be performing a positive role in supporting the local economy or assisting in regeneration. In such cases, the Council will carefully consider the need for enforcement action and will only take action as a last resort if, for example, the Council considers there to be unacceptable actual harm to public amenity or public interest. In these instances, the action will be proportionate to the nature of the breach.

13.15 When there is a breach of planning control relating to a development that is performing a positive role in supporting the local economy or assisting in regeneration, enforcement action will only be taken as a last resort when the breach is causing unacceptable harm to public amenity or public interest. In such instances, the level of action will be proportionate to the nature and severity of the breach.

Quality of life for residents

13.16 Protecting the quality of life and amenity of residents will always be key objective of the service alongside the priorities for economic growth and regeneration explained above. When there appears to be a conflict between different interests, these are often best approached by a process of negotiation, plus encouragement to consider compromise and mitigation. This approach is often successful in removing the

nuisance, or the breach, without resorting to formal action. A rapid response to residents' complaints often provides important reassurance in stressful situations.

13.17 The quality of life for residents will be protected through the planning enforcement process, taking account of other material considerations. An approach of negotiation will normally be pursued prior to considering whether it is expedient to take formal action. Initial investigations will be carried out within three working days of receipt of the complaint.

Private disputes and non-planning issues

13.18 Very often "neighbour disputes" are expressed as complaints to the Council and requests for planning enforcement. If there are private, or civil law solutions to these complaints, the council will not become involved. Similarly, if other enforcement or regulatory agencies are empowered to control a situation, the council will not duplicate such other action. Private disputes and matters properly controlled by other agencies will not be the subject of enforcement action by the Council.

Liaison with other agencies

13.19 Cooperation with other Council departments and external agencies (for example the Fire and Police Services, Environment Agency etc.), is an integral part of the current approach to enforcement and complements the approach described above under 'private disputes and non-planning issues'.

Proactive enforcement

13.20 Although the Council often considers enforcement action in response to complaints from local residents and other interested parties, it also takes a proactive role in ensuring planning controls are complied with. Regular activities include monitoring Conservation Areas, winter occupancy within holiday caravan sites, planning conditions and the control of fly-posting and advertisement hoardings. Subject to the availability of time and resources and where priorities allow, the Council will also proactively monitor and take action against areas of untidy land.

Staff safety

13.21 Because planning enforcement involves resolving conflicts, it can often be confrontational and, on occasions, dangerous for the staff involved. The Council has policies relating to lone working and unacceptable behaviour toward its staff. The Council will aim to ensure that the enforcement function is suitably resourced in terms of staff and equipment and will carefully consider the potential risks, to staff safety, when deciding how many officers to deploy onto certain cases and whether police support is required. The Council will apply appropriate sanctions, including legal action, should any serious incident involving a member of staff occur.

Reviewing the Local Plan

2.40 This Local Plan provides policy guidance and proposals for the period up to 31st March 2021. In order to plan for longer-term development requirements, particularly the need to maintain an ongoing supply of housing land in accordance with the National Planning Policy, and to possibly respond to any changing economic or development trends, it is likely that the Council will need to commence a review of the Local Plan at some point within the plan period. In doing so, the Council will address the requirements for public consultation, evidence gathering and the regulations in place at that time, taking on board the results of monitoring throughout the plan period, as explained above.

Appendix 1: Housing Requirements for Individual Settlements

The strategy for housing growth in this Local Plan is that each defined settlement in the district will aim to accommodate a 6% increase in housing stock between 1st April 2011 and 31st March 2021. The approach to achieving this increase is different depending on which category of settlement a town or village falls within. The tables below indicate, for each settlement, the estimated number of dwellings within the settlement (i.e. the built up area inside of the defined Settlement Development Boundary) and thereafter the approximate housing requirement based on a 6% increase in that number.

Urban Settlements

In accordance with Policy SD2 of the Local Plan, each of the urban settlements will accommodate a 6% increase in housing stock through a combination of dwellings that were built in the 2011/12 financial year, dwellings that had outstanding planning permission on 1st April 2012 and dwellings on specifically allocated sites in this Local Plan. The increase in housing stock will be monitored every year and is likely to be supplemented by development on 'windfall sites' i.e. sites not specifically allocated for development but which could obtain planning permission for new homes during the plan period. The Colchester Fringe is defined within its own Settlement Development Boundary, but there is no specific housing requirement for that area, given that Colchester urban area is already earmarked for growth in Colchester Borough Council's Local Development Framework.

Settlement	Estimated dwelling stock on 1 st April 2011	Proposed 6% increase in dwellings (2011 to 2021)
Clacton-on-Sea	28,138	1,688
Harwich and Dovercourt	8,934	536
Frinton, Walton and Kirby Cross	9,457	567
Manningtree, Lawford and Mistley	3,785	227
Brightlingsea	3,972	238

Key Rural Service Centres

In accordance with Policy SD3, Key Rural Service Centres will also see a 6% increase in housing stock through a combination of dwelling completions in 2011/12, sites with outstanding planning permission on 1st April 2012 and site allocations in this Local Plan. Again, these figures may be supplemented by windfall sites if or when they come forward with planning applications.

Settlement	Estimated dwelling stock on 1 st April 2011	Proposed 6% increase in dwellings (2011 to 2021)
Alresford	806	48
Elmstead Market	721	43
Great Bentley	683	41
Little Clacton	990	59
St. Osyth	1,008	61
Thorpe-le-Soken	660	40
Weeley/Weeley Heath	746	45

Smaller Rural Settlements

The approach to housing growth in smaller rural settlements is explained in Policy SD4. Because these areas offer less sustainable locations for development and are more sensitive to development, the growth in housing will be capped at the level required to achieve the proposed 6% increase. Housing development in these areas will be monitored regularly to determine how much development could be granted planning permission in those areas at any point during the plan period. A scale of development in excess of the 6% requirement will only be permitted where there is Parish Council support, either through a Neighbourhood Plan, a rural exception scheme (see Policy PEO11) or support for a specific development where it will bring specific local benefits such as a new village hall.

Settlement	Estimated dwelling stock on 1st April 2011	Proposed 6% increase in dwellings (2011 to 2021)
Aingers Green	185	11
Ardleigh	293	18
Ardleigh Heath	28	2
Balls Green	27	2
Beaumont Cum Moze	40	2
Bradfield	381	23
Bradfield Heath	24	1
Bromley Cross	29	2
Burnt Heath	28	2
Crockleford Heath	13	1
Elmstead Heath	30	2
Fox Street	43	3
Foxash Estate	19	1
Frating	182	11
Great Bromley	49	3
Great Holland	334	20
Great Oakley	420	25
Hare Green	138	8
Horsley Cross Street	18	1
John De Bois Hill	38	2
Kirby-le-Soken	593	36
Little Bentley	35	2
Little Bromley	56	3
Little Oakley	533	32
Mistley Heath	18	1
Point Clear	854	51
Ramsey Village	113	7
Ravens Green	11	1
Row Heath	14	1
Stones Green	37	2
Tendring	59	4
Tendring Green	48	3
Thorpe Green	20	1
Thorpe Station and Maltings	24	1
Thorrington	309	19
Thorrington Cross	76	5
Wix	196	12
Wrabness	73	4

Appendix 2: Internal Space Standards for Housing

Last year DCLG started on a Local Standards framework (LSF) for new homes, in part as a response to concerns of house builders that there are unreasonable amounts of regulation imposed via the planning system. For example, they cite: sustainability, security, age and disability, surface water drainage, car parking standards and standards for amenity space etc. However the Housing Minister realised that simply imposing a limited national framework would not be reconcilable with localism. His proposition therefore is that the industry and local government should work together to agree a 'local standards framework' which planning authorities would use to set minimum local standards as part of the local plan.

The minimum standards should be met in all cases and compliance with these standards will be a material consideration.

Exceptions for schemes which already have outline planning permission

Exceptions may be made where outline planning permission has been granted for a development and detailed drawings have either been submitted for planning approval or, in exceptional cases, schemes which have not been formally submitted for planning permission or reserved matters consent but which have undergone in-depth informal negotiations with planning officers. The degree of tolerance against a particular minimum standard is something which will be negotiated by planning officers and is likely to vary from one scheme to another taking into consideration the relative merits of the scheme.

Minimum standards apply to:

GIA (gross internal area) refer to Policy PE04 – Standards for New Housing;
CEL (kitchen, eating and living area);
Minimum Bathroom Facilities (not including en-suites);
Minimum number of WCs;
Single Bedroom;
Double Bedroom;
Minimum Ceiling Height; and
External storage for dustbins and recycling boxes.

Minimum Gross Internal Area (GIA) - minimum standard

The GIA is the overall area which includes bathroom accommodation, circulation space, storage areas, space to play and work/study at home and includes the area occupied by internal walls and partitions, columns, piers and other internal projections, internal balconies, stairwells, toilets, lift lobbies, and fire corridors. This figure is literally the space enclosed between the external walls on each floor and gives the most basic indication of what is likely to be acceptable. These measurements reflect the areas in the HCA consultation document March 2010 and those in the Mayor of London's Housing Design Standards Evidence Summary July 2010. The table below shows the required GIA for individual dwellings.

Dwelling Type	Total Internal Floor Area	Private Space	Amenity	Parking Spaces (no. spaces)
Aspirational Housing (Policy PEO8)	200sqm			
Family Housing (Policy PEO9)	96sqm	Private amenity space to be at least equal to the total internal floor area of the dwelling.		Driveway area equivalent to 1 parking space per bedroom in addition to any space provided in garages.
Houses and bungalows: <ul style="list-style-type: none"> • 2 bed (3 person) • 2 bed (4 person) • 3 bed • 4 bed 	66sqm 77sqm 96sqm 106sqm			
Flats Apartments and maisonettes: <ul style="list-style-type: none"> • 1 bed • 2 bed (3 person) • 2 bed (4 person) • 3 bed • 4 bed 	51sqm 66sqm 77sqm 93sqm 106sqm			
Bedsits and HMOs (see Policy PEO13)	The floor area of any one bedsit or any one tenancy unit plus the total area of shared rooms must be at least 51sqm.	Amenity space to be at least equal to the total internal floor area of the block of bedsits or tenancy units. This can comprise areas of communal space and individual gardens or balconies.		1 space per bedsit/tenancy unit.
Traveller accommodation (see Policy PEO15)	See room size standards in Appendix 2.	See requirements in Policy PEO15.		

Relevant Lifetime Home Standards

Lifetime homes Criterion 6 - Internal Doorways and Hallways

Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. As a general principle, narrower hallways or landings will need wider doorways in their side walls.

Lifetime Homes Criterion 7 - Circulation Space

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.

Lifetime Homes Criterion 12 - Stairs and potential through-floor lift in dwellings

The design within a dwelling of two or more storeys should incorporate both

- a. Potential for stair-lift installation; and,
- b. A suitable identified space for a through-the-floor lift from the entrance level to a storey containing the main bedroom and a bathroom satisfying criterion 14.

Lifetime Homes Criterion 15 - Glazing and Window Handle Heights

Windows in the principal living space (typically the living room) should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people - including those with restricted movement and reach (see Note 1 in Revised Lifetime Home Standards 5th July 2010)

Lifetime Homes Criterion 16 - Location of Service Controls

Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

Cooking Eating and Living (CEL) Areas – minimum standards

This is an area where storage and areas for play and study are also likely to be incorporated in addition to the basic functions of each of these areas. Although one large room is sometimes provided to accommodate all 3 of these functions, a home with more than 1 bedroom but without subdivision between the kitchen and main living area is regarded as substandard by the Council's Housing Services for a family with children under 16. It is therefore considered that this arrangement should not be regarded as acceptable in either privately or publicly funded housing. Alternatives would be 3 separate rooms, a kitchen/diner with separate lounge or a lounge/diner with separate kitchen. Provision of at least two separate rooms to fulfil the CEL functions is an essential minimum standard for dwellings with 3 or more bedrooms.

Unless a separate area such as a utility room or outside shed is provided, space for storing materials for recycling prior to collection or disposal will be required. A utility room will not be counted as part of the CEL area but will be counted as part of the overall GIA.

Cooking, Eating and Living (CEL) Areas – minimum standards		
	Area in Square Metres	Minimum width in metres for the Living Area
Aspirational Housing	45 m ²	3.3
Four bedroom dwelling	35 m ²	3.3
Three bedroom dwelling	30 m ²	3.3
Two bedroom dwelling	27 m ²	3.3
One bedroom dwelling	24 m ²	3.3
Studio / Bedsit	22 m ²	3.3

The figures in this table are based on the Mayor of London's Housing Design Standards Evidence Summary July 2010 and the HCA consultation document. The minimum standard of two or more rooms to comprise the CEL area is based on the London Housing Design Standards Evidence Summary July 2010, which requires at least two rooms to comprise the CEL in dwellings with 3 or more bedrooms.

The minimum of 3.3m width for the living area is in order to avoid narrow constricted areas which make circulation around furniture difficult.

Relevant Lifetime Home Standards

Lifetime Homes Standards - Advocated minimum standards Criterion 7 - Circulation Space

There should be space for turning a wheelchair in dining and living areas and adequate circulation space for wheelchairs elsewhere.

Criterion 8 - Entrance level living space

The living room / living space should be provided on the entrance level of every dwelling.

Dimensions of Bedrooms - minimum standards

Bedrooms will be expected to comply with the minimum areas set out below. En-suite bathrooms, if required, must be additional to the minimum bedroom areas. Fitted wardrobes and walk-in wardrobes can be included in these minimum areas but should not impinge upon the minimum width and length dimensions over the major part of the room.

To fulfil the minimum standards it is necessary to satisfy both the minimum floor area and minimum dimensions. The minimum width of 2.6m for a double bedroom is required to accommodate furniture that could reasonably be expected to be found in a double or twin bedded room and allow circulation space around the furniture. A double bedroom should also be capable of accommodating a cot.

Some bedrooms are not rectangular and may be 'L' shaped or have narrow sections however the core area of such rooms should achieve the minimum dimensions.

Minimum bedroom areas – minimum standards			
	Area in Square Metres	Minimum width in metres	Minimum length in metres
Single (1 bedspace)	8 m ²	NA	NA
Double (2 bedspaces)	12 m ²	2.6 metres	NA

Relevant Lifetime Home Standards

Lifetime Homes Criterion 9 - Potential for entrance level bed space

In dwellings of 2 or more storeys with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed space.

Lifetime Homes Criterion 13 - Potential for future fitting of hoists and bedroom/bathroom relationship

The structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.

Storage space - minimum standards

This is basically cupboard space and may be counted as part of the minimum Gross Internal Area (GIA). Walk-in wardrobes would also fall within this category. As well as the storage of personal possessions, storage of items for recycling and household goods including tall items such as vacuum cleaners, brooms and mops, ironing boards and tall items of sports equipment need to be accommodated.

Built-in general internal storage space with a minimum internal height of 2m and a minimum floor area of 1.5 square metres should be provided for dwellings with two bedspaces. For each additional bedspace an additional 0.5 sq.m of storage space should be provided. Cupboards occupied by a boiler, water tank, vent, meters or other fixed bulky equipment are not considered adequate to meet the requirement for storage.

So-called 'dirty storage' of bicycles, gardening equipment, etc, is additional to general storage and may need to be provided internally if there is no access to a conveniently located and reasonably secure outside storage building. The dirty storage area may require an addition to the GIA particularly in dwellings with more than 2 bed spaces unless secure convenient cycle parking is provided elsewhere. In the case of flats, a secure easily accessible communal store may be appropriate. A balcony or habitable room is not a suitable location for 'dirty storage'.

In a kitchen or elsewhere, floor area taken up by items such as a washing machine, cooker, boiler, water tank or dishwasher and kitchen units should not be counted as general storage. Kitchen units and furniture with a storage function do not form part of the minimum amount of general storage for the purposes of this policy and must be additional to the provision of general storage.

Submitted plans should indicate how kitchen units, as well as fittings such as boilers, radiators and household equipment such as fridge, cooker, washing machine would be accommodated. Drawings should also indicate where so called 'dirty' storage for items such as bicycles, sports equipment or garden equipment can be accommodated either internally or externally.

General storage areas occupying the space between floor and ceiling should be provided in accordance with the table below. It is important to note that the storage area applies to 'floor area' and not to 'shelf area'.

General Storage Area – minimum standards					
Number of bedspaces	2	3	4	5	6
Sqm of floor space	1.5 m ²	2 m ²	2.5 m ²	3 m ²	3.5 m ²
0.5 sqm to be added for each additional bedspaces					
NB: general storage is in addition to kitchen units, airing cupboards and areas allocated for dirty storage					

Number and size of bathrooms - minimum standards

Every dwelling must have bathroom and WC accommodation in accordance with the number of bedspaces the home is intended to accommodate. A dwelling for more than 4 bedspaces should have at least 2 WCs - this is the essential minimum standard. The WC accommodation may be provided separately or combined with bathroom accommodation.

In a dwelling of more than one storey, it will be necessary to provide an additional WC at entrance level in order to comply with Lifetime Homes. All Lifetime Home compliant dwellings of 2 or more storeys will therefore have at least 2 WCs regardless of the number of bedspaces accommodated. Additional bathrooms are optional but there should be 1 bathroom on the same floor as the main bedroom to comply with Lifetime Homes.

The minimum size for a bathroom is 5.2m² and 3.3m² for a WC (room without bath or shower). These areas allow for the inclusion of wheelchair turning circles or ellipses.

Number and size of bathrooms – minimum standards			
	Area in Square Metres	Minimum width in metres	Minimum length in metres
Bathroom	5.2 m ²	NA	NA
WC (room without bath or shower).	3.3 m ²	NA	NA

Relevant Lifetime Home Standards

Criterion 10 - Entrance level WC and shower drainage

Where an accessible bathroom in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed - as detailed in Revised Lifetime Homes Standard, 5th July 2010.

Criterion 11 - WC and Bathroom walls

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.

Criterion 14 - Bathrooms

An accessible bathroom, providing ease of access in accordance with the specification in the Revised Lifetime Homes Standard 5th July 2010, should be provided in every dwelling on the same storey as a main bedroom.

Ceiling Heights - minimum heights

The essential minimum standard ceiling height is 2.4m. Exceptions will be considered in particular circumstances such as the conversion of an historic building or where a low ceiling height is necessary for a dwelling to assume a low profile in a particular landscape or streetscape.

For new homes, a ceiling height of 2.6m is generally preferable and so this is stipulated as an advocated minimum ceiling height. The minimum height required by the Mayor of London's Housing Design Guide Interim Edition is 2.5m with a recommendation for 2.6m in habitable rooms. The HCA consultation document standard also has a minimum standard of 2.6m. The 2.6m minimum standard is considered reasonable for Tendring.

Exceptions may be made where particular circumstances apply such as rooms within a roof space. Minimum ceiling heights will usually apply to all habitable rooms but in the case of rooms in the roof with sloping ceilings, such as bedrooms in the roof space, at least 50% of the floor to ceiling height should be 2.4m and the remainder at least 2m in height. Any areas of a habitable room with a floor to ceiling height of less than 2m should not be counted as part of the minimum floor area for that room. It will not normally be acceptable for the main living area to have a reduced ceiling height.

Ceiling Heights	
Minimum ceiling heights of habitable rooms* (between finished floor and finished ceiling levels)	Rooms within the roof space with sloping ceilings
2.6 m minimum	At least 50% of the floor to ceiling height to be full height and the remainder not less than 2m. Areas where the floor space is less than 2m can be used for cupboards etc but will not count towards the minimum floor area of a room.

*Kitchens are not always regarded as habitable rooms but they are rooms where some members of a household spend a good deal of time especially if the kitchen is combined with a dining area. Natural daylight, a pleasant outlook and good ventilation are considered important aspects for such as well used part of the home.

Refuse - minimum standards

Accommodation of refuse bins and recycling materials must be conveniently sited close to an external door and accessible for collection but should not be allowed to dominate or spoil the appearance and design of the development. Bin storage should not be located where it will obstruct parking spaces or access to a garage. The location for refuse and recycling bins should be decided early on in the planning stages of the development in order to avoid an unsatisfactory compromise at a later stage.

Appendix 3: Local Wildlife Sites and Ancient Woodland

Local Wildlife Sites (see Policy PLA4)

Code	Site Name	Area (ha)	Grid Ref.
Te1	Ardleigh Reservoir Wood, Ardleigh	2.1	TM 026287
Te2	Birch Wood, Ardleigh	0.7	TM 028303
Te3	Ardleigh Reservoir Grassland, Ardleigh	3.1	TM 032284
Te4	Churn Wood Meadow, Ardleigh	1.3	TM 033256
Te5	Churn Wood, Ardleigh	26.3	TM 036259
Te6	Wall's Wood, Ardleigh	14.3	TM 037271
Te7	Chapel Lane Verge, Ardleigh	0.03	TM 039263
Te8	Pyecats Corner Verges, Elmstead	0.3	TM 043254
Te9	Manor House Meadow, Ardleigh	1.6	TM 052288
Te10	Springhead Corner Meadow, Ardleigh	2.0	TM 053286
Te11	Alresford Grange, Alresford	5.2	TM 055207
Te12	Villa Farm Quarry, Alresford	25.8	TM 056217
Te13	Noah's Ark Pit, Brightlingsea	11.9	TM 060186
Te14	Alresford Lodge Pits, Alresford	43.4	TM 061204
Te15	Palegate Wood, Elmstead	5.8	TM 061235
Te16	St. Peter's Church, Alresford	0.4	TM 064206
Te17	Park Wood, Elmstead	1.4	TM 064230
Te18	Crestland Wood Meadow, Alresford	2.5	TM 067210
Te19	Oldhall Wood, Alresford	6.9	TM 068203
Te20	Money Wood, Elmstead	1.7	TM 068253
Te21	Crestland Wood, Alresford	14.1	TM 069208
Te22	Thicks Wood, Thorrington	12.3	TM 070189
Te23	Tenpenny Farm Wood, Alresford	1.4	TM 073215
Te24	Fratinghall/Captains Woods, Frating	14.5	TM 074228
Te25	Shir Burn Wood and Meadow, Lawford	8.6	TM 074312
Te26	Alresford Hall Woods, Alresford	34.8	TM 075200
Te27	Mill Wood, Great Bromley	4.5	TM 075248
Te28	Hockley Farm Wood, Frating	8.5	TM 077223
Te29	Wick's /Lodge Wood, Brightlingsea	8.4	TM 078177
Te30	Tenpenny Brook, Alresford	4.7	TM 079203
Te31	Thorrington Plantation, Thorrington	12.2	TM 080203
Te32	Church Road Wood, Frating	1.1	TM 081222
Te33	Manning Grove, Little Bromley	2.1	TM 081275
Te34	Judas Gap Marsh, Lawford	12.1	TM 081324
Te35	Mill Dam Meadow, Thorrington	1.6	TM 083196
Te36	Poplar Chase, Thorrington	19.8	TM 083210
Te37	Great Bromley Churchyard, Great Bromley	0.3	TM 083262
Te38	Thors Park Meadow, Thorrington	2.6	TM 085200
Te39	Rook Wood, Thorrington	3.6	TM 086190
Te40	Wignall Street Grassland, Lawford	2.5	TM 086310
Te41	Hockley Wood, Thorrington	14.8	TM 088213
Te42	Lawford Churchyard, Lawford	0.6	TM 089315
Te43	Thorrington Marshes, Thorrington	20.8	TM 091185
Te44	Little Bromley Churchyard, Little Bromley	0.3	TM 091278
Te45	Wignall Brook Grasslands, Lawford	14.0	TM 091314
Te46	East End Green, Brightlingsea	2.0	TM 097168
Te47	Robinson Road Ponds, Brightlingsea	2.7	TM 097173
Te48	Thorringtonhall Wood, Thorrington	48.5	TM 101192
Te49	Frating Abbey Farm Road Verge, Thorrington	0.2	TM 103199
Te50	Bentley Brook, Great Bentley/ Thorrington	39.0	TM 105208
Te51	Lower Farm Marshes, Brightlingsea	61.2	TM 106175
Te52	Hopping Bridge Marsh, Mistley	1.2	TM 111319

Te53	Little Bentleyhall Wood, Little Bentley	43.4	TM 113244
Te54	Flag Creek Marsh, St Osyth	5.6	TM 114170
Te55	Great Bentley Pumping Station, Great Bentley	3.5	TM 114222
Te56	Dead Lane Verge, St Osyth	0.1	TM 116183
Te57	St. Osyth Parkland, St Osyth	91.3	TM 118163
Te58	Furze Hills Complex, Mistley	20.2	TM 118311
Te59	High Barn Wood, Great Bentley	3.3	TM 123229
Te60	Reed Pond, St Osyth	1.5	TM 124150
Te61	Martin's Grove, St Osyth	5.2	TM 124186
Te62	Aingers Green Verges, Great Bentley	0.6	TM 125200
Te63	St. Osyth Cemetery, St Osyth	0.7	TM 127163
Te64	Shair Wood, Great Bentley	1.1	TM 129230
Te65	Milton Wood, St Osyth	6.0	TM 131190
Te66	Stockets Grove, St Osyth	2.4	TM 131198
Te67	Pump Hill Verges, St Osyth	0.6	TM 132160
Te68	Violet Grove, St Osyth	0.3	TM 136190
Te69	Simplebirch and Bowshots Wood, St Osyth	9.5	TM 138197
Te70	Pilcox Wood, Tendring	3.1	TM 138252
Te71	Jaywick Beach, Clacton	12.8	TM 139126
Te72	Oakhurst Wood, Weeley	7.5	TM 140205
Te73	High Grove, St Osyth	2.1	TM 141174
Te74	Goose Green Verge, Tendring	0.03	TM 141254
Te75	Gutteridge Wood, Weeley	5.2	TM 142210
Te76	Maldon Wood, St Osyth	13.8	TM 143196
Te77	Hillands Wood, Tendring	4.6	TM 143234
Te78	Jaywick Marshes, Clacton	59.0	TM 144134
Te79	Home Wood, Tendring	6.6	TM 149234
Te80	Hartley Wood, St Osyth	29.7	TM 151176
Te81	Tendring Grove, Tendring	4.9	TM 153243
Te82	Coppin's Hall Wood, Clacton	2.4	TM 155161
Te83	Weeley Bypass, Weeley/ St Osyth/ Lt Clacton	18.2	TM 156194
Te84	Island and Roger's Groves, Weeley	8.3	TM 158220
Te85	Stonehall Wood, Tendring	2.8	TM 158256
Te86	Simon's Wood, Tendring	3.6	TM 160239
Te87	Far Thorpe Green, Thorpe-le-Soken	2.8	TM 162226
Te88	Gravel Wood, Tendring	8.1	TM 162253
Te89	Killgrove Wood, Great Oakley	3.3	TM 163265
Te90	Wrabness Depot and Marsh, Wrabness	29.8	TM 163315
Te91	Dengewell Wood, Wix	4.2	TM 166276
Te92	Burcarts Meadow, Clacton	4.3	TM 167180
Te93	Lower Botany Farm, Weeley	4.4	TM 167208
Te94	Broadmeadow Wood, Great Oakley	3.7	TM 169263
Te95	Thorpe Green, Thorpe-le-Soken	1.0	TM 170231
Te96	Brakey Grove, Wrabness	6.0	TM 172313
Te97	Glebe Wood, Beaumont	3.4	TM 175258
Te98	Upper Holland Brook, Lt Clacton/ Gt Holland	42.8	TM 177212
Te99	St. Michael's Churchyard, Thorpe-le-Soken	1.6	TM 179222
Te100	Burrsville Park, Clacton	10.6	TM 180170
Te101	Wrabness Siding, Wrabness	0.2	TM 180315
Te102	West Grove, Wrabness	2.1	TM 180319
Te103	The Grove, Great Clacton	0.7	TM 183175
Te104	East Grove, Wrabness	1.5	TM 183318
Te105	Clacton Cemetery, Clacton	5.0	TM 184168
Te106	Beaumont Bridge Verge, Beaumont	0.01	TM 185237
Te107	Clacton North Cliff, Clacton	0.8	TM 187153
Te108	Beaumont Marsh, Beaumont	4.6	TM 188250
Te109	Great Holland Pits, Great Holland	13.4	TM 202192
Te110	Soils Wood, Great Oakley	3.2	TM 203286
Te111	Copperas Wood East, Ramsey and Parkeston	3.0	TM 206317
Te112	Whinny Grove, Ramsey and Parkeston	1.2	TM 215302

