

Foreword

The consultation on this document is the next step in preparing a new Local Plan for Tendring. The new plan will guide development to 2033 and beyond. We seek your views on this 'Publication Draft' version of the emerging Local Plan.

Section 1 of the Local Plan covers strategic matters and has been jointly prepared by Braintree, Colchester, Essex and Tendring Councils. The authorities are taking bold steps to provide for the housing, employment and social needs for existing and future residents up to and beyond this plan period. Based on the sound principles of the existing garden cities we believe our new garden communities will:



- revolutionise the way future housing is delivered;
- be infrastructure led with employment, health, education and community facilities delivered in advance or in tandem with homes;
- deliver housing for the next generation while protecting existing towns and villages;
- provide green and open spaces, promoting health choices, reducing the opportunity for crime;
- be inclusive, reducing the causes of crime; and
- provide 30% of the homes for those on lower incomes.

Section 2 contains policies relating solely to this District and has been prepared by Tendring District Council. Section 2 allocates the homes and jobs required for the plan period outside of the garden communities. It also provides the place shaping policies to guide development to ensure our natural and built assets are enhanced and protected, our communities are well connected both by broadband and by travel choices and that design promotes healthy living, adaptability of homes and safety from flood risks.

Local Plans are prepared in accordance with law and government regulation. The Councils will collate your representations and pass them on to government. Government will then appoint an independent examiner to hold hearings on the Local Plan. These hearings are held in public and the representation form asks if you wish to participate in the hearings in regards to any modifications you would wish to see made to this version of the Local Plan.

The decisions taken to produce a Local Plan are not easy; there has to be a balance between the significant requirement for new development and the protection of the environment.

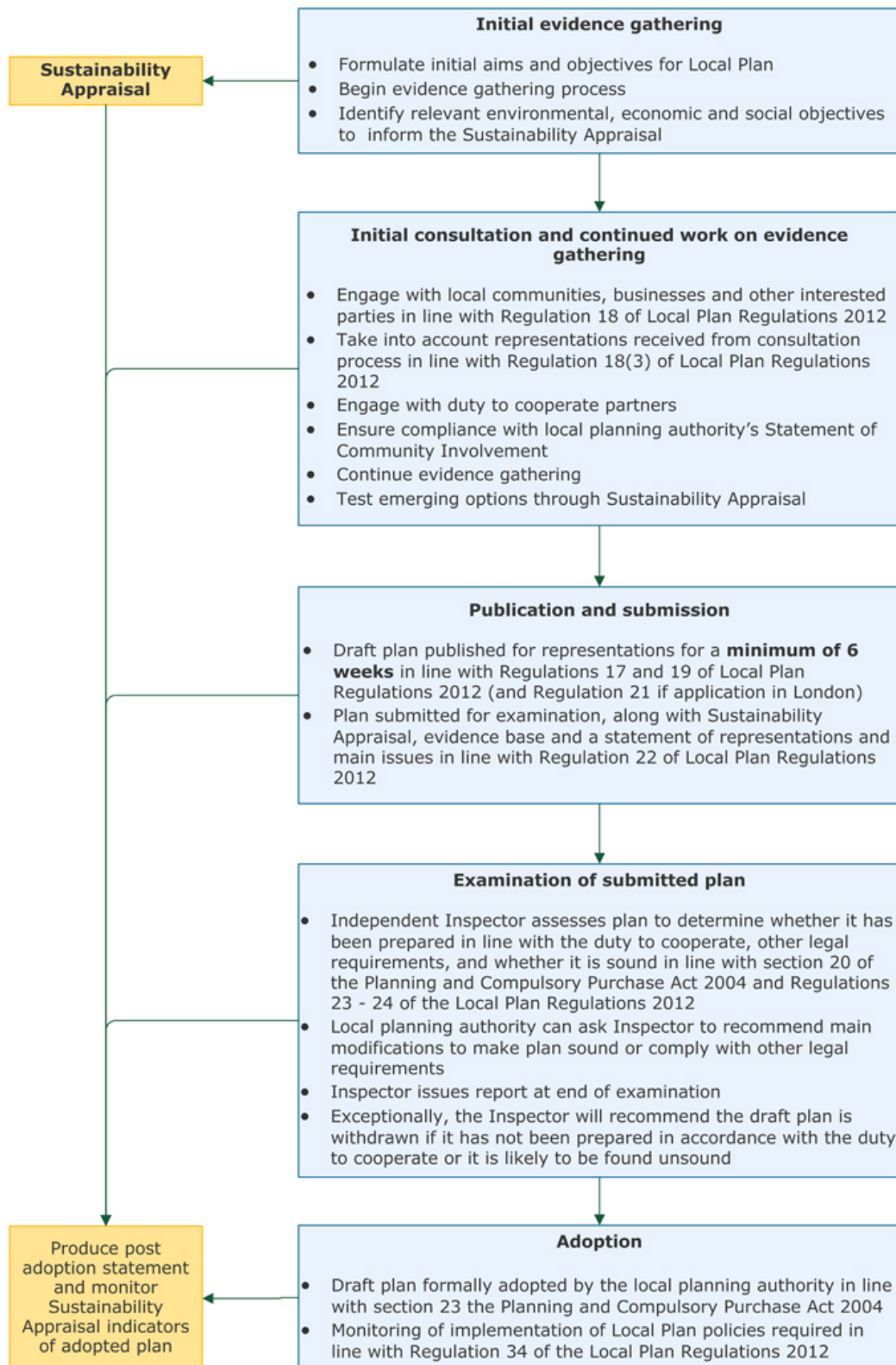
Having an up to date Local Plan is the best way of ensuring that the Council is able to exercise democratically-accountable local control of development. Without a Local Plan there is a greater risk of uncontrolled development and lack of new supporting infrastructure. This is why a Local Plan needs to be produced and adopting the new Local Plan will make the Tendring District an even better place to live, work and enjoy.

We look forward to receiving your constructive comments.

Councillor Neil Stock OBE
Chairman of the Local Plan Committee
Leader of Tendring District Council

The table below provides a summary of the plan preparation process

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Important Notice

This document is the Council's draft Publication Local Plan and is published for consultation pursuant to Regulations 17 and 1918 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This document is subject to a statutory six weeks public consultation period. The Council is inviting any interested parties to make representations. You can send us your comments in a number of ways:

- In preference, to aid the collation of your comments - through the Council's website www.tendringdc.gov.uk, which provides a link to our consultation portal;
- In the form of an e-mail; or
- By use of the standard comment form that is available at the 'deposit points' where this document is available for public view.

The consultation will be open for 6 weeks from 9am 16 June 2017 to 5pm 28 July 2017. Comments submitted after that time will not be considered.

At this stage the Council is seeking views on whether the plan is sound and meets the tests set out in the National Planning Policy Framework. In other words whether:

- the Council has planned for the District's housing, employment and infrastructure needs;
- the Local Plan is based on sound evidence;
- the Local Plan can be delivered by 2033; and
- the Local Plan is consistent with national policy.

Representations will be passed to an independent Planning Inspector and it is recommended that comments are clear, concise and targeted. Whilst respondents are free to comment as they choose, to have greatest influence at this stage it is advisable that representations should relate to the soundness of the draft Publication Local Plan and/or to its compliance with legal requirements.

Soundness Regulations state that a local planning authority should submit a plan for examination which it considers to be "sound":

- 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 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 NPPF.

Important Notice

It is advisable that representations made at this stage should therefore focus on whether the plan meets the tests listed above. This is because these are the broad areas that the Inspector will focus on in examining the Local Plan.

Legal Requirements

When considering if the plan meets its legal requirements, the Inspector will consider a number of issues including:

- Local Development Scheme: has the plan been prepared in accordance with the timetable set out in the Local Development Scheme?
- Statement of Community Involvement and relevant regulations: has consultation on the plan been in accordance with the Council's Statement of Consultation and have the appropriate bodies been consulted?
- Duty to Co-operate: has the plan been prepared in cooperation with other local planning authorities and prescribed bodies, such as the Environment Agency and the Local Enterprise Partnership, to identify and address any issues which will have a significant impact on at least two planning areas?
- Sustainability Appraisal: has an adequate Sustainability Appraisal been carried out?
- Appropriate Assessment: has an Appropriate Assessment under the Habitats Regulations Assessment been carried out?
- National Policy and Legislation: does the Plan comply with national policy and legislation, for example, the National Planning Policy Framework?

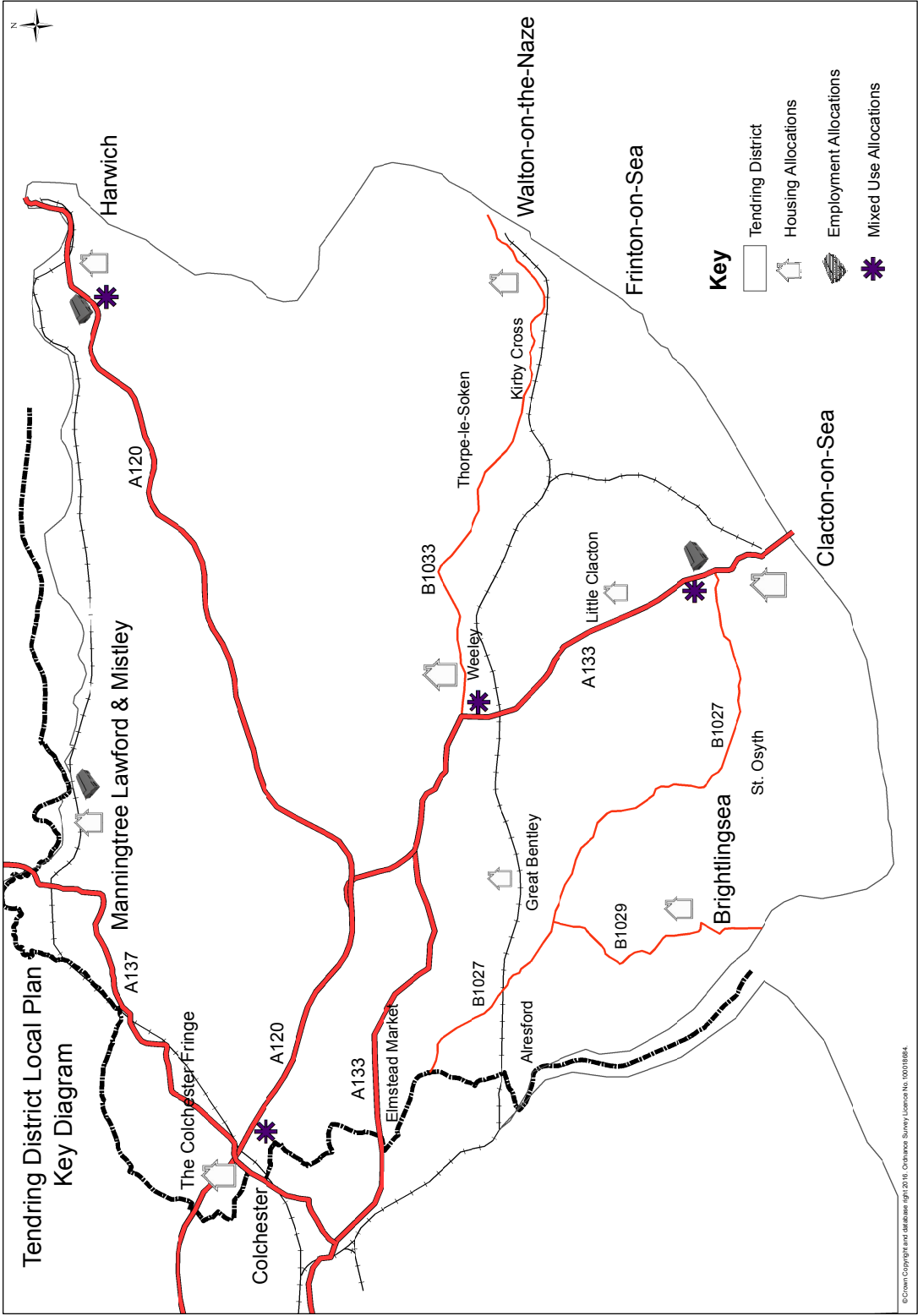
The closing date for submitting your comments is 28 July 2017 at 5pm. Any submissions received after that time will not be considered and no extensions of time will be granted. Comments must be received through written representation and not by any other means including petitions and voicemail.

If you intend to make your representation by post, please send it to the following address:

**Simon Meecham
Tendring District Council
Council Offices
Thorpe Road
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Essex. CO16 9AJ**

Key Diagram

Key Diagram



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1 North Essex Authorities



1.1 Strategic Part 1 for Local Plans

1.2 Introduction

- 1.1** North Essex is a vibrant and attractive place to live and work. The area has experienced significant population, housing and employment growth in recent years and this is forecast to continue. The local authorities and their partners wish to respond to this opportunity by planning positively for the area as a whole. Working together to address some of the key strategic issues in North Essex will get the best outcomes for current and future communities. In particular, it will deliver sustainable development that respects local environments and provides new jobs and essential infrastructure.
- 1.2** For these reasons Braintree District Council, Colchester Borough Council and Tendring District Council have agreed to work together to address strategic planning matters across their areas. Collectively they are known as the North Essex authorities.

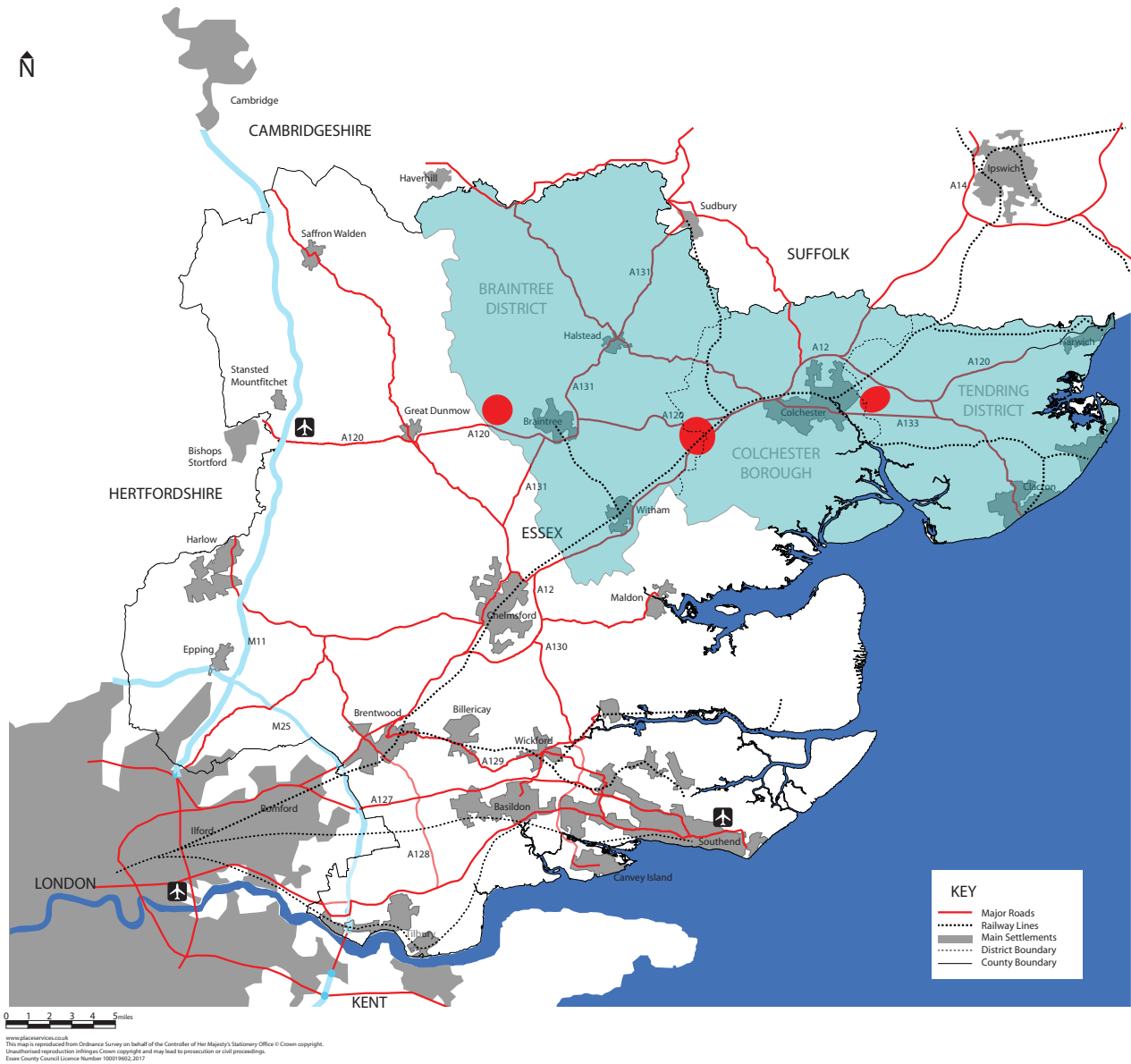
- 1.3** The North Essex local authorities border a large number of other local authorities who will continue to be engaged and involved on an active and ongoing basis on strategic cross border issues. These authorities include Babergh Chelmsford, Maldon Mid Suffolk, St Edmundsbury, South Cambridgeshire, Uttlesford, and Suffolk and Cambridgeshire County Councils.
- 1.4** Essex County Council (ECC) is a key partner in its strategic role for infrastructure and service provision and as the Highway Authority, Lead Local Flood Authority, Local Education Authority and Minerals and Waste Planning Authority.
- 1.5** An initial outcome of this collaboration is this strategic planning chapter, which each of the local planning authorities have included in their Publication Local Plan. The Local Plan together with the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan (prepared by ECC) and any Neighbourhood Plans, form the Development Plan for the respective areas.

1.3 The Need for a Strategic Approach

- 1.6** In Essex, as elsewhere, the influences of population and economic growth do not stop at administrative boundaries. Settlement patterns, migration flows, commuting and strategic infrastructure needs all have significant influences within and between local authority areas.
- 1.7** Local Plans are the main vehicle for conveying an area's growth requirements and how these will be accommodated. However, individual local authority boundaries cannot encapsulate the geographies of issues that transcend those boundaries. Through active and on-going collaboration the authorities can jointly plan, manage and review strategic objectives and requirements for the effective implementation of sustainable development (including minerals and waste) and enhanced environments.
- 1.8** The geographic and functional relationship between the authorities' areas is demonstrated by the fact that, with Chelmsford City Council, they form a single Housing Market Area (HMA) for planning purposes; and they are a major part of the Haven Gateway, an established economic partnership. Within this context, the forecast levels of future population growth together with the geography of North Essex means that considerations for future growth will include options that have clear cross-boundary implications. These include both the expansion of existing towns and villages as well as possible new communities.
- 1.9** Consequently, Braintree, Colchester and Tendring have agreed to come together because of their shared desire to promote a sustainable growth strategy for the longer term; and the particular need to articulate the strategic priorities within the wider area and how these will be addressed. Central to this is the effective delivery of planned strategic growth, particularly housing and employment development, with the necessary supporting infrastructure.

- 1.10** Uttlesford District Council, Maldon District Council as well as other neighbouring authorities, sit within separate housing market areas. However the authorities are actively and continuously engaged to ensure that cross-boundary and strategic issues are dealt with.
- 1.11** The Localism Act 2011 places a Duty to Co-operate on local planning authorities and other public bodies. This requires them to engage constructively, actively and on an on-going basis in the preparation of plans where this involves strategic matters. The National Planning Policy Framework (NPPF) adds to this statutory duty as it expects local planning authorities to demonstrate evidence of having co-operated effectively to plan for issues with cross-boundary impacts.
- 1.12** This strategic chapter of the authorities' plans meets the requirements of the Duty to Co-operate for the authorities involved, as it concerns strategic matters with cross-boundary impacts in North Essex.
- 1.13** Against this background, the main purposes of this strategic chapter of the local plan are to:
- Articulate a spatial portrait of the area, including its main settlements and strategic infrastructure, as a framework for accommodating future planned growth;
 - Set out the numbers of additional homes and jobs across the area that will be needed covering the period to 2033;
 - Provide a strategic vision for how planned growth in North Essex will be realised;
 - Set strategic objectives and policies for key growth topics; and
 - Highlight the key strategic growth locations across the area and the necessary new or upgraded infrastructure to support this growth.

Map 1



1.4 Spatial Portrait

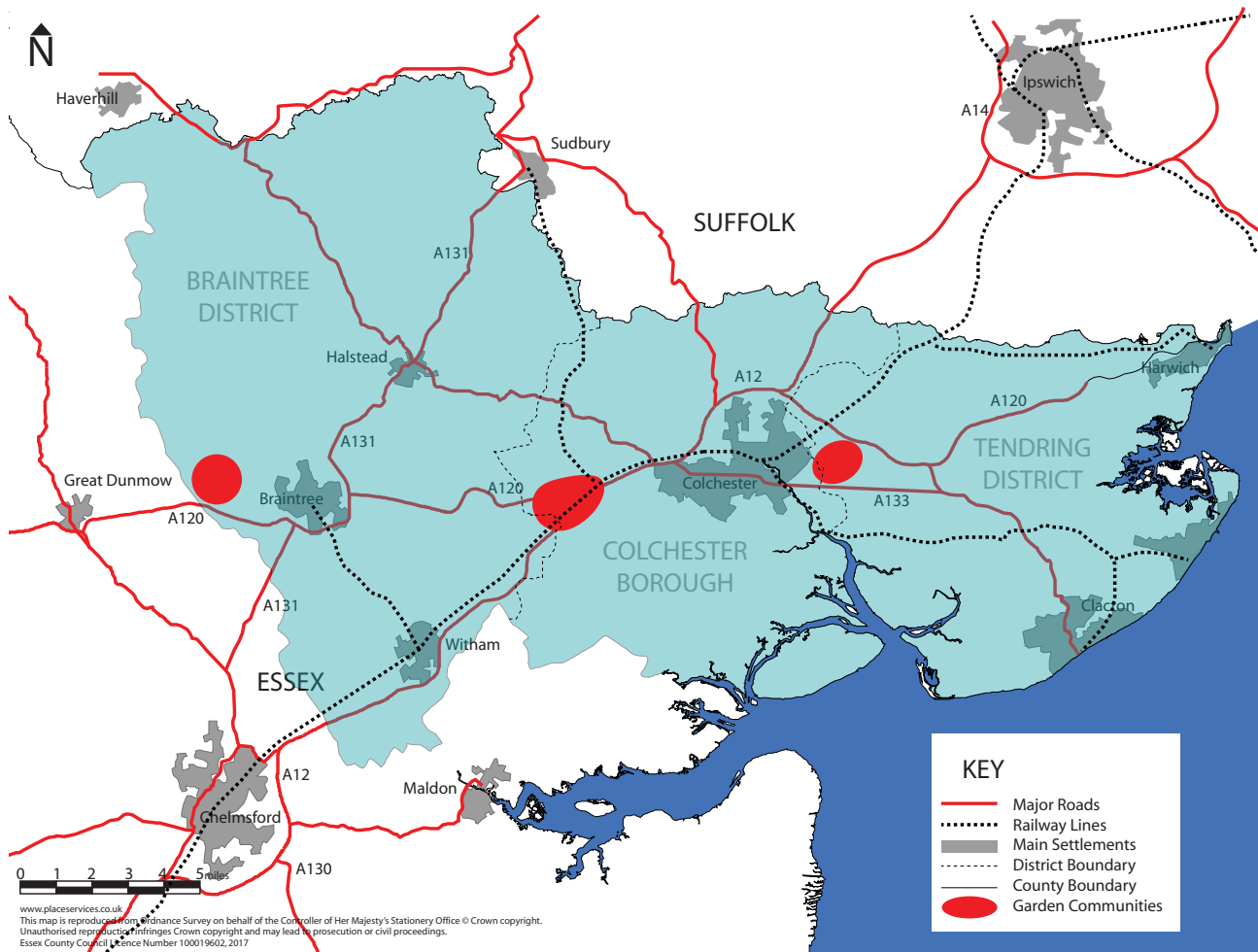
- 1.14 Braintree, Colchester and Tendring Districts are located to the north of Essex between the East coast ports and London Stansted airport. The principal towns are Braintree, Colchester and Clacton-on-Sea, together with the port of Harwich and a number of secondary settlements: Witham, Halstead, Wivenhoe, Tiptree, Brightlingsea, Walton and Frinton. Map 2 identifies the settlements that link with the main road and/or rail infrastructure.
- 1.15 Beyond these settlements much of the area has a rural character.

- 1.16** The area covered by this strategic planning approach comprises a large part of the Haven Gateway, an established partnership area which is identified in a range of existing strategy and investment documents⁽¹⁾. The Haven Gateway includes the administrative areas of Braintree, Colchester and Tendring Councils and extends northwards into Suffolk.
- 1.17** The area's strategic road and rail network is heavily used, particularly given the proximity to and connectivity with London. The principal roads are the A12 and A120, while the A130, A133 and A414 also form important parts of the strategic road network.
- 1.18** The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford, Colchester and Clacton-on-Sea. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. Harwich is also one of the major UK ports for ferry and cruise departures.
- 1.19** Crossrail is expected to start operating in the first part of this plan period with services commencing just south of Chelmsford in Shenfield. The opportunities that Crossrail will bring in terms of additional capacity and quicker journeys to a wider choice of destinations will be a contributor to the continued attractiveness of north Essex as a place to live and to do business.
- 1.20** The growing demand for the use of airports, including London Stansted, will create additional associated pressures on road and rail infrastructure. The County Council, along with South East Local Enterprise Partnership, local and national agencies and other organisations, will also need to work collaboratively with the Local Planning Authorities to ensure infrastructure meets demand for enhanced economic growth.
- 1.21** Braintree and Colchester are the major centres of employment within the strategic area. While there are high levels of commuting to London, many residents work and live within the area with significant commuting across City and District boundaries, reflecting a functional economic geography.
- 1.22** The area has a mixed economy focused on the service sector, including wholesale and retail, business services, tourism, health and education, although there is also manufacturing and construction capacity. Due to the extensive rural area outside settlements, agriculture plays an important part in the overall economy.
- 1.23** This rurality also means that there are large areas of open countryside, including protected natural and historic landscapes. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries, while the villages, towns and city include many built heritage assets.