Te113	Michaelstowe Hall, Ramsey and Parkeston	7.8	TM 218306
Te114	Hollandhall Wood, Great Holland	5.3	TM 220195
Te115	Ramsey Ray, Ramsey and Parkeston	50.0	TM 232317
Te116	Dockfield Avenue Allotments, Harwich	2.2	TM 236312
Te117	Frinton Cliffs, Frinton	17.2	TM 242199
Te118	Pedlars Wood, Frinton	2.7	TM 244209
Te119	The Hangings, Harwich	6.7	TM 247317
Te120	Station Lane Grassland, Harwich	4.3	TM 250317
Te122	Barnes Spinney, Walton	1.3	TM 257226
Te123	Harwich Beach, Harwich	0.9	TM 262325
Te124	The Naze, Walton	16.4	TM 265237
Te125	Bentley Green (West), Great Bentley	1.3	TM 111220

Ancient Woodland Inventory

Name	Grid Reference
Thick's Wood, Brightlingsea (LoWS)	071190
Wicks Wood, Brightlingsea (LoWS)	076175
Mill Wood, Alresford (LoWS)	077199
Rook Wood, Thorrington (LoWS)	087191
Bullock Wood, Ardleigh (SSSI)	019279
Churn Wood, Ardleigh (LoWS)	036258
Walls Wood, Ardleigh (LoWS)	038274
Cockaynes Wood, Alresford (LoWS)	058218
Palegate Wood, Elmstead (LoWS)	062235
Park Wood, Elmstead (LoWS)	065231
Oldhall Wood, Alresford (LoWS)	068203
Money Wood, Elmstead (LoWS)	068252
Crestland Wood, Alresford (LoWS)	070209
Captains Wood, Frating (LoWS)	075228
Mill Wood, Great Bromley (LoWS)	075248
Boudege Hill Wood, Great Bromley	076258
Tenpenny Heath, Thorrington (LoWS)	081203
Hockley Wood, Frating (LoWS)	088213
Manning Grove, Great Bromley (LoWS)	088275
Thorringtonhall Wood, Thorrington (LoWS)	101194
Martins Grove, St Osyth (LoWS)	124187
Riddles Wood, St Osyth (SSSI)	129180
Milton Wood, St Osyth (LoWS)	132191
Stockets Grove, St Osyth (LoWS)	132198
Maldon Wood, St Osyth (LoWS)	142197
Hartley Wood, St Osyth (LoWS)	152176
Coppins Hall Wood, Clacton (LoWS)	156162
Alder Car, Great Bentley	102224
Chequers Wood, Little Bromley	104291
Thirty Acre Wood, Great Bentley	109233
Little Bentleyhall Wood, Little Bentley (LoWS)	114245
High Barn Wood, Tendring (LoWS)	124230
Shair Wood, Tendring (LoWS)	130230
Gutteridgehall Wood, Weeley (LoWS)	142209
Hillands Wood, Tendring (LoWS)	143234
Home Wood, Tendring (LoWS)	149235
Tendring Grove, Tendring (LoWS)	153244
Island Grove, Weeley (LoWS)	155218
Rogers Grove, Weeley (LoWS)	158222
Stonehall Wood, Great Oakley (LoWS)	158256
Weeleyhall Wood, Weeley (SSSI, EWT)	160210

Simons Wood, Tendring (LoWS)	162253
Killgrove Wood, Great Oakley (LoWS)	162267
Dengewell Wood, Great Oakley (LoWS)	167277
Broadmeadow Wood, Great Oakley (LoWS)	169263
Glebe Wood, Beaumont (LoWS)	175258
Mill Grove, Bradfield	140308
Brakey Grove, Wrabness (LoWS)	172313
West and East Grove, Wrabness (LoWS)	183319
Stour Wood, Wrabness (SSSI, WT, RSPB)	190314
Hollandhall Wood, Great Holland (LoWS)	221195
Copperas Wood, Ramsey (SSSI, EWT (pt))	203316

(Source: Natural England, February 1992, reviewed June 2012)

Appendix 4: Heritage Assets

Conservation Areas Location	Date of Designation	Additional Information
Ardleigh	23.03.1981	
Bradfield	21.09.1981	
Brightlingsea	30.06.1975	Extended 16.09.1985 and 14.09.1987
Brightlingsea Hall and All Saints Church	22.03.1993	
Clacton Seafront	04.12.2001	
Dovercourt	17.07.1986	Extended 16.07.1992 and 25.09.1995
Frinton and Walton	19.06.1982	Extended 20.11.1989
Great Bentley	02.10.1969	Amended 07.06.1982
Great Clacton	19.09.1983	
Great Holland	08.06.1981	Extended 21.11.1988
Great Oakley	02.11.1973	Amended 07.06.1982
Harwich	19.06.1969	Extended 08.02.1982, 14.07.1986 and 25.09.1995
Kirby-le-Soken	08.06.1981	Extended 08.06.1987
Lawford	23.03.1981	Extended 16.07.1990
Manningtree and Mistley	02.10.1969	Extended 23.03.1981, 06.06.1983, 18.12.1989, 11.07.1994 and 29.10.2010
Ramsey	21.09.1981	
St. Osyth	02.10.1969	Amended 07.06.1982, 21.11.1988 and extended 29.10.2010
Tendring	21.09.1981	Extended 16.11.1992
Thorpe-le-Soken	02.10.1969	Extended 21.11.1988
Thorpe-le-Soken Station and Maltings	26.03.1990	

The Conservation Areas at Frinton, Great Holland, Kirby-le-Soken, Manningtree and Mistley, St. Osyth and Walton are also the subject of 'Conservation Area Management Plans' (CAMPS) which will be a material consideration in planning decisions. A CAMP is also proposed for Thorpe-le-Soken Station and Maltings and others may be introduced during the course of the plan period.

Note: Maps of the Conservation Area boundaries as they exist at the time of printing are shown on the Policies Map and Policies Map Insets. These boundaries are subject to change at any time during the lifetime of this Local Plan. Please contact the Council or check the Council's website (www.tendringdc.gov.uk) for latest information about Conservation Areas.

Protected Lanes

Parish	Name
Ardleigh	Wick Lane Lodge Lane/Crown lane North Spring Valley Lane
Bradfield/Wix	Cansey Lane
Elmstead	Turnip lane
Great Bromley	Little Bromley Road Mary Lane Ravens Green
Great Oakley	Red Barn Lane Pesthouse Lane The Soils/Rectory Road
Lawford	Church Lane
Little Bentley	Ravens Green
Wrabness	Wall Lane

Note: Protected Lanes were designated by Essex County Council in 1976. They were adopted by Tendring District Council in 1978.

Historic Parks and Gardens

Clacton Seafront Gardens (Grade II)

St. Osyth Priory (Grade II)

Thorpe Hall (Grade II)

(Source: English Heritage)

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on English Heritage's website (www.english-heritage.org.uk).

Scheduled Monuments

Parish	Monument Title	Grid Reference
Alresford	Remains of St. Peter's Church	TM064206
Ardleigh	Crop mark site south of Ardleigh	TM057284 TM058289
Beaumont	Beaumont Quay, Hamford Water	TM189240
Frinton & Walton	Martello Tower (K) and associated Battery south west of Walton Mere	TM250220 TM251220

Clacton	Lion Point Decoy 810m south-east of Cockett Wick Farm	TM139133
Clacton	Remains of the Medieval Parish Church and Cemetery 70m north-east of the junction of Hall Close and Frinton road, Holland-on-sea	TM209167
Clacton	Martello Tower (F) on Marine Parade West	TM174143
Clacton	Martello Tower (E) 300m south-west of Junction of Marine parade West and Wash Lane	TM167137
Clacton	Martello Tower (D) on golf links west of town	TM162133
Clacton	Martello Tower (C) west of Lion Point	TM137128
Harwich	The Harwich Treadwheel Crane	TM262325
Harwich	The Harwich Redoubt	TM261321
Harwich	Napoleonic Coastal Battery at Bathside	TM258324
Harwich	Beacon Hill Fort	TM262317
Harwich	Dovercourt Lighthouses and Causeway	TM252308 TM254308
Harwich	Harwich High Lighthouse	TM261324
Harwich	Harwich Low Lighthouse	TM262323
Lawford	Settlement site north north-east of Lawford House	TM086308
Lawford	Ring ditches south-west of Reed Island	TM086327
Lawford	Round Barrow west of Lawford Hall	TM081318
Little Oakley	Heavy Anti-Aircraft Gunsite 350m north of Little Oakley Hall	TM216288
Mistley	Mistley Towers	TM116319
Mistley	Site of Old St Mary's Church	TM128310
St Osyth	St Osyth Priory (uninhabited portions and gatehouse)	TM120157 TM120156
St Osyth	Martello Tower (A) and associated battery at Stone Point, Point Clear	TM083157
Thorpe-le-Soken	WWII Bombing Decoy HA2, Kirby-le-Soken	TM218239
Wix	WWII Bombing Decoy WRI Spinnels Farm	TM159302

(Source: English Heritage)

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on English Heritage's website (www.english-heritage.org.uk).

Appendix 5: Glossary of Terms

This glossary of terms is only intended to provide a guide. It is not a statement of the law, nor does it make any claim to be an official definition.

Adoption: The point at which the Council formally approves a planning document. It then becomes a statutory (legal) document.

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. This can include Council Housing.

Amenity: A positive component that contributes to the overall character of an area, e.g. open land, trees, historic buildings and the inter-relationship between all elements of the local environment.

Ancient Woodland: Identified by English Nature as an area that has had continuous woodland cover since 1600 AD resulting in the survival of certain rare plants and animals.

Ancillary Use: A subsidiary use connected to the main use of a building or piece of land, e.g. storage space within a factory.

Area of Outstanding Natural Beauty (AONB): An Area of Outstanding Natural Beauty contains landscape of national importance as designated by the Government on advice from Natural England.

Article 4 Direction: A power available under the 1995 Town and Country Planning (General Permitted Development) Order allowing the Council to limit or remove permitted development rights of properties and land.

Backland Development: Development of land which lies generally behind the line of existing frontage development, has little or no frontage to a public highway and would constitute piecemeal development in that it does not form part of a large area allocated for development.

Best and Most Versatile Agricultural Land: The most flexible, productive and efficient agricultural land as graded by the Department of Environment, Farming and Rural Affairs (DEFRA) as being between 1 and 3a, with 1 being excellent and 3a being good.

Biodiversity: "Biodiversity is the variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems" (EU Convention on Biological Diversity Definition).

Bridleway: A highway over which the public have a right of way on foot, bicycle and on horseback or leading a horse.

Coastal Change Management Area: An area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Coastal Protection Belt: An area originally defined within the Essex Coast Protection Subject Plan (1984). Coastal Protection Belt consists of the undeveloped rural areas of a coastline.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to be used toward the provision of infrastructure.

Conditions: Clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area: An area designated by the Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The Council is required to preserve or enhance the character and appearance of these areas.

Local Wildlife Site: Non-statutory designation for a site of county-wide significance for wildlife or geology.

Department for Communities and Local Government (CLG): The Government department responsible for town and country planning policy and administration.

Deprivation: Is a measure of community wellbeing that considers a wide range of issues including health, standard of education, quality of housing and unemployment.

Design Brief: Statement of the specific requirements of a site owner, within the context of planning policies, to assist potential developers on such matters as the required density, plot ratio, means of access, number of parking spaces, design and landscaping.

Development plan: This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Dwelling: A self-contained residential unit, occupied by either a person or group of people living together as a family, or by not more than six residents living together as a single household (including a household where care is provided for residents).

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development) that provide employment opportunities.

Enabling Development: Development promoted primarily as a way of saving an important Listed Building, registered garden or scheduled monument that is neglected, dilapidated, or otherwise perceived to be "at risk". The term enabling development can also apply to development specifically designed to raise money to achieve other community benefits.

Environmental Impact Assessment: Process by which information about the likely environmental effects of certain projects is collected, assessed and taken into account by both the applicant, as part of a project design, and by the decision making body in deciding whether permission should be granted.

Evidence base: The name given to the technical information gathered to inform the preparation of the Local Development Framework which is necessary to demonstrate that a plan is 'sound'.

Flood Risk Areas: Land that is at risk of tidal or fluvial flooding .Flood risk maps are produced by the Environment Agency which grades the level of risk in each area.

Flood Risk Assessment: Assessment required to accompany planning applications for development in areas of identified flood risk that both determines the level of risk and whether mitigation measures can address any flood risk problems that may be brought about by development.

Geodiversity: A range of rocks, minerals, fossils, soils and landforms.

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.

Greenfield Site: Land that is not considered to be previously developed.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Infilling: Development of sites that have adjacent buildings – usually the redevelopment of a plot in an otherwise continuously built-up road frontage of buildings.

Infrastructure: The basic facilities, services, and installations needed for the functioning of the community, such as transportation and communications systems, water and power lines, and public institutions including schools and post offices etc.

Institutional Uses: Uses that can include care homes, nursing homes and other non-custodial institutions.

Landscaping: The treatment of land for the purposes of enhancing and protecting amenities, and including fencing, walls or other means of enclosure, the planting of trees, hedges, shrubs or grass, and the formation of gardens and courtyards.

Listed Building: A building designated by the Department of Culture, Media and Sport as being of special architectural or historic interest often on the advice of English Heritage. There are three grades of listed building: I, II* and II.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Reserve (LNR): A reserve declared and managed by a local authority under the National Parks and Access to the Countryside Act (1949). LNRs are usually declared on land which has some actual or potential wildlife interest in a local context, and which is well suited to public access and interpretation.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Material Consideration: A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mineral Safeguarding Area: An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

National Nature Reserve (NNR): Sites managed by English Nature or an approved body, established as reserves under the National Parks and Access to the Countryside Act (1949).

Neighbourhood plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Occupancy Conditions: Conditions attached to a planning consent that restrict the occupation of a dwelling, or permanent holiday accommodation to either certain times of the year or to certain parties.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of town: A location out of centre that is outside the existing built up area.

Permitted Development: Limited forms of development allowed without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 1995.

Planning Inspector: An individual appointed by the secretary of state to carrying out the independent examination of a Development Plan Documents to test its soundness.

Planning Obligations: Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually through Section 106 of the Town and Country Planning Act (1990).

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

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.

Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Policies Map: An obligatory component of a Local Plan showing the location of proposals and policy boundaries on an ordinance survey map.

Protected Lane: Lanes designated by the County Council as having particular historic value or making a significant contribution to the character of the countryside.

Protected Species: Plant and animal species protected under the Conservation (Natural Habitats and Conservation) Regulations 1994, the Wildlife and Countryside Act 1981 and subsequent amendments, or other species protected under legislation specific to them.

Private Amenity Space: Private outdoor sitting area attached to a residential dwelling that is not overlooked by adjacent or opposite living rooms or outdoor sitting areas.

Public Right of Way: A way where the public has a right to walk, and in some cases ride horses, bicycles, motorcycles or drive motor vehicles.

Ramsar Site: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Regeneration: The re-use or redevelopment of decaying or run-down buildings or urban area to bring them new life and economic vitality.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Residential Amenity: The normal and reasonable satisfaction people expect from their local living environment.

Ribbon Development: A narrow band of development extending along one or both sides of a road.

Rural Diversification: Activities undertaken on surplus land and the utilisation of redundant and unused rural buildings to support farming incomes, including, for example, forestry, leisure and tourism.

Scheduled Monument (SAM): A historic or archaeological structure placed on a schedule compiled by the Department of Culture, Media and Sport for protection under the Ancient Monuments and Archaeological Areas Act 1979.

Secretary of State: The Secretary of State for Communities and Local Government; the government minister who oversees planning issues.

Sequential Approach: A process used to direct development towards the best sites before other areas are considered.

Settlement Development Boundary: Boundary that shows the extent of defined towns and villages within which there is a presumption, in principle, in favour of development. Land outside of the Settlement Development Boundary is considered to be countryside.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shoreline Management Plans: A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Spatial Strategy: Strategy that explains how the growth requirements primarily for new jobs and housing and infrastructure to support that growth will be distributed throughout our district.

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: A person or group with a direct interest, involvement or investment in something (i.e. the future of the local area). It could be a member of the public, a business, a government body or any other organisation.

Statutory: Required by law (statute), through an Act of Parliament.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Green Gaps: Areas of locally important strategic open land that protect the countryside between urban areas, and safeguard the separate identity, character and openness of settlements.

Supplementary Planning Document (SPD): Planning guidance that will supplement and support the implementation of policies contained in the Local Plan.

Sustainable Development: The core principle underpinning planning in the UK. At the heart of the principle of sustainable development is the simple idea of ensuring a better quality of life for everyone now and for future generations. A widely used definition for sustainable development was drawn up by the World Commission on Environment and Development in 1987: '*Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*'

Sustainability Appraisal: An appraisal of the of the policies and proposals of development plans in terms of their ability to deliver sustainable development.

Town centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Traffic Calming Measures: Management measures designed to lower traffic speeds or redirect traffic to alternative routes to avoid congestion, reduce accidents and injuries and prevent excess levels of pollution.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Tree Preservation Order (TPO): Order made by a local planning authority that makes it an offence to cut, top, lop, uproot or wilfully damage or destroy a tree without that authority's permission.

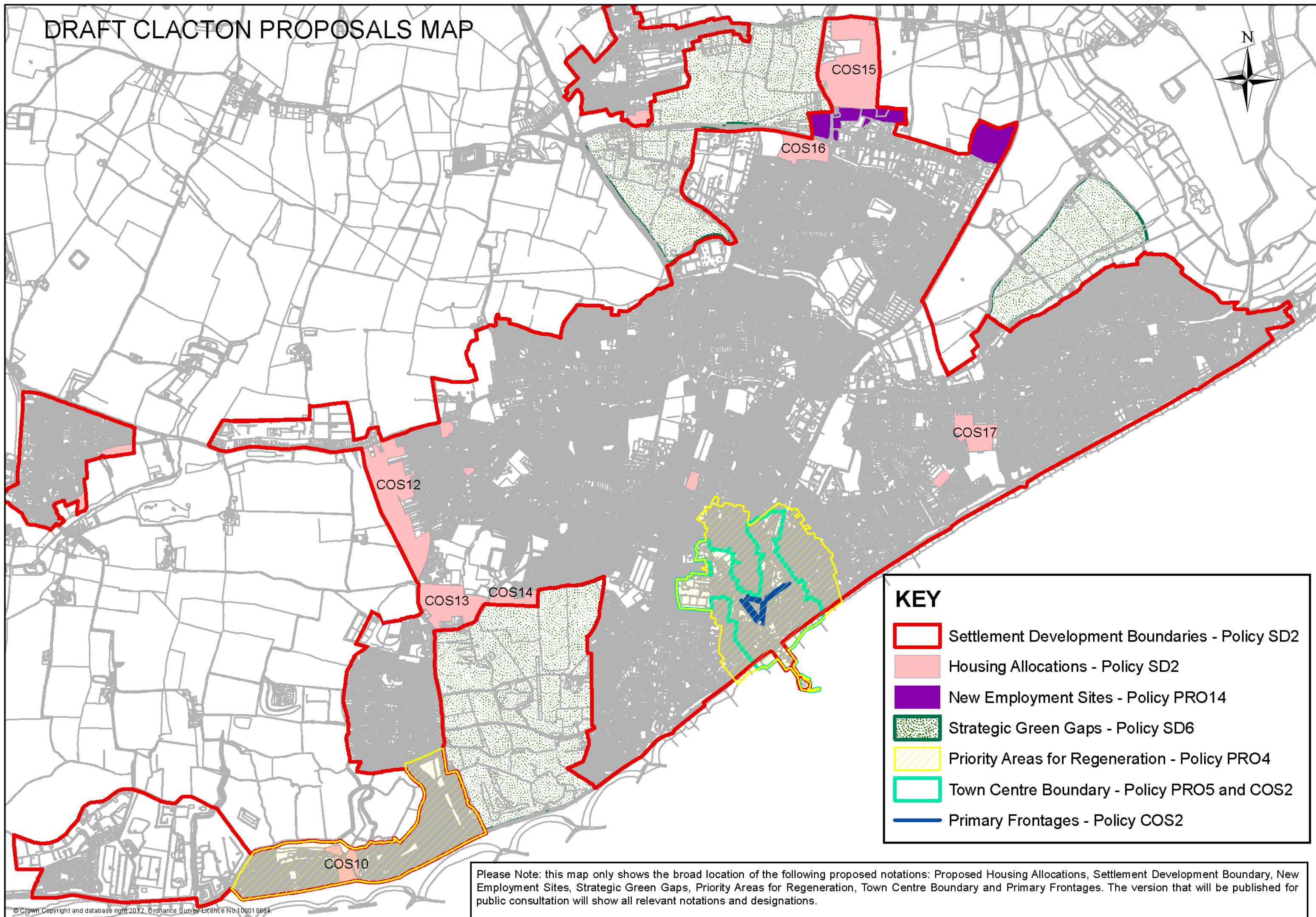
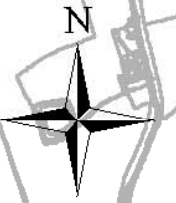
Use Classes Order: The Town and Country Planning (Use Classes) Order update places different uses of land and buildings into various categories, planning permission not being required for changes of use within the same use class. Some uses do not have their own use class and therefore known as Sui Generis.

APPENDIX A3(b)

INDICATIVE POLICIES MAPS

(Also referred to as 'Proposals Maps')

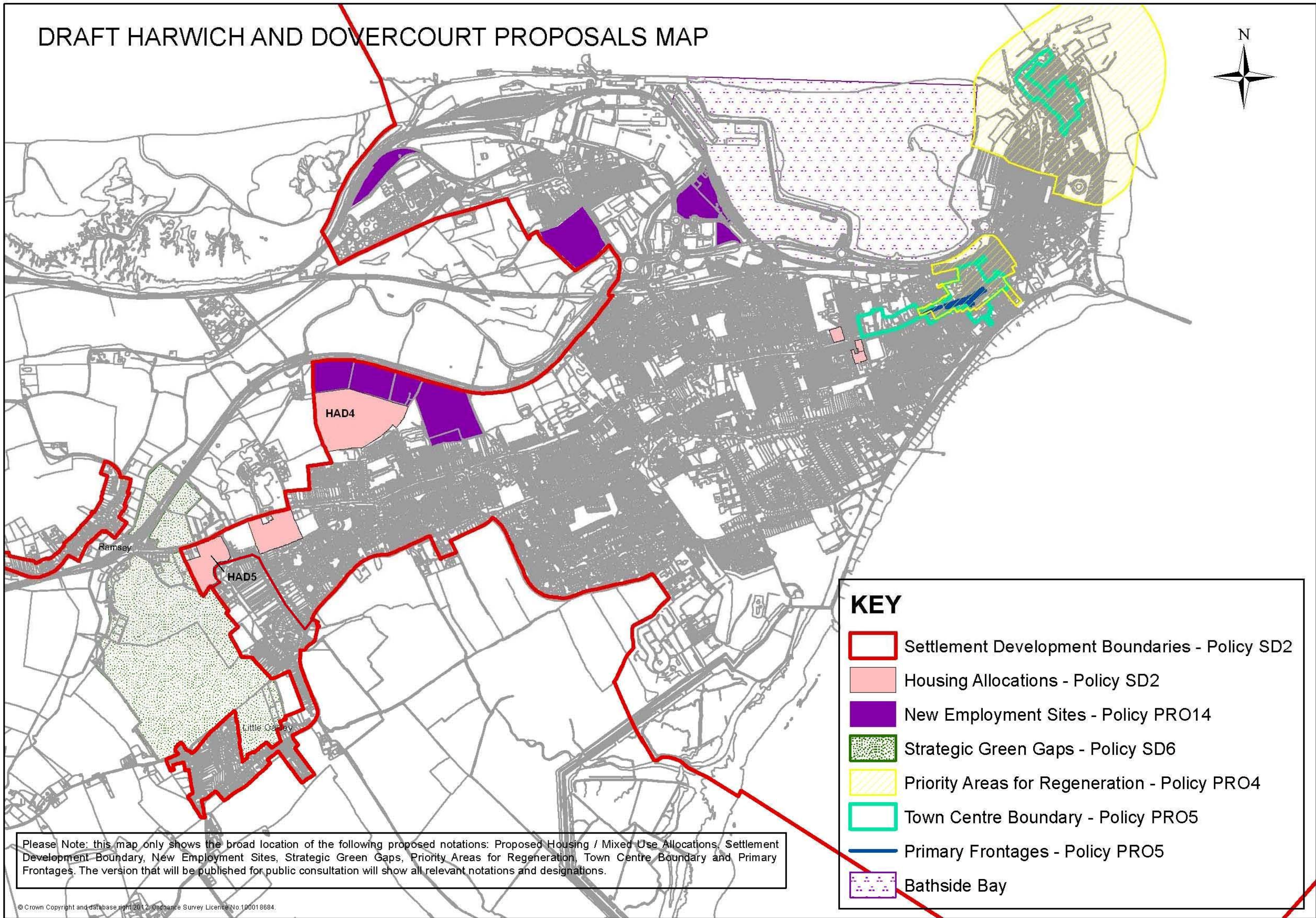
DRAFT CLACTON PROPOSALS MAP



KEY	
	Settlement Development Boundaries - Policy SD2
	Housing Allocations - Policy SD2
	New Employment Sites - Policy PRO14
	Strategic Green Gaps - Policy SD6
	Priority Areas for Regeneration - Policy PRO4
	Town Centre Boundary - Policy PRO5 and COS2
	Primary Frontages - Policy COS2