1 Including, for example, the Economic Plan for Essex (2014) and the South East LEP Growth Deal and Strategic Economic Plan (2014).

1.24 A more detailed assessment of the characteristics of each area is provided in the second part of this local plan.

Map 2 - Districts with Principal Towns and Road and Rail Network



1.5 Key Issues: Opportunities and Challenges

1.25 Due to its strong economic base, proximity to London and attractiveness as a place to live and work, North Essex has seen significant growth over recent years. The area is well-placed and connected to key growth points in the wider region including London, Cambridge and Stansted Airport and as a result is likely to continue to be a successful location for growth. In particular Braintree and Colchester have regularly exceeded planned house building targets and this is expected to continue. Planning for and managing future population growth requires an appropriate response from the local authorities to ensure that sufficient homes, employment premises and land, and supporting social and other infrastructure are provided in a sustainable way.

1.26 Notwithstanding its strong economic base and steady growth, the North Essex area faces a range of challenges, notably the need to improve economic and social conditions across the area and reduce health inequalities, pockets of deprivation, infrastructure deficits and low skills; the need to ensure that the infrastructure needed

to support continued housing and jobs growth is in place at the right time; and the need to ensure that continued growth does not erode the special environment, heritage and urban assets and qualities of the area or exacerbate pressure on natural resources.

- 1.27** The education, health and other service needs of a growing population must be addressed, requiring careful planning to assess future needs such as pupil numbers and further adult education needs. The assessed need must in turn be translated into new or expanded education, health and other facilities which are available to meet the needs of new communities at the appropriate time. The ageing profile of residents also requires a proactive response to provide the right type of homes, including independent living and supporting services; as well as sufficient healthcare facilities to support both older residents and the population as a whole.
- 1.28** New development should be located and designed so that day-to-day needs of residents can be met locally and be accessible by sustainable forms of transport, including walking and cycling, and wherever possible reduce the number of car based trips. Growth will create demand for additional road and rail use with the associated need for new and upgraded infrastructure. Future planned growth provides the opportunity to address some of these infrastructure needs, although growth locations and sites need to be considered carefully with regard to the balance of providing necessary infrastructure and the viability and deliverability of development.
- 1.29** The NPPF expects local authorities to set out the strategic priorities for the area in the Local Plan. Of those listed in the Framework and based on the above key issues, this strategic plan chapter addresses:
- the homes and jobs needed in the area
 - the provision of infrastructure for transport and telecommunications
 - the provision of education, health, and community infrastructure, and
 - conservation and enhancement of the natural and historic environment, including landscape.

1.6 Vision for the Strategic Area

- 1.30** It is important that addressing growth at any spatial scale is founded on a clear vision of how and where change should occur. The vision for North Essex sets this out at a strategic level and provides a context for the more detailed vision for the growth of each individual authority's area. The NPPF (paragraph 52) sets out that the supply of new homes can sometimes be best achieved through planning for larger scale development. The high housing need identified for North Essex, constraints in many existing urban areas and the desire to support a sustainable form of development in the long term, as part of the strategy for the development, Local Plans are proposing standalone new settlements that follow the principles of Garden Communities.

North Essex will be an area of significant growth over the period to 2033 and beyond, embracing positively the need to build well-designed new homes, create jobs and improve and develop infrastructure for the benefit of existing and new communities.

Sustainable development principles will be at the core of the strategic area's response to its growth needs, balancing social, economic and environmental issues. Green and blue infrastructure and new and expanded education and health care facilities will be planned and provided along with other facilities to support the development of substantial new growth; while the countryside and heritage assets will be protected and enhanced.

At the heart of our strategic vision for North Essex are new garden communities, the delivery of which is based on Garden City principles covered by policy SP7. The garden communities will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success.

Residents will live in high quality, innovatively designed, contemporary homes, accommodating a variety of needs and aspirations, located in well-designed neighbourhoods where they can meet their day-to-day needs. There will be a network of tree-lined streets and green spaces, incorporating and enhancing existing landscape features and also accommodating safe and attractive routes and space for sustainable drainage solutions; and leisure and recreation opportunities for both residents and visitors of the garden communities.

Suitable models for the long term stewardship of community assets will be established and funded to provide long term management and governance of assets. All Garden City principles as specified in the North Essex Garden Communities Charter will be positively embraced including new approaches to delivery and partnership working and sharing of risk and reward for the benefit of the new communities.

1.7 Strategic Objectives

1.31 The following strategic objectives are designed to support the vision for the area and provide a basis for the development of strategic topic-based policies that will help in achieving the vision.

- **Providing Sufficient New Homes** – to provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers a suitable mix of housing types.
- **Fostering Economic Development** – to strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Providing New and Improved Infrastructure** – to make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development,

to ensure this is provided alongside the development. To enable provision of upgraded broadband infrastructure and services.

- **Addressing Education and Healthcare Needs** – to provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the NHS and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities.
- **Ensuring High Quality Outcomes** – to promote greater ambition in planning and delivering high quality sustainable new communities, including through new garden communities and strategic growth areas. Overall, new development must secure high standards of urban and built design which creates attractive places where people want to spend time.

1.8 Strategic Issues and Policies

- 1.32** This section includes the Councils' response to the opportunities and challenges facing the wider area, in the form of strategic policies that will help to deliver the vision and objectives. These policies only cover those matters that are of strategic relevance to all three authorities. Policies that address local matters are included in the following section of the plan.

1.9 Presumption in Favour of Sustainable Development

- 1.33** The authorities will apply a presumption in favour of sustainable development in accordance with guidance in the National Planning Policy Framework.

Presumption in Favour of Sustainable Development

When considering development proposals the Local Planning Authorities will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will always work pro-actively 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.

Sustainable development in North Essex will demonstrably contribute to the strategic and local vision and objectives and will accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans). Development that complies with the Plan in this regard 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 or the Plan that indicate that development should be restricted.

1.10 Spatial Strategy

- 1.34** Future growth will contribute to maintaining and enhancing a well-connected network of sustainable settlements across North Essex. New homes, jobs, retail and leisure facilities serviced by new and upgraded infrastructure will be accommodated as part of existing settlements according to their scale, sustainability and role, and by the creation of strategic scale new settlements. The countryside will be protected and enhanced.
- 1.35** For the majority of settlements these issues are addressed in the second part of the Local Plan dealing with each authority's area. However, it is relevant here to set out the spatial strategy at an appropriate level, as it relates to the main settlements and strategic-scale new development.
- 1.36** In Braintree District the growth will be mainly addressed via a mixture of urban extensions and new communities. Braintree town, as the largest service centre in the District, will have a number of new urban extensions. Over 4,000 new homes will be allocated in this area. The other main focus for development will be the A12 corridor with the main town of Witham and service villages of Hatfield Peverel, Kelvedon and Feering with allocations of over 2,000 new homes. Other parts of the District, including the town of Halstead, will have smaller allocations to reflect a more local need and make the best use of brownfield sites, recognising that these areas are not as sustainable. A new strategic scale garden community will be located to the west of Braintree, on the boundary with Uttlesford DC and on the eastern boundary with Colchester BC.
- 1.37** In Colchester Borough, the urban area of Colchester will continue to be a focus for growth due to its pre-eminent role as a centre for jobs, services and transport, with 4,000 new homes expected to be delivered over the Local Plan period. The urban area of Colchester, however, has a limited and diminishing supply of available brownfield sites, so new communities are included in the spatial hierarchy as a sustainable option for further growth of homes and jobs, in locations both to the east and west of Colchester on the borders with Tendring and Braintree Districts. Approximately 1,200 new homes will be allocated in the Rural District Centres of Tiptree, West Mersea and Wivenhoe. Smaller sustainable settlements will receive limited allocations proportionate to their role in the spatial hierarchy.
- 1.38** In Tendring District the spatial hierarchy promotes growth in settlements that are the most accessible to the strategic road network, public transport and offer a range of services. Clacton and Harwich with Dovercourt are classified as strategic urban

settlements and will accommodate around 5,000 new homes. A new cross-boundary garden community will be located in the west of the district and to the east of Colchester. The smaller urban settlements of Frinton with Walton and Kirby Cross, Manningtree with Lawford and Mistley, Brightlingsea and Weeley will accommodate between 1,500 and 2,500 new homes. The rural service centres and smaller rural settlements will accommodate around 1,500 new homes including a windfall allowance.

Spatial Strategy for North Essex

Existing settlements will be the principal focus for additional growth across North Essex within the Local Plan period. Development will be accommodated within or adjoining settlements according to their scale, sustainability and existing role both within each individual district and, where relevant, across the wider strategic area.

Future growth will be planned to ensure settlements maintain their distinctive character and role. Re-use of previously-developed land within settlements is an important objective, although this will be assessed within the broader context of sustainable development principles, particularly to ensure that development locations are accessible by a choice of means of travel.

Each local authority will identify a hierarchy of settlements where new development will be accommodated according to the role of the settlement, sustainability, its physical capacity and local needs.

Beyond the main settlements the authorities will support diversification of the rural economy and conservation and enhancement of the natural environment.

Three new garden communities will be developed and delivered as part of the sustainable strategy for growth at the locations shown on Map 3.3 below and the Proposals Map. These new communities will provide strategic locations for at least 7,500 additional homes within the Plan period in North Essex. . Employment development will also be progressed with the expectation that substantial additional housing and employment development will be delivered in each community beyond the current Local Plan periods. They will be planned and developed drawing on Garden City principles, with necessary infrastructure and facilities provided and a high quality of place-making and urban design.

1.11 Meeting the Need for New Homes

- 1.39** Provision of sufficient housing is critical to meet the needs of a growing population and for the effective functioning of local economies.
- 1.40** The North Essex authorities are committed to plan positively for new homes and to significantly boost the supply of housing to meet the needs of the area, including the need to provide a workforce for forecast jobs. To meet the requirements of national

policy to establish the number and type of new homes, the authorities commissioned Peter Brett Associates to produce an Objectively Assessed Housing Need Study building on earlier work. This was first published in July 2015 and updated in November 2016. It meets the requirements of the NPPF to prepare a Strategic Housing Market Assessment (SHMA).

- 1.41** Detailed analysis in the report suggests that a Housing Market Area comprising Braintree, Colchester, Chelmsford and Tendring Council areas forms a sound basis for assessing housing need.
- 1.42** Demographic projections are the starting point for assessing how much housing will be required across an area. Based on 2014 national projections covering the period 2013 to 2037, the conclusion reached is that the objectively assessed need across the Housing Market Area is 2,999 new homes a year over the period 2013 – 2037. The total requirement across north Essex, excluding Chelmsford City Council’s area, is 2,186 new homes per year.
- 1.43** This figure includes a figure of 550 new homes per year for Tendring. Calculation of housing need in the District is complicated by uncertainty arising from unattributed population change (UPC).
- 1.44** Evidence on overall levels of affordable housing provision elsewhere in the Districts will be set out in more detail within the individual Local Plans and will take account of identified needs. Garden Communities need to be mixed and balanced communities and will be expected to provide 30% affordable housing.
- 1.45** Each Garden Community will be expected to provide suitable sites for Gypsies and Travellers. Additional requirements for sites to meet District wide needs will be set out in the Gypsy and Traveller Accommodation Assessment.

Meeting Housing Needs

The local planning authorities will identify sufficient deliverable sites or broad locations for their respective plan period, against the requirement in the table below.

Each authority will maintain a sufficient supply of deliverable sites to provide for at least five years’ worth of housing and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan.

Local Authority	Objectively Assessed Need for Housing per Annum	Total Minimum Housing Supply in the Plan Period (2013-2033)
<i>Braintree</i>	716	14,320
<i>Colchester</i>	920	18,400

<i>Local Authority</i>	<i>Objectively Assessed Need for Housing per Annum</i>	<i>Total Minimum Housing Supply in the Plan Period (2013-2033)</i>
<i>Tendring</i>	550	11,000
<i>Total</i>	2,186	43,720

1.12 Providing for Employment

- 1.46** A key objective for the area is to strengthen and diversify local economies to provide more jobs and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- 1.47** Braintree District's employment is relatively focused on industrial-type sectors, including construction and manufacturing. London Stansted airport, in neighbouring Uttlesford, plays a significant role in employing residents of the District and through the indirect economic benefits associated with proximity to such a large employment hub.
- 1.48** Retail is the second largest sector by employment and plays an important role in sustaining the District's three key town centres. The financial and insurance sector, where Braintree District traditionally has a relatively small proportion of employment, has seen some strong growth in recent years. This may be a growth sector in the future.
- 1.49** Colchester is the dominant urban centre within the Essex Haven Gateway. The Borough has developed a strong economy, linked to its "central place" functions and to the town's historic character, cultural activities and the university. Major retail and leisure services are also located both within and adjacent to Colchester town.
- 1.50** Health, education and retail each provide over 10% of employee jobs and collectively contribute 42% of the Borough's total employment. A further six major Groups each account for between 5 – 10% of total jobs: Manufacturing; Construction; Accommodation and Food Services; Professional, Scientific & Technical; Business Administration & Support Services; and Arts, entertainment, recreation, etc.
- 1.51** Tendring District has a diverse economy with local employment across a range of activities. Health, retail and education are the largest sectors in terms of the number of jobs and together represent 45% of the District's total employment.
- 1.52** Within the western part of Tendring district, the economy and labour market of Manningtree is influenced by its relative proximity to Colchester and good transport links to London. The interior of the District is largely rural and is characterised by a high-quality environment, interspersed with small settlements.

- 1.53** Opportunities have been identified for Tendring to develop potential future strengths in offshore wind and the care and assisted living sector.
- 1.54** As part of the work to assess housing requirements, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. Employment Land Needs Assessments have been carried out by each authority which set out the amount of employment land that is required within the Plan period.
- 1.55** Braintree, Colchester and Tendring commissioned work to explore the employment opportunities associated with the development of innovative Garden Communities based on the likely demographic profile of these new communities and to develop quantified scenarios for future employment growth. The consultants concluded that assuming political commitment and proactive delivery on the part of local authorities, Garden Communities had the potential to deliver one job per household, in line with the Garden Communities charter, and to support employment growth in surrounding areas. The Tendring Colchester Border Garden Community is considered to perform the best in employment terms given the opportunities provided by its location adjacent to the University Essex, but the other two Garden communities also are well-placed to take advantage of employment opportunities in new technology-based businesses, construction of the Garden Communities, access to employment opportunities in Colchester and Braintree town centres, meeting the growing need for local services, and accommodating elements of the logistics supply chain
- 1.56** Employment forecasts for the three authorities accordingly factor in the longer-term aspirations for employment growth arising from the positive spin-offs associated with Garden Communities. It is important to note, however, that while job numbers can be expected to grow at a consistent rate, current trends point to overall lower requirements for additional B1 floorspace. This reflects the growth of home working enabled by enhanced digital connectivity; the continuing decline of manufacturing with its need for large floor areas; and the prevalence of 'hot desking' leading to lower requirements for office floorspace.

Providing for Employment and Retail

A strong, sustainable and diverse economy will be promoted across North Essex with the Councils pursuing a flexible approach to economic sectors showing growth potential across the Plan period.

Employment forecasts have been developed using two standard models (East of England Forecasting Model (EEFM) and Experian 2016) which forecast total job growth for each of the local authorities based on past trends. Each local authority has been advised on the most appropriate modelling figure to use in the context of reconciling job and housing demand. These figures are set out for the housing market as follows for the period 2013-2037:

Annual Jobs Forecast

Braintree (EEFM)	490
Colchester (EEFM)	928
Tendring (Experian)	490

In terms of specific B use land provision, each local authority has undertaken work to establish what quantum of employment land would be required within the Plan period to meet the demand identified below for additional B use employment land. These B use employment areas are distributed between each local authority area and based on achieving a sustainable balance between jobs and the available labour force through population growth. As noted above, calculations of employment land required are affected by a range of issues that lead to different employment land portfolios for each local authority area, resulting in a proportionately greater quantum of new floorspace per job in Braintree and Tendring than in Colchester. This is a function of the prominence of higher density office requirements in Colchester and lower density logistics and industrial uses in Braintree and Tendring. The table below sets out the three authorities' employment land requirements for the period 2016 – 33 for two plausible scenarios, baseline and higher growth. These two bookends provide flexibility to allow for each authority's supply trajectory to reflect their differing requirements.⁷

Table 1.1

Hectares of B Use Employment Land Required		
	<i>Baseline (2012 Based SNPP)</i>	<i>Higher Growth Scenario</i>
<i>Braintree</i>	23	43.3
<i>Colchester</i>	22.0	55.8
<i>Tendring</i>	20.0	38.0
North Essex	65ha	137.1

1.13 Infrastructure and Connectivity

1.57 A coordinated and integrated approach to infrastructure planning and delivery is required to implement the vision for North Essex. Provision of appropriate and timely infrastructure to support growth will be central to the area's continuing prosperity, attractiveness and sustainability. Plan-led growth that includes proposed large scale garden community infrastructure with a particular focus will be on transport, education, healthcare, and telecommunications (including broadband). The Infrastructure Delivery Plan (IDP) provides more detail about the phasing and costing of infrastructure requirements.

1.14 Transport

1.58 North Essex is well placed in the context of connections by road, rail, air and sea to the wider region and beyond, and these connections will need to be strengthened as part of developing sustainable transport networks. The A12 and A120 trunk road network form part of the Trans-European Network carrying international vehicular traffic. The Great Eastern Main Line (GEML) and branch lines, link the major towns and cities via a high capacity, high frequency rail line radiating from London. The strategically important London Stansted Airport lies to the west within a 60km radius of key urban centres in North Essex. Access via sea is provided by the port at Harwich.

1.59 The challenge is to provide North Essex with a sustainable transport system that provides good access to jobs and services, to support economic growth. Growth promoted through the new Local Plans, particularly via large scale new developments where delivery will extend beyond the plan period, provides an opportunity to prioritise, facilitate and deliver larger scale transport infrastructure projects that can significantly improve connectivity across and within the area, and positively alter travel patterns and behaviour to reduce reliance on the private car.

1.60 The Local Plans seek to improve transport infrastructure and ensure that new development is accessible by sustainable forms of transport. Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle links and walk ways will also be required to achieve such a change. It will also help to enhance air quality and improve health and well-being.

1.61 Braintree, Colchester and Tendring will continue to work closely with government departments, Highways England, Essex County Council, Network Rail, rail operators and other partners to better integrate all forms of transport and improve roads and public transport and to promote cycling and walking. Key projects during the plan period will see improvements to the A12, A120, Great Eastern Main Line including rail services, and provision of rapid transit connections in and around urban areas and the Garden Communities. An integrated and sustainable transport system will be delivered that supports economic growth and helps deliver the best quality of life.

Although the funding for some of these improvements is not guaranteed the authorities will work with providers to ensure that investment will be made at the appropriate time to support the proposed growth.

1.15 The inter-urban road network

1.62 On the inter-urban road network, traffic levels have increased significantly in recent years with parts of the A12 around Colchester and Marks Tey carrying up to 90,000 vehicles per day, which is high for an A class trunk road.

1.63 Most of the inter-urban road network, particularly the capacity of the A12, is constrained by the operation of the junctions and sub-standard slips, and periods of congestion. The East of England Route Based Strategy (March 2017) provides a review of the state of the network in the East of England (including A120 Harwich to the A12 and A12 from the M25 to A14), and will inform a Strategic Road Network Initial Report (late 2017), which will outline the ambitions for the network across 2020 – 2025 (ie RIS2 period) and beyond. Consultation on plans to improve both the A12 and A120 has taken place, and the decisions made on these proposals should be informed by the planned growth, identified in Local Plans given the connection between new planned growth and the infrastructure needed to support it.

1.64 The A12 is set to have major improvements as part of the Government's Roads Investment Strategy (2015-2020) (RIS), with the aim of improving capacity and relieving congestion. The plans were announced in December 2014 and will represent the largest investment in road infrastructure received by Essex. The RIS confirmed

- investment in a technology package for the length of the A12 from the M25 to the junction with the A14;
- phased improvement of the road to a consistent dual 3 lane standard; and
- improvement to the A12/M25 junction.

Consultation on route improvement options between 19 and junction 25 of the A12 concluded in March 2017. A decision by the Planning Inspectorate on the preferred improvement option is expected in 2019.

1.65 The A120 is a key east-west corridor across Essex providing access to London Stansted Airport in the west to the Harwich ports in the east and serving the economies of Braintree, Colchester and Tendring, with links to Chelmsford via the A130. Upgrading the strategically important road will unlock greater economic potential for not only North Essex, but also the county and wider South East. It will provide tangible benefits to road users, businesses and local neighbourhoods.

1.66 Consultation on A120 route improvement options between Braintree & the A12 ended in March 2017 and ECC will make a recommendation for a preferred option to the Secretary of State for Transport and Highways England in Autumn 2017. ECC will recommend the preferred route to Government for inclusion in the next RIS, which

will run from 2020 to 2025. In addition a series of short term interventions will be delivered along the route to improve safety and relieve congestion. The final alignment may influence the final boundaries and scale of the proposed Garden Community on the Colchester Braintree border. The A120 from the A12 to Harwich is subject to a Highways England Route Based Strategy and improvements to this section of road are expected over the plan period.

1.16 Essex County Council Route-Based Strategies

1.67 Route-based strategies are prepared and delivered by the County Council for strategic road corridors, in consultation with local authorities. The following strategies relevant to North Essex are currently being prepared for delivery post 2018/19: A131 - Chelmsford to Braintree; A131 Braintree to Sudbury; Colchester to Manningtree and A133 Colchester to Clacton. The key objective is to identify options that will support economic growth.

1.17 Rail

1.68 The Great Eastern Main Line (GEML) runs between London Liverpool Street and Norwich and carries a mixture of intercity services and commuter services serving the major urban settlements; and freight from the Haven Ports (Harwich and Felixstowe). Further branch lines provide connections to Braintree, Sudbury, Harwich, Clacton and Walton.

1.69 The Anglia Route Study prepared by Network Rail (March 2016) shows that while capacity varies along the line, capacity to accommodate growth is limited and is particularly constrained in peak times from Chelmsford to London. Improvements are required along the line to accommodate growth and provide a faster more competitive service across the region.

1.70 The Study identifies a package of improvements necessary to respond to the need for increased capacity, which are seen as priorities to enable growth, improve services and journey reliability.

1.71 A new franchise has been awarded to Greater Anglia for passenger services in the region. New services will be provided commencing 2018 and the entire fleet of trains will be replaced and in service by 2020 adding capacity.

1.18 Bus, walking and cycling

1.72 Alternative forms of transport to the private car (walking, cycling and public transport) to travel to work and other trips are essential in managing congestion and to accommodate sustainable growth. The levels of growth proposed in the Local Plans will require that the consequent need to travel is managed. Travel planning and smarter choices initiatives will be promoted to ensure that all residents have good access to local jobs, services and facilities, preferably by either walking or cycling. For longer trips and in rural areas where there are fewer local services and

employment opportunities, public transport will be promoted. By promoting travel by sustainable modes there are wider benefits to local people such as improved health and air quality.

- 1.73** Within the urban areas, bus networks are available although currently underutilised. Essex County Council will address this through a new passenger transport strategy that places emphasis on improving sustainable travel modes, i.e. creating viable public transport routes that operate smoothly and potentially have priority over private car travel, thus making public transport a more appealing method of travel.
- 1.74** Through implementation of the Essex Cycling Strategy (2016), Cycling Action Plans will be prepared to increase cycle levels; identify safety issues; identify gaps on key routes; identify ways of closing gaps; and create better cycle connectivity to key employment areas, development zones and schools. The provision of continuous cycle routes and a coherent cycle network will encourage people to make short trips by bicycle rather than by car.

1.19 Achieving Sustainable Transport

- 1.75** Creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport is essential to promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is a people orientated transport hierarchy i.e. prioritising walking and providing access for people with mobility impairment; cycling; public transport; cars (for occupiers on site and visitors); powered two wheelers; and commercial vehicles). The modal hierarchy will be used to ensure that if not all modes can be satisfactorily accommodated, those towards the top of the hierarchy are considered first and given greater priority.
- 1.76** Sustainable transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. It is important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.

1.20 Sustainable Travel and Major New Developments

- 1.77** Proposals for major new development set out in this plan provide an opportunity to create a step change in establishing sustainable travel modes, particularly in the case of the proposed new garden communities. Management of travel demand will occur through providing retailing, jobs, services and facilities within the new communities to help reduce the need to travel, and the communities will be integrated and connected with the rest of North Essex and beyond through excellent public transport links providing a step change in sustainable travel patterns and will also reduce any adverse impact they might have on the highway network. Provision for

car travel will include an emphasis on the use of new technology such as electric and ultra low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking strategies.

- 1.78** To maximise the use of public transport new forms of high quality rapid transit networks will be provided to connect the proposed garden communities to existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will be identified in subsequent development plan documents and need to be funded and provided early in the development phase.