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

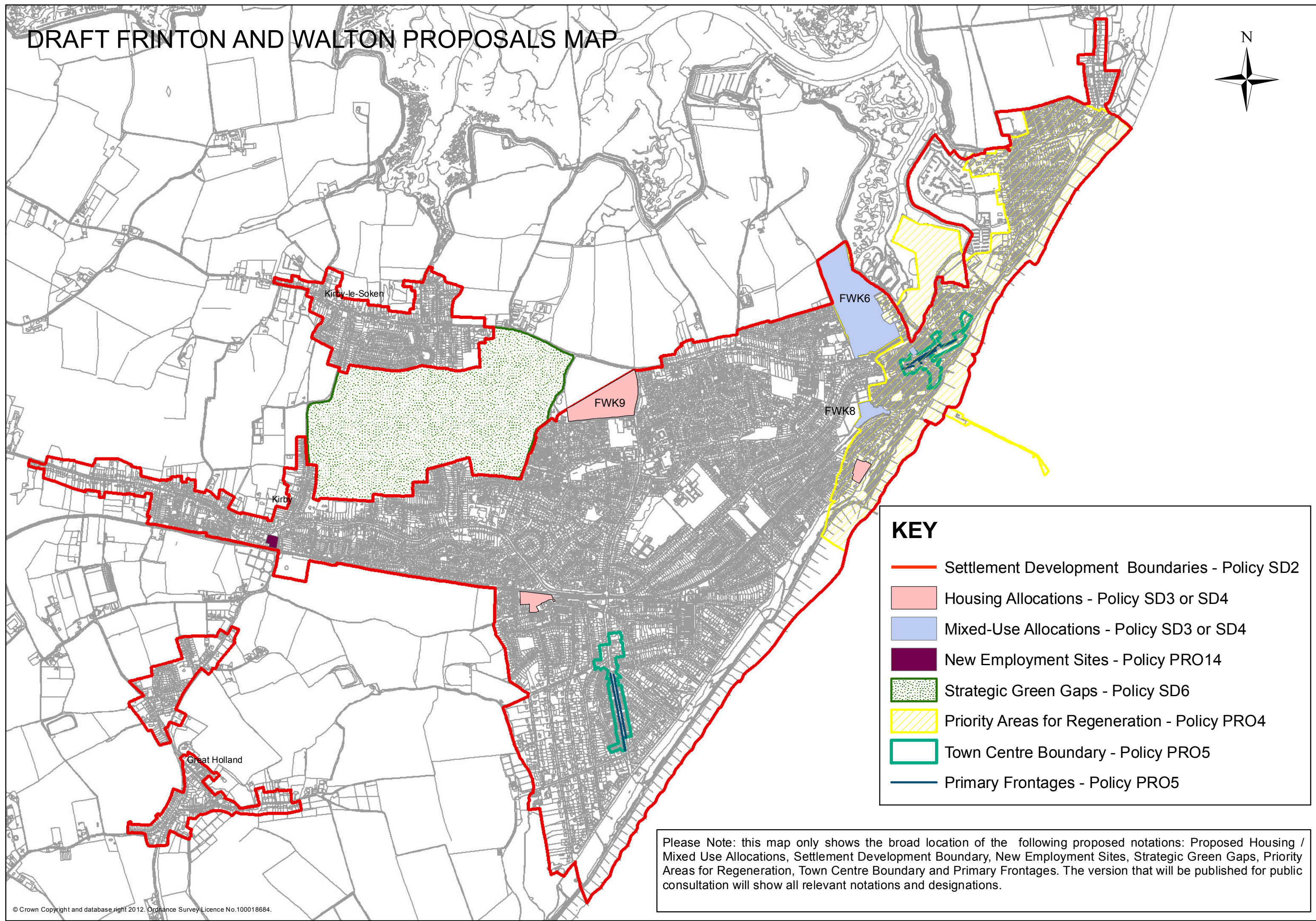
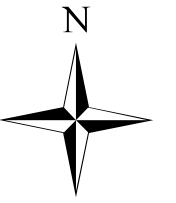
DRAFT HARWICH AND DOVERCOURT PROPOSALS MAP



KEY	
	Settlement Development Boundaries - Policy SD2
	Housing Allocations - Policy SD2
	New Employment Sites - Policy PRO14
	Strategic Green Gaps - Policy SD6
	Priority Areas for Regeneration - Policy PRO4
	Town Centre Boundary - Policy PRO5
	Primary Frontages - Policy PRO5
	Bathside Bay

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT FRINTON AND WALTON PROPOSALS MAP



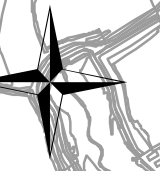
KEY

- Settlement Development Boundaries - Policy SD2
- Housing Allocations - Policy SD3 or SD4
- Mixed-Use Allocations - Policy SD3 or SD4
- New Employment Sites - Policy PRO14
- Strategic Green Gaps - Policy SD6
- Priority Areas for Regeneration - Policy PRO4
- Town Centre Boundary - Policy PRO5
- Primary Frontages - Policy PRO5

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT BRIGHTLINGSEA PROPOSALS MAP

N








BRIGHTLINGSEA

BR12

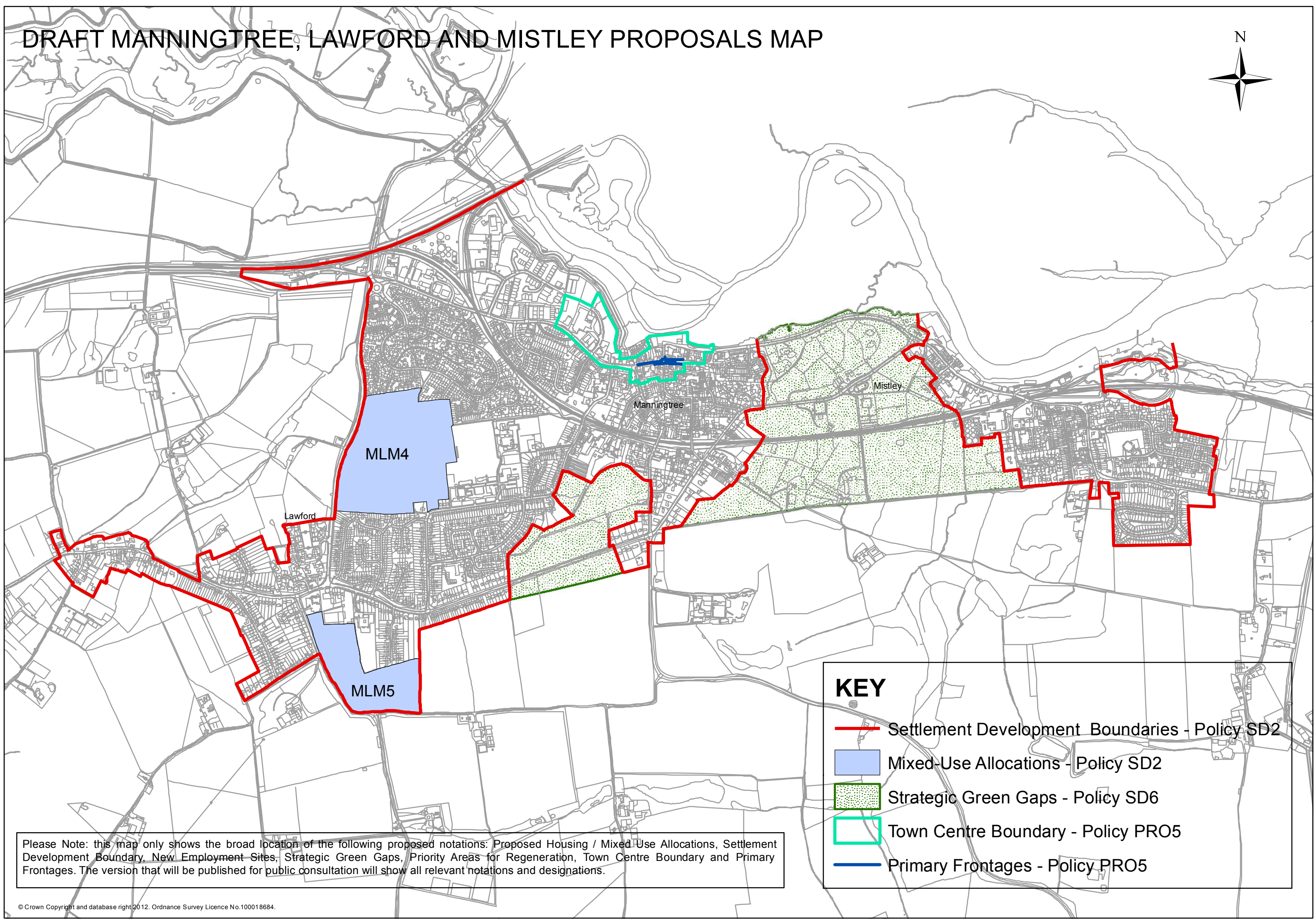
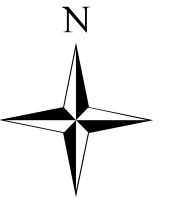
BRIGHTLINGSEA

KEY

-  Settlement Development Boundaries - Policy SD2
-  Housing Allocations - Policy SD2
-  New Employment Sites - Policy PRO14
-  Town Centre Boundary - Policy PRO5
-  Primary Frontages - Policy PRO5






Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT MANNINGTREE, LAWFORD AND MISTLEY PROPOSALS MAP

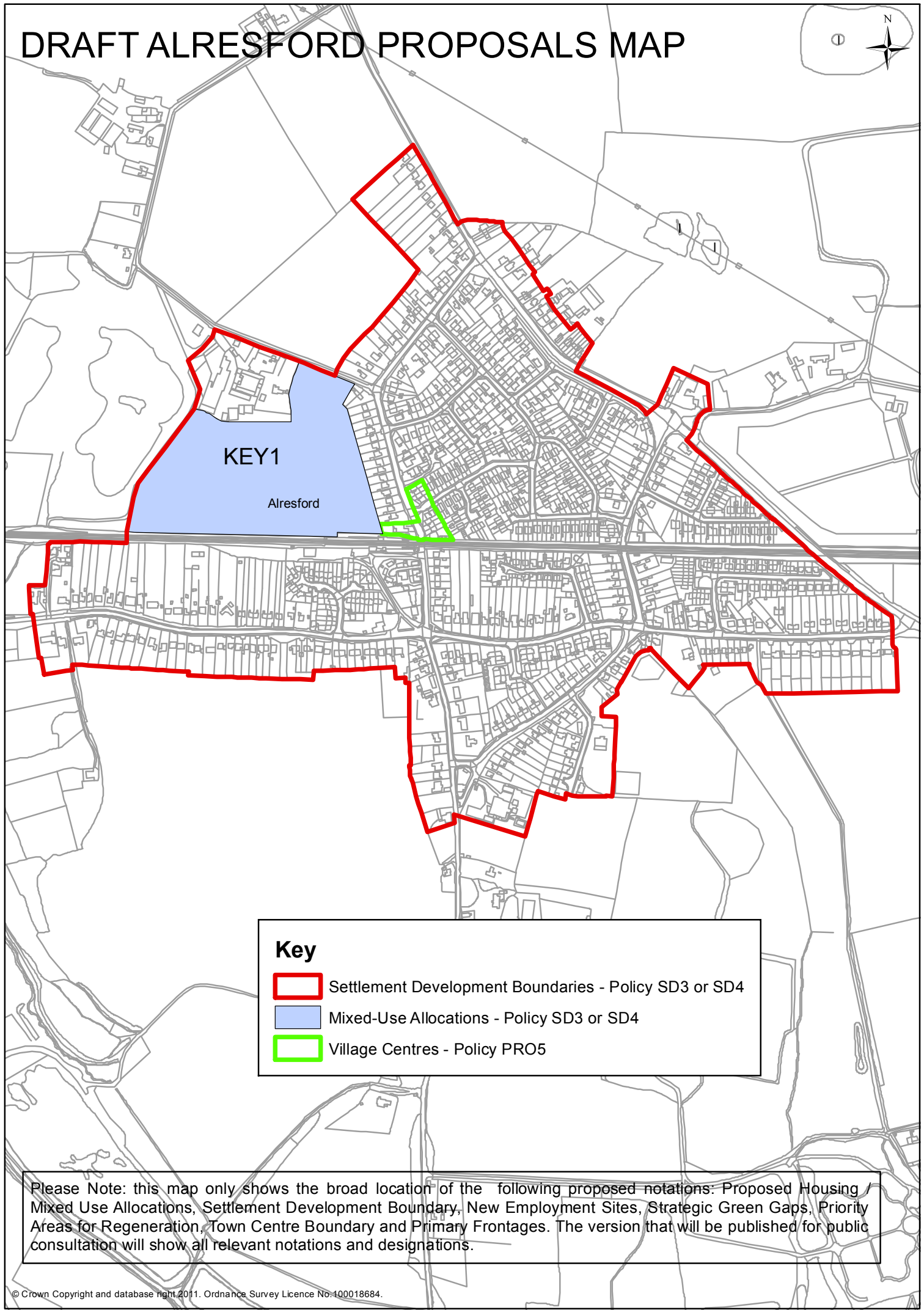
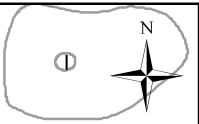


Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

KEY

-  Settlement Development Boundaries - Policy SD2
-  Mixed-Use Allocations - Policy SD2
-  Strategic Green Gaps - Policy SD6
-  Town Centre Boundary - Policy PRO5
-  Primary Frontages - Policy PRO5

DRAFT ALRESFORD PROPOSALS MAP

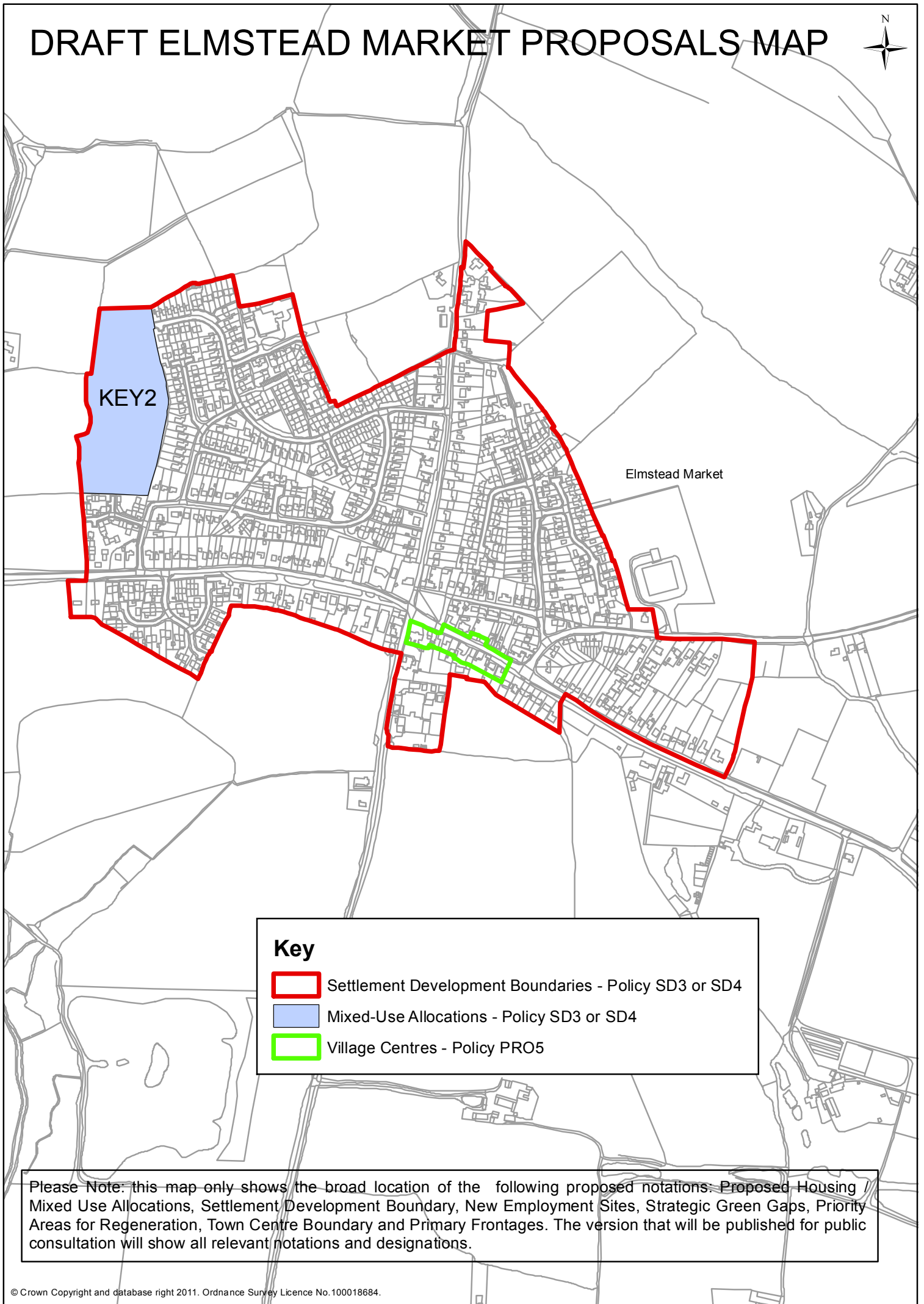


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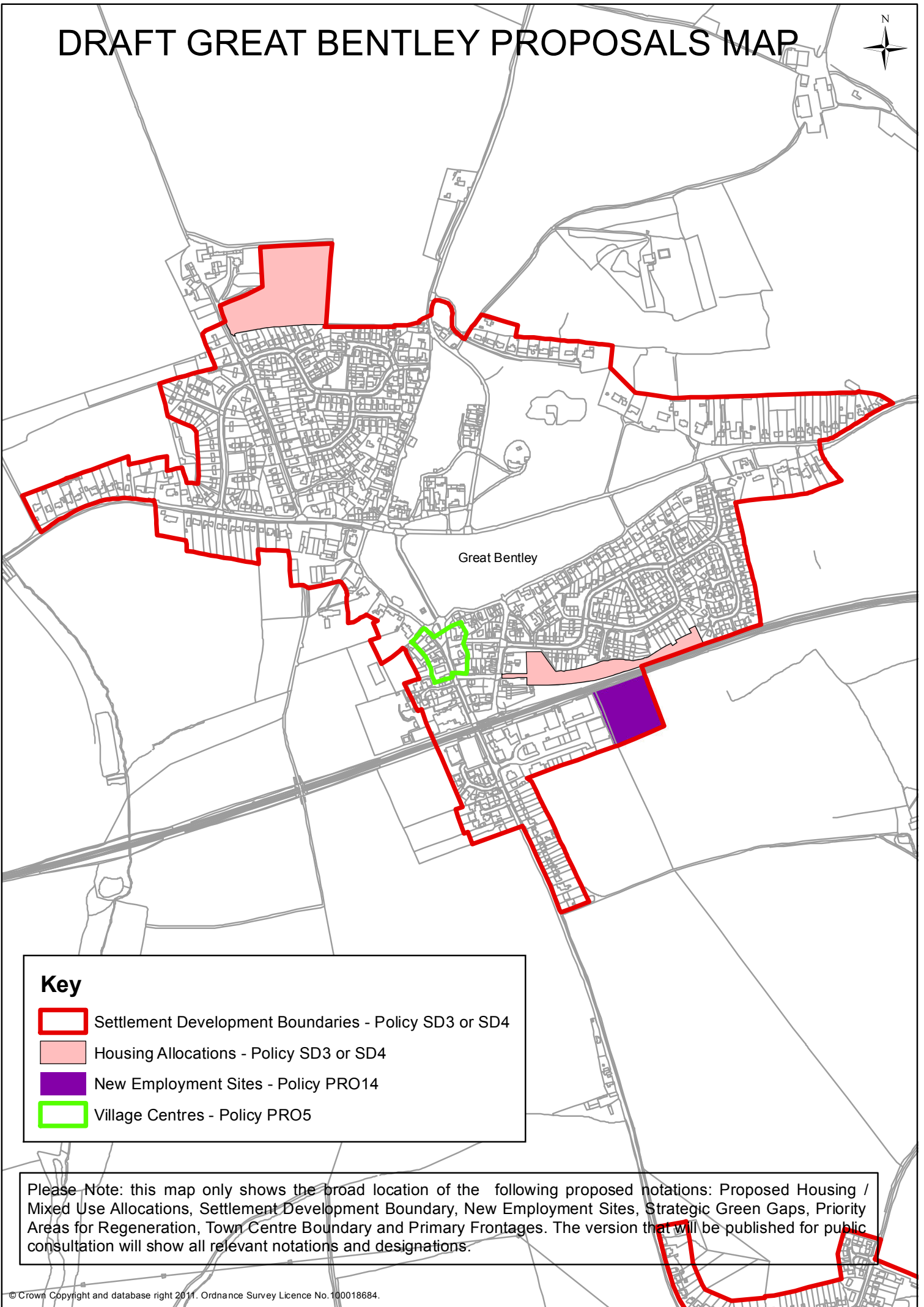
-  Settlement Development Boundaries - Policy SD3 or SD4
-  Mixed-Use Allocations - Policy SD3 or SD4
-  Village Centres - Policy PRO5

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT ELMSTEAD MARKET PROPOSALS MAP







DRAFT GREAT BENTLEY PROPOSALS MAP



Great Bentley

Key

-  Settlement Development Boundaries - Policy SD3 or SD4
-  Housing Allocations - Policy SD3 or SD4
-  New Employment Sites - Policy PRO14
-  Village Centres - Policy PRO5

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT LITTLE CLACTON PROPOSALS MAP



Little Clacton Playing Field

359

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation


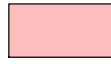


Little Clacton

Park

Little Clacton

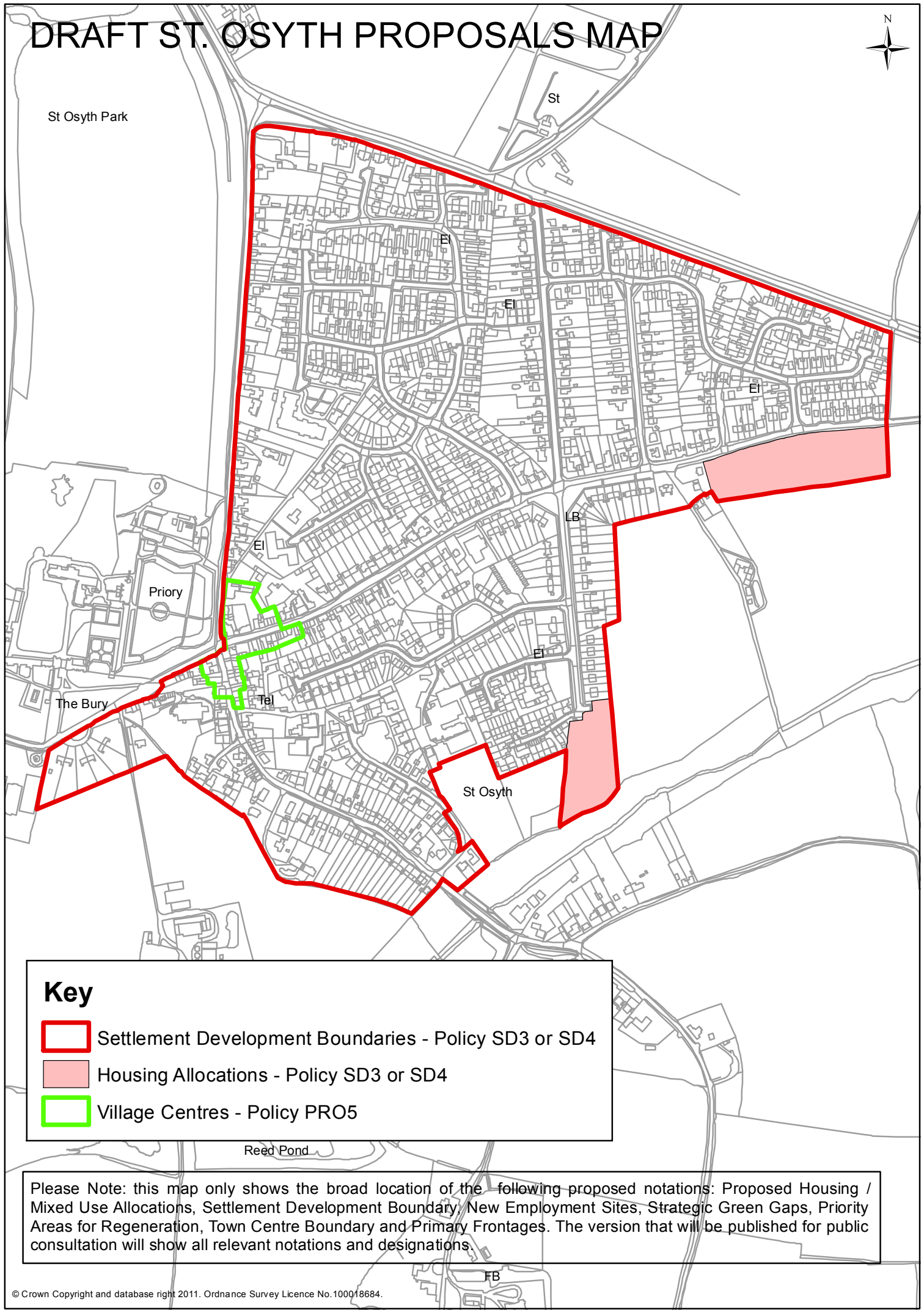
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Key




-  Settlement Development Boundaries - Policy SD3 or SD4
-  Housing Allocations - Policy SD3 or SD4
-  Village Centres - Policy PRO5
-  Strategic Green Gaps - Policy SD6



DRAFT ST. OSYTH PROPOSALS MAP



Key




-  Settlement Development Boundaries - Policy SD3 or SD4
-  Housing Allocations - Policy SD3 or SD4
-  Village Centres - Policy PRO5

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT THORPE-LE-SOKEN PROPOSALS MAP



Key

-  Settlement Development Boundaries - Policy SD3 or SD4
-  Housing Allocations - Policy SD3 or SD4
-  Village Centres - Policy PRO5

Thorpe-le-Soken

E1

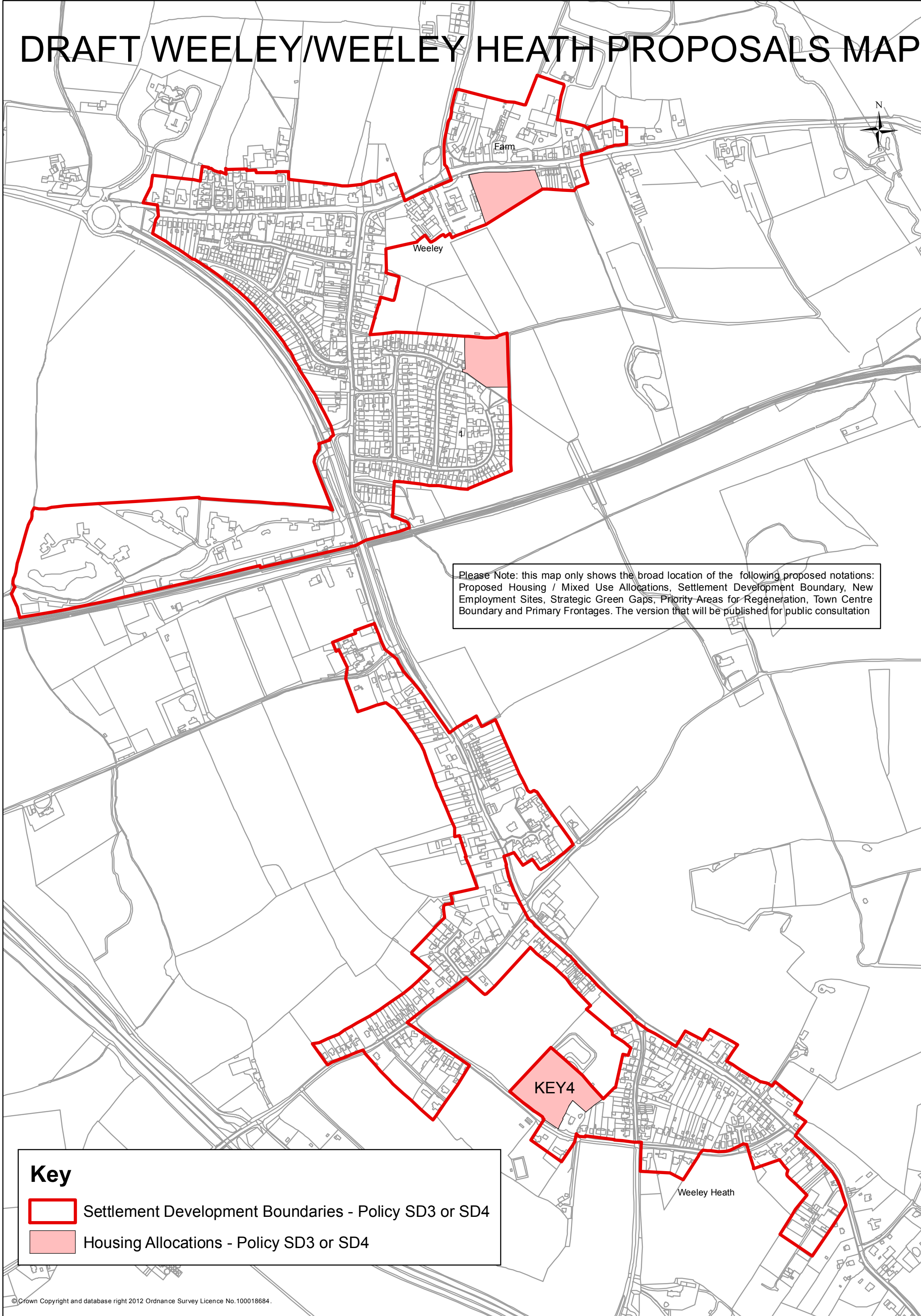
E1

The

KEY3



Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT WEELEY/WEELEY HEATH PROPOSALS MAP



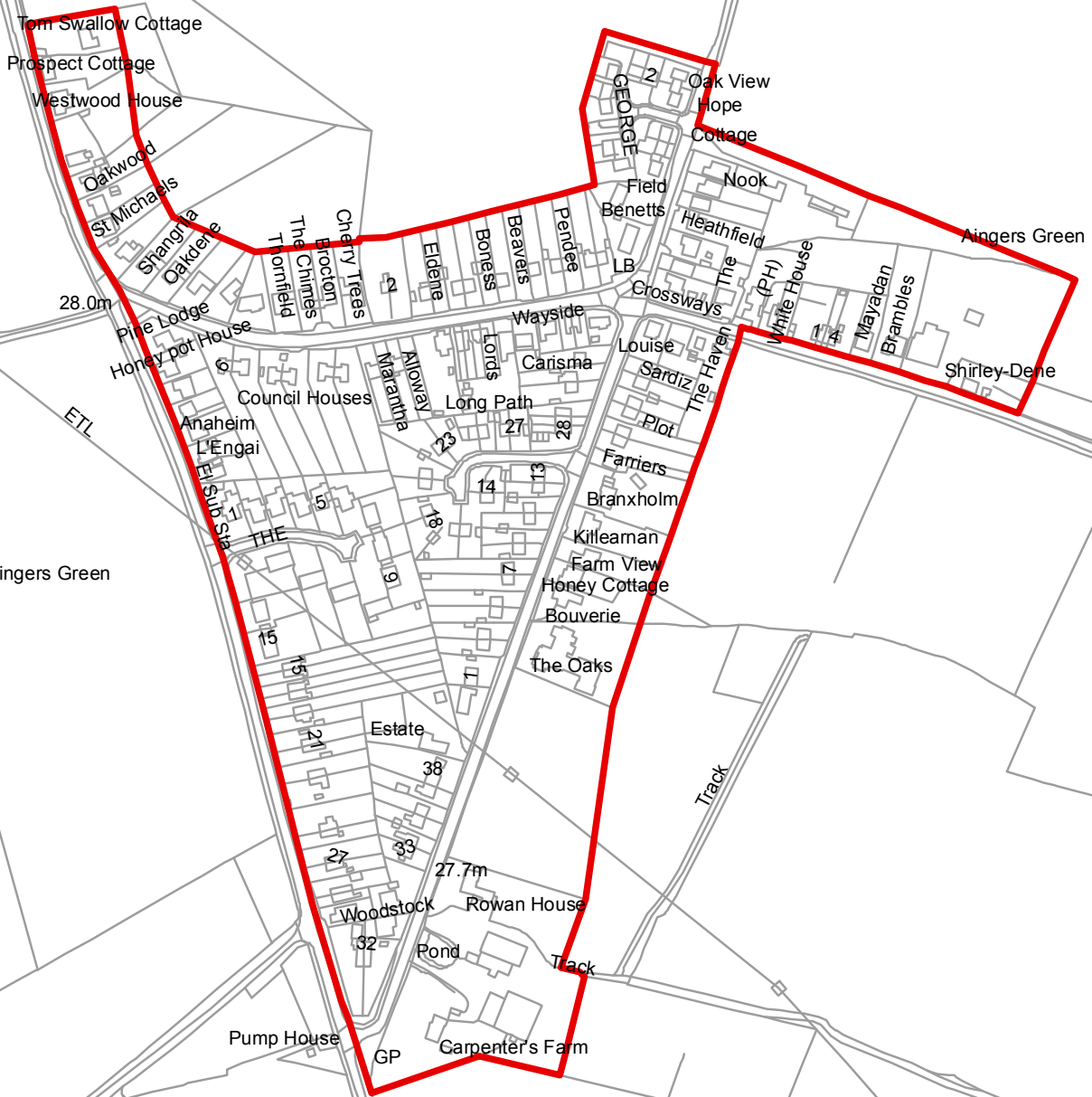
Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation

Key


-  Settlement Development Boundaries - Policy SD3 or SD4
-  Housing Allocations - Policy SD3 or SD4

27.7m

DRAFT AINGERS GREEN PROPOSALS MAP

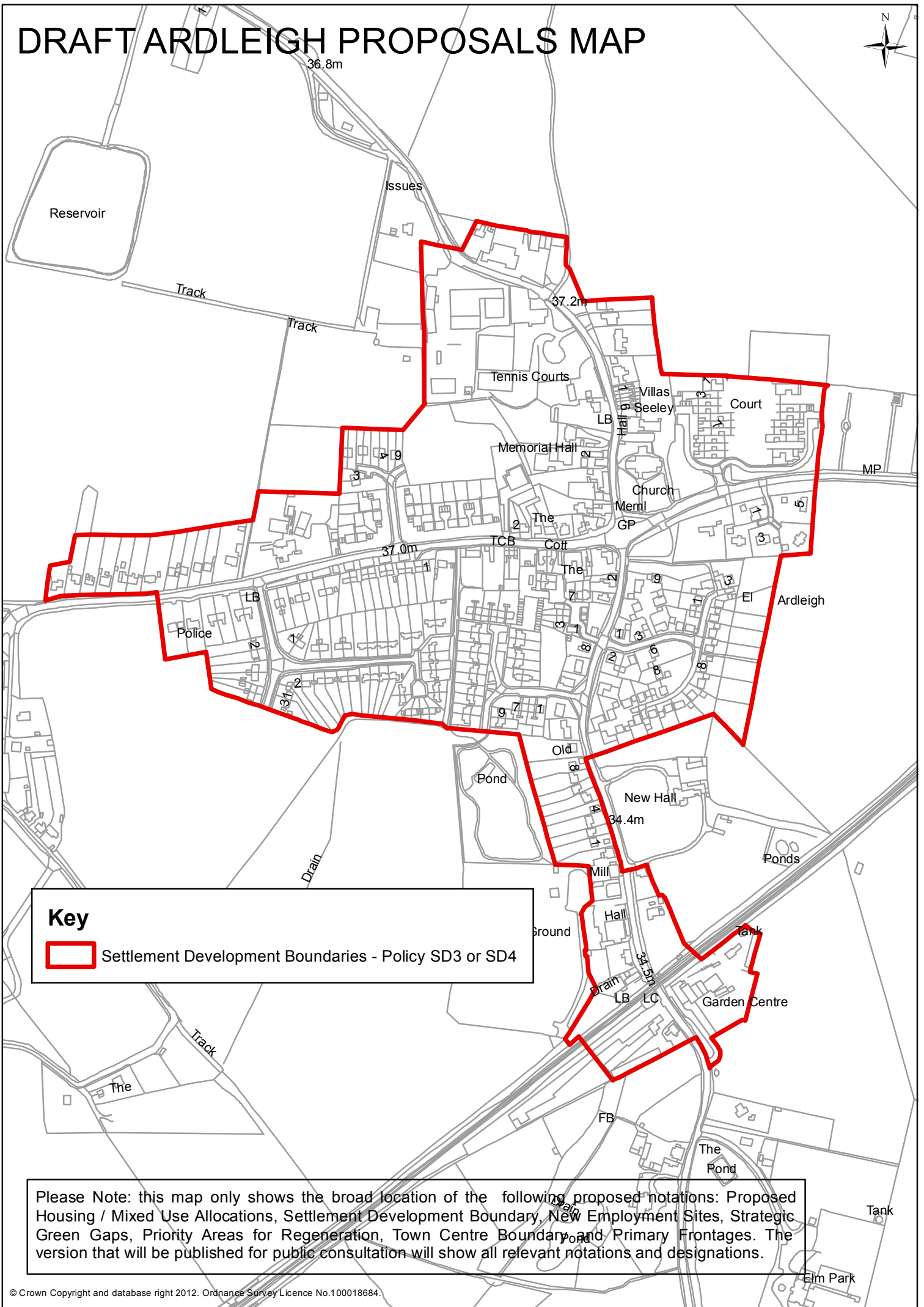


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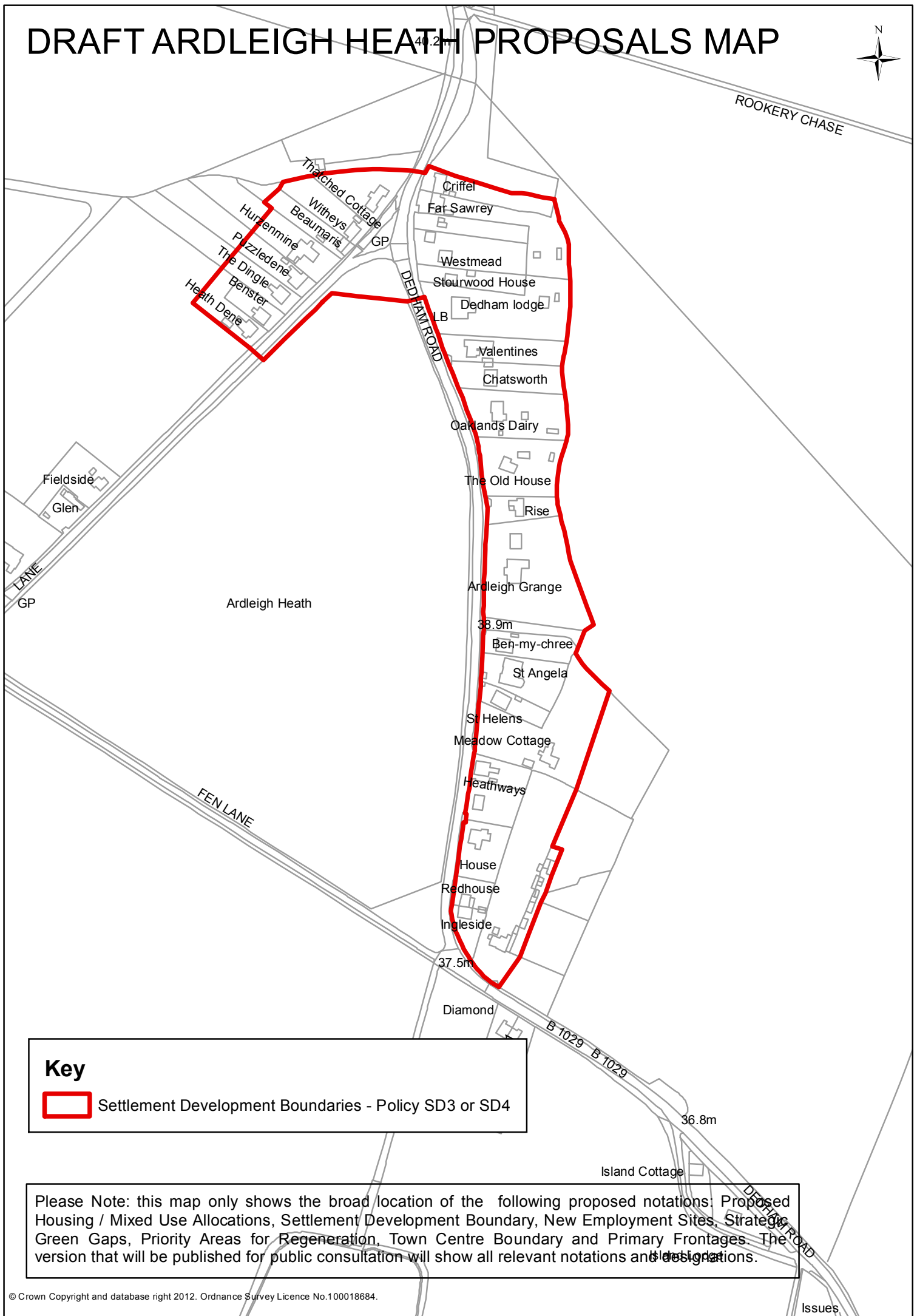
 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT ARDLEIGH PROPOSALS MAP



DRAFT ARDLEIGH HEATH PROPOSALS MAP

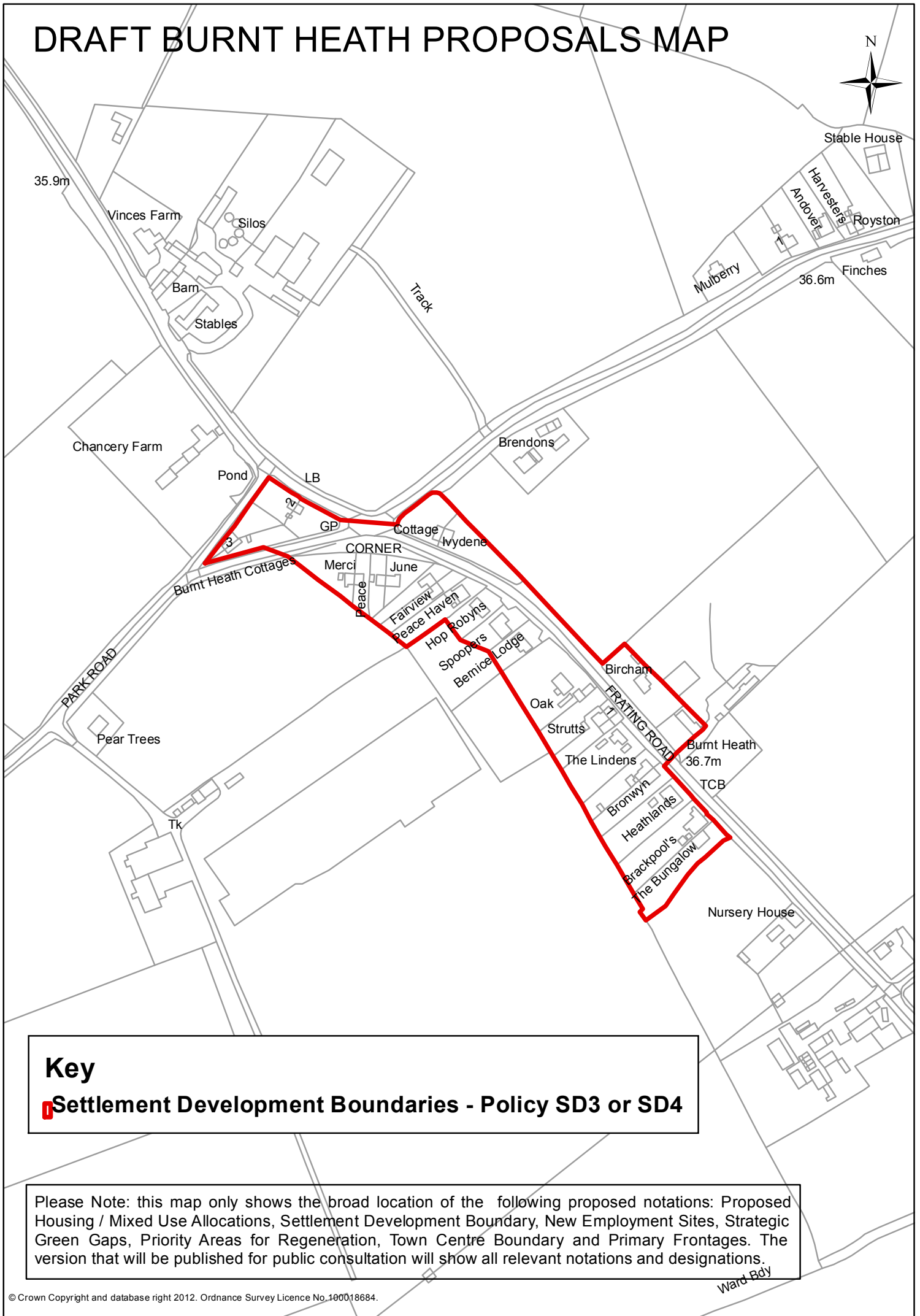


Key

Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT BURNT HEATH PROPOSALS MAP

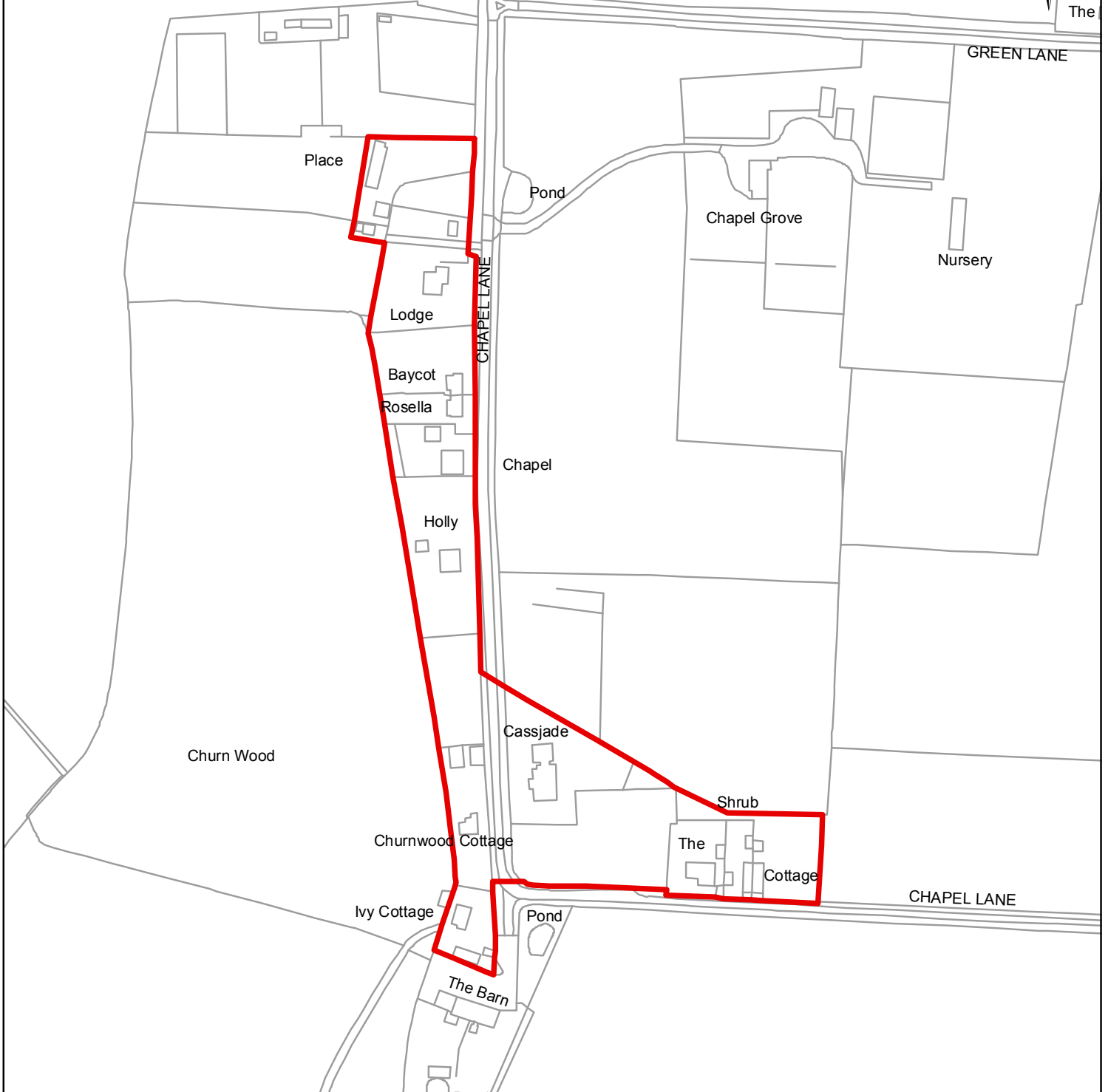
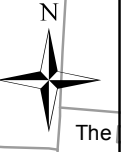


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT CROCKLEFORD HEATH PROPOSALS MAP

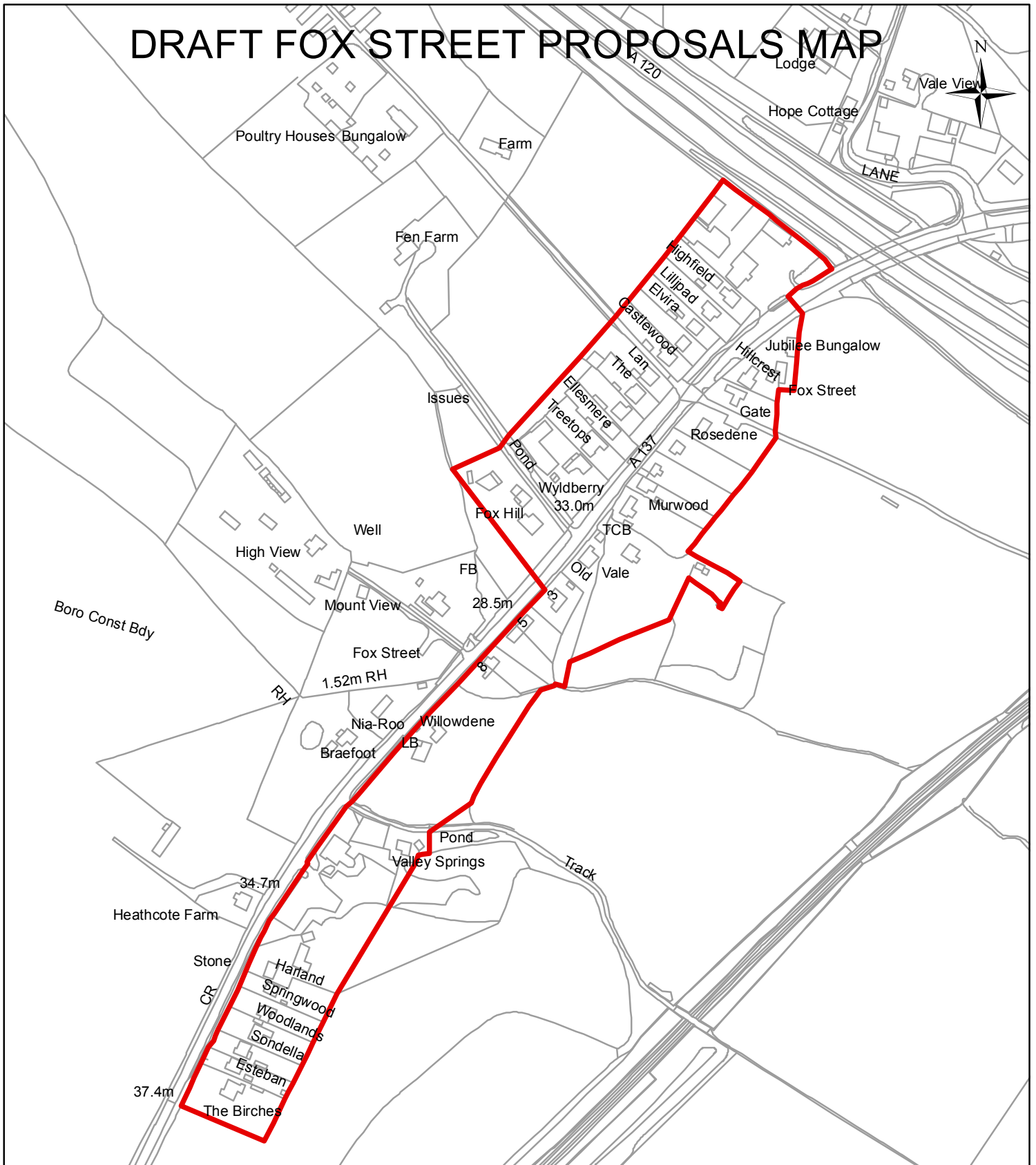


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT FOX STREET PROPOSALS MAP

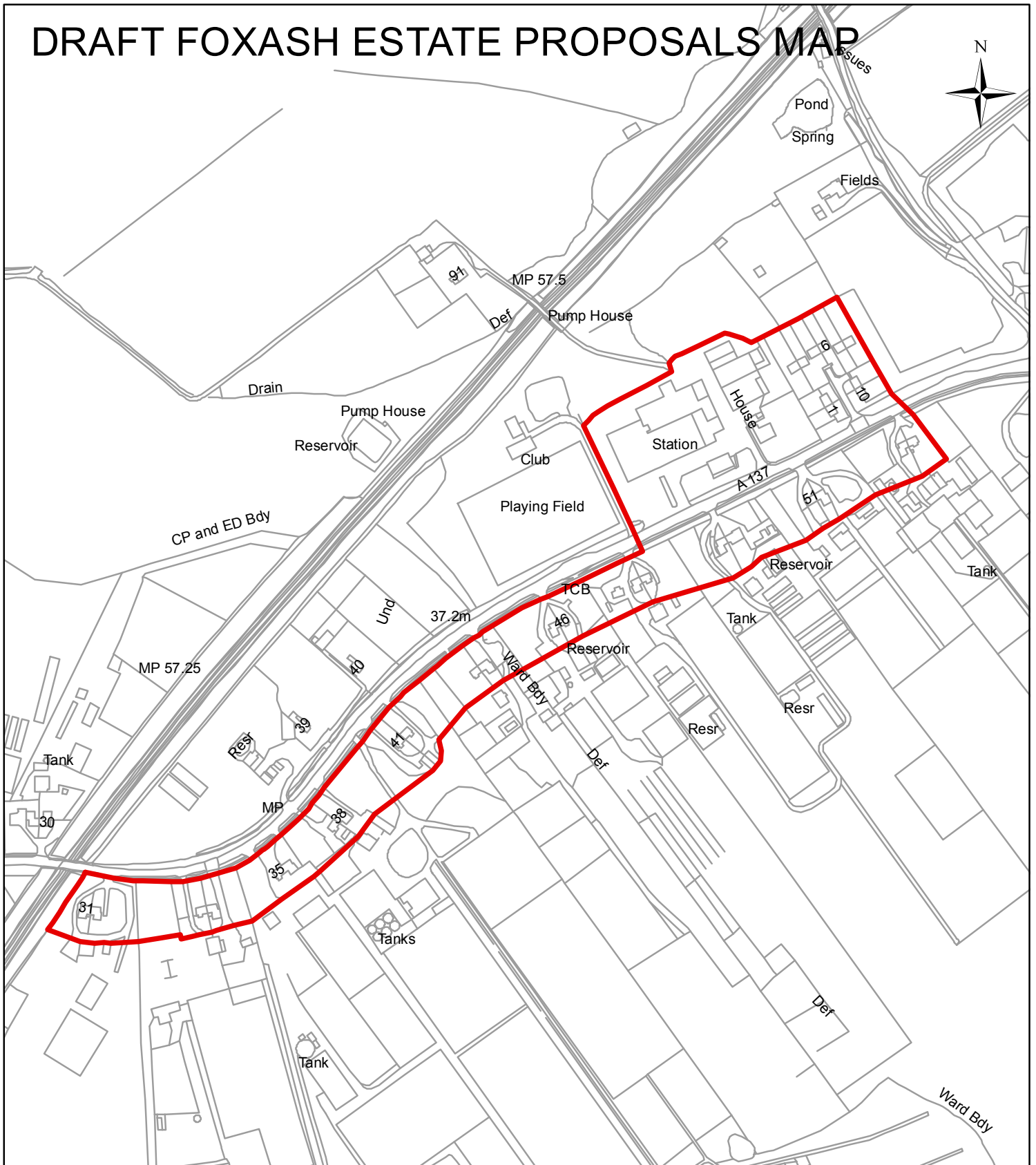


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT FOXASH ESTATE PROPOSALS MAP