1.21 Garden Communities

- 1.79** 1.79 The challenge in the Garden Communities will be to create a community in which people move in around in a different way to which most of the existing towns in North Essex currently do. Networks need to give priority to people for short everyday trips to link people to work, education, retail, leisure, creating an independent safe environment.
- 1.80** 1.80 The new garden communities will seek to manage travel demand, providing retailing, jobs, services and facilities within the site to help reduce the need to travel, and integrate and connect with the rest of North Essex and beyond through public transport to promote sustainable travel patterns and reduce adverse impacts on the highway network. The North Essex Garden Communities Charter seeks to ensure that land use planning of the new communities maximises the provision and use of sustainable transport internally and connects externally to key urban centres.
- 1.81** 1.81 To maximise the use of public transport new forms of high quality rapid transit networks will be provided to serve existing urban centres such as Colchester and Braintree; key destinations such as the University of Essex; and key transport interchanges in North Essex. To achieve the desired step change in sustainable transport this infrastructure will need to be funded and provided early in the development phase.
- 1.82** 1.82 Consistent with healthy living, safe, attractive and convenient walking and cycling routes will maximise active mode choice. Connectivity will be improved across barriers such as rail lines and major roads to bring together communities Provision for car travel will include an emphasis on the use of new technology such as electric and ultra-low emission vehicles. Strategies for car usage will include car sharing, car clubs and appropriate car parking strategies.

1.22 Education

- 1.83** New development must provide for the educational needs of new communities and this is set out in more detail within the Infrastructure Delivery Plan. This will involve the expansion of existing schools where feasible and the construction of new schools,

together with provision for special educational needs, early years and childcare places. Education requirements will need to be based on a strong understanding of future pupil numbers, with co-operation between county, district and borough councils. A range of educational opportunities will need to be addressed as part of a sustainable growth strategy, including practical vocational training, apprenticeships, and further and higher education.

1.23 Healthcare

1.84 The authorities will need to work with the NHS, Public Health and local health partnerships to ensure adequate provision and range of healthcare facilities to support new and growing communities and this is set out in more detail within the Infrastructure Delivery Plan. This will be particularly important given the ageing profile of existing and future residents. There is already a need for more and better quality health care facilities across North Essex with some areas having relatively poor access to health care facilities. Health objectives will also be delivered through providing safe, attractive and convenient routes for walking and cycling, and maximising participation in active modes of travel. Support will be given to meet cross-boundary need for hospice facilities.

1.24 Broadband

1.85 The NPPF indicates how high quality communications infrastructure is crucial for sustainable growth. The availability of high speed and reliable broadband, particularly in rural areas is a key factor in unlocking new development opportunities and ensuring that people can access services online and work from home.

1.86 Fast broadband connections and telecommunications are an increasingly important requirement to serve all development. New development should contribute to the creation of a comprehensive and effective network in both urban and rural areas to promote economic competitiveness and to reduce the need to travel. The priority is to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments.

Infrastructure and Connectivity

Development must be supported by provision of infrastructure, services and facilities that are identified to serve the needs arising from new development.

The following are strategic priorities for infrastructure provision or improvements within the strategic area:

Transport

- New and improved infrastructure required to support economic growth, strategic and site-specific priorities outlined in the second part of each Local Plan

- Substantially improved connectivity by promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice, providing better public transport infrastructure and services, and enhanced inter-urban transport corridors
- Increased rail capacity, reliability and punctuality; and reduced overall journey times by rail
- Support changes in travel behaviour by applying the modal hierarchy and increasing opportunities for sustainable modes of transport that can compete effectively with private vehicles
- Prioritise public transport, particularly in the urban areas, including new and innovative ways of providing public transport including;
 - high quality rapid public transit networks and connections, in and around urban areas with links to the new Garden Communities
 - maximising the use of the local rail network to serve existing communities and locations for large-scale growth
 - a bus network that is high quality, reliable, simple to use, integrated with other modes and offers flexibility to serve areas of new demand
 - promoting wider use of community transport schemes
- Improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth
- Improved junctions on the A12 and other main roads to reduce congestion and address safety
- A dualled A120 between the A12 and Braintree
- A comprehensive network of segregated walking and cycling routes linking key centres of activity contributing to an attractive, safe, legible and prioritised walking/cycling environment
- Develop innovative strategies for the management of private car use and parking including support for electric car charging points.

Education

- Provide sufficient school places in the form of expanded or new primary and secondary schools together with early years and childcare facilities, with larger developments setting aside land and/or contributing to the cost of delivering land for new schools where required
- Facilitate and support provision of practical vocational training, apprenticeships, and further and higher education

Health

- Ensure that essential healthcare infrastructure is provided as part of new developments of appropriate scale in the form of expanded or new healthcare facilities including primary and acute care; pharmacies; dental surgeries; opticians, supporting community services including hospices, treatment and counselling centres.
- Require new development to maximise its positive contribution in creating healthy communities and minimise its negative health impacts, both in avoidance and mitigation, as far as is practicable.

Broadband

Roll-out of superfast broadband across North Essex to secure the earliest availability for universal broadband coverage and fastest connection speeds for all existing and new developments (residential and non-residential), where all new properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.

1.25 Creating Quality Places

- 1.87** The North Essex area has a great variety of natural environments, and wonderful towns and villages. It is critical that new development must incorporate high standards of place-making along with urban and architectural design to respect the character of these environments. Major new developments will be planned carefully with the use of masterplans and design codes where appropriate.
- 1.88** Networks of green and blue infrastructure should be provided across new developments, linking new developments within existing networks of open space. These areas can be multi use, providing space for natural species and habitats as well as space for informal recreation and walking links.
- 1.89** This requirement for high design standards will apply across all scales of new development as well as to infrastructure projects. Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the authorities will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes if properly integrated into the design and delivery of new development.

Place Shaping Principles

All new development must meet the highest standards of urban and architectural design. The local authorities encourage the use of development frameworks, masterplans and other design guidance documents and will use design codes where appropriate for strategic scale developments.

All new development should reflect the following principles:

Respond positively to local character and context to preserve and enhance the quality of existing communities and their environs;

Provide buildings that exhibit individual architectural quality within well-considered public and private realms;

Protect and enhance assets of historical or natural value;

Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car;

Where possible, provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods;

Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;

Provide streets and spaces that are overlooked and active and promote inclusive access;

Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall;

Provide an integrated network of multi-functional public open space and green and blue infrastructure that connects with existing green infrastructure where possible;

Include measures to promote environmental sustainability including addressing energy and water efficiency, and provision of appropriate wastewater and flood mitigation measures; and

Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light and overlooking.

1.26 Cross Boundary Garden Communities

- 1.90** A key element of the spatial growth strategy for North Essex is the development of new sustainable garden communities.

- 1.91** Garden communities were amongst a range of options which were considered by the local authorities to deliver their housing and employment needs. A number of sites of sufficient scale to accommodate a garden community were identified through the Call for Sites, the Strategic Land Availability Assessment (SLAA) and wider evidence gathering processes by each of the local authorities. All these options were evaluated and the assessments can be seen as part of the Sustainability Appraisal.
- 1.92** An Appropriate Assessment has also been completed to consider the effects of proposals in Section 1 on the integrity of the European sites either alone or in combination with other plans and projects. At the Screening Stage the likely significant effects on European Sites, either alone or in combination with other plan and projects, were loss of offsite habitat, recreational impacts and water quality. These issues were further considered through the Appropriate Assessment.
- 1.93** Loss of off-site habitat - To mitigate for the loss of off-site habitat, the Appropriate Assessment identified the need for wintering bird surveys for the Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals and a commitment to mitigation and phasing of Tendring Colchester Borders Garden Community is required within the Section 1 Strategic Plan dependent on the findings of bird surveys.
- 1.94** Recreational Impacts - To mitigate for any increase in recreational pressures at the European sites, the Appropriate Assessment recommended the production for Recreational Avoidance and Mitigation Strategies (RAMS) for the Colne & Blackwater, Stour and Orwell SPAS/Ramsar sites and Essex Estuaries SAC.
- 1.95** Water quality – To ensure that the water quality of the European Sites are not adversely affected by growth proposals in Section 1, the Appropriate Assessment recommended the inclusion of policy safeguards to ensure that adequate water treatment capacity exists prior to developments proceeding and a commitment that the phasing of development would not exceed water and sewage infrastructure capacity and that the necessary infrastructure upgrades would be in place prior to developments coming forward.
- 1.96** The three authorities are committed to implementing the recommendations in the Section 1 Appropriate Assessment and these will be further progressed through the Strategic Growth DPDs.
- 1.97** Due to the scale of development proposed across North Essex and the infrastructure constraints which exist in many of the existing main settlements, new garden communities were considered the most deliverable and sustainable option, providing a major long-term supply of new homes if they could be delivered to the right standards at the right time. Locations for three new garden communities were selected based on the evidence gathered and assessments undertaken.

- 1.98** These new communities will accommodate a substantial amount of the housing and employment growth planned for North Essex within the plan period and beyond in a sustainable way that meets the vision and strategic objectives, and provides a quality of development and community that would not occur in the absence of a holistic approach to planning and delivery. In the absence of commitment and a policy framework that secures the principles of garden communities development in the identified locations would not be acceptable. Other options for meeting the growth would have to be considered.
- 1.99** The North Essex Garden Communities will be planned new settlements that respond directly to their regional, local and individual site context and opportunities to create developments underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles, adapted for the specific North Essex context as set out in the North Essex Garden Communities Charter.
- 1.100** At least two of the three garden communities will be cross-boundary, and continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. This will require the local authorities to work very closely with the landowners within the proposed garden community locations to develop and put in place a robust delivery mechanism that will ensure a fair and equitable distribution of the costs and land requirements needed to secure the ambitions for these garden communities and create a long term legacy appropriate to the scale of this ambition. The Councils have developed and incorporated Local Delivery Vehicles (LDV) that could be used to deliver the garden communities. The Councils are aware of the emerging Government proposals for locally led new town development corporations that may offer an alternative means of delivery. Other delivery models are also being considered, and an appropriate tailored approach will need to be used in relation to each community. The Councils are confident that the LDV models viable and can deliver successful and sustainable garden communities, but will continue to explore other ways of achieving the vision that offer similar levels of confidence that the right quality of development will be delivered at the right time. The North Essex Garden Communities Charter has provided a good starting point in creating a framework for this approach.
- 1.101** As noted earlier in this Part 1 of the Local Plan, Uttlesford are in a separate housing market area and are therefore not formal partners in this Strategic Plan for North Essex. There will continue to be ongoing discussions with Uttlesford regarding the extent of the garden community at West of Braintree. The Uttlesford Issues and Options Plan published in October 2015 included an area of search to the west of Braintree. Uttlesford District Council is proposing to undertake preferred options consultation on its Local Plan in the summer of 2017 and the eventual scale of the west of Braintree option may depend on the conclusions that Uttlesford reach.

- 1.102** The Garden Communities are located within a Minerals Safeguarding Area. In line with the Essex Minerals Local Plan, the Mineral Planning Authority requires a Minerals Resource Assessment to be undertaken to assess if the sites contain a minerals resource that would require extraction prior to development. Should the viability of extraction be proven, the mineral shall be worked in accordance with the phased delivery of the non-mineral development.
- 1.103** At least two of the three garden communities will be cross-boundary, and the continued close joint working between the authorities involved will be required to secure their successful delivery. Each of the authorities is committed to ensuring that the new garden communities are as sustainable and high quality as possible and that the infrastructure needed to support them is delivered at the right time. Development Plan Documents will be developed for each of the garden communities. These will set out the design, development and delivery principles of each new community based on the principles set out in SP7 'Development and Delivery of New Garden Communities in North Essex' as well as the mechanism for attributing house completions to the local planning authorities' housing targets.
- 1.104** Based on the partnership wording between the North Essex authorities to date and their continuing commitment to the projects, each of the three proposed garden communities is planned to deliver 2,500 dwellings during the Local Plan to 2033. Delivery of 2,500 dwellings in the cross-border garden communities, no matter where they are physically built, within the Local Plan period to 2033 will be attributed as set out in section 2 of each of the individual Local Plans, or if more dwellings are built then 50:50 between the two districts concerned. A detailed mechanism will be developed to attribute housing completions to the local planning authorities to deal with the possibility that fewer than 2,500 dwellings are completed in any of the communities during the plan period to 2033; it will be informed by the DPD and agreed through a Memorandum of Understanding. It will take into account a range of factors including;
- The resources, including finance, committed to the partnership by the councils to support delivery of high quality garden communities and achieve the projected housing delivery in both districts;
 - The wider benefits of the garden communities to the districts;
 - The burdens to the infrastructure of the districts generated by communities; and
 - The proportion of the housing built in each district

Development and Delivery of New Garden Communities in North Essex

The following three new garden communities are proposed in North Essex.

Tendring/Colchester Borders, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000-9,000 homes to be delivered beyond 2033)

Colchester/Braintree Borders, a new garden community will deliver 2,500 within the Plan period (as part of an overall total of between 15,000 – 24,000 homes to be delivered beyond 2033)

West of Braintree in Braintree DC, a new garden community will deliver 2,500 homes within the Plan period (as part of an overall total of between 7,000- 10,000 homes to be delivered beyond 2033)

Each of these will be an holistically and comprehensively planned new community with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. Delivery of each new community will be phased and underpinned by a comprehensive package of infrastructure.

The Councils will need to be confident, before any consent is granted, that the following requirements have been secured either in the form of appropriate public ownership, planning agreements and obligations and, if necessary a local infrastructure tariff.

The design, development and phased delivery of each new garden community will conform with the following principles

i. Community and stakeholder empowerment in the design and delivery of each garden community from the outset and a long-term community engagement and activation strategy

ii. The public sector working pro-actively and collaboratively with the private sector to design, and bring forward these garden communities, deploying new models of delivery, sharing risk and reward and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of these new communities, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Given the scale of and time period for development of these new garden communities, the appropriate model of delivery will secure a comprehensive approach to the delivery of each new community in order to achieve the outcomes outlined above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.

iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Communities are characterised as distinctive places that capitalise on local assets and establish environments that promote

health, happiness and well-being. This will involve developing a cascade of design guidance including concept frameworks, detailed masterplans and design codes and other guidance in place to inform and guide development proposals and planning applications. Planning applications and any local development orders or other consenting mechanisms for the garden communities will be expected to be consistent with approved design guidance

iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new garden communities, meet the needs of residents and establish sustainable travel patterns.

v. Development that provides for a truly balanced and inclusive community and meets the housing needs of local people including a mix of dwelling sizes, tenures and types including provision for self- and custom-built homes and provision for the aging population; to meet the requirements of those most in need including 30% affordable housing in each garden community.

vi. Provide and promote opportunities for employment within each new community and within sustainable commuting distance of it

vii. Plan the new communities around a step change in integrated and sustainable transport systems for the North Essex area that put walking, cycling and rapid public transit networks and connections at the heart of growth in the area, encouraging and incentivising more sustainable active travel patterns

viii. Structure the new communities to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities

ix. Develop specific garden community parking approaches and standards that help promote the use of sustainable transport and make efficient use of land.

x. Create distinctive environments which relate to the surrounding environment and that celebrate natural and historic environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including new country parks at each garden community, provide a high degree of connectivity to existing corridors and networks and enhance biodiversity

xi. Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of each garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management

xii. Ensure that the costs and benefits of developing a garden community are shared by all landowners, with appropriate measures being put in place to equalise the costs and land contributions

xiii. Consideration of potential on-site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority.

xiv. Establishment at an early stage in the development of the garden communities, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the developments and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

These principles are elaborated upon in the North Essex Garden Community Charter.

A Development Plan Document will be developed for each of the garden communities to set out the principles of their design, development and phasing as well as a mechanism to appropriately distribute housing completions to the three Councils and this will be agreed through a Memorandum of Understanding.

1.105 The following three policies relate to each of the new garden communities.

Tendring/Colchester Borders Garden Community

The adopted policies map identifies the broad location for the development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Tendring DC and which will incorporate around 2,500 dwellings within the Plan period (as part of an overall total of between 7,000-9,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Tendring / Colchester Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the considerable assets within its boundaries such as woodland, streams and changes in topography, as well as the opportunities afforded by the proximity of the University of Essex campus to create a new garden community that is innovative, contemporary and technologically enabled, set within a strong green framework with new neighbourhood centres at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to the edge of Colchester. It will secure appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport systems and connections to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market. Clear separation will be maintained between the new garden community and the nearby villages of Elmstead Market and Wivenhoe.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and Jobs

5. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway and provision for B1, B2 and B8 businesses to the north of the site close to the A120;

6. High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining areas; development of a public rapid transit system connecting the garden community to Essex University and Colchester town centre; park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road network and fully mitigate any environmental or traffic impacts arising from the development. These shall include bus (or other public transit provisions) priority measures between the site, University of Essex, Hythe station and Colchester Town Centre;

8. Foot and cycle ways shall be provided throughout the development and connecting with the surrounding urban areas and countryside, including seamlessly linking key development areas to the University of Essex, Hythe station and Colchester Town Centre;

9. Primary vehicular access to the site will be provided off the A120 and A133;

10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner.

E. Community Infrastructure

11. District and neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.

12. Community meeting places will be provided within the local centres;

13. Primary healthcare facilities will be provided to serve the new development;

14. A secondary school, primary schools and early-years facilities will be provided to serve the new development;

15. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park, the provision of sports areas with associated facilities; and play facilities;

16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F. Other Requirements

17. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;

18. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

19. Landscape buffers between the site and existing development in Colchester, Wivenhoe and Elmstead Market;

20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site;

21. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development;

22. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

Colchester/Braintree Borders Garden Community

The adopted policies map identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Colchester BC and Braintree DC and which will incorporate provision of around 2,500 dwellings within the Plan period (as part of an overall total of between 15,000 to 24,000 homes) and provision for Gypsy and Travellers.

The Strategic Growth DPD will set out the nature, form and boundary of the new community. The document will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and

give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, environmental and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Colchester/Braintree Borders Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the assets within its boundaries including streams, land drains and ditches, mature hedgerows and field boundaries, woodland, existing and re-established habitats, and historic buildings. A mixed use district centre will provide a vibrant heart to this new community supplemented by neighbourhood centres to form foci for new neighbourhoods. The design of the community will also address the challenges offered by other features in particular the severance created by the A12 and A120 and maximise the opportunities afforded through integration with the existing community of Marks Tey, and the presence of the railway station, all underpinned by a strong green-grid of connected green space that provides great recreational opportunities for residents and connection to the wider countryside. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible. Clear separation will be maintained between the new garden community and the nearby settlements of Coggeshall, Stanway Easthorpe and Feering.

2. Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and affordable housing will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;

4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and jobs

5. *Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created in the garden community. This may include B1 and/or non B class employment generating uses around the rail station as part of mixed use urban development to provide for a wide range of local employment opportunities where appropriate;*

6. *High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.*

D. Transportation

7. *A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of a public rapid transit system connecting this new garden community to the wider Colchester context; development of opportunities to improve accessibility to Marks Tey rail station (or provide for its relocation to a more central location within the garden community); and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic road network and fully mitigate any environmental or traffic impacts. Other specific transport-related infrastructure requirements identified through the subsequent Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner;*

8. *Primary vehicular access to the site will be provided via the strategic road network;*

9. *Improvements to the local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus/rapid transit priority measures between the site, Colchester and Braintree town centres, employment areas and rail stations;*

10. *Foot and cycle ways shall be provided throughout the development and existing communities and surrounding countryside, including seamlessly linking key development areas to the wider network;*

11. *Opportunities will be explored to establish how Marks Tey rail station can be made more accessible to residents of the new community including relocation of the station to a more central location and improvement of walking, cycling and public transport links to the station.*

E. Community Infrastructure

12. District and local centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community including residents of the existing Marks Tey village.

13. Community meeting places will be provided within the district and local centres.

14. Primary healthcare facilities will be provided to serve the new development

15. At least one secondary school, primary schools and early-years facilities will be provided to serve the new development;

16. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park and the provision of sports areas with associated facilities and play facilities;

17. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development

F. Other Requirements

18. Provision of improvements to waste water treatment including an upgrade to the Colchester Waste Water Treatment Plant and off-site drainage improvements;

19. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

20. Landscape buffers between the site and Coggeshall, Feering, Stanway and Easthorpe;

21. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including the SSSI at Marks Tey brick pit, Marks Tey Hall, Easthorpe Hall Farm, Easthorpe Hall and the habitats along and adjoining the Domsey Brook and Roman River corridors;

22. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development;

23. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

24. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

25. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

Policy SP10 1

West of Braintree Garden Community

The adopted policies map, identifies a strategic area for development of a new garden community of which the details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly between Braintree DC and Uttlesford DC if applicable and which will incorporate provision of around 2,500 homes within the Plan period (as part of an overall total of between 7,000 – 10,000 homes) in North Essex and provision for Gypsy and Travellers.

Broadfield Farm lies within the garden community search area and is an allocated minerals extraction site within the Essex County Council adopted Minerals Local Plan. The mineral extraction, restoration and after care of the minerals site will need to be planned alongside the wider development of the garden community.

The Strategic Growth DPD will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the West of Braintree Garden Community.

The DPD and any planning application will address the following principles and requirements in the design, development and delivery of the new garden community:

A. Place-making and design quality

1. *The development of a new garden community to high standards of design and layout drawing on its context and the assets within and close to its boundaries including Boxted Wood, Golden Grove, Rumley Wood, Pods Brook and the historic airfield. The gently sloping topography to the south of the site also affords opportunities for long distance views. These key assets will provide a context to build a new green-grid upon to provide an attractive setting for the new community and linking to the wider countryside. The new community will also address the relationship with existing communities close to its boundaries and maintain a separation between them including Great Saling, Stebbing Green and Rayne.. The garden community will be designed and developed to have its own identity and be as self-sustaining as possible;*

2. *Detailed masterplans and design guidance will be put in place to inform and guide development proposals and planning applications. Planning applications for this garden community will be expected to be consistent with approved DPDs and subsequent masterplans and design and planning guidance.*

B. Housing

3. *A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development;*

4. *New residential development will seek to achieve appropriate densities which reflect context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.*

C. Employment and jobs

5. *Employment – additional wording pending further evidence base findings. Provision for a wide range of job, skills and training opportunities will be created within the garden community. This may include space for B1, B2 and B8 businesses in the southern part of the community close to the A120 as well as on non-employment park locations throughout the Garden Community to provide for a wide range of local employment opportunities;*

6. *High speed and reliable broadband will be provided and homes will include specific spaces to enable working from home.*

D. Transportation

7. *A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and maximise the opportunities for sustainable travel including the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access the adjoining area; development of an effective public transport system; development of opportunities to improve accessibility to local rail stations; and effective measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Improvements to the*

local road infrastructure will be necessary to mitigate adverse traffic impacts and serve the new development. These shall include bus / rapid transit priority measures between the site, Braintree town centre, rail station and employment areas including the Skyline business park and London Stansted Airport. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local road network and fully mitigate any environmental or traffic impacts arising from the development;

8. Primary vehicular access to the site will be provided via the A120 and B1256;

9. Foot and cycle ways shall be provided throughout the development, including linking the site to Braintree town through the existing Flitch Way linear country park;

10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Documents and masterplans for this garden community will be delivered in a phased manner.

E Community Infrastructure

11. District and local centres of an appropriate scale will be provided to serve the proposed new community. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community;

12. Community meeting places will be provided within the district and local centres;

13. Primary healthcare facilities will be provided to serve the new development;

14. Secondary school, primary schools and early-years facilities will be provided to serve the new development;

15. A network of multi-functional green infrastructure will be provided within the garden community. It will include community parks, allotments, , the provision of sports areas with associated facilities and play facilities;

16. Indoor leisure and sports facilities will be provided with the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F Other Requirements

17. Provision of improvements to waste water treatment and off-site drainage improvements;

18. Provision, management and on-going maintenance of sustainable surface water drainage measures to manage and mitigate the risk of flooding on site and which will reduce the risk of flooding to areas downstream or upstream of the development;

19. Landscape buffers between the site and Great Saling, Stebbing, Stebbing Green and Rayne;

20. Protection and/or enhancement of heritage and biodiversity assets within and surrounding the site including Great Saling Hall conservation area and areas of deciduous woodland within and adjoining the site;

21. Provision of appropriate buffers along strategic road infrastructure to protect new development;

22. Provision of appropriate design and infrastructure that incorporates the highest standards of energy efficiency and innovation in technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities;

23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures;

24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

1.27 Delivery, Implementation and Monitoring Arrangements

1.106 The North Essex authorities will work together to deliver cross-authority strategic proposals contained in section 1 of their plans, including the garden communities. This entails consideration of appropriate models for the governance, funding and comprehensive delivery of these innovative large scale and long term growth projects in line with the principles set out in policy SP7. In view of the scale and long term nature of the proposed garden communities, the authorities intend to have a significant role in how the communities are phased and delivered and to ensure that the infrastructure and other supporting measures to support the residents of the new communities are delivered in advance of or at the same time as new homes. This should also help ensure delivery throughout different economic cycles.

1.107 Without prejudice to the outcomes of the Local Plan approval process, the North Essex authorities have created an overarching governance body to be known as North Essex Garden Communities Limited (NEGC Ltd) to coordinate the development and delivery of the new communities. Further local delivery vehicles will be established in association with landowners for each proposed garden community with the capacity

to lead the delivery of each community on a comprehensive basis and with proportionate local authority support to help secure the quality of place and delivery of infrastructure set out in the policies in this plan. In addition to strong local authority involvement and leadership, delivery of garden communities will also rely on active and sustained engagement with existing local communities and stakeholders. The Councils will explore other models of delivery if they can be confident that it will deliver the same quality and timing of outcomes for the community as a whole, both those in the new garden communities and the existing communities that will be affected.