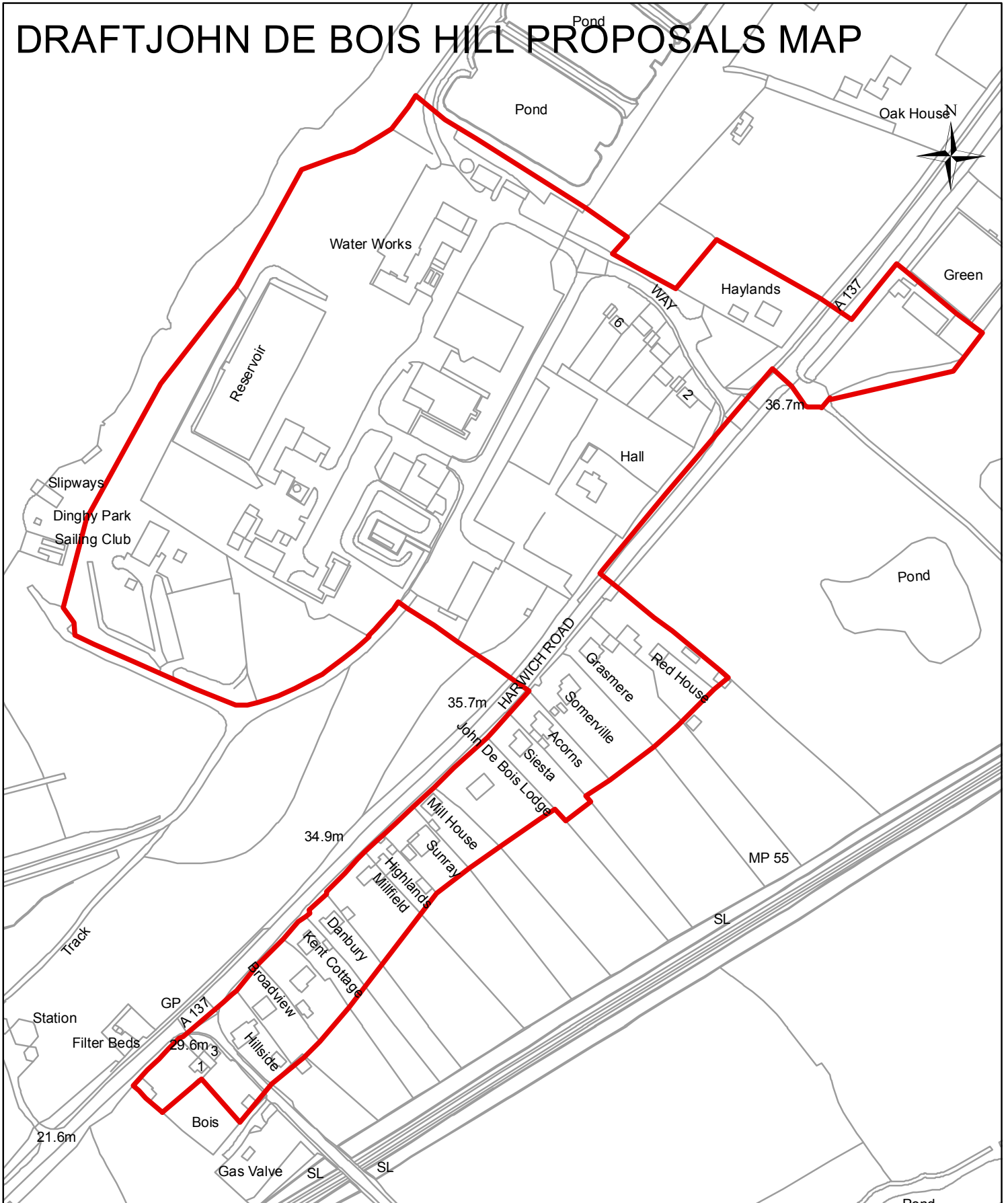
Key

 Settlement Development Boundaries - Policy SD3 or SD4

Movable Greenhouse

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT JOHN DE BOIS HILL PROPOSALS MAP

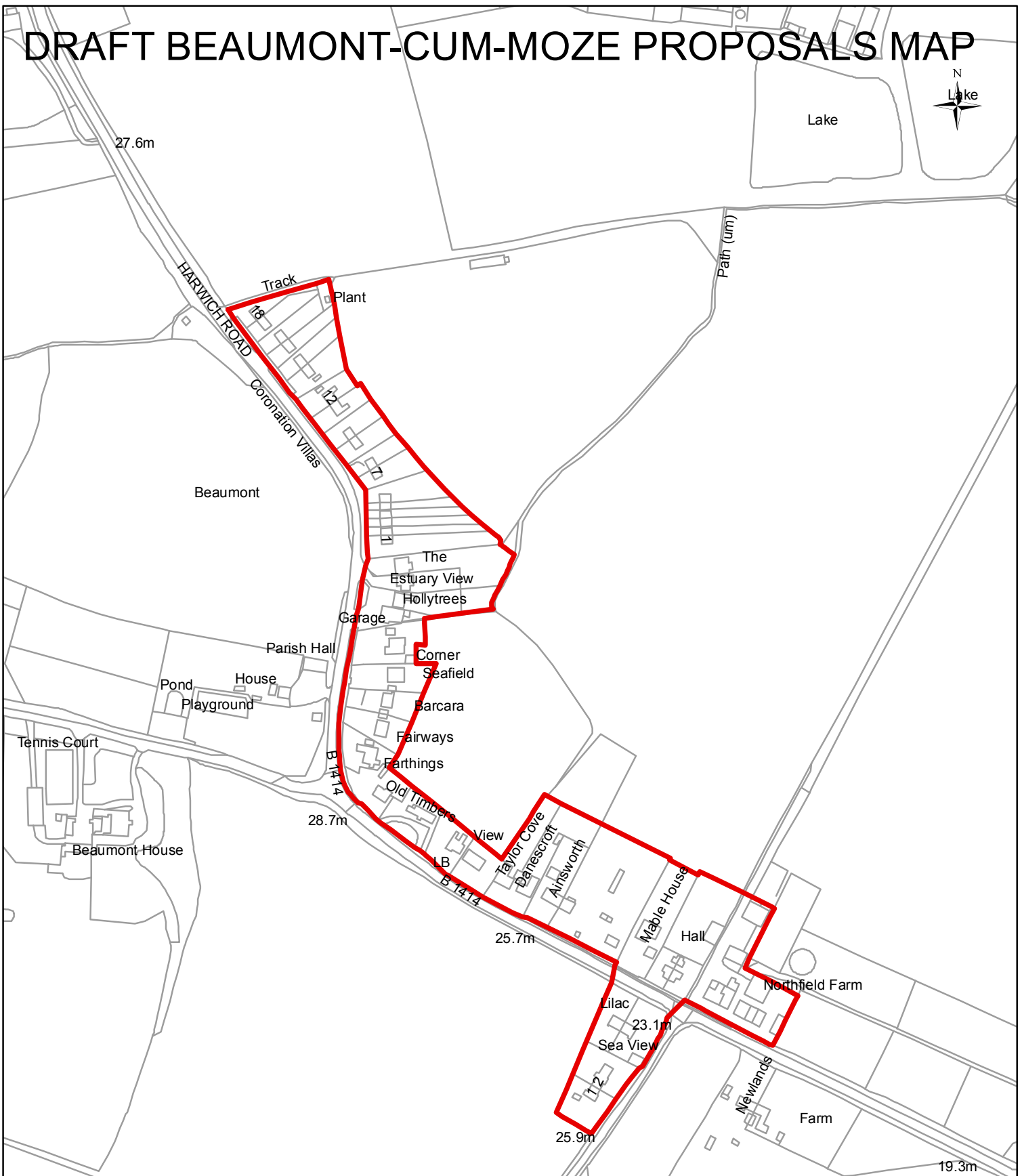


Key

█ Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

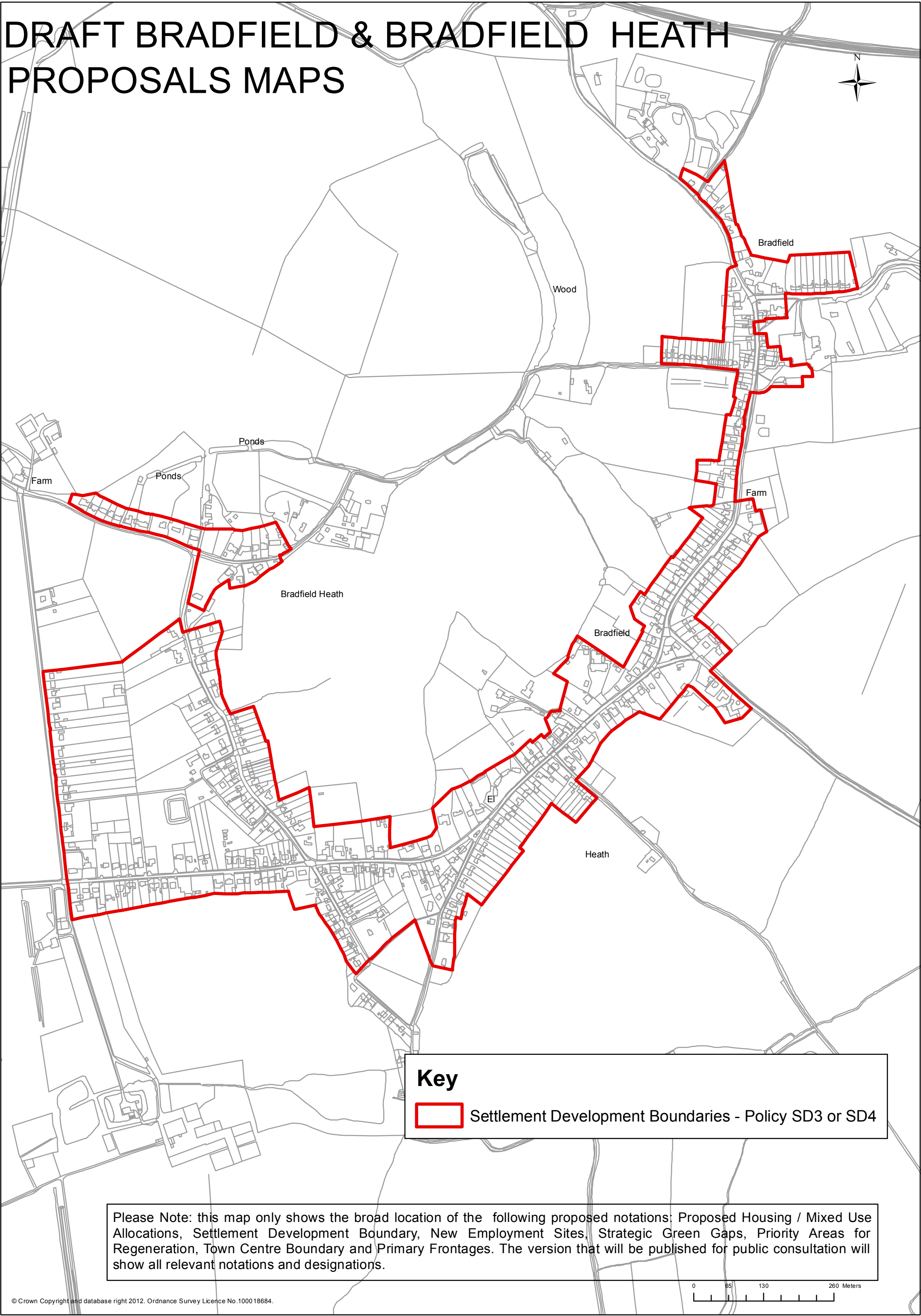
DRAFT BEAUMONT-CUM-MOZE PROPOSALS MAP




Key
█ Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

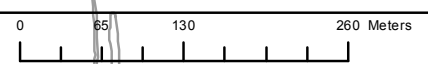
DRAFT BRADFIELD & BRADFIELD HEATH PROPOSALS MAPS



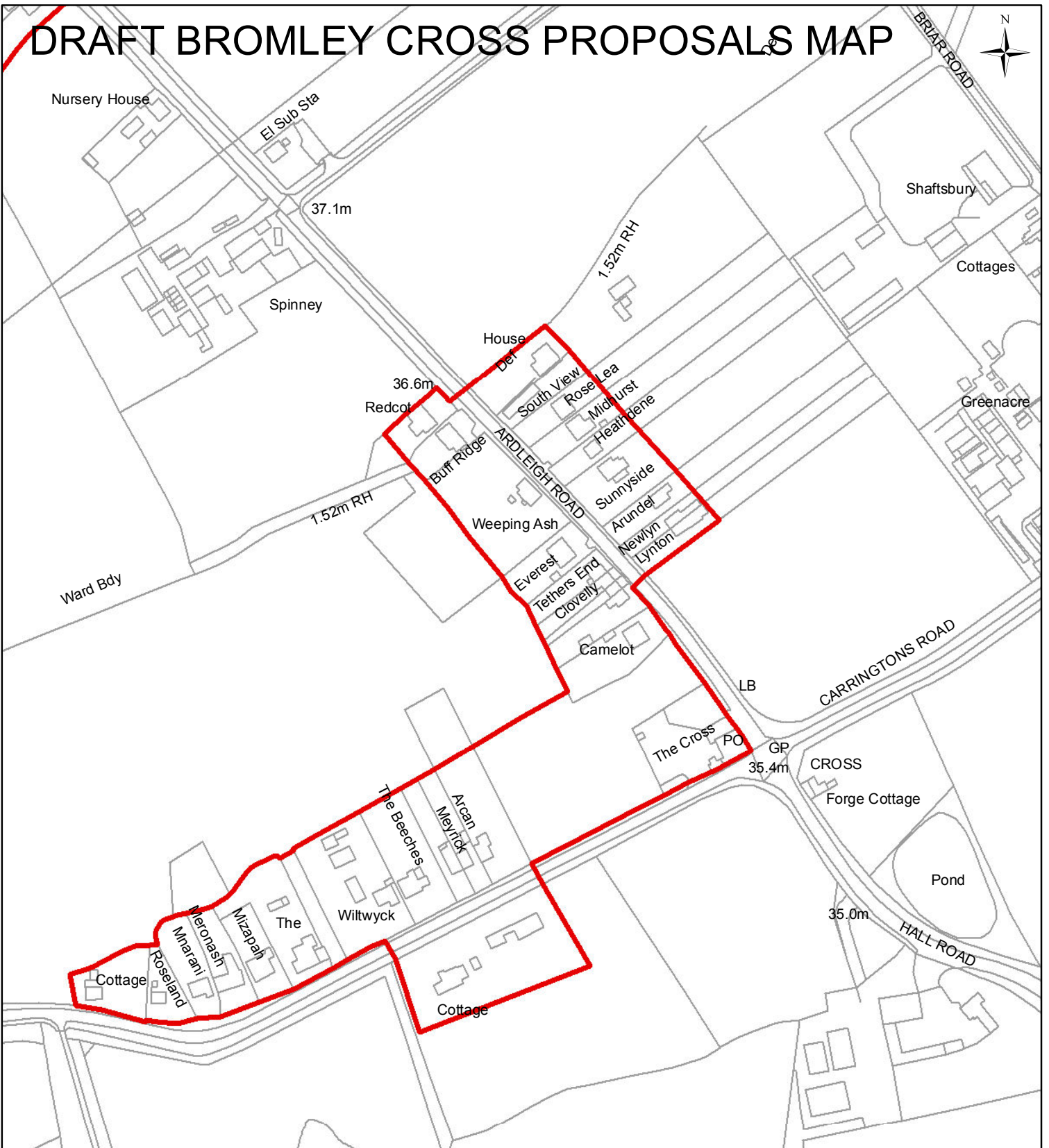
Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.



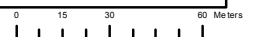
DRAFT BROMLEY CROSS PROPOSALS MAP



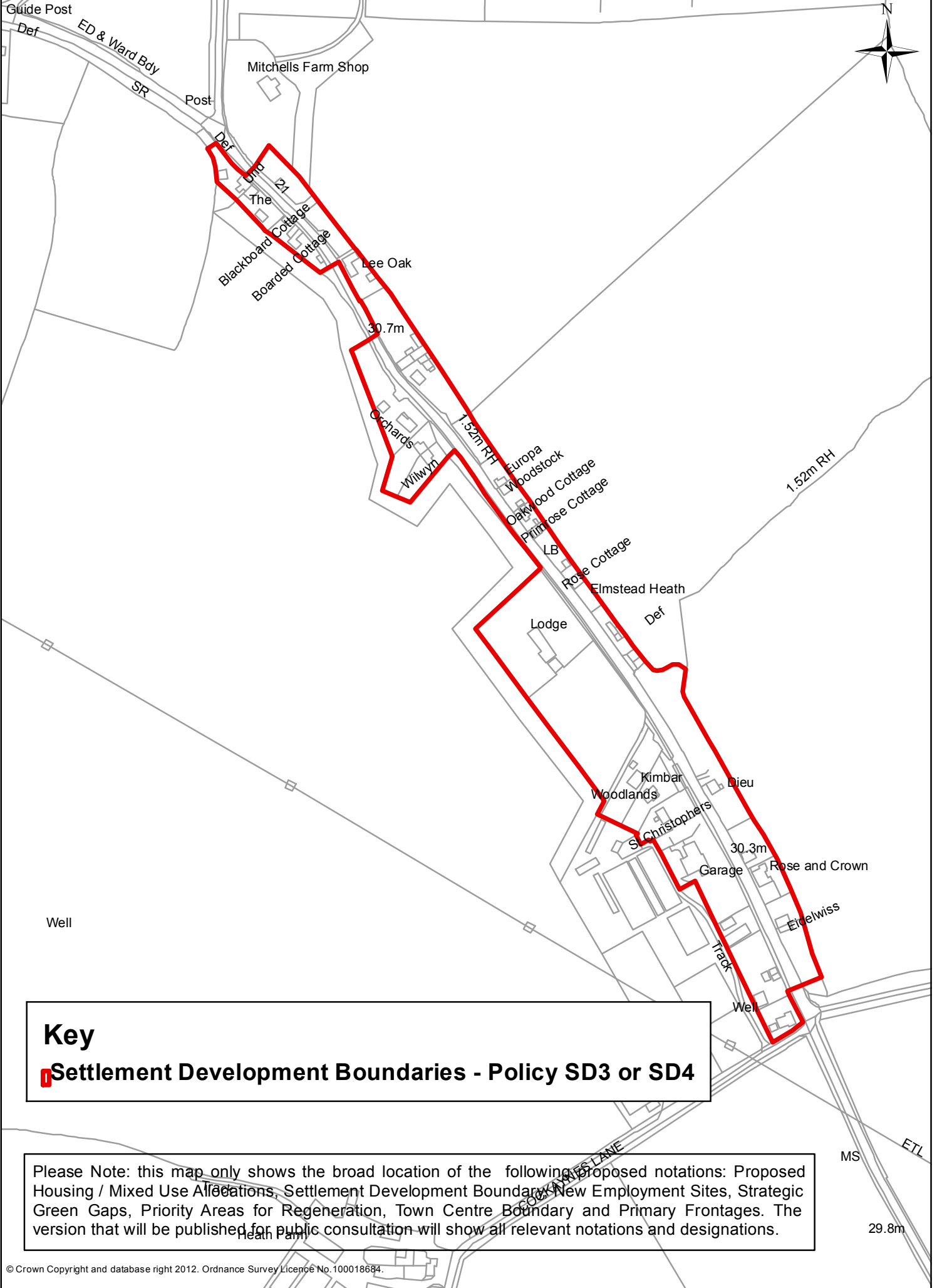
KEY

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.



DRAFT ELMSTEAD HEATH PROPOSALS MAP

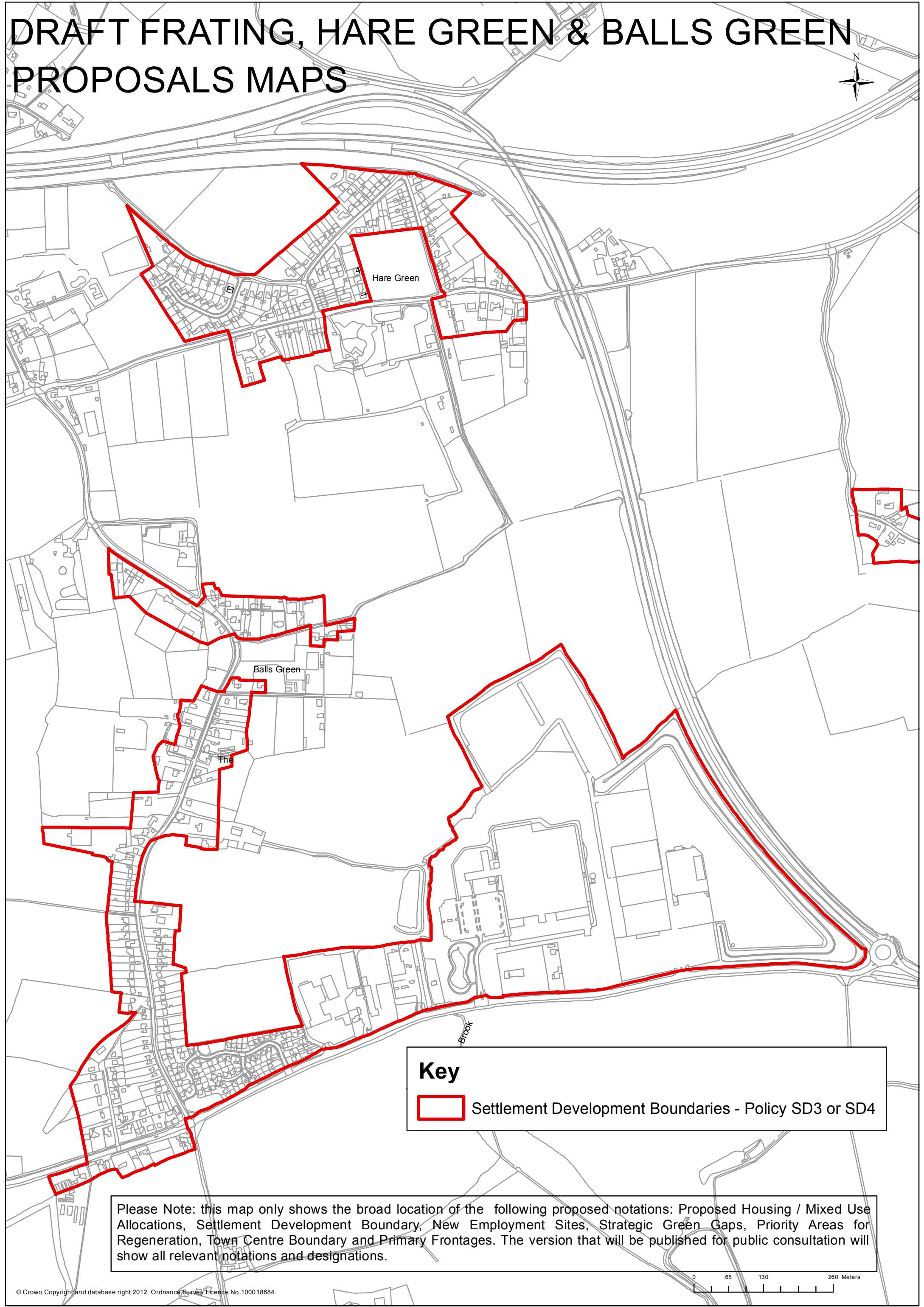


Key


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT FRATING, HARE GREEN & BALLS GREEN PROPOSALS MAPS

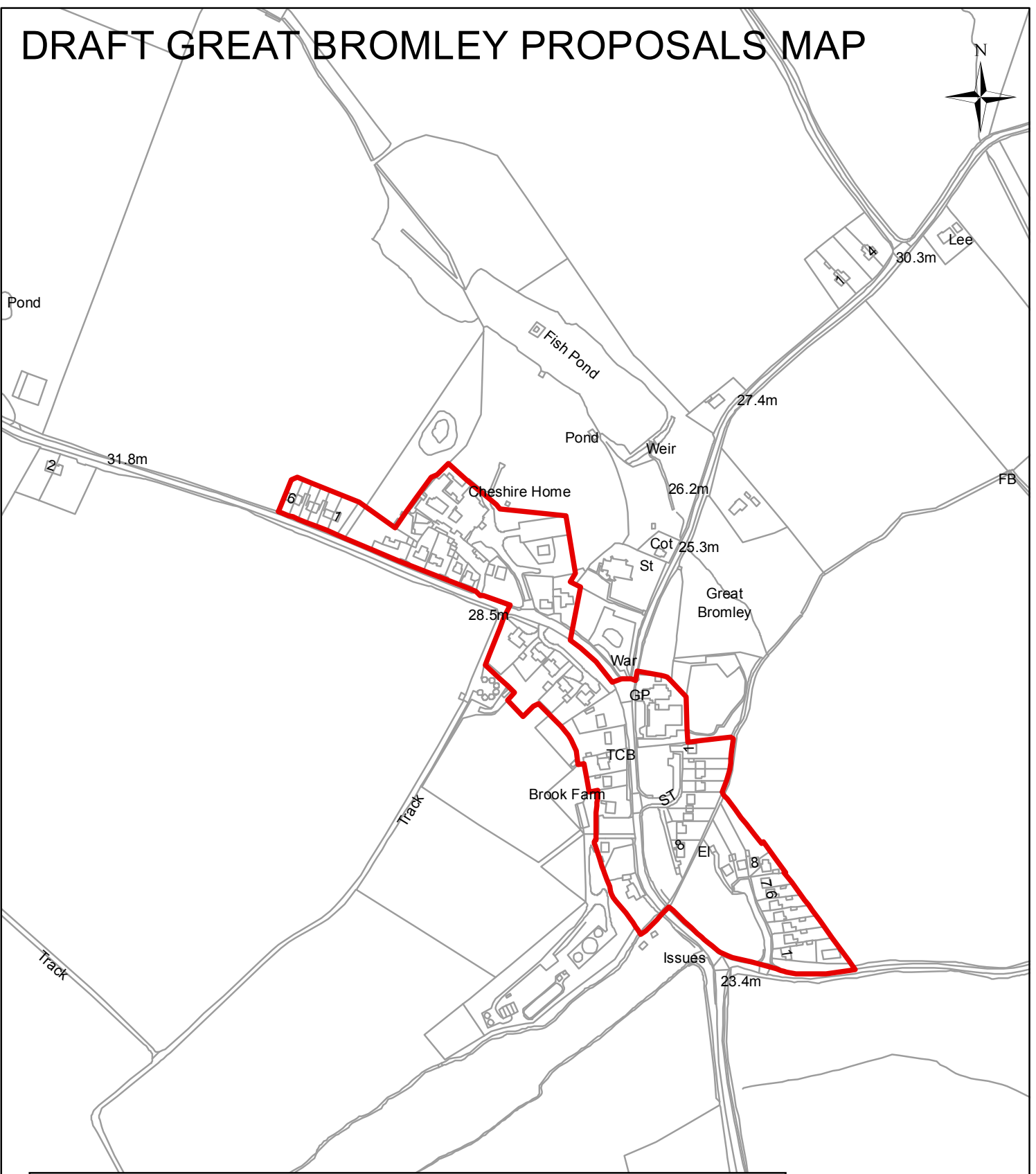


Key

 Settlement Development Boundaries - Policy SD3 or SD4

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DRAFT GREAT BROMLEY PROPOSALS MAP