1.108 The North Essex authorities will monitor these Section 1 policies to ensure that they are effective and delivering the intended outcomes, including their collective implications for the area as a whole. Monitoring of Part 1 objectives and outcomes as outlined in the table below will be assessed regularly by the authorities in their annual Authority Monitoring Reports (AMR), in addition to the monitoring of the individual Part 2 of each Local Plan. It should be noted that where there is an unacceptable delay in delivery of development and/or infrastructure occurs, the local authorities will use mechanisms and powers including establishing locally-led Development Corporations and the use of Compulsory Purchase Orders, to intervene.

Table 1 Monitoring Requirements of the Section 1

Part One Policies	Part One Objectives	Targets	Key Indicators in Authority Monitoring Reports
SP1 Presumption in favour of Sustainable Development.	Providing sufficient new homes. Fostering economic development.	Deliver Garden Communities as the most sustainable options for large scale, long term growth.	Local authority agreement and delivery of governance, community involvement, stewardship arrangements and funding arrangements for Garden Communities.
SP2 Meeting Housing Needs.	Providing new and improved infrastructure.	Deliver new employment land in line with spatial strategy and evidence base targets.	Amount of floorspace development for employment and leisure by type.
SP3 Providing for Employment.	Addressing education and healthcare needs.	Deliver new housing in line with spatial strategy and Objectively Assessed Need targets.	Market and affordable housing completions per annum (net).
SP4 Infrastructure and Connectivity.	Ensuring high quality outcMonitoring Requirements of the Section 1omes.	Increase modal share of non-motorised transport.	Monitor modal splits and self-containment via Census and measure traffic levels on key routes.
SP5 Place Shaping Principles.			Identify and monitor progress of strategic infrastructure projects.

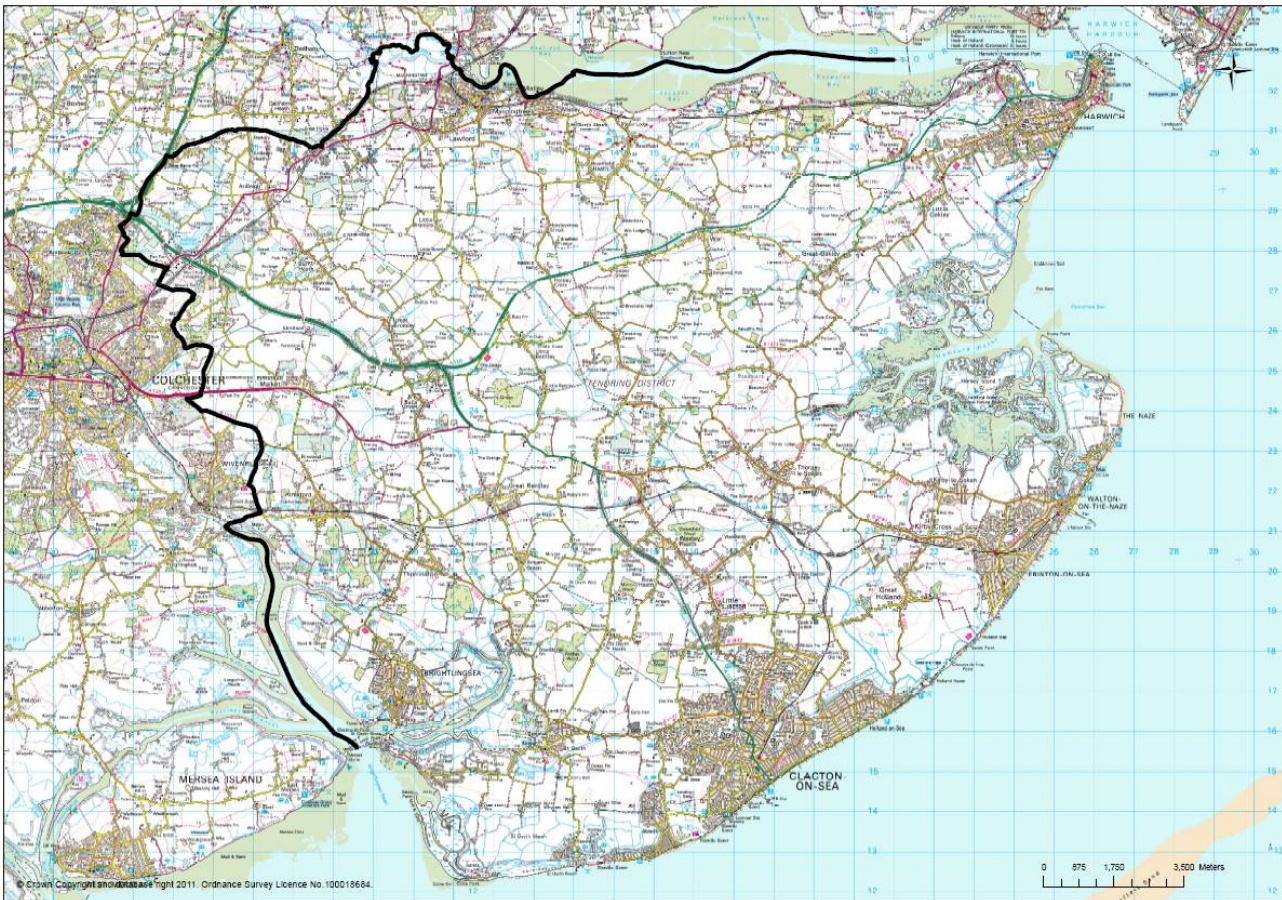
Part One Policies	Part One Objectives	Targets	Key Indicators in Authority Monitoring Reports
<p>SP6 Spatial Strategy for North Essex.</p> <p>SP7 Garden Communities.</p> <p>SP8 Tendring Colchester1r Borders Garden Community.</p> <p>SP9 Colchester Braintree Borders Garden Community.</p> <p>SP10 West Braintree Garden Community.</p>		<p>Delivery of identified infrastructure schemes including transport, education, community, healthcare, green/blue infrastructure and environmental protection.</p> <p>Approved DPDS, masterplans &</p> <p>other planning & design guidance in place for each community prior to the commencement of development it relates to .</p>	<p>Monitor availability of DPDs and other planning guidance relative to the submission & determination of planning applications for the development it relates to.</p>

1 Introduction

1.1 Welcome to Tendring

- 1.1.1** Welcome to the Tendring District Local Plan. Tendring District is located in the north-eastern corner of the county of Essex, bordering Suffolk and approximately 70 miles from London. Tendring is a coastal District containing a number of individual seaside and riverside towns and a large rural heartland. Tendring District is 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 borders Colchester.
- 1.1.2** The largest urban area within our District is Clacton-on-Sea. Tendring District is also home to the International Port of Harwich, the coastal towns of Frinton-on-Sea and Walton-on-the-Naze, the historic port town of Brightlingsea and Manningtree, a town which borders Suffolk, the Stour Estuary and the Dedham Vale Area of Outstanding Natural Beauty. Our rural heartlands contain many distinctive villages and hamlets of varying size.
- 1.1.3** Our District has a diverse range of assets including its attractive landscapes, coastline, areas of nature conservation, maritime heritage and both local and internationally important ports. Alongside some thriving settlements and successful businesses there are also some major challenges including unemployment, coastal erosion and the need to provide space for future developments, to meet the employment and housing needs of current and future generations.

Map 1 Tendring District and Boundary



1.2 Our Local Plan

- 1.2.1** Our Local Plan will be the statutory development plan for Tendring District up to 2033. The National Planning Policy Framework (NPPF) 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 effect on our area.
- 1.2.2** Section 1 of the Local Plan has been produced in partnership with Braintree, Chelmsford, Colchester and Essex Councils. It contains the context and policies for the strategic matters that are common across our combined Housing Market Area.
- 1.2.3** Section 2 of the Local Plan identifies some of the main characteristics of our District and the challenges we face; it also sets out the vision of this plan to be achieved by 2033. 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 District an attractive place to live, work and visit.

- 1.2.4** Together Sections 1 and 2 of the Local Plan set out: the key development projects that will deliver new jobs, housing and community facilities; specific sites that will be both promoted for and protected from development; the new infrastructure that will be needed to support future growth; and planning policies that the Council will use when determining 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'.

1.3 Context

- 1.3.1** The Local Plan needs to be consistent with a wide range of other policies, guidance, strategies and plans produced not only by this Council but also by central government, neighbouring authorities and other public bodies. Through the Localism Act there is 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 informed the content of this Local Plan along with the key national and local partnerships that will be involved in delivering positive changes in the area over the plan period.

1.3.1 National Planning Policy Framework (NPPF)

- 1.3.1.1** The National Planning Policy Framework was formally introduced by the government on 27th March 2012. The Council must ensure that the Local Plan is consistent with its objectives, principles and policies. 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.

1.3.2 South East Local Enterprise Partnership (SELEP)

- 1.3.2.1** Our District forms part of the South East Local Enterprise Partnership (SELEP) which comprises Kent, Essex and East Sussex. Local 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 plays a central role in determining local economic priorities and undertaking activities to drive economic growth. Tendring District Council works alongside other local authorities and businesses in the partnership to identify barriers to local economic growth to stimulate a prosperous economic future for our District.

1.3.3 Haven Gateway Partnership

1.3.3.1 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. 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.

1.3.4 Essex County Council

1.3.4.1 Our District is part of the county of Essex. Essex County Council as an administrative body is responsible for preparing Local Plans for Minerals and Waste. This is particularly relevant to Tendring District given our underlying geology, which plays a role in the sourcing of sand and gravels. The minerals and waste Local Plans sit alongside this Local Plan and together make up the Development Plan.

Essex Minerals Local Plan

1.3.4.2 Essex County Council is the minerals planning authority for the District, and is responsible for preparing planning policies, and assessing applications for mineral development. The Essex Minerals Local Plan (2014) forms part of the statutory Development Plan and should be read alongside the Tendring Local Plan. The role of the Minerals Local Plan is to identify sites for the extraction of sufficient quantities of mineral within Essex to facilitate development over the Plan period.

1.3.4.3 There are active quarry sites in the District as well as currently unworked sand and gravel deposits are subject to a Minerals Safeguarding policy within the Essex Minerals Local Plan 2014. Policy S8 requires the minerals planning authority – Essex County Council - to be consulted on development proposals covering 5 hectares or more within the sand and gravel minerals safeguarding area. The Minerals Safeguarding Areas within Tendring District are shown on the Policies Map. Regard should be had to the requirements of the Minerals Local Plan where a development falls within a Minerals Safeguarding Area.

1.3.4.4 The Minerals Local Plan also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development within these areas.

Essex and Southend-on-Sea Waste Local Plan

1.3.4.5 Essex County Council is the waste planning authority for the District, and is responsible for preparing planning policies, and assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2001) is part of the statutory Development Plan which should be read alongside the

Tendring Local Plan. It sets out where and how waste management developments can occur, and is the planning policy against which waste management development planning applications are assessed. A Replacement Waste Local Plan is currently being prepared and should be adopted in 2017/18. It will cover the period from 2017 to 2032.

1.3.4.6 The emerging Essex and Southend-on-Sea Waste Local Plan (the Replacement Plan) proposes new waste development at Slough Farm, Ardleigh; Morses Lane, Brightlingsea; and Sunnymead, Elmstead; and Heath Farms, north west of Alresford. The Replacement Plan also identifies Areas of Search to meet the need for additional small scale waste management facilities. These Areas of Search are existing industrial estates within the district, and are located away from residential and other uses sensitive to amenity impacts such as schools, retail, leisure and office development. The Replacement Plan would seek to focus any new proposals for waste management facilities, which support local housing and economic growth, within these Areas of Search. One is proposed for Tendring, at Martell's Farm Industrial Area. The Waste Local Plan also designates Waste Consultation Areas at a distance of 250m around permitted waste management facilities and 400m around water recycling centres. Essex County Council must be consulted on all non-waste related development within these areas.

1.3.5 Working in Partnership

1.3.5.1 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 can inform and be informed by the strategies of different organisations because working in partnership will ultimately produce the best results on the ground. The legal 'Duty to Cooperate' places an onus on Councils to demonstrate that Local Plans have been prepared in partnership with other bodies.

1.3.6 Tendring District Council Strategies

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

1.3.6.2 Other Council Strategies – Other than the Corporate Plan, the Council also has a variety of other plans and strategies that the Local Plan reflects and, where possible, supports. Relevant plans and strategies include:

- Community Safety Delivery Plan;
- Housing Strategy;
- Economic Development Strategy;
- Empty Homes Strategy; and
- Tourism Strategy.

1.3.7 The Plans of Neighbouring Authorities

- 1.3.7.1** The Council also needs to recognise the strategies of neighbouring authorities through the legal duty to cooperate on planning issues of cross-border or strategic significance. Tendring's adjoining neighbours are Colchester Borough Council and Babergh District Council. However its strategic area is defined by its 'Housing Market Area' and this includes Braintree, Colchester and Chelmsford Council areas. Section 1 of this Local Plan sets out the strategic elements of this Local Plan and is common to all four Housing Market Area authorities. Babergh is not part of Tendring's Housing Market Area but still has an important relationship with Tendring.
- 1.3.7.2** The Babergh District lies to the north of both Tendring District and Colchester Borough and in the County of Suffolk. At the time of writing, Babergh District Council had adopted a new 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 focussed on the towns of Sudbury, Hadleigh and the western fringes of Ipswich. However, Brantham is on the boundary with Tendring District and the settlement has a strong relationship for services and facilities with Manningtree. Any new housing, retail, or employment in Brantham would have implications for the Tendring District. Likewise, proposals in this Local Plan for development in Manningtree, Lawford and Mistley will have implications for Brantham. Tendring District Council and Babergh District Council will work together, through the duty to cooperate, to ensure that these developments bring positive outcomes to the local economy, deliver any necessary infrastructure improvements and achieve good quality design.
- 1.3.7.3** Both Tendring and Babergh Districts 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.

1.3.8 Other Necessary Assessments

- 1.3.8.1** 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 Plan have been fully understood. Such assessments include:
- **Sustainability Appraisal (SA):** This 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. The Sustainability Appraisal for this version of the draft Local Plan will also be consulted upon.
 - **Strategic Environmental Assessment (SEA):** The SEA is required by a European Directive to assess the environmental effects of policies and proposals in Local Plans. The SEA is incorporated in to the SA in English law.
 - **Habitats Regulation Assessment (HRA):** An HRA is a requirement of the European Habitats Directive and for Tendring District 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. An HRA will be prepared for the Publication version of the Local Plan.

- **Equality Impact Assessment (EqIA):** 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. An EqIA will be prepared for the Publication version of the Local Plan.

2 Vision and Objectives

2.0.1 Having considered the unique characteristics of the District and the challenges that it faces, this chapter sets out the Section 2 vision and objectives for the District. These underpin many of the policies and proposals in this Local Plan that the Council will work with partners to implement between now and 2033 and it reflects the Council's own corporate priorities.

2.1 Vision for Tendring District

1

VISION

In 2033, Tendring District will be a vibrant, healthy and attractive place to live, work and visit. It will have a thriving, resilient and prosperous economy that promotes sustainable economic growth, making sustainable use of its natural and historic environments, maritime connections and popularity as a visitor destination.²

Tendring District's residents will have the opportunity to enjoy a safe and healthy quality of life in communities that offer a range of high quality new housing which meet local needs, job opportunities and other important services and facilities, including improved retail provision. They will be able to enjoy a variety of landscapes including a tidy coast, the open countryside with its elements of natural beauty, a wealth of wildlife areas where biodiversity has been conserved and enhanced and a diverse range of attractive historic settlements, landscapes and assets and an integrated network of protected wildlife-rich areas which are conserved and enhanced. The District will be home to people of all ages and abilities, providing a range of activities, attractions and facilities that will appeal to the active retired, the young and residents of working age. The District will also provide for the specialist needs of all people ensuring, in particular, that children and young people have the knowledge and skills to secure the opportunity for a good start in life.

Seaside towns

Clacton-on-Sea will have established itself as the place everyone wants to live. With the rejuvenation of the town's attractive and safe beaches (including the coastal protection scheme between Holland Haven and Clacton), high quality shops, restaurants and cafes in the town centre, creation of new country parks and the construction of hundreds of new high quality, spacious and much sought after houses, bungalows and retirement complexes, the economy will have seen a significant resurgence with new job opportunities in the retail, leisure, hospitality and health sectors.

Clacton will have still maintained its tourism roots, building a thriving local tourism industry but as well as attracting holiday makers, the town will provide a range of activities and attractions that our older residents can enjoy with their children and grandchildren at the weekends and during the school holidays, and a strong evening economy where people

from the town and surrounding areas will come for a fun and relaxing evening with their friends and colleagues in some of the town's new and trendy restaurants, nightclubs and entertainment venues. In Jaywick Sands, regeneration projects will continue to raise the standard of living in this part of Clacton. Jaywick Sands will have seen, through the provision of a deliverable development framework, a sustainable community with associated economic, community and employment opportunities.

The town will also have new training facilities with a centre of excellence for health and assisted living.

Frinton-on-Sea and Walton-on-the-Naze will enjoy 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 whilst continuing to offer a unique and non-commercialised shopping and leisure experience to its residents and its visitors. Both settlements will have succeeded in preserving and enhancing their special historic character.

Harwich and the A120 corridor

The Harwich area will experience an economic resurgence with a number of major employers operating in the area with developments including Stanton Europark, Harwich Valley and Carless making the most of the A120. As a result, the housing market will have picked up 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, including the Mayflower. Dovercourt Town Centre and seafront will have also improved its offer of a year round shopping and leisure experience. These benefits will have taken place whilst continuing to preserve and enhance the town's maritime heritage through careful consideration of its associated buildings, structures and coastal landscapes.

Tendring Colchester Borders Garden Community

Neighbouring Colchester will have been the focus for significant growth in jobs and housing and will have a thriving economy that will benefit Tendring District's residents, many of whom commute into the town each day for work. A new community will be developed to the east of Colchester, developed on garden community principles, with necessary infrastructure and facilities provided and high quality of built and urban design. With major investment in rapid transit services to the town centre, pedestrian and cycle connections and a new link road between the A120 and A133, the management of traffic congestion will have improved and provision of upgraded broadband infrastructure and services. The University of Essex will be one of the leading research and development facilities in the country and, as a result, businesses will have moved to the area to benefit from its expertise and improved transport links. The new garden suburb crossing the Colchester Borough and Tendring District boundary will be a much sought-after place to live.

Rural Heartland

In the District's substantial rural heartland, the smaller towns of Manningtree, Lawford, Mistley and Brightlingsea, along with some of the larger villages, will have seen some modest levels of new housing and employment development to support local shops and services, address local issues, provide for local needs and facilitate investment by local businesses in job opportunities.

In some of 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. Improvements to the telecommunications network and internet broadband services have given these areas a new lease of life with more people able to work, shop and learn from the comfort of their own home.

Any new development will need to obtain the following outcomes:

- 1. Creating the right balance of jobs, housing and infrastructure;*
- 2. Ensuring that development is sustainable in terms of location, use and form;*
- 3. Balancing the development needs of the District with the protection and enhancement of the natural, historical and built environment;*
- 4. Excellent services and facilities easily accessed by local communities and businesses;*
- 5. More walkable places and an excellent choice of ways to travel;*
- 6. Vibrant, well connected town and productive countryside;*
- 7. Avoid, then mitigate and, as a last resort compensate for adverse impacts of development on the built, historic and natural environment and capitalising on these features;*
- 8. Stronger, more self-reliant town and countryside with thriving centres;*
- 9. Enhanced quality of life for all residents;*
- 10. Working with partners and residents to develop a place where people really matter;*
- 11. All new developments should account for, adapt to and mitigate against climate change.*

2.2 Objectives for the Plan

2.2.1 Section 2 of the Local Plan provides the housing and employment allocations outside of the Garden Community. It also provides the vision, objectives and development management policies for the plan as a whole.

2.2.2 A number of sub-objectives have been identified to underpin the purpose of the Local Plan policies in Section 2. These are as follows:

2.2.1 Living Places

- **Housing Delivery**

2.2.1.1 The Local Plan's strategic objectives for Housing Delivery are:

Objective 1

- *To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population.*
- *To deliver high quality sustainable new communities.*

2.2.2 Prosperous Places / Sustainable Places

- **Employment/Commercial**

2.2.2.1 The Local Plan's strategic objective for Employment delivery is:

Objective 2

- *To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033.*

2.2.3 Prosperous Places

- **Retail Development**

2.2.3.1 The Local Plan's strategic objective for Retail Development is:

Objective 3

- *To promote the vitality and viability of the town centres through the promotion of retail and other related uses, exploiting the benefit of enhanced growth of the towns whilst retaining the best and valued aspects of their existing character.*

2.2.4 Connected Places / Sustainable Places

- **Infrastructure Provision**

2.2.4.1 The Local Plan's strategic objectives for infrastructure provision are:

Objective 4

- *To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided as necessary in connection with new development.*
- *To enable provision of upgraded broadband infrastructure and services.*
- *To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities.*
- *To ensure that flood defence infrastructure is considered so that future developments take into consideration the impacts of climate change.*
- *To ensure there is adequate capacity in the foul water sewerage infrastructure.*

2.2.5 Healthy Places / Prosperous Places

- **Education and Health**

2.2.5.1 The Local Plan's strategic objectives for Education and Healthcare are:

Objective 5

- *To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeships.*
- *To work with partners in the National Health Service, local health organisations, Essex County Council and local community groups to ensure adequate provision of healthcare facilities to support growing communities.*
- *To work with Public Health to promote and encourage healthy lifestyles through developments and planning to ensure that the people of Tendring have opportunities to be as healthy as able.*

2.2.6 Healthy Places / Sustainable Places

- **Sustainability**

2.2.6.1 The Local Plan's strategic objective for Sustainability is:

Objective 6

- *To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car.*

2.2.7 Protected Places / Sustainable Places

- **The Historic Environment**

2.2.7.1 The Local Plan's strategic objective for the Historic Environment is:

Objective 7

- *To conserve and enhance Tendring District's historic environment, including: heritage; respecting historic buildings and their settings; heritage assets; landscapes; links; and views.*

2.2.8 Protected Places

- **Biodiversity**

2.2.8.1 The Local Plan's strategic objective for Biodiversity is:

Objective 8

- *To provide a network of interconnected multi-functional natural green and blue spaces which secures a net gain in biodiversity and geodiversity; promotes healthy lifestyles; and enhances the quality of the natural and built environment.*

2.2.9 Protected Places

- **Water and Climate Change**

2.2.9.1 The Local Plan's strategic objective for Water and Climate Change is:

Objective 9

- *To reduce the risk of flooding (all types) by securing the appropriate location and design of new development (including SuDs), having regard to the likely impact of climate change.*

2.2.10 Prosperous Places / Protected Places

- **Tourism Promotion**

2.2.10.1 The Local Plan's strategic objective for Tourism is:

Objective 10

- *To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.*

3 Sustainable Places

3.0.1 The Local Plan's strategic objective for Sustainability is "To locate development within Tendring District where it will provide the opportunity for people to satisfy their day-to-day needs for employment, shopping, education, and other services locally or in locations which minimise the need to travel and where there are modes of transport available in addition to the use of car."

3.1 Spatial Portrait

3.1.1 General Characteristics

3.1.1.1 Within our District, the 2011 Census puts the population at approximately 138,100 with an average density of 4.1 people per hectare. The predominant ethnic group is White British with a high percentage of the population describing themselves as such. The ethnic minority population was lower than the estimates for both the East of England and Essex.

3.1.1.2 Our District is projected to grow by 14.4% (from 2011 Census numbers) to approximately 158,000 by the end of the plan period. Recent decades have seen a trend towards an ageing population in the District and this is projected to continue in the future. The percentage of over 65s in Tendring District is higher than both the East of England and Essex percentages. The number of people over age 65 years is projected to increase by more than a third within the plan period. In contrast, the proportion of the population aged under 5 years is projected to remain the same in that period.

3.1.1.3 Based on the 2011 Census, there were 62,105 households in the Tendring District, the majority of which were within privately owned housing. Average household size in the district was 2.2 people, slightly lower than the national, regional and county averages. The average property price in September 2012 in Tendring District was £180,408; this is noticeably lower than average prices for England and Essex.

3.1.2 Economy

3.1.2.1 Tendring District is connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, London Stansted Airport and the Port of Felixstowe.

3.1.2.2 Transportation provision in the District includes 14 railway stations with connections to Colchester, Ipswich and further afield. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes and the journey time from Manningtree to London is just over 1 hour.

3.1.2.3 There are numerous bus routes throughout the District including frequent inter-urban routes linking villages to the larger urban areas of the district and the large town of Colchester in the adjoining borough. The dispersed geography of the District means that there is a reliance on the use of private cars.