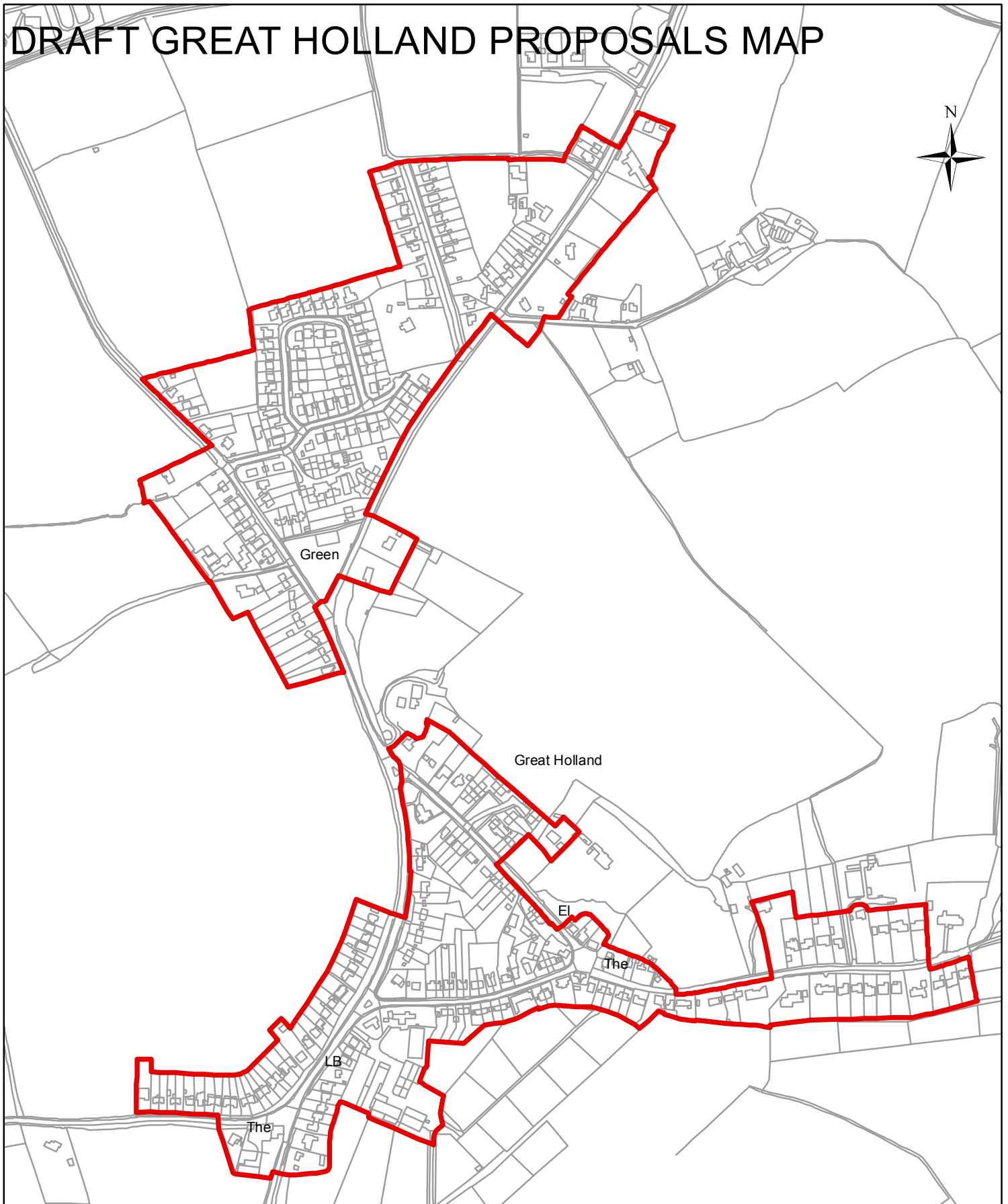


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT GREAT HOLLAND PROPOSALS MAP

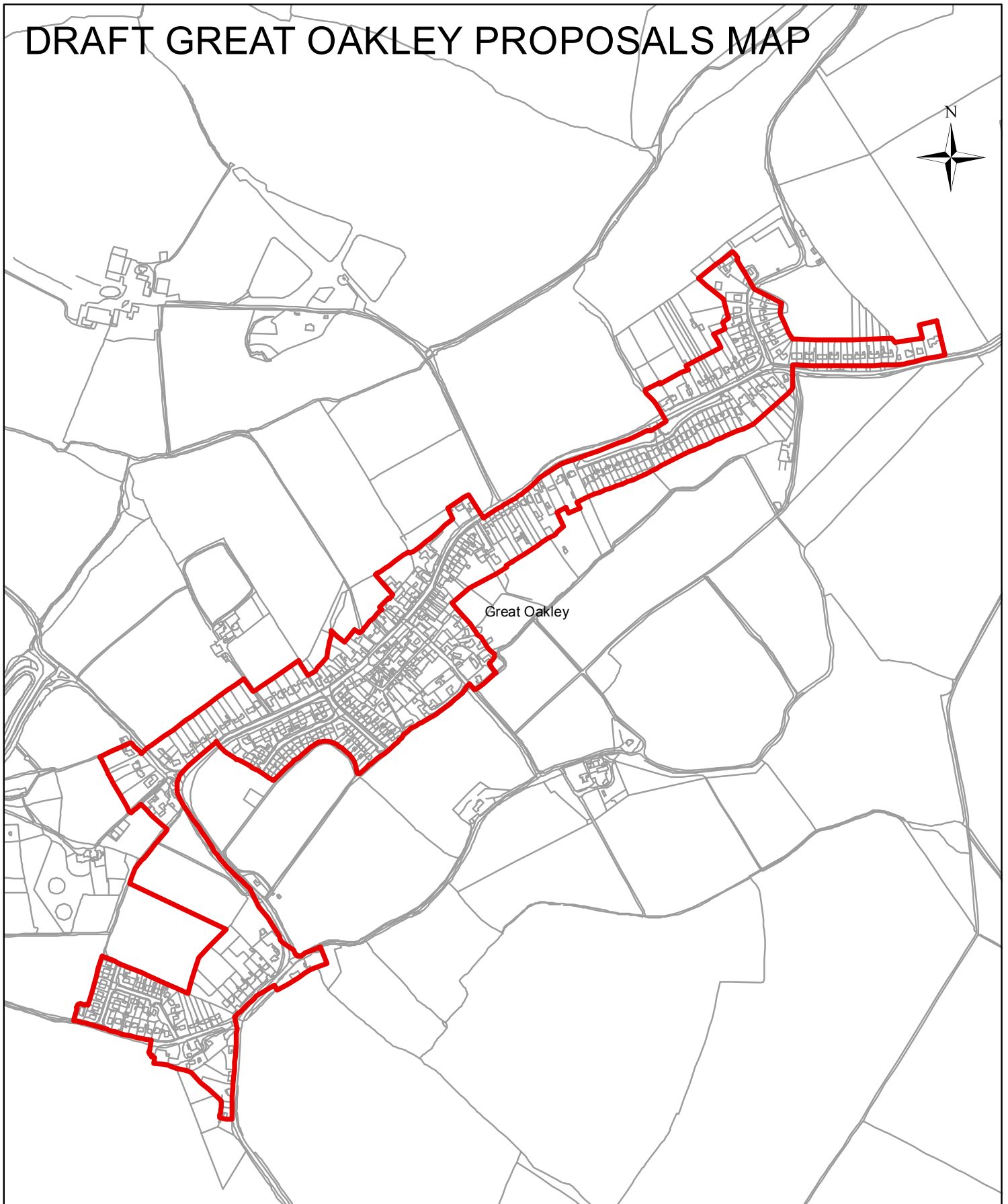


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT GREAT OAKLEY PROPOSALS MAP



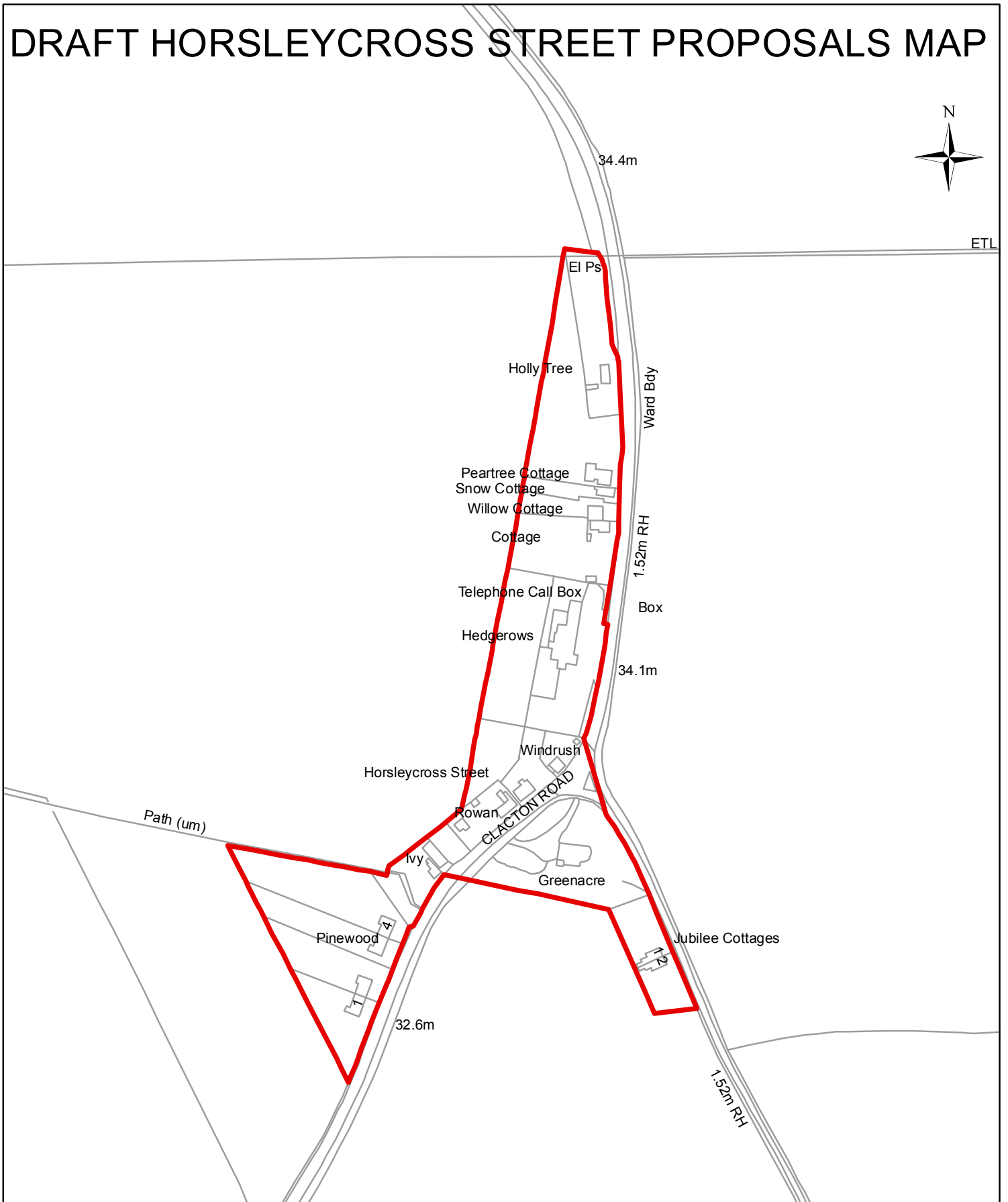
Great Oakley

Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT HORSLEYCROSS STREET PROPOSALS MAP

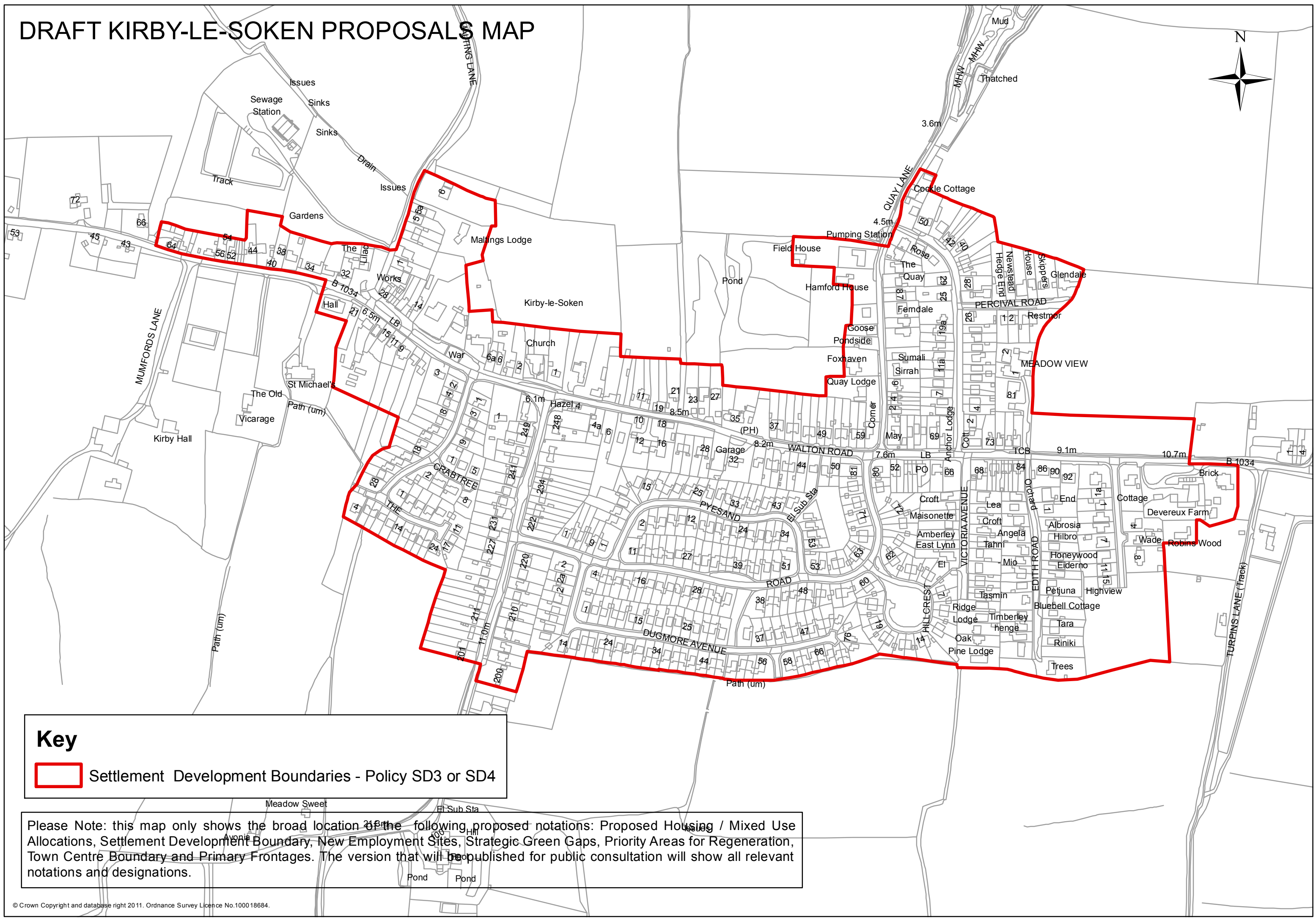
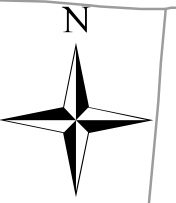


Key


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT KIRBY-LE-SOKEN PROPOSALS MAP

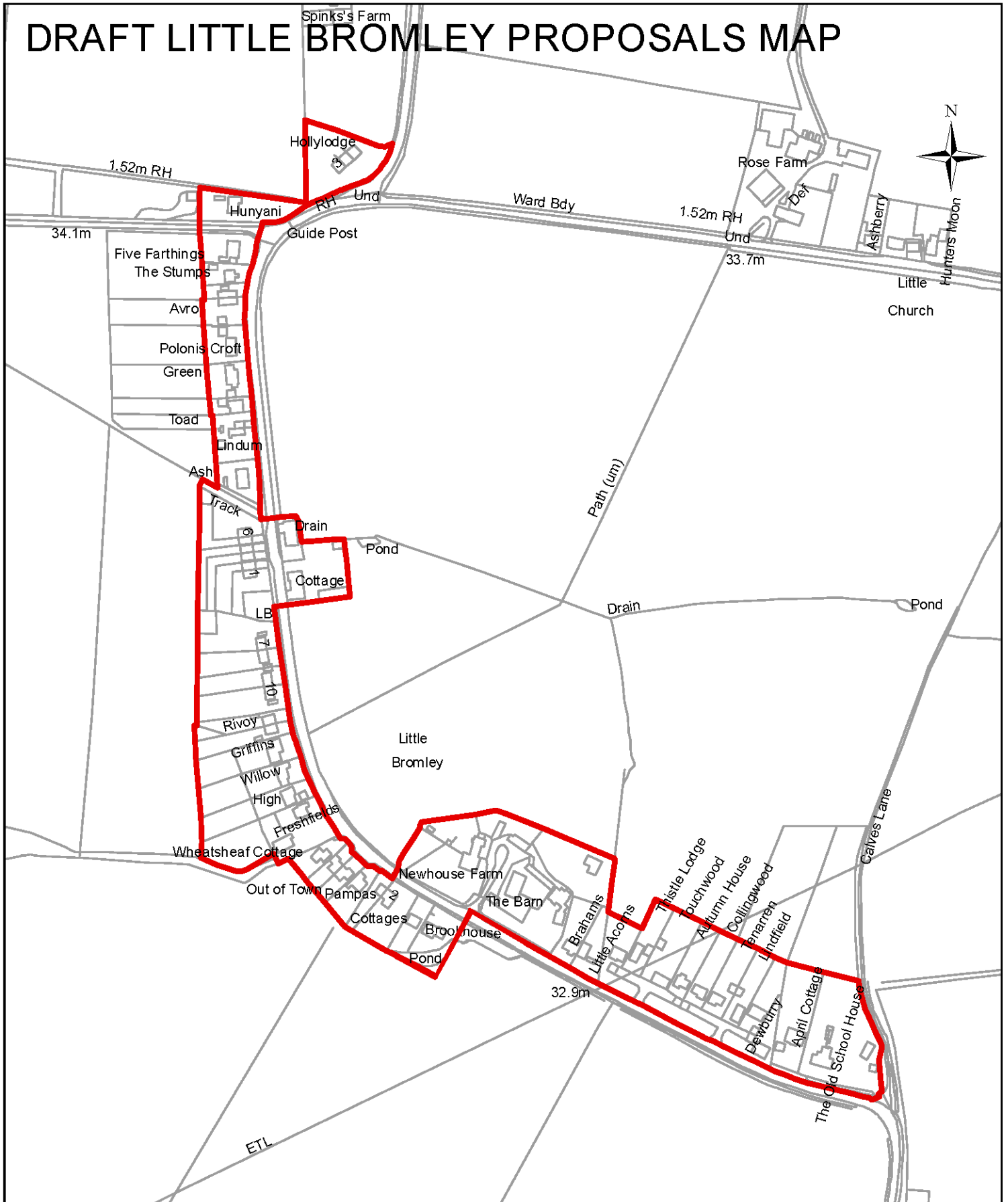


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT LITTLE BROMLEY PROPOSALS MAP

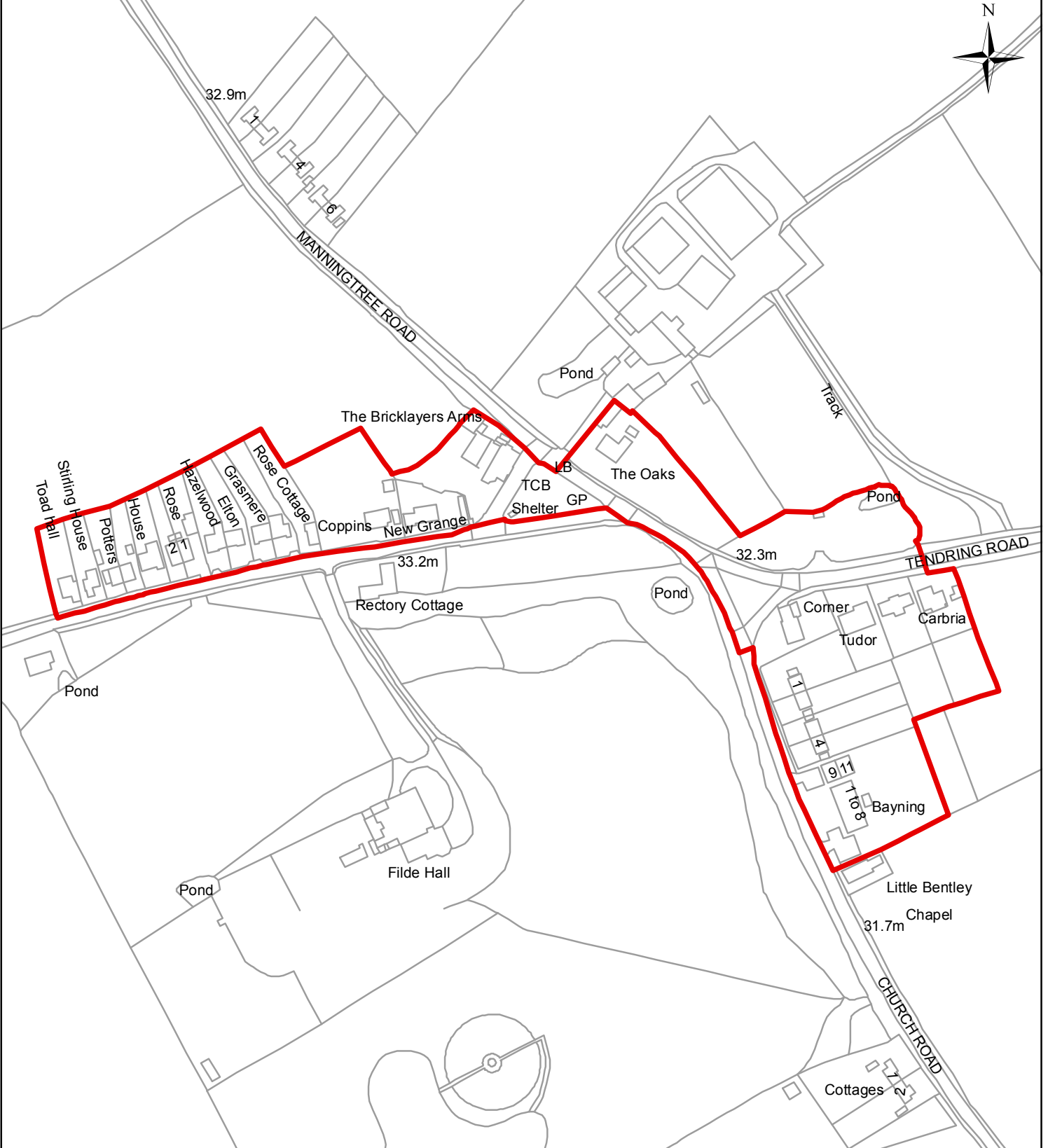


Key

 **Settlement Development Boundaries - Policy SD3 or SD4**

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT LITTLE BENTLEY PROPOSALS MAP