- 3.1.2.4** The District includes Harwich International Port which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. The port also supports the off-shore renewables industry providing support facilities for the installations at London Array, Gunfleet Sands and Greater Gabbard, off the Suffolk coast.
- 3.1.2.5** The sector employing the most people in Tendring, according to the Economic Development Strategy (2013), was health which accounted for approximately 17% of jobs, followed by retail and education.
- 3.1.2.6** The Cultural, Visitor and Tourism sector, encompasses a range of activities which play an important role in the District's economy. This sector is worth more than £353 million per annum to the economy and is estimated to provide 7,900 jobs across Tendring District. The majority of jobs and businesses in this sector are located in and around Clacton.
- 3.1.2.7** The quantitative projection for new retail floorspace in the Tendring District to 2032, as identified in the Retail Study Update 2017, indicates that there is no quantitative need for additional retail floorspace across the District.
- 3.1.2.8** The Study also identifies that there is no capacity for new convenience goods floorspace in the District. A town-by-town analysis indicates a quantitative need for additional convenience floorspace in Manningtree and Harwich/Dovercourt, but not in Frinton-on-Sea, Brightlingsea, Walton-on-the-Naze, or Clacton.
- 3.1.2.9** In relation to comparison goods floorspace requirement, there is a potential capacity for new comparison goods floorspace. A town-by-town analysis indicates that there is a quantitative need for modest additional comparison floorspace in all town centres except in Clacton, Harwich/Dovercourt and Walton-on-the-Naze. The Study indicates that additional floorspace in the town centres would improve market share, sustain vitality and viability and attract visitors.
- 3.1.2.10** Internet shopping has become a major competitor to town centre shopping. With three quarters of all adults in the UK buying goods or services on-line. Increases in on-line shopping choice will mean traditional retailers and service providers will need to compete not only in price and range but also in service and expertise. Town centres will need to provide an attractive, mixed-use shopping experience to retain and increase their share of consumer spending.
- 3.1.2.11** Model based unemployment figures for the District during the period January 2015 – December 2015 show that the unemployment rate was 5.3% which is higher than that for the East of England. These figures are based on a proportion of the District's economically active population.
- 3.1.2.12** At the time of writing there were more than 130 Care Homes in Tendring District, with 9.1 care homes per 10,000 population, this is the highest concentration of care homes in the UK. The care sector is the second highest employer in the District. With

the population of over 65s projected to rise by more than a third during the plan period, consideration will need to be given to the needs of an ageing population to encourage independent living.

3.1.3 Social Characteristics

- 3.1.3.1** In 2012 there were 1,365 births in the Tendring District. Life expectancy in the District has been estimated as 78 years for men and 82 years for women, this is slightly lower than the estimates for England and Essex.
- 3.1.3.2** At the time of writing there were 47 academy schools in the District, 40 primary schools and 7 secondary schools. There were also 2 adult education centres.
- 3.1.3.3** Commissioning School Places in Essex 2013-2018, published in 2014, sets out the requirement, supply and demand for places in maintained primary and secondary schools to 2018 and is updated annually.
- 3.1.3.4** In 2013 there were 9,318 primary school pupils and 8,608 secondary school pupils. The 6 schools providing sixth-form education had 1,307 pupils over the age of 16.
- 3.1.3.5** Primary school numbers, as forecast in the Commissioning Schools for Essex document, are set to rise in the five year period 2013-2018 to 9,928, due to rising births and new housing, requiring plans to be developed with local schools to increase the provision in the District.
- 3.1.3.6** Overall pupil numbers in secondary schools in Clacton are predicted to decline in the period 2013/18 to 8,000. However, demand for year 7 places in Clacton is forecast to increase from 2017/2018 onwards to 8,395 once pupils from anticipated new housing are included in the forecast. Pupil numbers in secondary schools/academies in the rest of the District are forecast to remain stable. The impact of any new housing in the locality of these schools will be closely monitored to ensure there are sufficient school places to meet any increase in demand.
- 3.1.3.7** The District rates relatively highly on the Index of Multiple Deprivation and Jaywick Sands ranks first within England. It is estimated that almost a fifth of people in the District live in seriously deprived neighbourhoods. This estimation is higher than that of the neighbouring Colchester Borough and Babergh District. The rate of households considered to be homeless or in priority need for housing in Tendring District was less than 1 in 1,000 households in the period 2012/2013. This is lower than the national average and is the lowest in Essex.
- 3.1.3.8** Crime data taken from the Essex Police Performance Summary to March 2016 publication regarding the number of offences recorded by the Police, by community Safety Partnership/Local Authority level (year and offence group) for the year March 2015 to 2016 shows that recorded crime in the Tendring District had risen overall by just over 7%.

3.1.3.9 Tendring's community has access to a wide range of Council-run services including three leisure centres with swimming pools, sports centres, recreation grounds, country parks and the Princes Theatre, with an 820 seat auditorium which hosts local events as well as attracting national and international entertainers. The Council also provides Careline, a subscription service which supports independent living.

3.1.4 Ecological Characteristics

3.1.4.1 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 our coast and estuaries. The District also contains many buildings of historic and architectural importance, many of which are within designated conservation areas. These assets are key to the District's attractiveness and its tourism 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.

3.1.4.2 In the north west of the District is the Dedham Vale Area of Outstanding Natural Beauty (AONB), designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. The District also has the Orwell and Stour Estuaries which are designated as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar. The Colne Estuary is designated as Essex Estuaries Special Area of Conservation (SAC) as well as SSSI, SPA and Ramsar. The Hamford Water area is designated as SPA and SAC due to the protection of the Fishers Estuarine Moth. The above sites are all key for the natural environment in regards to protection of habitats of migratory animals, endangered birds, scarce plants, invertebrates as well as the conservation of wetlands.

3.1.4.3 The Naze at Walton, the most easterly peninsular in Essex, is a stunning and increasingly rare example of natural and wild coastline of geological and biological importance which benefits both visitors and wildlife alike. It is an important site for migrating and nesting birds including many rarities, with harbour porpoises out to sea, grey seals in the backwaters and a whole host of species to be found on the beaches and in the mud pools. The 70 foot (21m) high cliffs, are an internationally important SSSI. These cliffs are made up of London Clay, Red Crag and Thames sands and contain many fossils, such as shark's teeth, shells and wood, which can frequently be found on the beaches. The Naze is rich in history and is dominated by the Naze Tower, built in 1720 by Trinity House to mark the premonitory to shipping approaching Harwich Harbour. The Tower is now open to the public during the summer months and provides a gallery for the display of works by local artists and craftspeople and boasts a 360 degree view of the surrounding land and seascapes from its viewing platform.

- 3.1.4.4** The District has a rich geodiversity which is varied and largely irreplaceable. There are 10 sites of Special Scientific Interest (SSSIs) in the District, notified specifically for their geological value.
- 3.1.4.5** The countryside in the District is one of its key assets both in terms of tourism and the living environment for our residents. The Council, working with the Essex Wildlife Trust, has identified over 100 Local Wildlife Sites (LoWS) in the Tendring District including meadowland, grasslands, churchyards and ancient woodlands. LoWS are areas of land with significant wildlife value which provide important wildlife refuges and a green infrastructure network and, although these sites are not protected by law, they are worthy of nature conservation and are protected by planning policy.
- 3.1.4.6** With over 37 miles (60 Km) of coastline, the District contains a number of areas at high risk from tidal flooding and coastal erosion. There is risk of fluvial flooding or surface water flooding elsewhere in the District. The Essex and South Suffolk Shoreline Management Plan (SMP), prepared in partnership between the Environment Agency, Essex County Council and District Councils, is a strategy for managing flooding and coastal erosion over the next 100 years, in three time periods. The main aims of the SMP are to protect all dwellings and key infrastructure against flooding and erosion, to sustain the quality of the natural and historic environment and to allow natural shoreline evolution where possible to take place.
- 3.1.4.7** The 'Hold the Line' strategy, maintaining the existing defence line, can be seen in the Coastal Protection Scheme between Clacton and Holland-on-Sea. In 2014 the Clacton to Holland-on-Sea Coastal Protection Scheme was implemented to provide protection to more than 3,000 homes and commercial premises which would otherwise be at serious risk from erosion by the sea during the next 100 years.

3.1.5 Heritage Characteristics

- 3.1.5.1** Our District has more than 960 Listed Buildings. The District also benefits from 27 Scheduled Monuments which include above and below ground features, 3 Historic Parks and Gardens and 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District. The District also contains 20 Conservation Areas.
- 3.1.5.2** The historic centres of Harwich, Manningtree, Mistley and St Osyth contain many impressive and unique historic buildings and monuments. Within these areas there is a greater likelihood of archaeological remains due to their complex history and development of their communities over many centuries. These centres are sensitive to development in much the same way as is the ecology of an environmentally important area. Outside of these designated areas, the district's largely rural character and long history of occupation results in many areas of high archaeological potential.
- 3.1.5.3** Some of the more notable heritage assets within our District include the St Osyth Priory Gatehouse (Scheduled Monument, Grade I listed building) an important example of monastic building of the Augustinian order whose façade has one of the best preserved examples of knapped flint and stone flushwork in East Anglia. The

impressive 18th Century Mistley Towers (Scheduled Monument Grade I Listed building), the remains of a church designed by Robert Adam and The Harwich Redoubt (Scheduled Monument Grade II* Listed building) a circular fort which supported 10 gun embrasures, completed in 1810 to defend the harbour against invasion during the Napoleonic War. These are just a few examples of the heritage assets within the District.

3.1.6 Socio-Environmental Characteristics

3.1.6.1 Tendring District's potable drinking water comes from Ardleigh Reservoir. The reservoir covers 120 acres and, as well as providing the District with drinking water, is also used for recreational activities including sailing and fishing.

3.1.6.2 Greenhouse gas emissions generated by Council operations have decreased in the years 2009-2012. In 2009/2010 the Council's total Carbon Dioxide emission was 3,276 tonnes and in 2011/12 the total was 3,032 tonnes, whereas per capita emissions in the District have risen slightly from 5.4 tonnes in 2009 to 5.5 tonnes in 2012.

3.1.6.3 Increase in development and use of renewable energy has seen the installation of both off and on-shore wind farms in the District. The Dong Energy Gunfleet Sands 48 turbine Off-shore Wind Farm has the capacity to provide approximately 100,000 homes with 'clean electricity' in the years to come making a considerable reduction in Carbon Dioxide emissions. The wind farm is maintained and operated from a base in Brightlingsea. The 5 turbine on-shore Wind Farm at Earls Hall has the capacity to generate 'clean electricity' for approximately 6,300 homes and will reduce Carbon Dioxide emissions by 15,000 tonnes per year. Approval has also been given for Solar Farms in Wix and Bradfield which together will have the capacity to generate 'clean electricity' for approximately 3,409 homes.

3.2 Spatial Strategy

3.2.1 Growth needs to be carefully managed so as not to lead to unsustainable developments in remote and poorly accessible locations. The settlement hierarchy prioritises locations with access to the strategic road network, public transport and which have the potential to offer the widest range of services. All settlements which may experience growth have a development settlement boundary. Those without a settlement development boundary are considered to be part of the countryside.

3.2.1 Settlement Hierarchy

3.2.1.1 Strategic Urban Settlements:

3.2.1.1.1 Strategic Urban settlements' have the larger populations and a wide range of existing infrastructure and facilities, making them the most sustainable locations for 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.

3.2.1.1.2 For Tendring District, the settlements that fall within this category are of Clacton-on-Sea, Harwich and Dovercourt and the Tendring Colchester Borders Garden Community. Outside of our District, Colchester is also considered to be a Strategic Urban Settlement for the purposes of the Settlement Hierarchy.

3.2.1.1.3 To deliver economic growth in each of these areas, this Local Plan contains proposals for new employment sites, investment in town centres and improvements to the infrastructure.

3.2.1.1.4 In applying a sustainable, fair and proportionate approach to the distribution of housing growth, the Strategic Urban Settlements will accommodate the largest proportion of the District's increase in housing stock over the plan period.

3.2.1.1.5 The proposed strategic housing and mixed use sites in Clacton and the Tendring Colchester Borders Garden Community are also areas where longer-term growth is likely to be considered beyond the current plan period.

3.2.1.2 Smaller Urban Settlements:

3.2.1.2.1 Smaller Urban Settlements have large populations relative to rural settlements and benefit from a range of existing infrastructure and facilities. These settlements provide a range of opportunities for the use of public transport, walking and cycling 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 large scale.

3.2.1.2.2 For Tendring District, the settlements that fall within this category are Frinton, Walton and Kirby Cross; Manningtree, Lawford and Mistley; and Brightlingsea

3.2.1.2.3 In applying a sustainable, fair and proportionate approach to the distribution of housing growth, the Smaller Urban Settlements will accommodate the second largest proportion of the District's increase in housing stock over the plan period.

3.2.1.3 Rural Service Centres:

3.2.1.3.1 For Tendring District, seven villages are classed as 'Rural Service Centres' Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe-le-Soken and Weeley. For these settlements, the Local Plan identifies opportunities for smaller-scale growth. Some of these villages will accommodate a modest increase in housing stock, where appropriate, within the plan period. Proposed housing allocations are at a level that is fair, achievable and sustainable for each of the settlements

concerned. These will make a meaningful contribution toward addressing local housing needs, supporting the village economy and assisting with the overall housing growth proposed for the District.

3.2.1.3.2 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' is available to Parish Councils working with landowners the District Council and/or another affordable housing provider.

3.2.1.4 Smaller Rural Settlements:

3.2.1.4.1 Other smaller villages within Tendring District'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 distances either by public transport (if it is available) or, more often than not, by private car.

3.2.1.4.2 Because of this, these smaller villages are considered to be the least 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, keep local shops and services viable and help bring balance to any ageing population. Particular attention must be given to school travel and any expansion of existing rural schools.

3.2.1.4.3 Each of these smaller rural settlements can achieve a small scale increase in housing stock over the plan period. To allow for this to happen, Settlement Development Boundaries have been drawn flexibly, where practical, to accommodate a range of sites both within and on the edge of the villages and thus enabling them to be considered for small-scale residential 'infill' developments: provided that it does not detrimentally impact the historic and natural environment.

3.2.1.4.4 Developments which exceed 10 dwellings in size 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'.

3.2.2 Existing Permissions and Neighbourhood Development Plans:

3.2.2.1 To achieve a sustainable increase in housing stock for each of Tendring District's settlements up to 2033, a high level of new homes have gained planning permission or will have been completed on sites between 1 April 2013 to 31 March 2017. The remaining requirement will be delivered on sites that are specifically allocated for housing development, supplemented by other suitable sites within the Settlement

Development Boundaries in this Local Plan. The allocated sites either lie within the established built-up area of the settlement or involve undeveloped land on the edge of the settlement. 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.

- 3.2.2.2** If Town or Parish Councils wish to supplement the policies and proposals in this Local Plan to identify specific sites in their villages that could be developed they have the option of preparing their own Neighbourhood Plan. Neighbourhood Plans can also be used to allow additional development and ensure that any new development meets additional locally-specific requirements.

Policy SPL 1

MANAGING GROWTH

Settlement Hierarchy

Strategic Urban Settlements:

- *Clacton-on-Sea (comprising, Central Clacton, Jaywick Sands, West Clacton, Great Clacton (North), East Clacton and Holland-on-Sea)*
- *Harwich and Dovercourt (including Parkeston and part of Ramsey)*
- *The Tendring Colchester Borders Garden Community.*

Smaller Urban Settlements

- *Frinton, Walton and Kirby Cross*
- *Manningtree, Lawford and Mistley*
- *Brightlingsea*

Rural Service Centres

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

Smaller Rural Settlements:

- *Ardleigh*
- *Beaumont-Cum-Moze*
- *Bradfield*

- *Frating*
- *Great Bromley*
- *Great Holland*
- *Great Oakley*
- *Kirby-le-Soken*
- *Little Bentley*
- *Little Bromley*
- *Little Oakley*
- *Ramsey Village*
- *Tendring;*
- *Thorpe Station Maltings*
- *Thorrington*
- *Weeley Heath*
- *Wix*
- *Wrabness*

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

3.2.3 Settlement Development Boundaries

3.2.3.1 To achieve a sustainable increase in housing stock, a significant number of new homes will come forward on sites which at March 2017 already had extant planning permission for new housing. The remaining requirement will be delivered on sites that are specifically allocated for housing or mixed-use development, supplemented by other suitable sites within the Settlement Development Boundaries in this Local Plan. 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. 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 SPL 2

SETTLEMENT DEVELOPMENT BOUNDARIES

To encourage sustainable patterns of growth and carefully control urban sprawl, each settlement listed below is defined within a 'Settlement Development Boundary' as shown on the relevant Policies Map and Local Map. Within the Settlement Development

Boundaries, there will be a general presumption in favour of new development subject to detailed consideration against other relevant Local Plan policies and any approved Neighbourhood Plans.

Outside of Settlement Development Boundaries, the Council will consider any planning application in relation to the Settlement Hierarchy and any other relevant policies in this plan.

An exemption to this policy is provided through the Rural Exception Site Policy LP6.

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

3.2.3.2 Within the plan period new residential development in these settlements identified in Policy SPL1 will be limited to small infill sites within Settlement Development Boundaries which will support the overall housing growth for the District.

3.2.4 Sustainable Design

3.2.4.1 Policy SPL3 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.

Policy SPL 3

SUSTAINABLE DESIGN

Part A: Design. *All new development (including changes of use) should make a positive contribution to the quality of the local environment and protect or enhance local character. The following criteria must be met:*

a. new buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness;

b. the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials;

c. the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;

d. the design and layout of the development maintains or enhances important existing site features of landscape, ecological, heritage or amenity value;

e. 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. The Council will encourage the use of locally distinctive materials in boundary treatments.

Part B: Practical Requirements. *New development (including changes of use) must meet practical requirements. The following criteria must be met:*

a. access to the site is practicable and the highway network will be able to safely accommodate the additional traffic the proposal will generate and not lead to an unacceptable increase in congestion;

b. the design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments;

c. the development incorporates or provides measures to minimise opportunities for crime and anti-social behaviour;

d. the applicant/developer can demonstrate how the proposal will minimise the production of greenhouse gasses and impact on climate change as per the current regulations and policies in this plan;

e. buildings and structures are designed and orientated to ensure adequate daylight, outlook and privacy for future and existing residents;

f. provision is made for private amenity space, waste storage, separation and recycling facilities, vehicle and cycle parking; and

g. the development reduces flood risk and opportunities are taken to integrate sustainable drainage within the development, creating amenity and enhancing biodiversity.

Part C: Impacts and Compatibility. *New development (including changes of use) should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:*

a. the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;

b. the development, including any additional road traffic arising, will not have unacceptable levels of pollution 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;

c. 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; and

d. all new development should have regard to the most up to date adopted Essex Mineral Local Plan.

The development has considered climate change adaptation measures and technology from the outset including reduction of emissions, renewable and low carbon, passive design, and through green infrastructure techniques where appropriate.

When considering new development, applicants and developers should avoid adverse impacts upon the environment. Where this is not possible, mitigation measures should be put forward. As a last resort, compensate for adverse environmental impacts.

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

This Policy contributes towards achieving Objectives 6, 7 and 8 of this Local Plan.

4 Healthy Places

4.1 Improving Health and Wellbeing

- 4.1.1** The Local Plan's strategic objectives for Healthcare Needs are "To work with partners in National Health Service, local health organisations and local community groups to ensure adequate provision of healthcare facilities to support growing communities."
- 4.1.2** Good health and wellbeing means that wherever possible people are free of illness or disability and they have a positive physical, social and mental state. The Council wants people in Tendring District to have healthier, happier and longer lives with less inequality. Health and Wellbeing has been a priority for a number of years to the partners in Tendring District.
- 4.1.3** Tendring District has a higher than average proportion of older and disabled people and, for many, the provision of health services is an essential part of everyday life. For our residents, being able to access primary health care is one of the biggest concerns for the future with many people worried that more housing developments and an increasing population could have significant impact upon over-stretched health services.
- 4.1.4** The Essex Joint Strategic Needs Assessment (JSNA, 2016) stated that in Tendring District:
- 68.3% of adults are classified as overweight or obese compared to the national average of 64.6%.
 - 2,980 people aged over 65 are thought to have dementia. This figure is estimated to rise to 3,995 by 2025. The rising number of people with dementia will impact on future housing stock where consideration needs to be given to the availability of supported and sheltered housing and care homes.
- 4.1.5** In 2014, Tendring District had 29 GP surgeries located in Ardleigh, Alresford, Brightlingsea, Clacton, Frinton, Great Bentley, Great Oakley, Harwich, Lawford, Manningtree, Thorpe-le-Soken and Walton.
- 4.1.6** However, in recent years, resources particularly in the Clacton, Frinton and Walton areas have become stretched by the growing ageing population alongside difficulties in recruiting GPs and other medical professionals. Applicants for planning permission may be required to contribute towards the provision of new or improved health care facilities. The need for such facilities and the type of provision will be determined by the Health Care Commissioners and providers.

- 4.1.7** Through the proposals in this Local Plan, the Clacton, Frinton and Walton areas are expected to accommodate more than 3,000 new homes between them and the vision is to promote active retirement and the provision of care and assisted living. It will therefore be essential to ensure that current deficiencies in primary health care provision are addressed in partnership with Healthcare Commissioners.
- 4.1.8** The Council will work with its Health Sector partners to deliver new and improved facilities.
- 4.1.9** For secondary health care, the District hospitals at Clacton and Harwich provide a range of services including cardiology, diabetic medicine, minor injuries, podiatry, physiotherapy and urology but for other services many residents have to travel to Colchester General Hospital which, itself, is under pressure from a growing population. In recognition of Tendring District's ageing population and the levels of housing development proposed for the Clacton area, of which a large proportion will cater for older people wishing to retire, the Council is also working with the NHS to explore the opportunities to increase and improve care closer to home services in the area, particularly those services of importance to an ageing population.
- 4.1.10** Most development has a potential impact upon the health services and facilities in the District but good design can help to promote healthy living. These impacts and opportunities need to be assessed to ensure that adequate health and services are provided for the community as a whole. Local authorities across Essex are in agreement that applications for residential developments over 50 dwellings should be accompanied by a 'Health Impact Assessment'.
- 4.1.11** This Local Plan has a vital role to play in ensuring that the opportunities exist for people to be able to make healthier life choices and addressing health inequalities across the District. Resilient local health policies will create and support vibrant, sustainable and healthy communities by promoting and facilitating healthy living and creating environment, which offers opportunities for healthy choices.
- 4.1.12** The National Planning Policy Framework (paragraphs 69-70) acknowledges that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It is imperative to ensure that the design of the built environment and new development does not increase health inequalities and make it harder for people to live healthy lives.

Policy HP 1

IMPROVING HEALTH AND WELLBEING

The Council will work to improve the health and wellbeing of residents in Tendring by:

- a. *working in partnership with the NHS and Public Health to ensure that our residents can access high quality primary and secondary health care services and that new*

and improved services are put in place, where appropriate, to serve the growing population;

- b. supporting the NHS (including local GP Surgeries) and Public Health to deliver a service which meets the needs of residents in Tendring District;*
- c. working with stakeholders on projects that provide better service integration, locating services where access can be improved, particularly for vulnerable groups and communities;*
- d. encouraging healthier communities through targeting of unhealthy lifestyles such as smoking and those which cause obesity as identified in the Joint Strategic Needs Assessment. The Council will work in collaboration with partners, including Public Health, to avoid a concentration of fast food takeaways, where the number of outlets would be likely to harm public health objectives, particularly in deprived communities; local areas of poor health and near schools;*
- e. requiring a Health Impact Assessment (HIA) on all development sites delivering 50 or more dwellings. The HIA should be carried out in accordance with the advice and best practice published by Public Health England and locally through the Essex Planning Officers Association;*
- f. seeking mitigation towards new or enhanced health facilities from developers where new housing development would result in a shortfall or worsening of health provision; and*
- g. ensuring increased contact with nature and access to the District's open spaces and offering opportunities for physical activities through the Haven Gateway Green Infrastructure and Open Space Strategies.*

This Policy contributes towards achieving Objectives 5 and 6 of this Local Plan.

4.2 Community Facilities

- 4.2.1** Community facilities (sometimes referred to as Community assets) provide for health and wellbeing, recreational and leisure and education and culture. They include community halls, libraries, museums, arts venues, post offices, public houses, and places of worship. They are key part of sustainable communities and contribute to their self-reliance.
- 4.2.2** It is important that local 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.

4.2.1 Retention, Improvement and New Community Facilities Provision

- 4.2.1.1** The loss of community facilities can have a substantial impact on people's quality of life, wellbeing and overall viability of the local area. With the growing number of older people in Tendring District, access to locally based facilities will become increasingly important to ensure sustainable communities.
- 4.2.1.2** The Council will expect new development to retain, and where possible, improve existing local community facilities. It is important that these are integrated into the design of new development where possible.
- 4.2.1.3** 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. 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.
- 4.2.1.4** The viability of community facilities is an important consideration for a sustained local area. Planning applications that would result to the loss of community facilities should be accompanied by marketing information to show why existing use is not viable and information to show why the facilities are no longer needed by the community it serves or that the facility is being suitably relocated to meet local needs.

4.2.2 Assets of Community Value

- 4.2.2.1** Part 5 Chapter 3 of the Localism Act 2011(Act) provides for a scheme called 'assets of community value'. This requires District and unitary councils to maintain a list of 'community assets'. It has also become known as the 'community right to bid'.
- 4.2.2.2** Under the Act and through the Community Rights to Challenge and Build, parish councils, voluntary groups, neighbourhood forums, and other community organisations can consider the opportunity to develop or establish new community facilities. Local groups have the right to nominate a building or land for listing by the Council as an Asset of Community Value.
- 4.2.2.3** The National Planning Policy Framework (NPPF) paragraph 70 states that planning policies and decisions should:
- guide against unnecessary loss of valued community facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; and
 - ensure that established community facilities and services are able to develop and modernise in a way that is sustainable, and are retained for the benefit of the community.