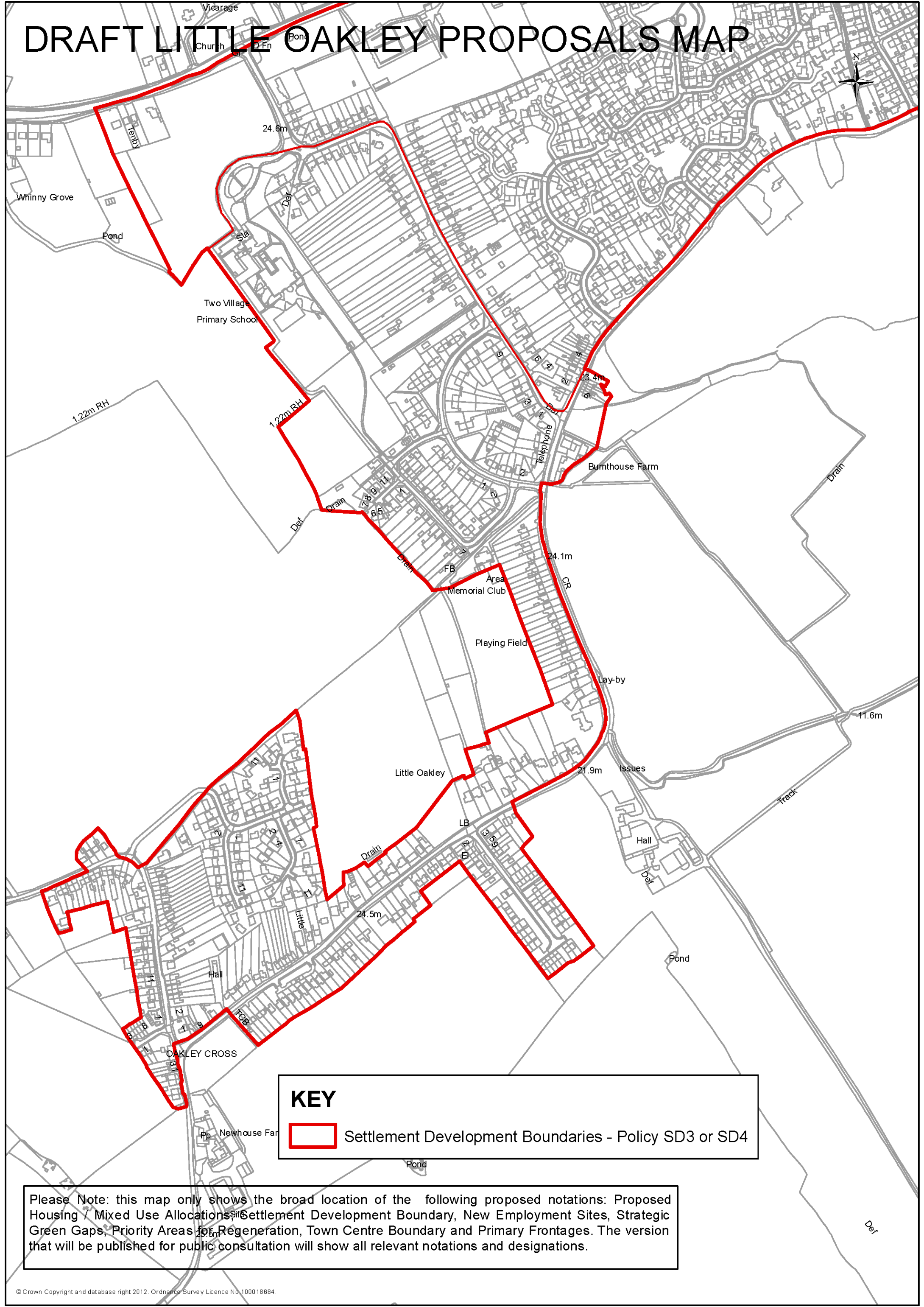


Key


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT LITTLE OAKLEY PROPOSALS MAP

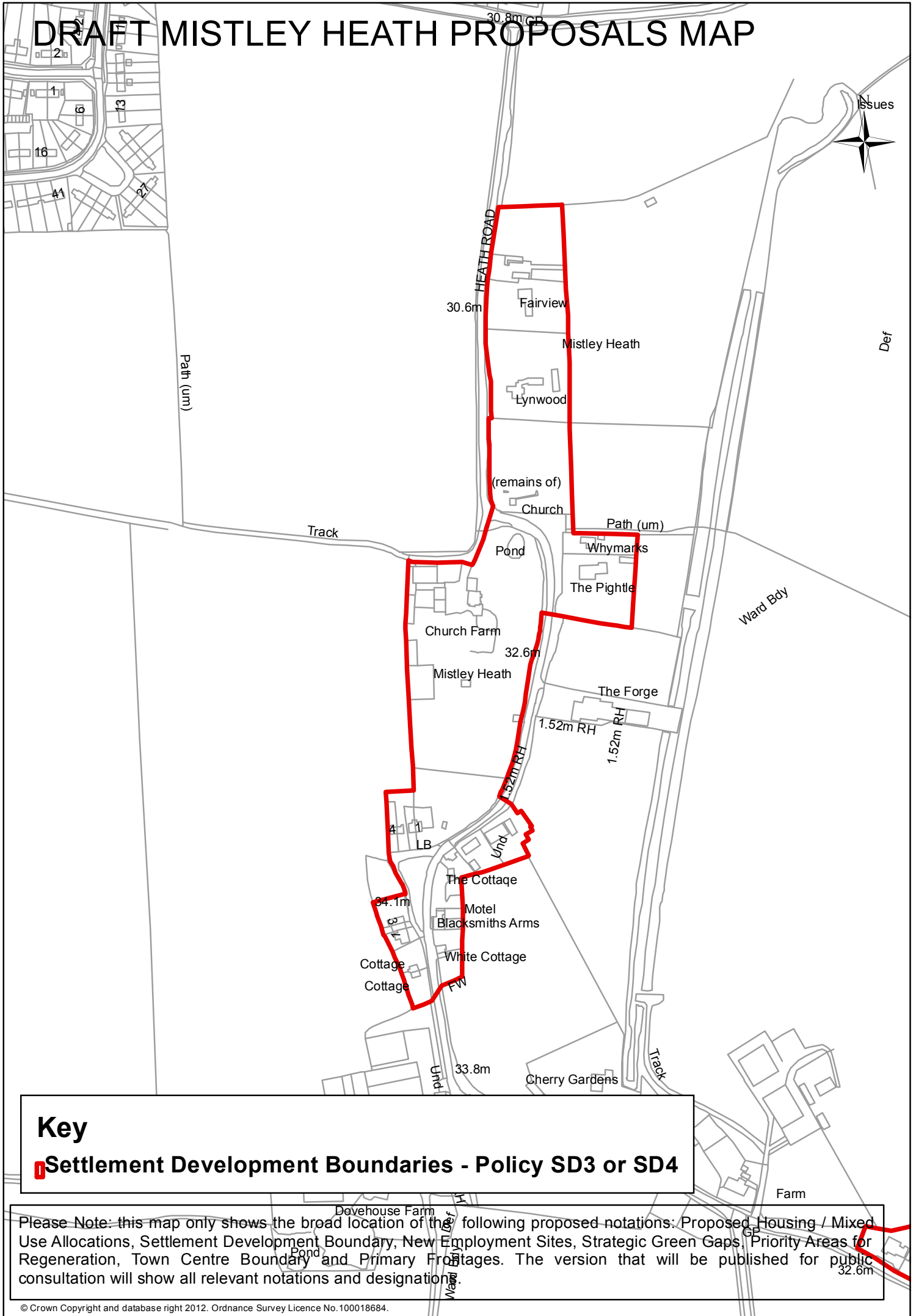


KEY


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT MISTLEY HEATH PROPOSALS MAP

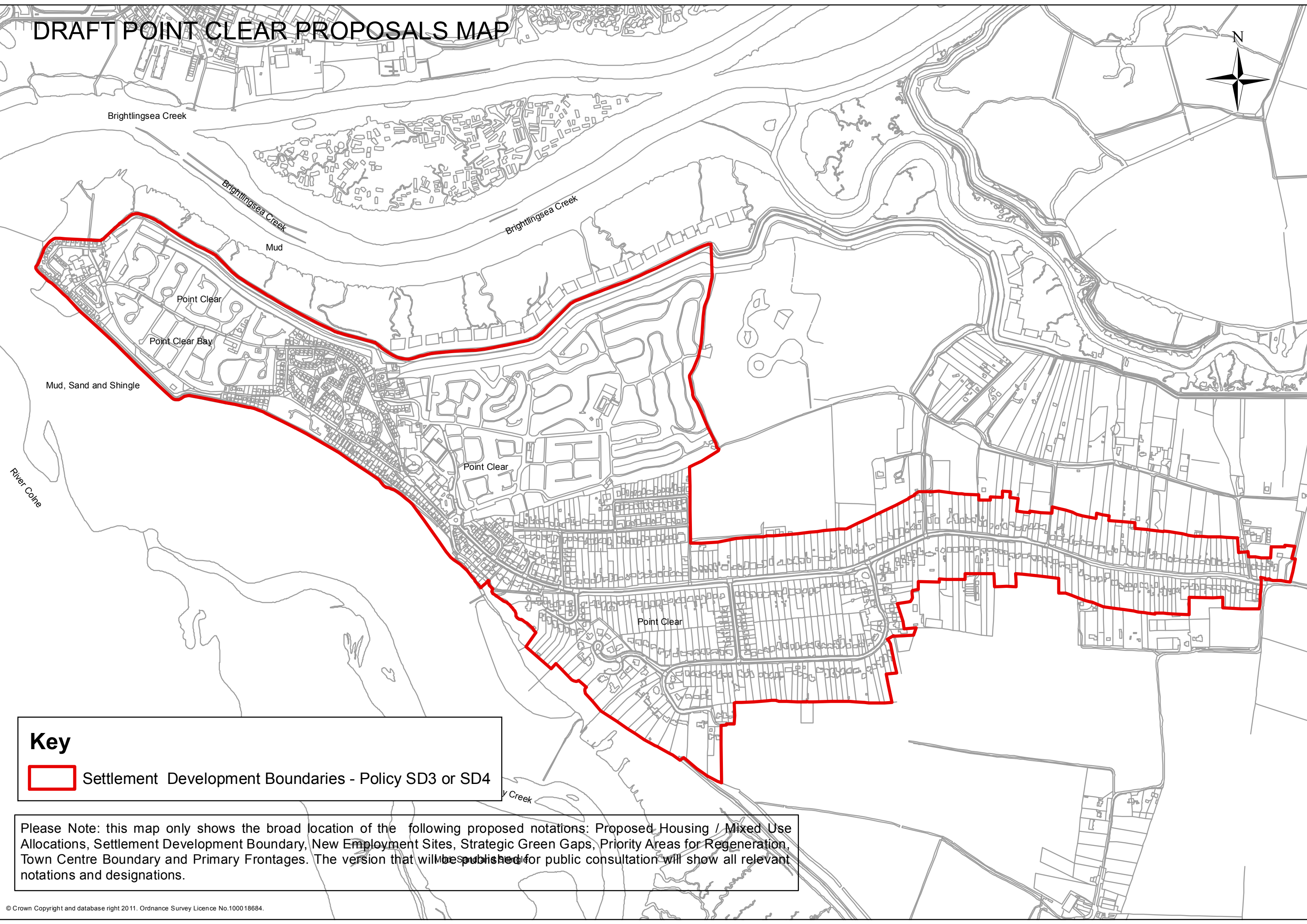


Key

 **Settlement Development Boundaries - Policy SD3 or SD4**

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT POINT CLEAR PROPOSALS MAP

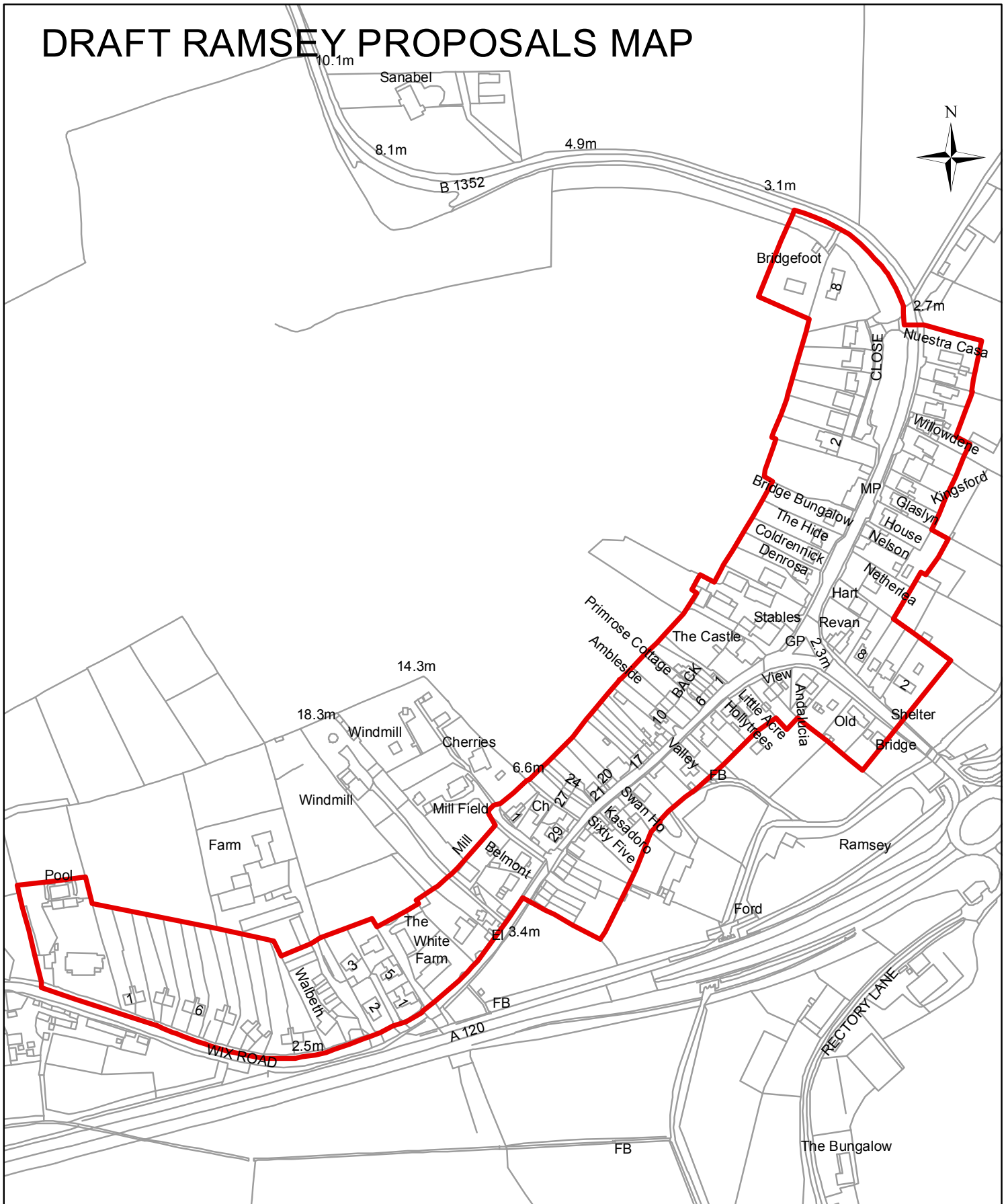


Key


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT RAMSEY PROPOSALS MAP

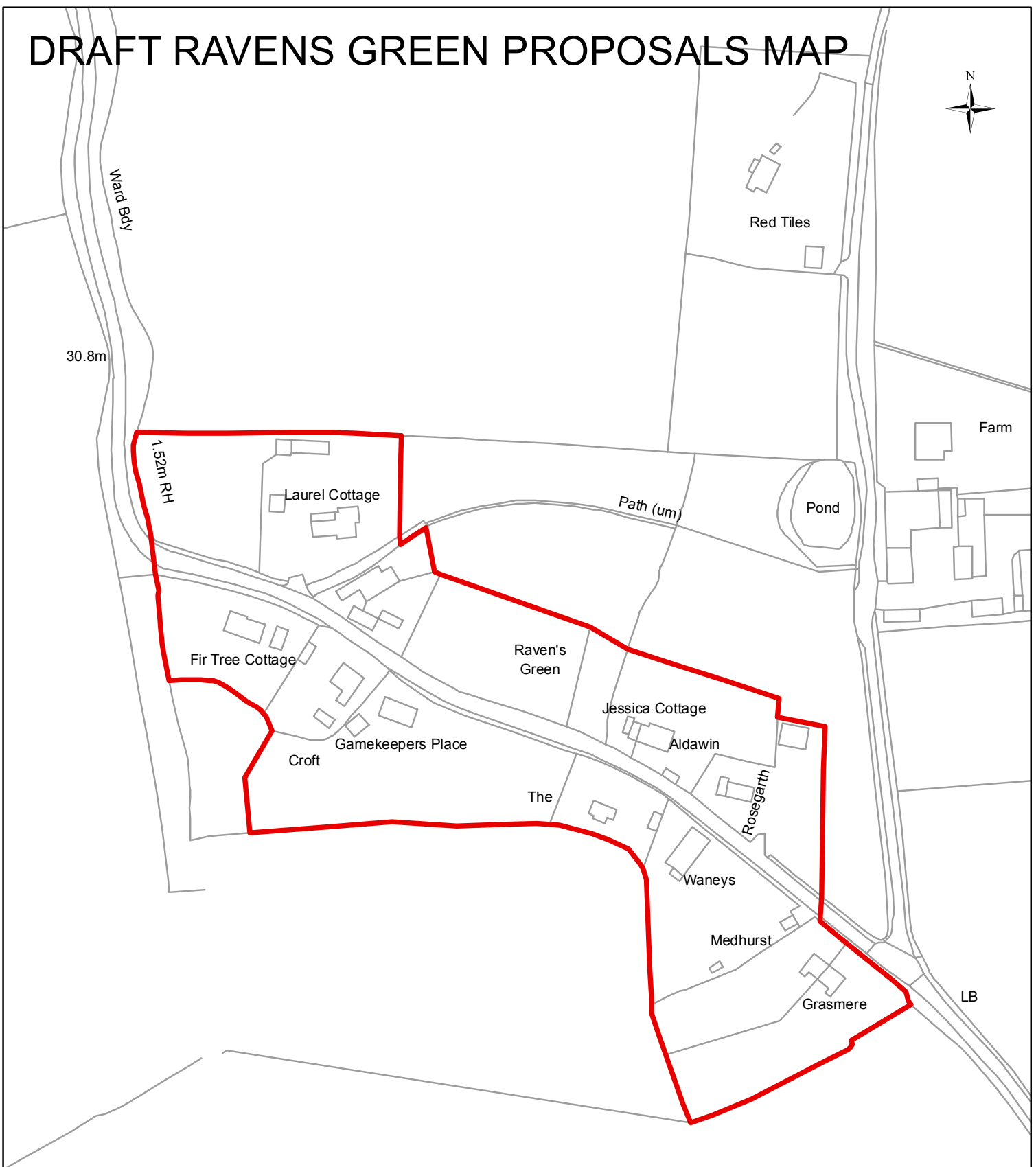


Key


 **Settlement Development Boundaries - Policy SD3 or SD4**

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT RAVENS GREEN PROPOSALS MAP

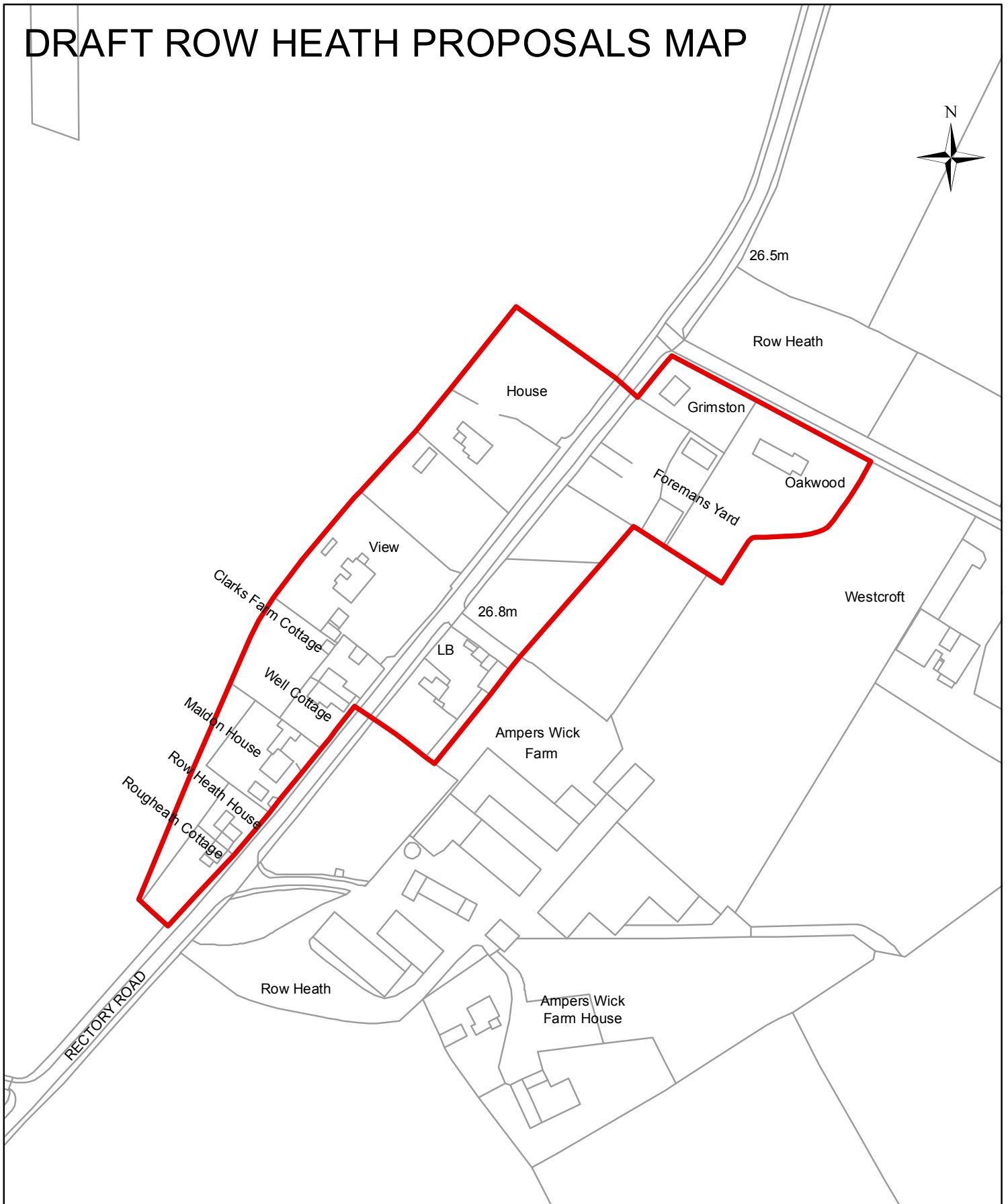


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT ROW HEATH PROPOSALS MAP



Key

 Settlement Development Boundaries - Policy SD3 or SD4

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DRAFT STONES GREEN PROPOSALS MAP

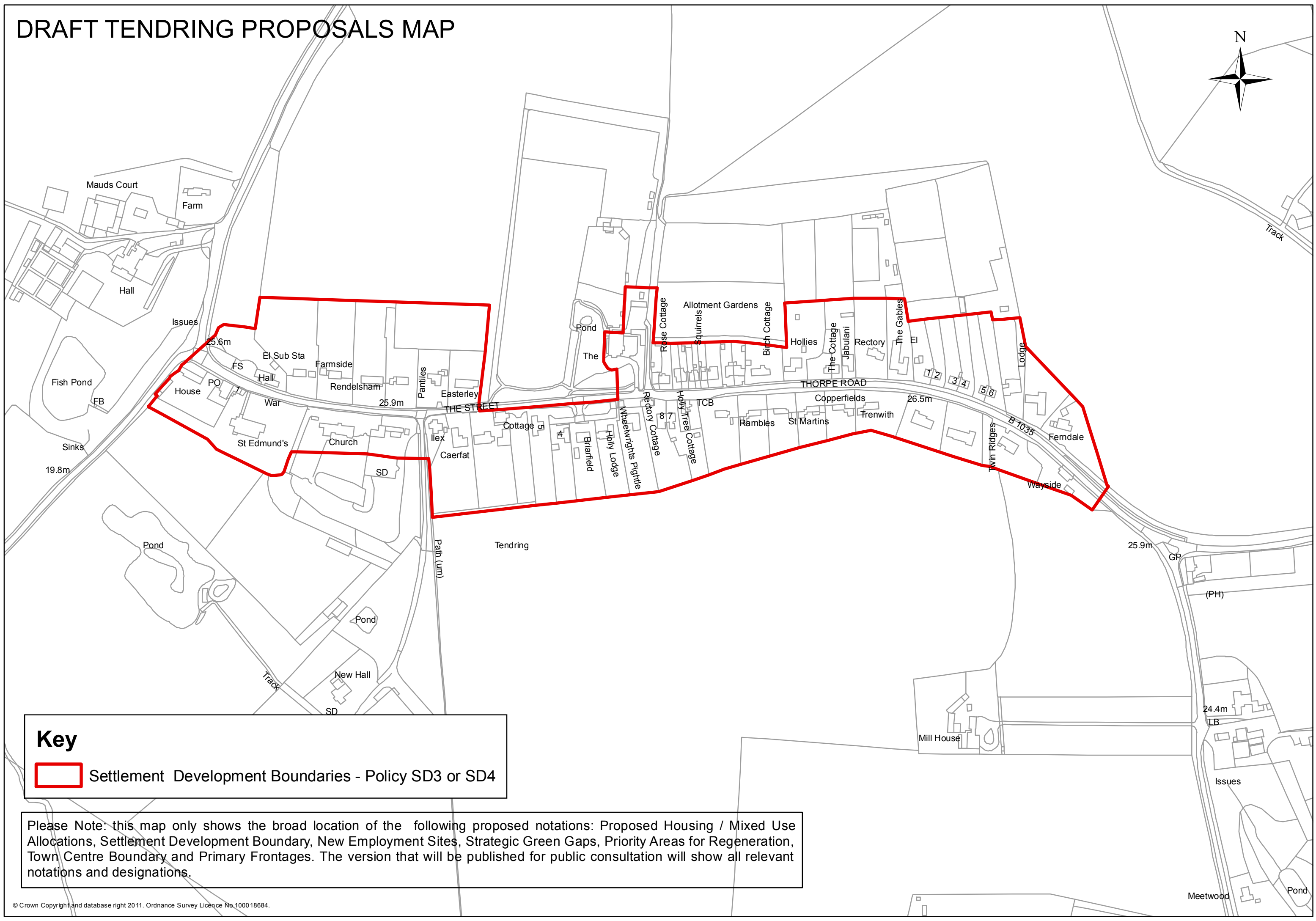
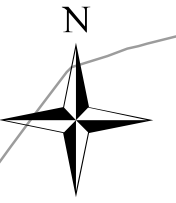


KEY

 Settlement Development Boundaries - Policy SD3 or SD4

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DRAFT TENDRING PROPOSALS MAP