Policy HP 2

COMMUNITY FACILITIES

The Council will work with the development industry and key partners to deliver and maintain a range of new community facilities. New development should support and enhance community facilities where appropriate by:

a. providing on site, where necessary, or contributing towards new or enhanced community facilities to meet needs arising from the proposed development or growth and where possible, encourage co-location.

The loss or change of use of existing community or cultural facilities will be resisted unless:

b. replacement facilities are provided on site, or within the vicinity, which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or

c. it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site.

This Policy contributes towards achieving Objectives 4, 5 and 6 of this Local Plan.

4.3 Green Infrastructure

4.3.1 The National Planning Policy Framework states that Green Infrastructure (GI) is 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. It includes 'blue infrastructure' comprising watercourses and wetlands, which provides a range of ecosystem services.

4.3.2 Ecosystem services are the benefits that the natural environment provides to humans, including the production of clean water and many raw materials used for economic activities and cultural benefits such as aesthetic value and recreational opportunities.

4.3.3 A good Green Infrastructure network provides opportunities to enhance tourism in the Tendring District, while ensuring that its most sensitive assets are protected. As well as the obvious benefits to the natural environment, such measures can also provide an economic boost by helping to attract more visitors and improve residents' health and wellbeing by creating a more attractive environment for people to actively use. The network should be made as accessible as possible to all users.

- 4.3.4** The National Planning Policy Framework (NPPF) requires planning to encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for recreation, wildlife, carbon storage and food production).
- 4.3.5** 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 on the Policies Map.
- 4.3.6** Development on these sites will only be allowed where it will result in an equivalent or larger area of green infrastructure of equal or better quality being provided in a location that will benefit more residents.
- 4.3.7** The Haven Gateway Green Infrastructure Study (2008) identified Tendring District as an area deficient in Green Infrastructure. The Council will work with its partners to resolve 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.
- 4.3.8** The provision of high quality accessible Green Infrastructure is seen as increasingly important to regeneration and creating places that are based upon local distinctiveness. Quality environments also attract quality investment in terms of housing, jobs, skills and visiting attractions.
- 4.3.9** Investment in Green Infrastructure for Tendring will help to tackle existing deficiencies of accessible green space, and help provide and protect wildlife corridors, open space and accessible land.
- 4.3.10** The Haven Gateway Green Infrastructure Study identifies key Green Infrastructure projects planned or underway 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.

Policy HP 3

GREEN INFRASTRUCTURE

Green Infrastructure will be used as a way of adapting to, and mitigating the effects of, climate change, through the management and enhancement of existing spaces and habitats and the creation of new spaces and habitats, helping to provide shade during higher temperatures, flood mitigation and benefits to biodiversity, along with increased access.

All new development must be designed to include and protect and enhance existing Green Infrastructure in the local area, as appropriate.

Green Infrastructure as identified on the Policy Map, will be protected, managed and where necessary enhanced by:

- a. managing development to secure a net gain in green infrastructure;*
- b. supporting investment priority projects set out in the Green Infrastructure Delivery Plan;*
- c. not permitting development that compromises the integrity of the overall Green Infrastructure networks;*
- d. investing in enhancement and restoration where opportunities exist; and*
- e. using developer contributions to facilitate improvements to their quality and accessibility.*

The Council will work with all sectors and interest groups to help deliver Green Infrastructure projects. Developers should use the guiding principles set out in the Green Infrastructure Delivery Plan to influence all development proposals from an early stage in the design process. Any new Green Infrastructure proposed must be accompanied by a plan for the long-term sustainable maintenance and management of these assets, as well as phasing plans to demonstrate how they are to be delivered. New Green Infrastructure should incorporate semi-natural habitats and provide net gains in biodiversity wherever possible. The long-term management of assets should include biodiversity recording/monitoring to verify/ensure the ecological integrity of GI networks. Green Infrastructure should, where appropriate, include access for the widest range of user groups.

This Policy contributes towards achieving Objectives 6 and 8 of this Local Plan.

4.4 Open Space, Sports and Recreation Facilities

- 4.4.1** The National Planning Policy Framework (Annex 2) defines open space as ‘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 act as a visual amenity’.
- 4.4.2** The Council’s Open Space Strategy (2017), prepared by Knight, Kavanagh and Page Ltd, identified the following typologies of open spaces across the District:
- parks and gardens
 - natural and semi-natural greenspaces
 - amenity greenspace
 - provision for children and young people
 - allotments; and
 - cemeteries/churchyards.
- 4.4.3** The above typologies are protected by Policy HP4 and are shown on the Policies Map collectively as Safeguarded Local Greenspace.
- 4.4.4** Open Spaces in towns and rural areas are essential in improving public health, well-being and quality of life. Attractive, safe and accessible parks and green spaces contribute positively to social, economic and environmental benefits and promote sustainable communities. Major new housing and mixed-use developments should include new and improved access to schools, to enable children to walk or cycle from their homes.
- 4.4.5** Well-used and maintained open spaces make considerable contribution to the quality of life of residents and visitors and promote sustainable communities. Each type of open space has various benefits, for example parks for recreation and play and social events, children’s play and playing pitches for formal sports events and allotments for growing produce.
- 4.4.6** It is important to provide a balance between different types of open space in order to meet local needs. For example, not all residents living in every area will have a demand for open space in the form of playing pitches or allotments. In some areas there will be a specific local demand for ‘green corridors’ such as nature walk or bridleways.
- 4.4.7** The National Planning Policy Framework, Planning Policy Guidance and the North Essex Strategic Plan, Section 1 of this Local Plan provide a context for the protection of existing open space. The NPPF (paragraph 74) suggests that existing open space, sports and recreational buildings and land, including playing fields should be protected unless:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity, quality and in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Policy HP 4

SAFEGUARDED LOCAL GREENSPACE

Development that would result in the loss of the whole or part of areas designated as Safeguarded Local Greenspaces, as defined on the Policies Map and Local Maps will not be permitted unless the following criteria are met:

- a. the site is replaced by the provision of new site at least equal in quality and size and accessible to the community, which the existing site serves;*
- b. it is demonstrated that there is no longer a demand for the existing site;*
- c. the site is not appropriate for other open space functions; and*
- d. the development of the site would not result in the loss of an area important to visual amenity.*

Land is also allocated for the future expansion of the Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the various Policies Maps and Local Maps for these areas. New cemeteries and other burial places may be permitted on existing private land providing that relevant Local Plan policies are satisfied.

- 4.4.8** Locally based open space standards have been developed in the Tendring Open Spaces Strategy, and proposals for new residential development should contribute to the provision and/or enhancement of open space in areas where there is a deficiency in provision, or poor quality of, open spaces. This provision could be either on or off-site depending on the scale and nature of development and the level and quality of existing facilities in the local area.

4.5 Facilities

Policy HP 5

OPEN SPACE, SPORTS AND RECREATION FACILITIES

The standards in the table below will be used to ensure the provision of adequate levels of open space for all local communities. This will be used to ensure adequate levels of provision for each type of open space, based on existing and future needs.

These standards will be reviewed if new local evidence on open space becomes available.

*In line with the Council’s Open Spaces Strategy, the Council will aim to achieve the following open space standards in the District, **including providing accessible natural greenspace in accordance with Natural England’s Accessible Natural Greenspace Standards unless updated local standards have been adopted.***

PLEASE NOTE THIS TABLE MIGHT BE UPDATED FOLLOWING RECEIPT OF THE OPEN SPACE, SPORT AND RECREATION STUDY.

Type of Space	Accessibility Standard	Quantity Standard
<i>Parks and Gardens - e.g. urban parks and formal gardens</i>	<i>Within 15 minutes walk (1km) for urban populations*.</i>	<i>1ha per 1,000 population.</i>
<i>Amenity Greenspace - e.g. spaces within residential areas for formal and informal recreation</i>	<i>Within 10-15 minutes walk (600-1km) of whole population.</i>	<i>0.75ha per 1,000 population.</i>
<i>Natural and Semi-Natural Greenspaces - e.g. country parks, nature reserves, woodlands and meadows</i>	<i>At least one publicly accessible site of a minimum of 2ha in size within 20 minutes’ walk (1.6km) of whole population.</i>	<i>2.1ha per 1,000 population.</i>
<i>Green Corridors/Seafront - e.g. river/sea corridors, footpaths, cycleways and bridleways</i>	<i>One publicly accessible green corridor/promenade within 15minutes walk (1km) of the entire urban population*.</i>	<i>0.7ha per 1,000 population.</i>

<i>Allotments - e.g. growing produce, health, social inclusion and promoting sustainability</i>	<i>At least one site within 15 minutes walking time (1000m) of the urban population*. At least one site within 20 minutes' drive time (5km) of the rural population.</i>	<i>0.25ha per 1,000 population.</i>
<i>Playing Pitches and Outdoor Sports Facilities</i> e.g. includes playing fields, pitches, greens, courts and artificial pitches		
<i>Adult Football Pitches</i>	<i>At least one pitch within 10 minutes drive time of the whole population.</i>	<i>One 2ha pitch per 500 people - aged-16-45.</i>
<i>Junior Football Pitches</i>	<i>At least one pitch within 10 minutes drive time of the whole population.</i>	<i>One 1ha pitch per 120 people -aged10-15.</i>
<i>Mini-Football Pitches</i>	<i>At least one pitch within 10 minutes drive time of the whole population.</i>	<i>One 0.6ha pitch per 375 6-9 year olds.</i>
<i>Cricket Pitches</i>	<i>At least one pitch within 10 minutes drive time of the whole population.</i>	<i>One 2ha pitch per 1,500 people aged 11-55.</i>
<i>Rugby Pitches</i>	<i>At least one pitch within 10 minutes drive time of the whole population.</i>	<i>One 2ha pitch per 3,500 people aged 13-45.</i>
<i>Hockey Pitches (synthetic turf)</i>	<i>At least one pitch within 20 minutes drive time (10 miles/16km) of the whole population.</i>	<i>One 0.6ha pitch per 20,000 people (aged 11-45 years old).</i>
<i>Tennis Courts</i>	<i>At least one court within 10 minutes drive of the whole population.</i>	<i>One court per 1,750 people.</i>

<i>Outdoor Bowling Greens</i>	<i>At least one green within 20 minutes drive time of the whole population.</i>	<i>One bowling green per 10,000 people.</i>
<i>Golf Courses</i>	<i>At least one course within 20 minutes drive time of the whole population.</i>	<i>One course per 30,000 people.</i>
<i>Athletics Tracks</i>	<i>At least one track within 30 minutes' drive time of the whole population.</i>	<i>One synthetic track per 250,000 people.</i>
<i>Multi-Use Games Areas (MUGA)</i>	<i>At least one MUGA within 10 minutes drive time of the whole population.</i>	<i>One MUGA for all communities over 1,000 population</i>

Provision for Children and Young People - e.g. sites with equipped play facilities

The District Council will aim to achieve the following standards for the provision of children's play areas:

- Younger children - 0.15ha per 1,000 population*
- Older children - 0.1ha per 1,000 population*

For the purposes of the policy "younger" children are defined as children up to 8 years old and "older" children are defined as over 8 years old.

To achieve this, the District's existing Local Area for Play (LAP), Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) areas, as owned and maintained by the council will be safeguarded and enhanced.

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 Policy HP2. 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 all delivery mechanisms including Community Infrastructure Levy to help deliver new and improved existing indoor sports facilities to meet the needs of a growing population.

All new residential developments of 11 or more dwellings will be required to contribute to open space by either providing new areas or improving the quality or accessibility of existing open space. However, due to viability issues small schemes may not prove cost effective for the council to administer.

Proposals for residential development on sites of 1.5 hectares and above are required to provide on-site open spaces based on local needs or deficiencies. In exceptional cases where the District Council agrees that provision would be best met off-site, development contributions along with the arrangements for securing commuted payments toward provision and future maintenance through planning obligations.

The quality standards for each typology of Open Space, Sports and Recreation Facilities are sets out in the Council's Open Space Strategy (2009). Developers are required to take into consideration the local quality standards for new open spaces or enhancement of existing open spaces in the District.

Cemeteries and Crematorium

There is no quantity and accessibility standards set for this type of open space. However, the District Council has allocated and safeguarded for future expansion land at Weeley Crematorium, the Burrs Road Cemetery (Clacton), Dovercourt Cemetery and the Kirby Cross Cemetery as shown on the Policies Map.

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 sets out in this Local Plan.

- 4.5.1** Note – A new open space, sport and recreation study is underway and these tables may change including development thresholds for open space, sports and recreation provision

5 Living Places

5.0.1 The Local Plan's strategic objectives for Housing Delivery are "To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population" and "To deliver high quality sustainable new communities".

5.1 Housing Supply

5.1.1 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.

5.1.2 To determine how many new homes are likely to be needed in the future, the Council worked in partnership with Colchester Borough Council, Braintree District Council and Chelmsford City Council to commission an 'Objectively Assessed Housing Needs Study'. The 2015 study determined that the combined authority area was the correct geography to undertake 'strategic market housing area assessment'. The study took its baseline from 2013/14, effectively re-setting Tendring's housing needs – moving away from the East of England Plan housing targets, which were superseded by the NPPF, to the new locally derived housing needs targets.

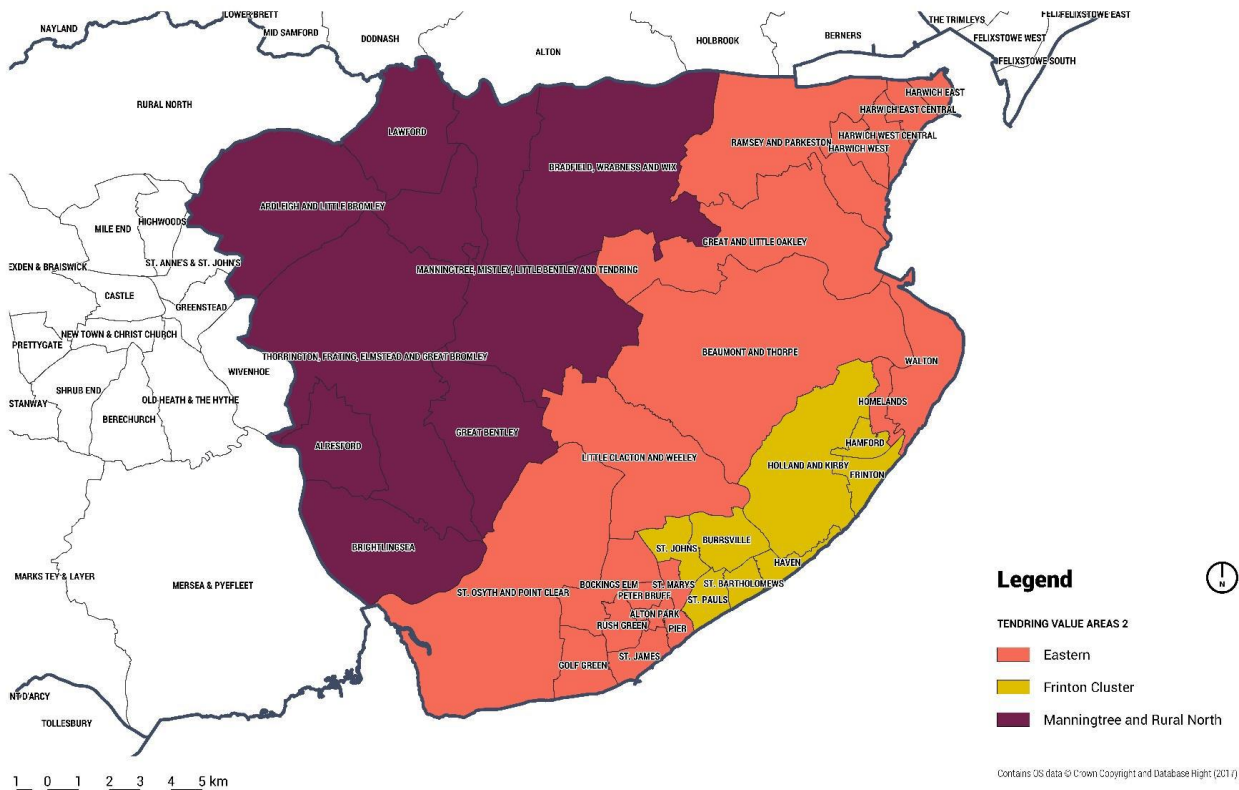
5.1.3 Since 2015, various iterations of this study have been produced reflecting amended advice from government, new employment and affordable housing needs data and assessment of the 'un-attributable population change' in the census. Overall, the 2015 study, as updated in 2016, looked at a series of data including population and household projections, migration patterns, economic projections and affordable housing needs. The assessments concluded that the total objectively assessed need for housing in Tendring District would be 550 homes each year and recommended an OAN of 550 be taken as the annual housing completions target.

5.1.4 The affordable housing study, published in 2015 found that up to 151 homes each year would meet Tendring's affordable housing need; against the OAN this equates to approximately 27% of the 550 homes. Tendring's Local Plan viability study finds that affordable housing could be achieved across the whole district on sites of 10 or more homes. However, it also finds that there are some viability issues in the eastern area of the District and certain sites in this area may not be able to meet all policy requirements. It would therefore seem reasonable to set the affordable housing target at 30% for sites of 11 homes or more. This will enable those sites that are viable to achieve 30% and those sites that are only viable at less than 30% to make a reasonable contribution to the achievement of the overall affordable housing need. Therefore, 30% will be taken as the baseline for viability testing of individual planning applications. When undertaking viability assessment the Tendring District Council -

Local Plan Part 2 Viability Study (June 2017) should be read as a whole because there is differentiation for certain types of homes, such as flats. The viability assessment for the Tendring Colchester Borders Garden Community also provides for a target of 30% affordable housing. The zones of viability are illustrated below by ward.

Map - Tendring Value 2

TENDRING - Value Areas 2



5.1.5 As noted above, April 2013 is taken as the baseline for the Local Plan’s housing strategy, the end date of this Local Plan is March 2033, although some site allocations will continue to deliver beyond 2033. This end date is chosen to provide a 15 year plan following the expected submission of this Local Plan in 2017/18. 15 years allows for three Local Plan housing supply periods as suggested by the National Planning Policy Framework. The sooner the housing supply needs to be completed the more certain of delivery the Council should be in setting out its housing strategy.

5.1.6 Council’s are required to provide a five years supply of deliverable housing. Here ‘deliverable’ means sites should be available, offer a suitable location for development, be viable and have a realistic prospect that housing will be delivered within five years. The National Planning Policy Framework set out that sites with planning permission should be considered deliverable until permission expires, unless there is clear

evidence that schemes will not be implemented within five years. Tendring's first five year housing strategy relies on sites with planning permission for 10 or more dwellings, plus an allowance for smaller sites (9 or fewer homes) based on past delivery trends.

- 5.1.7** For years 6-10 the Council has identified a supply of specific, developable sites and broad locations for growth. These are made up of the broad allocation for a garden community in Section 1 of this Local Plan and site specific allocations in Chapter 9 of Section 2 of the Local Plan. In addition, an allowance for small sites of 9 or fewer homes based on past delivery trends is also included for years 6-10.
- 5.1.8** For years 11-15 the Council has identified a supply of specific, developable sites and broad locations for growth, some of which continue to deliver onwards from year 10 of the Local Plan and few of which continue to deliver beyond year 15 of the Local Plan.
- 5.1.9** The twenty year time frame of the Local Plan from baseline in April 2013 to completion in March 2033 provides for the objectively assessed need requirement for 11,000 homes (550 homes x 20 years).
- 5.1.10** The Council assesses annual housing completions against the annualised housing target of 550 homes each year. As of March 2017, four years of completions data is available. Table LP1 identifies housing completions of 1,374 between 2013/14 and 2016/17. This leaves a requirement for the Local Plan to establish a supply of at least 9,626 homes. 'At least' is an important factor because the housing strategy is more sound if it provides some flexibility for choice and range in its supply to accommodate external factors such as the market failure of particular developer which could slower overall completion rates.

Table LP1: Housing Requirement for the period 1/4/13 – 31/3/33

A – Annual Net Dwellings Required - Reported Years from Base Date	
2013/14 to 2032/33	550 x 20
Total	11,000
B – Net Completions - Reported Years from Base Date	
2013/14	204
2014/15	267
2015/16	245
2016/17	658
Total	1,374

A – Annual Net Dwellings Required - Reported Years from Base Date	
C - Shortfall - Reported Years from Base Date	
Total	826
E – Net dwellings from Base Date still required	
Total	9,626

Table LP2—makes provision for the homes required as established through the OAN. The supply consists of large sites (10 or more homes) with planning permission or a resolution to grant planning permission, an allowance for small sites (of 9 or fewer homes) based on past trends and sites for 10 or more homes allocated in the Local Plan. Policy HP4 applies to MSA8.

Table A2 – Local Plan Housing Allocations

Site	Total housing numbers	2018/19	2023/24	2028/29	And Beyond	Reference
		2022/23	2027/28	2032/33		
Sites of 10 or more Homes with Planning Permission (with / without S106)	4,796	3,933	746	100	17	
Sites of 9 or less homes / windfall	1,399	864	361	174	0	
EDME Maltings	150	0	0	150	0	SAMU1
Hartley Garden Village	1700	0	300	300	1,100	SAMU2
Oakwood Park	750	0	300	300	150	SAMU3
Rouses Farm	850	0	300	300	250	SAMU4

Site	Total housing numbers	2018/19	2023/24	2028/29	And Beyond	Reference
		-	-	-		
		2022/23	2027/28	2032/33		
Land South of Council Offices	280	0	200	80	0	SAMU5
Greenfield Farm	164	0	100	64	0	SAH1
Land west of Low Road	300	0	100	100	100	SAH2
Robinson Road	100	0	100	0	0	SAH3
Tendring Colchester Borders Garden Community	3,500-4,500	0	500	750	2,250 3,250	SP7
Land at Weeley Council Offices	24	0	0	24	0	MSA1
Land off Cotswold Road	12	0	12	0	0	MSA2
Orchard Works site rear of London Road	20	0	20	0	0	MSA3
Land rear of 522-524 St. Johns Road	43	0	43	0	0	MSA4
Station Gateway development	60	0	0	60	0	MSA5
Former Tendring 100 Waterworks Site	90	0	90	0	0	MSA6

Site	Total housing numbers	2018/19	2023/24	2028/29	And Beyond	Reference
		-	-	-		
		2022/23	2027/28	2032/33		
Mayflower Primary School	15	0	15	0	0	MSA7
Land at Harwich and Parkeston Football club	89	0	0	89	0	MSA8
Old Town Hall site	15	0	15	0	0	MSA9
Southcliffe Trailer Park	15	0	15	0	0	MSA10
Station Yard	40	0	40		0	MSA11
Land at the Farm Kirby Road	47	0	0	47	0	MSA12
Montana Roundabout	35	0	35	0	0	MSA14
TOTALS	14,494-15,494	4,797	3,339	2,491	3,867-4,867	
Total in Plan Period	10,627					

Policy LP 1

HOUSING SUPPLY

The Council will work with the development industry and other partners to deliver a minimum new homes increase of 11,000 (net) between 1 April 2013 and 31 March 2033 to support economic growth and meet objectively assessed requirements for future housing in the District. This supply of new homes will be delivered from the following sources:

Supply Source to March 2033	Totals
<i>Net Dwelling Completions 2013-2017</i>	1,374
<i>Large Sites with Planning Consents (with/without signed S106 Agreements)</i>	4,779
<i>Small Sites with Planning Consents (with Trend Based Completions)</i>	1,399
<i>Strategic Allocations - Mixed Use (SAMU Policies)</i>	2,230
<i>Strategic Allocations – Housing (SAH Policies)</i>	464
<i>Medium Sized Allocations (MSA Policies)</i>	505
<i>Tendring Colchester Borders Garden Community</i>	1,250
Totals	12,001

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

- 5.1.11** The supply of housing throughout the Local Plan period will be supplemented by proposals for rural exception schemes and bringing back into use some of the long-term empty properties in the District through the Council's Empty Homes Strategy. The broad areas allocated for housing and mixed-use development in this Local Plan are shown on the relevant Policies Map Insets and supported by locality-based maps in the appendices of this document.
- 5.1.12** In accordance with the National Planning Policy Framework, the Council will monitor the delivery of new housing on an annual basis and publish the results in its Authorities Monitoring Report. 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 the appropriate buffer to allow flexibility in the market for land, taking into account any under-provision or over-provision from the previous year(s).

5.2 Housing Choice

- 5.2.1** 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. Paragraphs 22 – 29 of the Housing and Economic Development Needs Assessments section of the national Planning Practice Guidance details how affordable housing need should be calculated. It defines affordable housing need as the '*number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market.*'

- 5.2.2** The assessment consists of four broad stages to calculate affordable housing need:
- an assessment of the current gross unmet need for affordable housing;
 - an assessment of the newly arising need for housing;
 - an assessment of the current affordable housing supply;
 - an assessment of future affordable housing supply.
- 5.2.3** Within each of the four stages, there are a number of detailed calculations many of which themselves have a number of components. The Strategic Housing Market Assessment Update 2015 estimate the net annual affordable housing need in Tendring at 160 homes each year.
- 5.2.4** The update suggests there is likely to be a demand for a range of dwelling size, type and tenure over the plan period. It is estimated that around 71% of the need for new housing up to 2033 will be for ‘market housing’ available to buy or rent at open market values and around 27% of the need for housing will be for ‘affordable housing’ made available by the Council or other registered providers at lower than market prices to meet the needs of people and families with lower incomes that cannot afford to buy or rent property on the open market.
- 5.2.5** The tenure profile from the update, suggests there will be a need for 67.1% of all homes to be owner occupied, 22% private rented, 0.4% shared ownership and 10.5 % social/affordable rented. To meet this tenure distribution the proportion of tenure completions would be 47.7% owner occupied, 30.8% private rented, 2.1% shared ownership and 19.5% social/affordable rent.
- 5.2.6** In terms of dwelling size, for owner occupied, the share required for the new housing stock is 10.3% one bedroom, 31.5% two bedroom, 33.3% three bedroom and 24.8% four or more bedrooms. For private rented, the change required is 6.8% one bedroom, 19.4% two bedroom, 52.7% three bedroom and 21.1% four plus bedrooms.