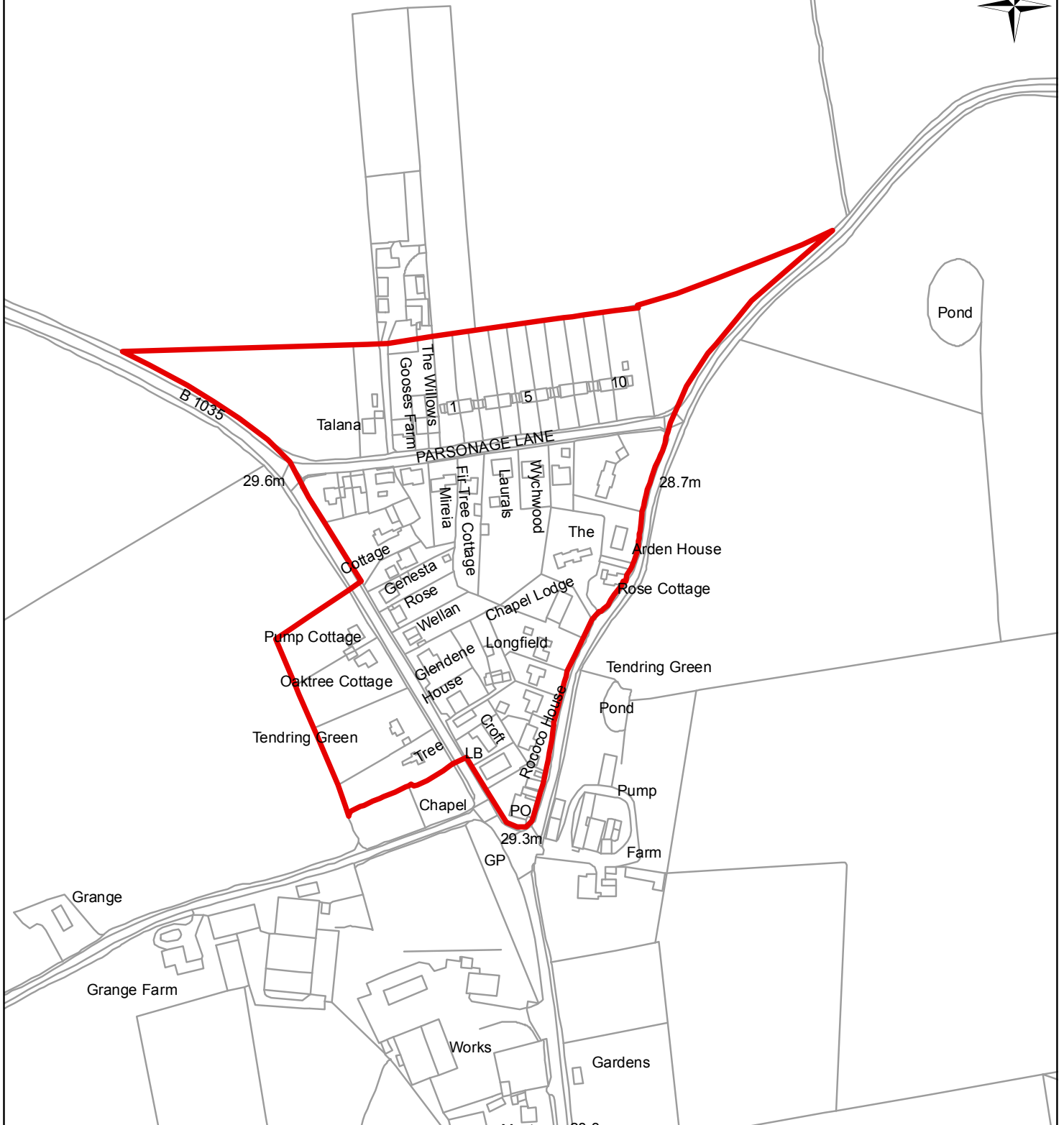


Key


 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT TENDRING GREEN PROPOSALS MAP

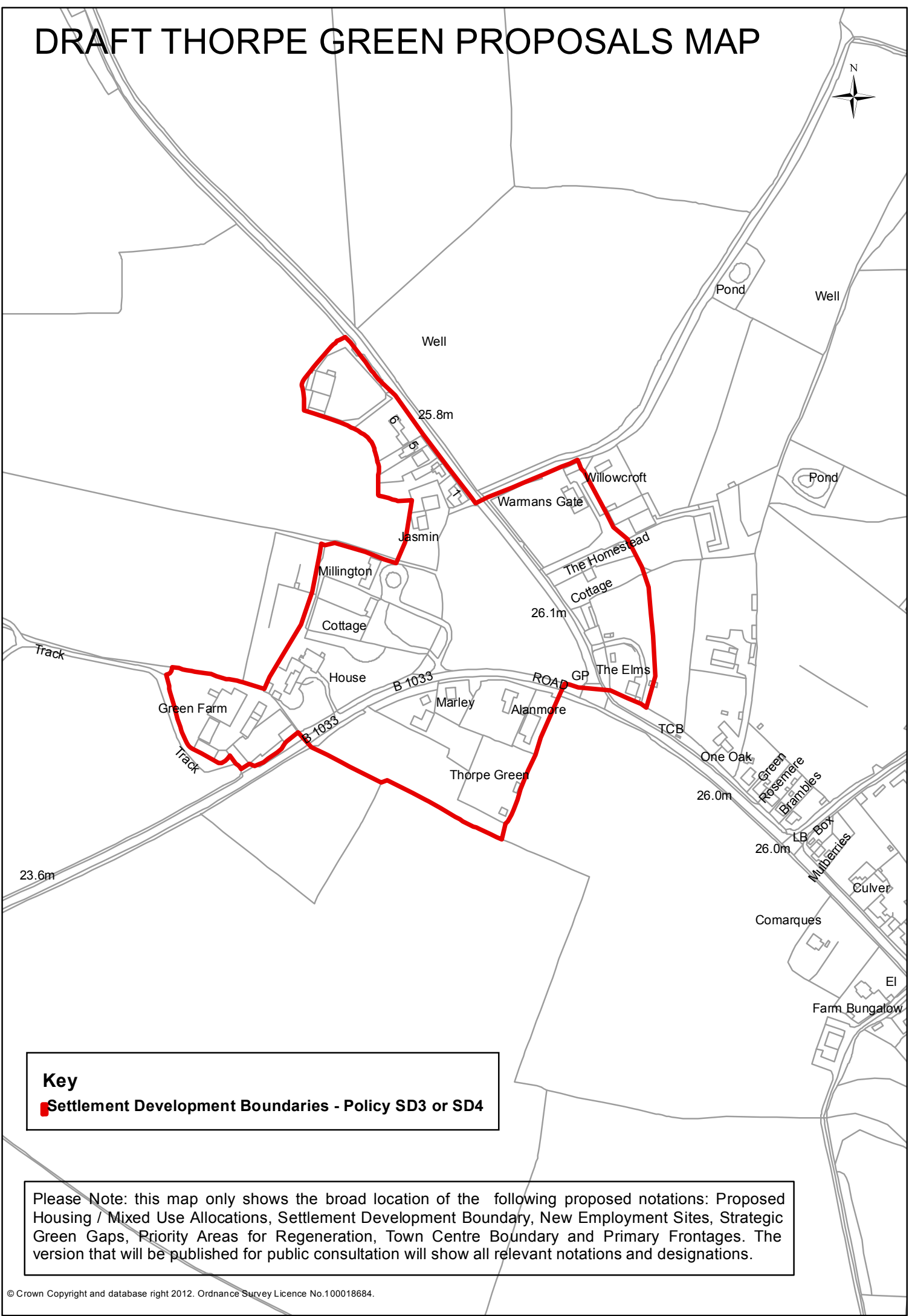


Key

 **Settlement Development Boundaries - Policy SD3 or SD4**

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

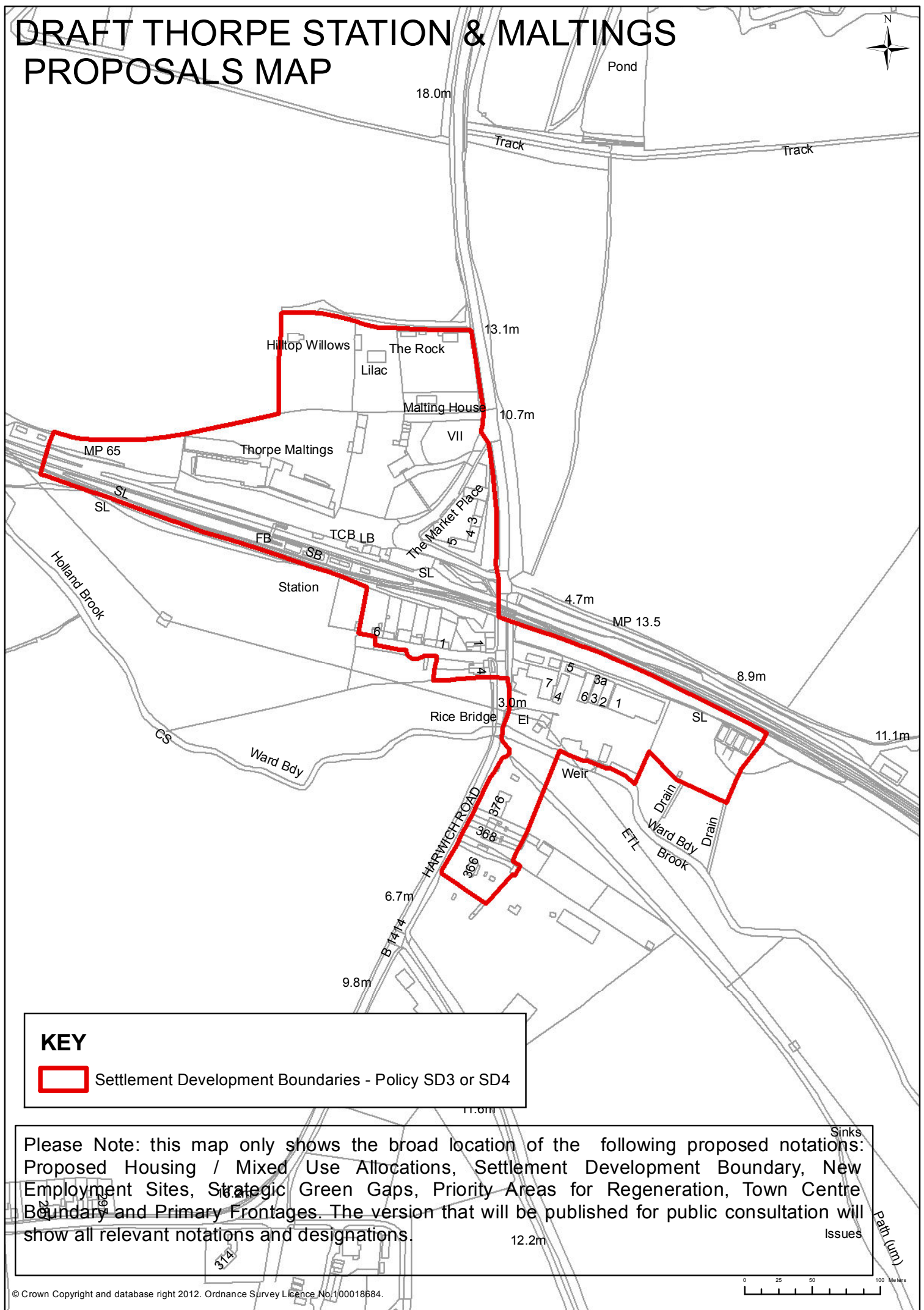
DRAFT THORPE GREEN PROPOSALS MAP



Key
■ Settlement Development Boundaries - Policy SD3 or SD4

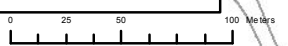
Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT THORPE STATION & MALTINGS PROPOSALS MAP

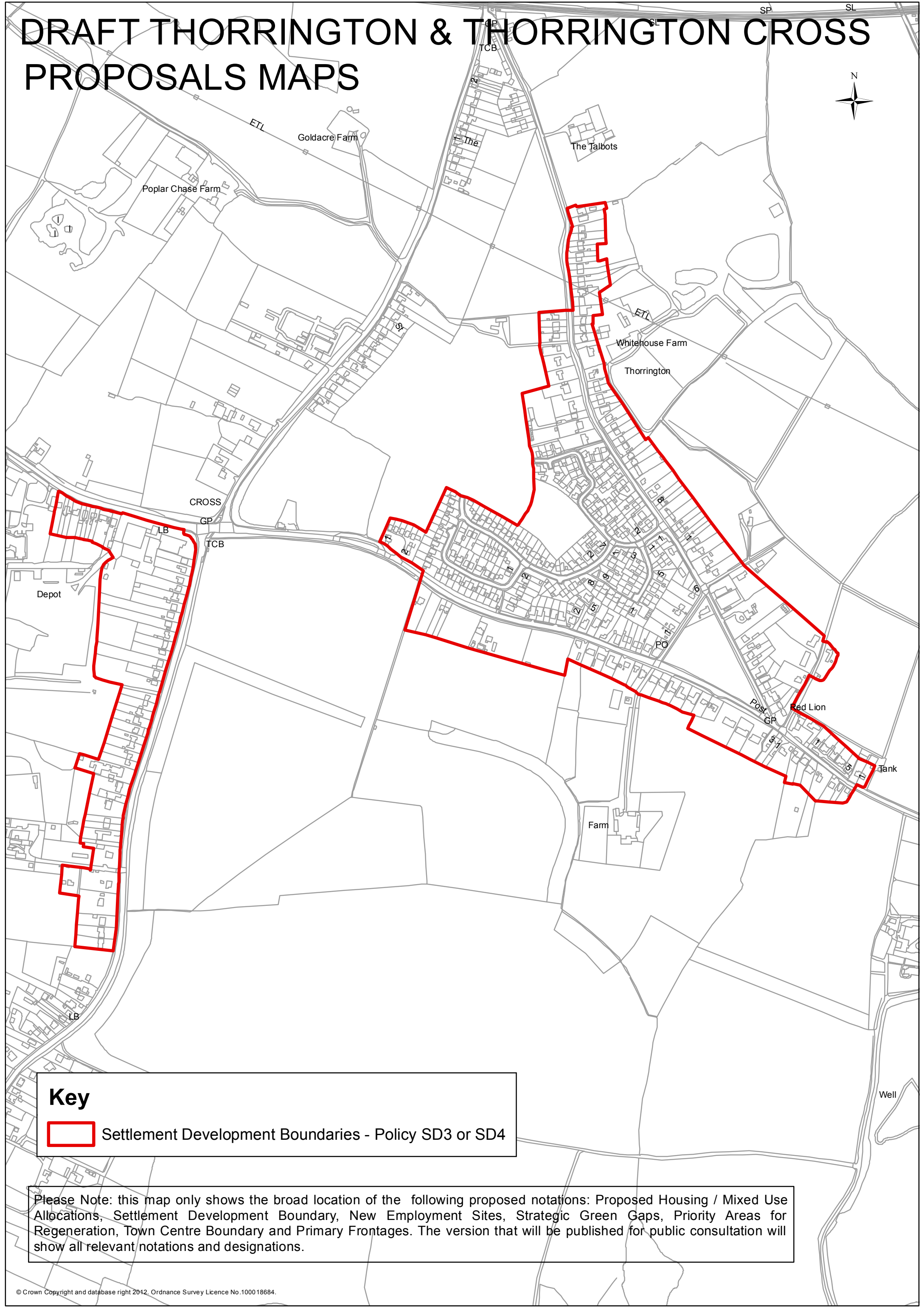


KEY
 Settlement Development Boundaries - Policy SD3 or SD4


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DRAFT THORRINGTON & THORRINGTON CROSS PROPOSALS MAPS

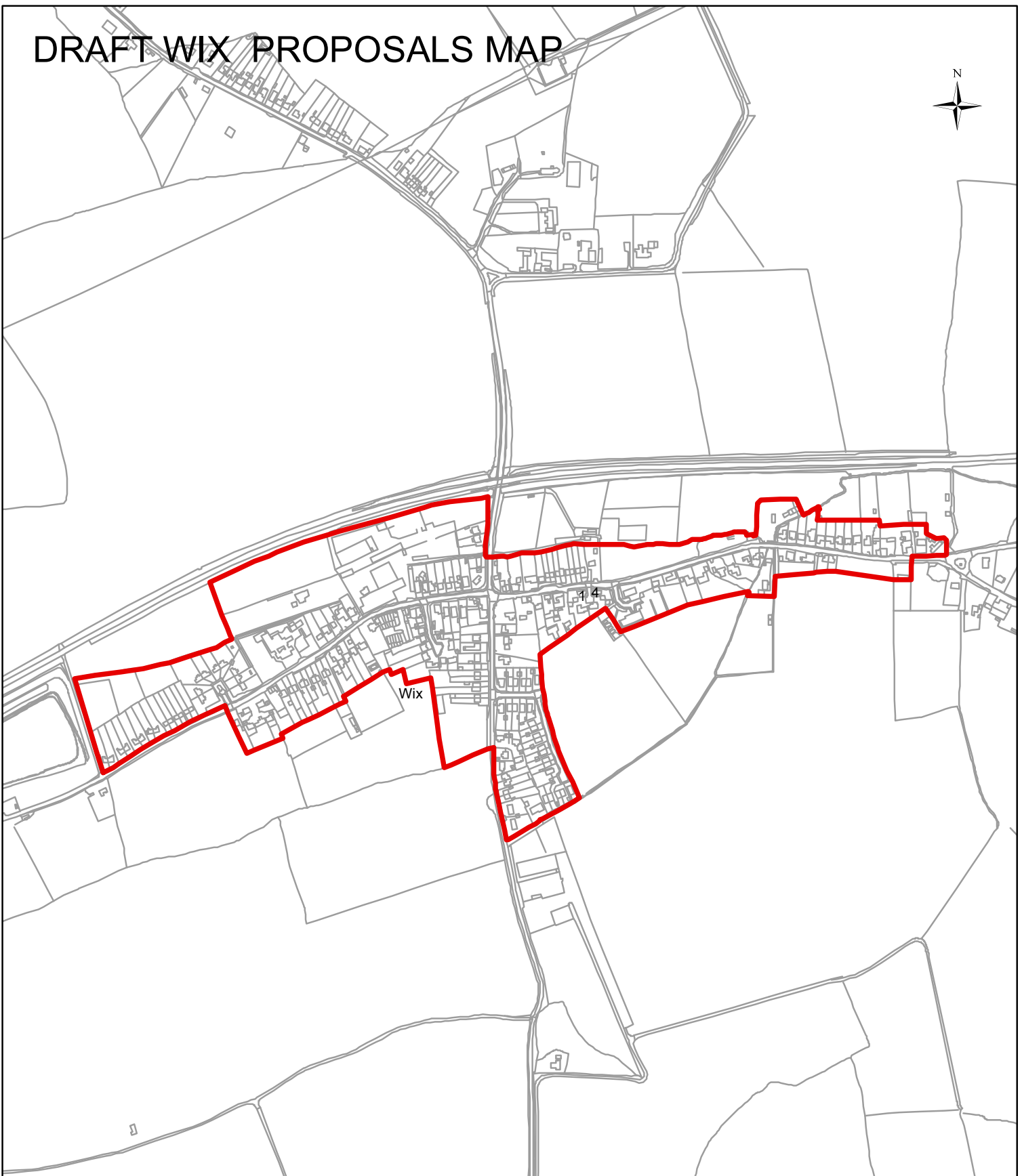


Key

 Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

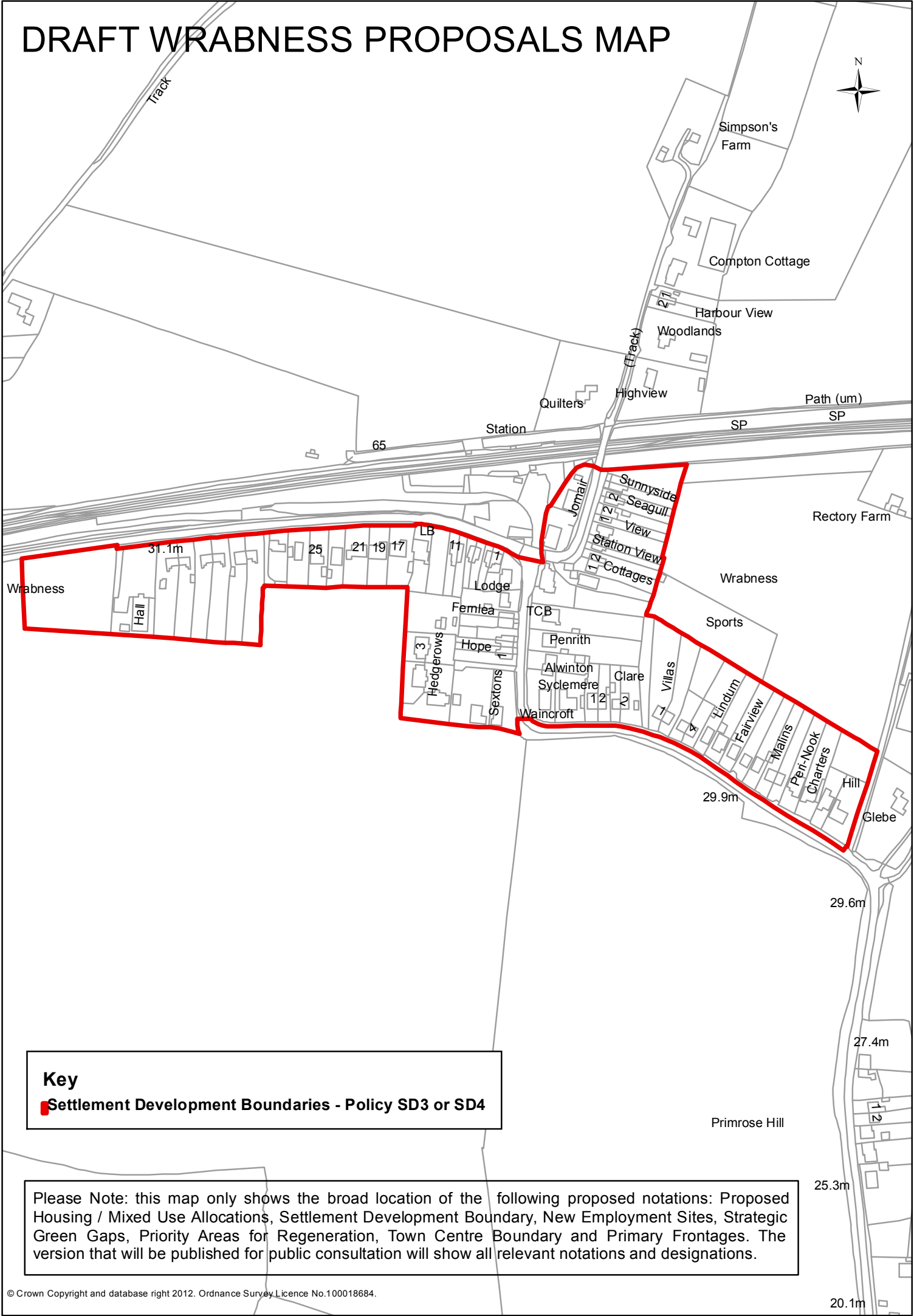
DRAFT WIX PROPOSALS MAP



Key
■ Settlement Development Boundaries - Policy SD3 or SD4

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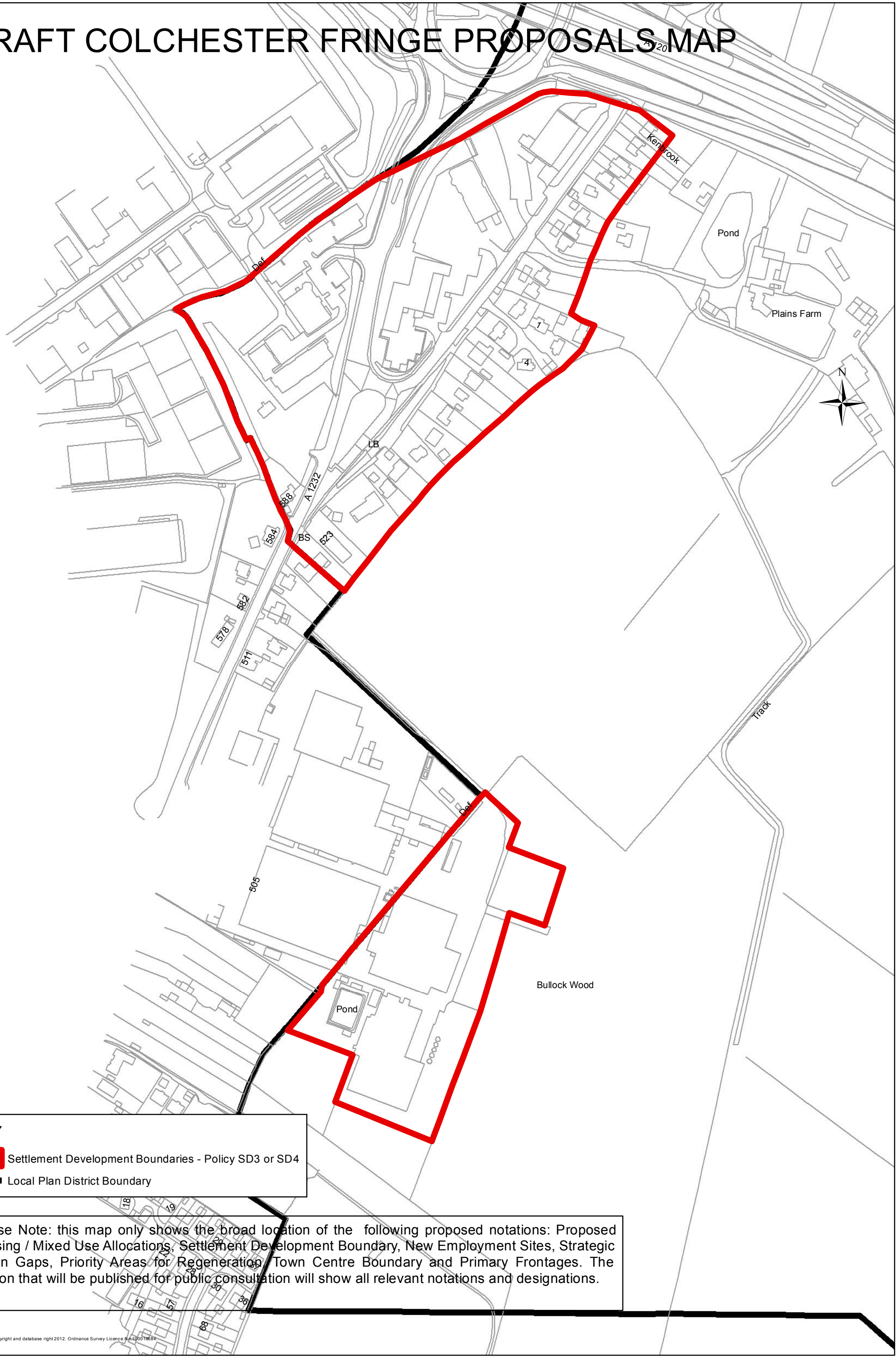
DRAFT WRABNESS PROPOSALS MAP





Key
█ Settlement Development Boundaries - Policy SD3 or SD4

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.

DRAFT COLCHESTER FRINGE PROPOSALS MAP



KEY

-  Settlement Development Boundaries - Policy SD3 or SD4
-  Local Plan District Boundary

Please Note: this map only shows the broad location of the following proposed notations: Proposed Housing / Mixed Use Allocations, Settlement Development Boundary, New Employment Sites, Strategic Green Gaps, Priority Areas for Regeneration, Town Centre Boundary and Primary Frontages. The version that will be published for public consultation will show all relevant notations and designations.