Policy LP 2

HOUSING CHOICE

The Council will work with the development industry and housing providers to deliver a mix of dwelling types, sizes and tenure within the housing growth proposed for the District which reflects the Council’s overarching vision for growth in Tendring District and the evidence of housing need contained in its latest Strategic Housing Market Assessment (SHMA), which will be the subject of periodic review.

On developments of 11 or more (net) dwellings, the Council will expect to see a mix of dwelling size, type and tenure that broadly reflects the housing need identified in the latest Strategic Housing Market Assessment unless there are specific housing mix requirements for a particular site, as set out in site-specific policies in this Local Plan, or

genuine physical or economic viability reasons why this mix cannot be achieved. The Council will also require a proportion of the new properties to be provided in the form of Council Housing or affordable housing in line with the requirements in Policy LP5.

The Council will support the development of bungalows, retirement complexes, extra care housing, independent living, starter homes, self-build and other forms of residential accommodation aimed at meeting the future needs of older and disabled residents as well as family housing. Support will also be given to innovative development proposals subject to consideration of other Local Plan policies.

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

5.3 Housing Density

- 5.3.1** 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. Higher densities are appropriate in town centres to support retail, public transport, walking and cycling and minimising greenfield development.

Policy LP 3

HOUSING DENSITY AND STANDARDS

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. national minimum internal floor-space standards;*
- c. the required mix of housing;*
- d. the character of development (and where appropriate enhance that character) in the immediate area;*
- e. for the edge of greenfield sites, the need for an appropriate transition between built development and the open countryside; and*
- f. on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and footpaths built to adoptable standards and any community facilities).*

This Policy contributes towards achieving Objectives 1 and 6 of this Local Plan.

5.4 Housing Layout

- 5.4.1** 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’. Section 1 of this Local Plan sets out the specific requirements for the Tendring Colchester Borders Garden Community.
- 5.4.2** Due to the lack of available brownfield land, 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. Rather than the 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 are well designed, integrated with the existing environment and contribute positively towards the ‘sense of place’.
- 5.4.3** 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 Tewkesbury, Thornbury and Severn Roads, Douglas Road, Vicarage Gardens, Clacton; and the majority of Holland-on-Sea.

Policy LP 4

HOUSING LAYOUT

To ensure a positive contribution towards the District’s ‘sense of place’, the design and layout of new residential and mixed-use developments in the Tendring District will be expected to:

- a. promote health and wellbeing by incorporating and maximising the use of green infrastructure, verges, trees and other vegetation. Proposals for residential development on sites 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 in question);*
- b. minimise the opportunities for crime and anti-social behaviour by ensuring good surveillance, clear definition between public and private spaces and convenient access for emergency services;*
- c. ensure internal road layouts can safely and comfortably accommodate emergency services, waste collection services, buses (where necessary) and other large vehicles;*

- d. *minimise the need for and reduce the resulting visual and safety implications of on-street parking by ensuring dwellings have sufficient off-street parking space to accommodate the likely number of vehicles;*
- e. *aside from town centres respect the character of Tendring District by delivering housing development at densities more in keeping with the semi-rural nature of parts of the District;*
- f. *respect the historical and settlement hierarchy character of Tendring District by delivering housing development at densities in keeping with the urban nature of parts of the District including the town centres;*
- g. *ensure dwellings meet minimum standards of internal space; and*
- h. *meet all other requirements of the Local Plan.*

To ensure new developments meet these requirements and other requirements of policies in this Local Plan, the Council will sometimes work with landowners, developers and other partners, particularly on larger schemes, to prepare master plans or development briefs prior to the submission of planning applications.

In determining planning applications, the Council will also refer to the guidance provided in the Essex Design Guide for Residential & Mixed-Use Developments, 'Building for Life' and the 'Manual for Streets' and as superseded.

This Policy contributes towards achieving Objectives 1, 5 and 6 of this Local Plan.

5.5 Affordable and Council Housing

5.5.1 The Council's Strategic Housing Market Assessment suggests that over the plan period there will be 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.

5.5.2 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. Specialist affordable /market home such as starter homes and key worker homes will be delivered as market or affordable homes as appropriate.

Policy LP 5

AFFORDABLE AND 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 affordable and council housing.

For development proposals outside of the Tendring Colchester Borders Garden Community, involving the creation of 11 or more (net) homes, the Council will expect 25% of new dwellings, (including conversions) to be made available to Tendring District Council (subject to viability testing) or its nominated partner(s) to acquire at a proportionate discounted value for use as affordable or 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 or its nominated partner(s) to acquire at a proportionate discounted value for use as council housing alongside a financial contribution towards the construction or acquisition of property for use as council housing equivalent to delivering the remainder of the 25% requirement.

To avoid an over-concentration of council housing in one location, no single group of council houses will exceed ten 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 and managed by the Council or its nominated partner(s).

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.

All planning applications that include residential development of 11 or more net dwellings must include an affordable housing statement.

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.6 Rural Exception Sites

- 5.6.1** To enable the delivery of affordable housing in rural areas, the Rural Exception Scheme allows small developments on a site which abuts or is well-related to the Settlement Development Boundary of a 'Rural Service Centre' or 'Smaller Rural Settlement' as defined by the spatial hierarchy. These can 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 will be particularly useful in delivering additional housing in rural settlements where only limited growth is proposed and where the affordable housing is not likely to be otherwise delivered. Where Parishes have identified a need for local housing in an area, it can still be difficult to encourage landowners to sell their land below open market residential values. To address this, there is a provision for a maximum of one open market home in three homes on sites put forward by the Parish Council or through the Community Right to Build.
- 5.6.2** In considering planning applications for affordable local needs housing, the Council must 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.
- 5.6.3** 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.
- 5.6.4** 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.

Policy LP 6

RURAL EXCEPTION SITES

Council Housing and other forms of affordable housing may be permitted on sites adjoining the Settlement Development Boundaries of 'Rural Service Centre' or 'Smaller Rural Settlement', as defined by the spatial hierarchy, as an exception to normal settlement policy to meet a specific identified local need that cannot be otherwise met.

To justify this form of development, applicants must demonstrate a shortage of council/affordable Housing, where provision would offer long term security of tenure to existing residents within the relevant Parish needing separate accommodation in the area and other persons with strong local connections within the Parish in terms of employment or longstanding family or previous residence links and who require accommodation in the area.

Proposals will need the support of the relevant Parish or Town Council and be expected to meet all of the following criteria:

Evidence of Local Need

The proposal must include detailed and up-to-date evidence of local need for council / affordable Housing within the Parish, proven to the satisfaction of the District Council. The detail of any planning application should show that the number of council / affordable homes will not exceed the number, size and tenure genuinely required to meet the identified local housing need.

The Content of Schemes

A proposal shall cater primarily for local needs. However, to assist with the economic viability of the overall development and provide an incentive to landowners to release their land, a maximum of one in three dwellings in the overall development can be provided for sale or rent on the open market.

Secure Arrangements

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

- a. ensure that all the council/affordable homes within the scheme 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 council/affordable home in the scheme cannot be filled by persons in local need within the Parish, that the home is made available over within Tendring District on the same basis of need to secure its occupation.*

Location and Environmental Considerations

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

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.7 Self-Build and Custom-Built Homes

- 5.7.1** The National Planning Policy Framework requires Councils to plan for a mix of housing based on the needs of different groups in the community which includes people wishing to build their own homes as a Self-Build or Custom-built home. The majority of the new homes that will be built in Tendring up to 2033 will be on sites specifically allocated for development which tend to be acquired by volume house builders and local developers who will aim to deliver new housing to meet the needs of the mass market. However this leaves few opportunities for the construction of individual properties of bespoke and innovative architectural design, larger more spacious properties for the higher end of the market and self-build ‘grand designs’ for people wanting to build a home to live in themselves.
- 5.7.2** 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, the Council’s Economic Development Strategy suggests that delivering the right mix of housing is critical to the future of the district’s economy. By enabling opportunities to deliver self-build homes within the overall mix of new housing over the plan period, the District can go some way in providing attractive high-quality properties that local people can aspire to live in and stay close to their family. The opportunities to build such properties could also help to encourage 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.
- 5.7.3** Paragraph 55 of the National Planning Policy Framework requires Councils to avoid new isolated homes in the countryside unless there are special circumstances which, amongst others, can include the “exceptional quality or innovative nature of the design of the dwelling”. Policy LP7 therefore sets out the circumstances under which aspirational or self-build homes could be built outside of settlement development boundaries but within a reasonable proximity of the District’s more sustainable urban settlements and rural service centres.

Policy LP 7

SELF-BUILD AND CUSTOM-BUILT HOMES

The Council will encourage the provision of opportunities for constructing Self-Build and Custom-built Homes as part of the mix of housing on large residential developments and the one-for-one replacement of existing dwelling, of any size, in the countryside outside of settlement development boundaries with a single unit of Self-Build Housing, unless the impacts of development would conflict with other policy requirements in this Local Plan.

The Council will also consider, on their merits, proposals for Self-Build and Custom-built Homes on land outside of settlement development boundaries, not involving the replacement of an existing dwelling, where they will still support a sustainable pattern of growth in the District. Such developments must either:

- a. be located on a site safely accessible on foot within 600 meters of the edge of the settlement development boundary of one the District's 'strategic urban settlements', 'smaller urban settlements' or 'strategic rural service centres';*
- b. be located on a site safely accessible on foot within 400 meters of the edge of the settlement development boundary of one of the District's 'rural service centres'; or*
- c. involve the redevelopment of vacant or redundant previously developed land that can be shown, with evidence, to be unviable for employment use.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.8 Backland Residential Development

5.8.1 “Backland” developments are, for the purposes of Policy LP8 below, defined as the proposed erection of one or more dwelling houses on a parcel of land:

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

5.8.2 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 this Local Plan due to a combination of location, restricted access and intensity of residential use in the vicinity.

- 5.8.3** 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 LP8 provides specific criteria that the Council will apply in such proposals.
- 5.8.4** 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.
- 5.8.5** "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 LP 8

BACKLAND RESIDENTIAL DEVELOPMENT

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

- a. where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space having regard to the standards in this Local Plan;*
- 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 avoid "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 where 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.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.9 Traveller Sites

- 5.9.1** Government guidance sets out the approach Local Authorities should take when making provision for Gypsy and Travellers. It requires Local Authorities to make their own assessment of need, develop fair and effective strategies to meet need through the identification of land for sites, to plan for sites over a reasonable timescale, to increase the number of traveller sites in appropriate locations in order to address under provision and maintain an appropriate level of supply.
- 5.9.2** In August 2015 a new definition of Gypsy and Traveller was introduced into the Planning Policy for Traveller sites (2015). This meant that the Council's existing evidence base needed to be updated to reflect the new definition. This new study looked at the new definition and only those households that fall within the planning definition now need to be formally assessed as part of the GTAA process.
- 5.9.3** The new requirements are set out in the table below. There is no identified need for plots for travelling showpeople.
- 5.9.4** Of the twelve pitches identified in the 2015 GTAA, three pitches are no longer with travellers or are vacant, of the remaining nine only one interview was accepted and one unauthorised encampment which met the planning definition presented. The pitch requirement for the known need is two pitches and the requirement proxy for the unknown need (due to interviews not being accepted) is presented is also two pitches, giving a requirement of four pitches over the Plan period. Added to this is the need to provide for non-travelling gypsies and travellers that are known to not meet the planning definition of three pitches.

Policy LP 9

TRAVELLER SITES

Evidence contained in the Essex Gypsy and Traveller Accommodation Assessment (April 2017) identifies a projected need for two additional pitches in Tendring over the GTAA period to 2033 for Gypsy and Traveller households that meet the planning definition; a need for up to two additional pitches for Gypsy and Traveller households that may

meet the planning definition – although if the ORS national average of 10% were to be applied this could be as few as no additional pitches; and a need for three additional pitches for Gypsy and Traveller households who do not meet the planning definition – if the potential need from 90% of unknown households is added to this the total need for non-Travelling households could rise to five additional pitches. A breakdown of where this need should be addressed is set out in the table below.

Table 5.1

Additional need for Gypsy and Traveller households broken down by potential delivery method Site Status	Gypsy and Traveller Local Plan Policy	SHMA Housing Policy	Total
Meet Planning Definition (+ 10% Unknown)	2	0	2
Not meeting Planning Definition (+ 90% Unknown)	0	5	5
Total	2	5	7

Since the GTAA report was published, planning permission for five additional pitches to the south of Woodfield Bungalow, owned by a family of the households that do not meet the planning definition has been granted planning permission. The GTAA stated that if this site receives planning permission, the pitches may be used to meet the need for three additional pitches arising from households living on existing pitches adjacent to Woodfield Bungalow.

The GTAA also found that any need arising from unknown households - all of which could come from small family sites - could be met through intensification of existing sites.

Transit Provision: It is recommended that the situation relating to levels of unauthorised encampments should be continually monitored whilst any potential changes associated with PPTS (2015) develop.

Travelling Showpeople: There were no Travelling Showpeople identified in Tendring so there is no current or future need for additional plots.

In terms of un-met need when considering any proposals for additional traveller sites or pitches, the Council will consult the latest evidence of need contained in the most recent Gypsy and Traveller Accommodation Assessment and will only approve planning

permission for proposals that can demonstrate, with evidence, a genuine need for the proposed level of provision. The Council will consider proposals against criteria a) to h) below alongside other requirements in the Local Plan:

- a. sites must avoid any adverse impacts on any internationally, nationally or locally designated protected areas and must avoid 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 should, where possible, utilise previously developed land and recognise the scale of nearby communities;*
- d. sites must not exceed ten 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/4.8km 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, achieve 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; and*
- h. sites must be linked to mains services.*

This Policy contributes towards achieving Objectives 1 of this Local Plan.

5.10 Care and Assisted Living

- 5.10.1** Demographic projections suggest that by the end of the plan period in 2033, around 60% of our residents could be over the age of 65 and we know that our District is already a very popular area for retirement, particularly in our coastal towns of Clacton and Frinton, with much of the demand for new housing driven by the migration of older people from other parts of the country. Generally, thanks to advancements in medical care and healthier lifestyles, people are living longer and the Council is actively promoting the District's leisure offer to the 'active retired' who make a valuable contribution toward our local economy.

- 5.10.2** The Local Plan encourages development of care, independent and assisted living homes in appropriate locations. This will ensure future generations of older and disabled residents get the highest quality of care and future generations of working age residents can access a range of job opportunities in a diverse and growing sector of the economy. As well as jobs for care assistants, growth in this sector will generate job opportunities for medical professionals, caterers and managers as well as jobs in supply chain industries dealing with matters such as maintenance, gardening, specialist training, security and construction. Consideration of staffing capacity/availability must be considered by applicants prior to submission of planning applications.
- 5.10.3** Residential institutions have the potential to accommodate a significant number of residents, employ substantial numbers of staff and receive visits from friends and family. Therefore, they are best located in accessible locations, ideally within the settlement development boundaries of the District's more sustainable urban settlements and rural service centres. As opposed to the smaller rural settlements or remote 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.
- 5.10.4** However, the Council does recognise that it is often difficult to find areas of land large enough to accommodate larger, high quality care homes set within open grounds with gardens, landscapes and trees – which, for the quality of life for residents, is very important. Therefore, the policy encourages the development of care homes and extra-care housing within the larger residential and mixed-use allocations across the District.
- 5.10.5** Secure Residential Institutions, which come under use class C2a, can include secure hospitals, detention centres and 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. A more remote location may therefore be appropriate and 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 LP 10

CARE, INDEPENDENT ASSISTED LIVING

To meet the care needs of our future generations and generate growth in the care, independent and assisted living sector in line with the Economic Development Strategy, the Council will support the construction of high quality care homes and extra-care housing in sustainable locations. The Council will also work with the NHS, Essex County Council, care providers, educational establishments and businesses to promote

technological advancements in the provision of care, improvements in training and qualifications for care professionals and support growth in the ‘supply chain’ industries related to care and assisted living.

The Council will support the provision of care homes and extra care housing within settlement development boundaries and, in particular, within the mix of accommodation for the residential and mixed-use developments across the District.

The Council will also consider, on their merits, proposals for the development of new (including change of use to) care homes (Use Class C2) on land outside of settlement development boundaries where they will still support a sustainable pattern of growth in the District. Such developments must either:

- a. be located on a site safely accessible on foot within 800 metres of the edge of the settlement development boundary of one of the District’s ‘strategic urban settlements’, ‘smaller urban settlements’ or ‘strategic rural service centres’; or*
- b. be located on a site safely accessible on foot within 400 metres of the edge of the settlement development boundary of one of the District’s ‘rural service centres’.*

All new care homes and extra care housing must offer a high quality, safe, secure and attractive environment for their residents and provide sufficient external space to accommodate the normal recreation and other needs of residents, visitors or employees.

Proposals for the development of new (including change of use to) secure residential institutions (Use Class C2A) will be considered on their own merits against other policy requirements of this Local Plan.

Development that would result in the loss of all, or part, of an existing care home will not be permitted unless the applicants can demonstrate, with evidence, that the site or premises are no longer economically viable. The approach used to demonstrate that the requirements of this policy have been met may vary from site to site and so must be agreed between the Council and the applicant in advance of any planning application being submitted.

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 another use within the same or different Use Class would be inappropriate.

This Policy contributes towards achieving Objective 1 of this Local Plan.

5.11 HMO and Bedsits

- 5.11.1** 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'.

- 5.11.2** 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.
- 5.11.3** 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.
- 5.11.4** 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, which will result in the permanent loss of valuable visitor accommodation, essential to the tourism economy, and poor living conditions and resultant health problems for tenants.
- 5.11.5** 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.
- 5.11.6** 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 LP11 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 LP 11

HMO 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 that has sufficient space and facilities for drying clothes.*

This Policy contributes towards achieving Objective 1 of this Local Plan.

6 Prosperous Places

- 6.0.1** The Local Plan's strategic objective for Employment/Commercial is "To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033."
- 6.0.2** Promoting balanced economic growth is one of the key elements of delivering sustainable development. This Local Plan aims to make Tendring District more self-reliant by achieving a sustainable balance between jobs, retail development, tourism, leisure, hotel and guesthouse development and associated facilities and to improve education and skills for our District's residents. Balancing growth will ensure that our natural and built environment, especially our countryside, are preserved and protected against unsustainable growth.
- 6.0.3** The National Planning Policy Framework requires local planning authorities 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 local communities.
- 6.0.4** The Economic Development Strategy was adopted by the Council in November 2013 and it sets out the following five key objectives:
- **Objective 1: Support Tendring's growth locations**
Prioritising economic development projects in Harwich, Clacton and the west of the District (toward Colchester) as these are the areas with the greatest potential for economic growth and where the case for government assistance and funding will be the strongest.
 - **Objective 2: Target growth sectors**
Promote sectors of the economy with the greatest potential for significant growth and job creation which, for Tendring District, are Offshore Renewable Energy and Care and Assisted Living.
 - **Objective 3: Ensure residents have skills and information to participate**
Working with businesses and educational establishments to provide the training and work experience our residents need to address skills shortages and therefore achieve a diverse and highly skilled local workforce to fulfil the demands of new businesses looking to locate in our area.

- Objective 4: Support modernisation, diversification and growth within the business base**
 Building a stronger relationship between the Council and the District's existing business base, including the delivery of improved broadband infrastructure and supporting businesses to expand and diversify.
- Objective 5: Facilitate population growth where this supports economic objectives**
 Building more homes in the right locations, which will increase the population and boost the demand for goods and services and unlock new employment opportunities.

6.1 Delivering Retail

- 6.1.1 The Local Plan's strategic objective for Retail Development is "To promote the vitality and viability of the town centres, exploiting the benefit of enhanced growth of the town whilst retaining the best and valued aspects of its existing character."**
- 6.1.2** The National Planning Policy Framework (NPPF) paragraph 19 indicates that planning should operate to encourage and not to act as an impediment to sustainable growth, and that significant weight should be placed on the need to support economic growth through the planning system.
- 6.1.3** The NPPF requires local planning authorities to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. In addition, local planning authorities are expected to objectively identify sites for retail land. Ensuring town centres are recognised and protected and sufficient land can be brought forward to meet the retail needs of the District is a crucial element of this Local Plan.
- 6.1.4** References in the Local Plan to "town centres" or "centres" apply to town centres, District centres and local centres but exclude small parades of shops of purely neighbourhood significance.
- 6.1.5** Town centres act as key locations for a diverse range of uses such as retail, leisure, commercial, office, tourism, cultural activities, community facilities and also provide an important, sustainable location for housing.
- 6.1.6** Retail is split into comparison and convenience shopping. Convenience shops provide for the everyday essential items including milk and newspapers, food and drinks and confectionery. These shops are usually close to people's homes so people can make many visits during the week. Comparison shops provide items not on frequent basis such as clothing, footwear or household items.
- 6.1.7** The Town Centre First policy requires applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. The NPPF sets out that when

assessing large applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date local plan, local authorities should require an impact assessment.

- 6.1.8** Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on the town centre, it should be refused. Local planning authorities are required to ensure that sequential test and impact test have been properly applied, and that the "town centre first" approach has been followed. This does not mean that out-of-centre development is necessarily inappropriate.
- 6.1.9** Tendring District Council commissioned WYG Planning and Environment (WYG) to undertake a Retail study in 2016, to serve as local evidence to support the Local Plan Policies.

6.1.1 Additional Retail Floorspace Provision

- 6.1.1.1** The National Planning Policy Framework (NPPF), paragraph 23, requires that local planning authorities (LPA's) should allocate a range of suitable sites to meet the scale and type of town centre uses needed in town centres and that it is important that the need for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. In addition, it is also expected that LPA's undertake an assessment of need to expand town centres to ensure a sufficient supply of suitable sites.

6.1.2 Convenience Shopping

- 6.1.2.1** The WYG Retail Study (2017) estimates that within Tendring District, the available convenience goods expenditure at 2015 was £276m, which is forecast to increase by £306.6m by 2032. The study assessed the retail capacity of the area and concluded that, with Brook Park West gaining consent, there is no demonstrable requirement to proactively plan for new convenience floorspace in the District (beyond that already consented) up to 2032. However, this position should be regularly monitored. In terms of capacity the report advises that no additional convenience need exist for Clacton, Frinton-on-Sea, Brightlingsea and Walton-on-the-Naze. For Harwich and Dovercourt 750-1,420 sq.m exists for a small convenience store. For Manningtree capacity exists for 40-70 sq.m of convenience space, suitable for a small convenience store.

6.1.3 Comparison Shopping

- 6.1.3.1** The WYG Retail Study Update (2017) sets out the need for additional comparison retail floorspace for Tendring District. The quantitative potential capacity for new comparison goods floorspace in the District is between 4110 sq.m net and 6850 sq.m net by 2032.
- 6.1.3.2** In accordance with the 'town centre first' principles in the NPPF, Tendring District's defined town centres (Clacton, Frinton, Harwich and Dovercourt, Brightlingsea, Manningtree and Walton) should be the preferred locations (subject to any sequential

sites being available and suitable) for any further comparison goods floorspace. This will ensure the enhancement of the town centres and promotes their vitality and viability.

- 6.1.3.3 The WYG retail study highlights that Clacton town centre is a generally healthy centre, which performs a vital role for the residents of the District and wider sub-region. Retailer representation in the town centre is strong, with 14 out of 30 major multiple national retailers being represented in the centre. Council initiatives, alongside private investment in recent years, have seen considerable improvements to the built environment, which is beneficial to the town centre’s visitor experience.
- 6.1.3.4 A town-by-town analysis indicates that there is not a quantitative need for additional comparison floorspace in Clacton (assuming Brook Park West is delivered) or Walton-on-the-Naze (if Aldi is delivered). For Harwich and Dovercourt capacity exists for between 1,770 sq.m and 2,950 sq.m. For Manningtree and Brightlingsea there is limited capacity for growth. For Frinton-on-Sea there is capacity for between 850 sq.m and 1,410 sq.m net comparison goods floorspace.

Policy PP 1

NEW RETAIL DEVELOPMENT

Retail development will be encouraged and permitted in the retail policy area of the town centres as defined on the Policies Map. This will be the main focus for new additional retail floorspace for the town centres, maintaining the District’s current hierarchy and market share between centres.

The Council’s Retail Study Update (2017) indicates that there is no quantitative need for additional convenience floorspace in Clacton, Frinton-on-Sea, Brightlingsea or Walton-on-the-Naze. With limited capacity for Manningtree (40 sq.m - 70 sq.m) and Harwich and Dovercourt (750sq.m – 1,420 sq.m).

For comparison retail, the update indicates that there is no quantitative need for additional retail capacity for Clacton or Walton-on-the-Naze. For Harwich and Dovercourt the update indicates capacity of between 1,770 sq.m and 2,950 sq.m and for Frinton-on-Sea capacity of between 850 sq.m and 1,410 sq.m. For Manningtree and Brightlingsea the update indicates there is limited capacity for growth.

Retail development will be encouraged on a scale appropriate to the needs of the area served by these centres. Development will be subject to local planning, traffic and environmental considerations and the needs of people who live in or near the areas affected.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.

6.2 Retail Hierarchy

- 6.2.1** With the introduction of the National Planning Policy Framework (NPPF), there is now a need to take fresh look at how the delivery of retail is managed in the District.
- 6.2.2** Paragraph 23 of the NPPF requires the local planning authorities (LPA's) to define a network and hierarchy of centres that is resilient to anticipated future economic changes. It states that, the LPA's should recognise town centres as the heart of their communities and to pursue policies to help support their viability and vitality.
- 6.2.3** The NPPF continues the government's commitment to place a high level of importance on the 'town centre first' approach to the delivery of retail, leisure, office, tourism and business development (collectively known as 'town centre uses').
- 6.2.4** The NPPF (Annex 2) defines the town centre as follows:
- 6.2.5** *'Area defined on the local authority's policy 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'.*
- 6.2.6** *The District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.*
- 6.2.7** *Local centres include a range of small shops of a local nature, serving a small catchment. This might include, amongst other shops, a small supermarket, newsagent, a sub-post office and pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas large villages may perform the role of a local centre.*
- 6.2.8** *Small parades of shops of purely neighbourhood significance are not regarded as centres for the purposes of this policy statement.*
- 6.2.9** In order to plan positively to promote the vitality and viability of the town centres, the Council has identified a local retail hierarchy for the District that sets out the role and function of centres. The presumption would be that any proposals for a main town use would only be permitted if firstly every effort had been made to locate it in the defined centres as a preference (following the application of the 'sequential test').
- 6.2.10** 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.

- 6.2.11** The nature of retail is changing, with the emergence of on-line shopping along with the popularity and convenience of large superstores. The Council wishes to promote the vitality and viability of these centres and accepts that with changes in shopping habits, they will need to move with the times to remain a focus for economic activity and community life.
- 6.2.12** 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.
- 6.2.13** The Council and local businesses both have an important role to play in bringing about this change.
- 6.2.14** The Draft Policy PRO5, Local Plan Pre-Submission document (2012) identified Clacton as a 'major town centre' and Frinton, Harwich, Dovercourt, Brightlingsea, Manningtree and Walton as 'designated town centres'. Underneath these are 'District centres', 'village centres', and existing and 'proposed neighbourhood centres'.
- 6.2.15** The WYG Retail Study (2016) recommends that Clacton should continue to be classified as a major town centre and the following retail areas are classified as a town centres: Dovercourt, Walton-on-the-Naze, Frinton-on-Sea, Brightlingsea and Manningtree. This study classified Harwich as a District centre due to its level of retail provision and role it plays within the network of centres. The health check shows that Harwich has a total of 3,810 sq.m retail and leisure floorspace and has disjointed centre with a high level of non-town centre uses at ground-floor level.
- 6.2.16** As well as the defined centres listed in Policy PP2, 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 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 and protected against redevelopment for non-employment uses (particularly housing) in recognition of the local employment they provide.

Policy PP 2

RETAIL HIERARCHY

The following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes and which should be considered as part of a sequential test for proposed main town centres.

Retail development should take place at a scale appropriate to the size and function of the centre within which it is to be located. To guide this approach, the following retail hierarchy is defined:

Major Town Centre

- Clacton

Town Centres

- Dovercourt
- Walton-on-the-Naze
- Frinton-on-Sea
- Brightlingsea
- Manningtree

District Centres

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

These centres will be the focus for 'town centre uses' which include retail, leisure, commercial, office, tourism and cultural, community and residential development. 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.

This Policy contributes towards achieving Objectives 3, 6 and 9 of this Local Plan.

- 6.2.17** There are other small parades of shops across the town and rural areas that are purely of neighbourhood significance but do not meet the definition of a centre. However, they contribute to the function of the local communities. The NPPF requires local planning authorities to plan positively for the provision of community facilities

such as local shops and guard against the unnecessary loss of valued facilities and services. It is therefore appropriate to include an additional policy to protect and enhance these local facilities.

Policy PP 3

VILLAGE AND NEIGHBOURHOOD CENTRES

Small-scale retail development to serve the day-to-day needs of village and local neighbourhoods will be normally permitted. Where express planning permission is required, proposals for change of use from retail within a neighbourhood shopping parade or a village with limited shopping provision will not be permitted unless retail use is either:

- *no longer viable;*
- *no longer needed by the community it serves; or*
- *is to be relocated, to provide an equivalent or improved facility.*

The Council will work with its partners, including local businesses, to protect and enhance the following village and local neighbourhood centres and any proposed village and neighbourhood centres as defined on the Policies Map.

Village Centres

- *Alesford 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

- *Bluehouse Avenue, Clacton*
- *Bockings Elm, Clacton*
- *Broadway, Jaywick*
- *Burrs Road, Clacton*
- *Cambridge Road, Clacton*
- *Coopers Lane, Clacton*
- *Coppins Road, Clacton*
- *Gravel Hill Way, Harwich*
- *Junction of Tamarisk Way/Broadway, Jaywick*
- *Thorpe Road, Kirby Cross*
- *Tudor Parade, Marlowe Road, Jaywick*
- *Woodlands Close, Clacton*
- *Upper Dovercourt*
- *Frinton Road, Holland-on-Sea*
- *Waterside, Brightlingsea*
- *Neighbourhood centre at St. John's Road, Clacton*
- *New neighbourhood centre proposed for Weeley Garden Village*
- *New neighbourhood centre proposed for Oakwood Garden Suburb*
- *New neighbourhood centre proposed for Rouses Farm Garden Suburb*

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.3 Local Impact Threshold

6.3.1 In accordance with national planning policy, it is appropriate to identify locally set thresholds for the scale of edge-of-centre and out of centre retail, office and leisure development which should be subject to the assessment of the impact criteria set out by paragraph 26 of the NPPF.

6.3.2 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.

6.3.3 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.

6.3.4 Paragraph 26 of the NPPF states that:

6.3.5 *'When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq.m)'. This should include assessment of:*

- the impact of the proposal of 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 trade in the town centre 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 in five years, the impact should also be assessed up to ten years from the time the application is made.

6.3.6 Where an application is likely to have significant adverse impact it should be refused.

6.3.7 The WYG Retail Study (2016) assessed the need for a local impact threshold and recommended that 'a blanket approach' would not be appropriate across all centres. The study advised that policy should advocate a tiered approach with different thresholds based upon the location, role and function of the centre. For example a small convenience store would clearly have more impact on a local centre than the town centre. The study recommends that the thresholds should not only apply to new floorspace, but also to changes of use and variations of conditions to remove or amend restrictions on how units operate in practice.

Policy PP 4

LOCAL IMPACT THRESHOLD

Applications for retail, leisure and office development outside of a centre as defined on the Policies Map, which are not in accordance with the Local Plan, will require an impact assessment if the development is over the following floorspace thresholds in the defined Town Centre:

- a. *Clacton - 929 sq.m gross floorspace*
- b. *Frinton-on-Sea - 929 sq.m gross floorspace*
- c. *Dovercourt - 250 sq.m gross floorspace*
- d. *Walton-on-the-Naze - 250 sq.m gross floorspace*
- e. *Brightlingsea - 250 sq.m gross floorspace*
- f. *Manningtree - 250 sq.m gross floorspace*
- g. *Harwich - 250 sq.m gross floorspace*

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.4 Town Centre Uses

- 6.4.1** Paragraph 23, of the National Planning Policy Framework (NPPF) requires that planning policy should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Therefore, it is vital that the future needs of the District's town centres are addressed through the Local Plan.
- 6.4.2** With regard to the location for new retail, leisure and other town centre development (as defined in the NPPF), the Council will adopt the 'sequential approach' as set out in the NPPF. This states that for retail development the first preference should be for town, district or local centre sites, where suitable sites are available, followed by edge-of-centre sites, and only then out-of-centre sites. With regard to edge-of-centre and out-of-centre, locations that are accessible by a choice of means of transport and well connected to the town should be a preference.
- 6.4.3** The NPPF states that local authorities should define areas within their town centres as primary shopping areas. These areas comprise the parts of the town centre where retail development is concentrated. It is the primary shopping areas of the town centres which are the preferred location for new retail development. According to the NPPF, the primary shopping area should contain the primary shopping frontages and secondary shopping frontages which are adjacent, and closely related to, the primary shopping frontages.

6.4.4 Paragraph 23 of the NPPF states that the planning authorities should define the extent of the town centres and primary shopping areas, based on clear definition of primary and secondary frontages, and set policies that make clear which uses will be permitted in such locations.

6.4.1 Primary Shopping Area:

6.4.1.1 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 frontages).

6.4.2 Primary Shopping Frontage:

6.4.2.1 Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. To promote a busy and attractive town centre new retail opportunities will be concentrated within the Primary frontage, providing a focus for activity and preventing key uses from being dispersed throughout the centre.

6.4.3 Secondary Shopping Frontage:

6.4.3.1 Secondary frontages provide greater opportunities for a diverse use such as restaurants and cafés, cinemas and offices. This supports independent and convenience retailers and non-retail uses. These uses form an important complementary function and by allowing a higher proportion of non-retail uses and promotes diverse uses.

6.4.3.2 The WYG Retail Study (2016) reviewed the uses in the town centres and recommended the shopping frontages. The Primary Shopping Area (PSA) and the town centre boundary are identified on the Policies Map.

6.4.3.3 Identification of the PSA and town centre boundary is necessary as these form the basis for the application of the sequential test for applications for town centre uses. The NPPF defines the edge of centre for retail purposes as a location that is well connected and up to 300m from the PSA. For all other main town centre uses (leisure, entertainment, arts, culture and tourism) this is a location within 300m of the defined town, district, village or neighbourhood centre boundary and for office development, a site within 500 metres of a railway station.

6.4.3.4 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 trade 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 PP 5

TOWN CENTRE USES

The Town Centre Boundary and the Primary and Secondary Shopping Frontages are defined on the Policy Map.

Within the Primary Shopping Area, proposals for development will be permitted where they:

- are for main town centre uses, as defined in the NPPF; or*
- will promote the vitality and viability of the centre, including proposals for residential development; or*
- will involve the conversion or re-use of upper floors; and/or*
- deliver high quality active ground floor frontages; and*
- within the Primary Shopping Frontages A1 uses (shops) comprise at least 70% of the shopping frontages; and*
- within the Secondary Shopping Frontages main town centre uses remain dominant; and*
- any change of use will considered against the aims of this Policy.*

This Policy contributes towards achieving Objectives 3 and 6 of this Local Plan.

6.5 Delivering Economic Prosperity

6.5.1 Tendring District has a diverse economy with local employment across a range of activities including our ports; on our industrial estates; in our town centres and retail parks; in our schools; hospitals, surgeries and care homes; in our hotels, guesthouses and holiday parks; on our farms and even in our homes, with many of our residents being self-employed or working in small businesses.

6.5.2 The District is well connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, Stansted Airport and the Port of Felixstowe. Transportation provision in the District includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London.

- 6.5.3** Tendring District's economy is closely linked to the maritime industry, although it has a diverse economy with local employment across a range of activities. However, like many coastal areas, residents in some parts of the District choose or have to commute out of the area for work, especially to neighbouring Colchester. So creating new and better-paid jobs for existing and future generations of residents is, and will continue to be, one of the Council's top priorities.
- 6.5.4** A key requirement of this Local Plan is to provide for appropriate sustainable employment opportunities for residents in Tendring and to support the growth of local businesses and attract investment in the District.
- 6.5.5** Policy SP3 of the Section 1 Local Plan sets out the strategic framework for delivering new employment across the District. It sets out strategic principles to underpin economic growth across North Essex as follows:
- a. Sufficient land will be identified to support the achievement of the minimum jobs numbers, recognising the importance of key sectors to be identified by each local authority;*
 - b. Priority will be given to the use of previously-developed land in appropriate locations as well as, where it meets sustainable principles, the expansion of existing employment locations;*
 - c. Existing and allocated employment sites will be safeguarded for employment use unless it can be demonstrated that there is no reasonable prospects of the site being used for that purpose;*
 - d. Town and City centres are the appropriate locations for new office development; and*
 - e. Employment development will be a key component of the new garden communities identified in Policy SP4. The scale and mix of employment uses will be determined through development frameworks and masterplans for each new community.*
- 6.5.6** The primary objective of this Local Plan is to support and diversify the economy while maintaining a broad balance between homes and jobs in order to achieve self-reliance. The Section 1 Local Plan provides a strategic policy framework for achieving this. It seeks to ensure that sufficient high quality sites are identified to support the delivery of job targets; gives priority to the enhancement of existing employment sites and regeneration of previously developed land; safeguarding existing and committed sites; supports initiatives which promote skills and training and safeguards and enhances tourism and cultural assets of the District.
- 6.5.7** ECC has undertaken a 'Grow on Space Feasibility Study' to explore the need for employment 'Grow-On Space' within the county. Such flexible employment space, between 100 – 300 sqm in scale, is required to enable flexible premises for businesses to move on from incubation/enterprise centres/start-up spaces, and free up these units for other start-ups. The Essex Economic Commission also identified an inadequate supply of flexible tenures (eg. Grow-on Space), which is holding back

successful businesses that want to expand and grow. Tendring District Council will consider which interventions are the most appropriate and viable to ensure the provision of flexible local employment space (by tenure) in the plan area.

- 6.5.8** The Aspinall Verdi Employment Land Review (2016) highlights that there is the need to promote Tendring District as a vibrant place to live, work and visit, and to promote the area to support sustainable economic growth. Key opportunity sectors in the District include Offshore Wind and Care and Assisted Living. Other sectors, including agri-tech, composite, engineering, manufacturing, hospitality and retail all have the potential to contribute to growth in jobs across the District.
- 6.5.9** The Aspinall Verdi Employment Land Review (2016) sets out a total employment land requirement of 20ha to be delivered across Tendring District. Employment development is best located in combination with existing or proposed housing growth to promote a sustainable pattern of development and access by sustainable transport modes. Existing employment sites will be safeguarded and additional employment land will be required in a number of sustainable urban and rural locations.
- 6.5.10** The Aspinall Verdi Employment Study suggests that the Tendring Colchester Borders Garden Community scores well given its communication linkages and proximity to Colchester. The study states that due to the closeness of West Tendring to Essex University, this area could provide a competitive advantage and deliver medium to long-term employment opportunities for Tendring District.
- 6.5.11** Weeley also scores well given that it forms part of a relatively large settlement with good communication linkages and the presence of uses such as the hotel and service area. Similarly, the Oakwood allocation in Clacton benefits from the already functioning and popular Gorse Lane Industrial Estate, which itself has extant planning permission to expand. The Hartley Gardens site scores highly due to its location directly off the A133 and its ability to provide further employment land to the edge of Clacton.
- 6.5.12** The Council will ensure that the right amount and type of employment land is available in locations that balance the demands of the market with the capacity of infrastructure and the need to protect, and where possible enhance the environment. This includes policies within this Local Plan on:
 - Safeguarding existing and committed employment sites, including Royal Mail sorting and delivery offices, which are of the right quality and suitably located in relation to infrastructure. This will include safeguarding employment land allocations for a range of uses in support of balanced economy;
 - Providing for additional sites in sustainable locations to meet the business needs of the growing District;
 - Supporting the enhancement of skills in the local workforce through improved opportunities for education and training to provide a more dynamic and flexible labour market;

- Promoting the provision of infrastructure and services needed to provide a competitive business environment, including support and electronic communications infrastructure notably enhanced broadband provision; and
- Promoting the diversification of the rural economy, in particular by supporting the retention and development of local services and community facilities in villages; supporting farm diversification including the conversion of existing farm buildings and infrastructure for employment and other commercial developments such as tourism.

6.5.1 Protecting Existing Employment Sites

6.5.1.1 In order to maintain an adequate level of employment land to meet the needs of the local economy, the Council wants to protect defined employment areas from uses which would be better located in other areas of the District. The Council does not wish to inhibit the ability of existing firms to expand. It will be supportive of the redevelopment of sites which would lead to an improvement in the quality of employment floorspace suited to modern day needs.

6.5.1.2 Policy SP3 of the North Essex Strategic Plan (Section 1 of this Plan), recognises the valuable role of locally important existing employment areas and establishes the need to protect them from loss to alternative uses. The identification of locally important Existing Employment Sites has arisen through joint work with the Council's Economic Development and Regeneration team.

Policy PP 6

EMPLOYMENT SITES

The Council will seek to protect existing employment sites, as set out in the Council's current Employment Land Review. These will be safeguarded for B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) purposes and uses that are classified as sui generis if they are akin to employment type uses and also where appropriate A1 (Retail), as identified in paragraph 6.35.

Proposals for non-employment uses on these sites will only be considered acceptable if they clearly demonstrate that the alternative use(s):

- will not have an adverse impact on the primary employment use(s) in the locality;*
- will not reduce the overall supply and quality of employment land and premises within the locality;*
- will deliver economic regeneration benefits to the site and/or area;*
- will resolve existing conflicts between land uses; and*

- e. *involve a vacant building for which there is clear and robust evidence of prolonged marketing, with registered commercial agents at a reasonable price, to demonstrate that there is no realistic prospect for continued employment use.*

Proposals for retail and town centre uses on these sites will also be subject to the requirements of Policies PP1 - PP5 (inclusive) of this Local Plan.

The Council will permit sustainable development proposals for farm and other land based diversification schemes that benefit the rural area. Proposals for re-use or redevelopment of rural buildings for employment purposes will be considered against the following criteria unless the economic benefits outweigh these 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 alteration 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 readily accessible by public transport;*
- 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; and*
- f. *early years and childcare provision.*

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.

6.5.2 New Employment Sites Allocations

- 6.5.2.1** Only a certain proportion of jobs are located in employment areas and fall within the B use classes: B1 business; B2 general industrial; B8 distribution and warehousing; and uses that are classified as sui generis if they are akin to employment type uses which accord with the caveats set out in Policy PP6. The rest of the jobs in the local

economy consist of 'services' such as: retail, health, education and leisure, amongst others. Therefore, when making provision for jobs in Policy PP7 only jobs falling into the B use classes (and appropriate sui generis uses) will be acceptable unless the site allocation policies for Policy PP7, in Chapter 9 - Delivering Places state otherwise.

Policy PP 7

EMPLOYMENT ALLOCATIONS

New Employment allocations are needed to provide job opportunities for residents in Tendring District and to support the growth aspirations for the towns. To achieve this objective, at least 20 hectares of new employment land is provided for through the allocation of sites listed below, and defined on the Policies Map, to provide for B1 (Business and Office Use), B2 (General Industry) and B8 (Storage and Distribution) uses. The range of uses will allow for diversification of employment opportunities within Tendring District which will increase the skills base and retain employees within the towns.

Proposals for employment development in the B use classes specified will be supported. Sites allocated for employment use will be protected against future loss to alternative uses. Additional sites suitable for small and medium sized businesses will be considered on a site by site basis within settlement boundaries, as defined by the Policy 'The Rural Economy and in close proximity to public transport nodes'.

Employment Allocations

Table 6.1

Name of Site	Local Plan Allocation (ha)	Potential further aspirational growth/growth beyond 2033
Carless	4.5 ha	0 ha
Stanton Europark	2-4ha	0ha
Tendring Colchester Borders Garden Community	6 ha	4 - 24 ha
Mercedes Site	3 ha	4.4 ha
Weeley	1 ha	0 ha
Land South of Long Road, Mistley	2 ha	0 ha
EDME Maltings	0.13 ha	0 ha

Name of Site	Local Plan Allocation (ha)	Potential further aspirational growth/growth beyond 2033
Lanswood Park	1.2 ha	0 ha
Total Employment Land Area	19.83 - 21.8 ha	8.4 - 28.4 ha

This Policy contributes towards achieving Objectives 2, 4 and 6 of this Local Plan.

6.6 Tourism, Leisure and Hotel Development

6.6.1 The Local Plan’s strategic objective for Tourism Promotion is “To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.”

6.6.1 Tourism

6.6.1.1 Tourism is worth more than £276 million to Tendring District. Many of our District’s jobs are related in some way to tourism, whether that is directly in hotels, caravan and chalet parks and tourist attractions or indirectly in shops, cafés and restaurants. 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 District:

- increase the amount of money visitors spend in the District;
- extend the length of time visitors stay in the District;
- attract higher spending visitors; and
- improve the perception of the District as a tourism destination.

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

Priority 1: Marketing, Public Relations 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, lighting and signage.

Priority 4: Responsible Tourism – making positive use of Tendring District’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 the Tendring District tourism industry.

6.6.1.3 This 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. The Council’s approach to the development of tourism and visitors’ attraction is in line with Priorities 3 and 4 set out above. 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 District is carried out in a sustainable manner that respects the wider environment and protects it for future generations to enjoy.

6.6.1.4 Another important aspect of promoting Tendring District’s tourism economy will be to ensure that the District offers a range of visitor accommodation in different locations that will appeal to different people’s tastes, budgets and interests. As the nature of tourism has changed so much over the years, Tendring 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 District for short weekend breaks, to visit friends and family, to attend weddings and other family functions or even for business purposes. Policies PP8-PP11 sets out the Council’s approach to the creation, improvement and the protection of potential loss of different types of visitor accommodation.

Policy PP 8

TOURISM

To attract visitors to the Tendring District and support economic growth in tourism, the Council will generally support proposals that would help to improve the tourism appeal of the District to visitors, subject to other relevant policies in the Local Plan. In particular, the Council will support appropriate 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 protection of the undeveloped countryside.*

To maintain and deliver a range of accommodation that meets 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 assessed based on policies set out in this Local Plan.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.6.2 Hotels and Guesthouses

6.6.2.1 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. 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 PP9 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 PP 9

HOTELS AND GUESTHOUSES

The Council will support proposals for:

- *new hotels and guesthouses within defined centres (as listed in Policy PP2) and 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 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.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.6.3 Holiday Parks, Camping and Caravanning

6.6.4 Camping and Caravanning

6.6.4.1 Although the Tendring District has a lot of static caravan sites, there is limited provision of sites for camping and touring caravans/motorhomes. 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 PP 10

CAMPING AND TOURING CARAVAN SITES

Outside of holiday parks (considered under Policy PP10 in this Local Plan) and subject to consideration against other relevant Local Plan policies, if the necessary tests are met in regard to any known flood risk, the Council will support proposals for:

- *new camping and / or touring caravan/motorhome sites;*
- *extensions to existing camping and / or touring caravan/motorhome sites; and*
- *applications will only be permitted where they are in accordance with Biodiversity and Geodiversity Policy in this Local Plan. Proposals for new or extended sites in the vicinity of designated sites (which should be taken to mean holiday parks within 2 km of such sites) have the potential to impact on them and should therefore be subject to consultation with Natural England, on a site-by-site basis and as appropriate assessed against the tests of the Habitats Regulations.*

Proposals for the use of land as a camping and/or touring caravan/motorhome site (which may incorporate recreational vehicles) must include an electricity hook-up point for each touring caravan/motorhome and facilities for potable water, toilets, showers, washing and waste water disposal. The Council will support proposals for ancillary recreational facilities subject to consideration under other relevant policies in this Local Plan.

To ensure that any tents and/or touring caravans/motorhome are not used as permanent dwellings, camping and touring caravan/motorhome sites will be subject to holiday occupancy conditions and their use limited to certain periods of the year.

6.7 Holiday Parks

- 6.7.1** 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.
- 6.7.2** The Council has reviewed the District's stock of holiday parks and has identified a number of 'safeguarded sites' on the Policies Map 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.
- 6.7.3** 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 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.
- 6.7.4** As Tendring District 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. 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 District.

- 6.7.5** 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. The Council will therefore use planning conditions/legal agreements to ensure that this does not occur and in order for a site to comply with its licence, the site owner/operator will be expected to share the responsibility of managing and enforcing this requirement. Additionally, because holiday accommodation is often unsuitable for permanent occupation and located in areas that often lack the necessary and appropriate infrastructure and services for longer occupation, the Council will restrict the holiday occupancy period and; where sites are located in an area vulnerable to flooding, the period of restricted occupancy will be expected to take place during the winter months when there is a greater likelihood of higher tides and severe weather. Change of use to permanent residential and extended periods of holiday occupation can also impact on protected wildlife sites, which are often located close to existing holiday parks.

Policy PP 11

HOLIDAY PARKS

Some of the district’s holiday parks are shown as ‘safeguarded sites’ on the Policies Map. 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 relevant Local Plan policies, if necessary tests are met in regard to any known flood risk, 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.

Proposals for new static caravan/chalet parks will only be permitted where it can be demonstrated by the applicant how the proposal would help strengthen and diversify the district's tourist economy or that they are being specifically created for the relocation of an existing site away from flood risk areas.

The change of use of caravans and chalets from holiday accommodation to permanent residential dwellings will not be permitted as this could lead to a loss of valuable tourist accommodation, poor living conditions, unmanageable impact on the provision of local services and facilities and/or, in some areas, increase the risk of flooding to people or property or disturbance to internationally important wildlife sites at certain times of the year.

To avoid such consequences by ensuring that new caravan and chalet developments are not used for permanent residential dwellings, the Council will impose holiday occupancy conditions and limit use to certain periods of the year.

This Policy contributes towards achieving Objective 10 of this Local Plan.

6.8 Improving Education and Skills

6.8.1 The Local Plan's strategic objectives for Education are "To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of sustainable community strategy. This includes practical vocational training and apprenticeship".

6.8.2 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 effect 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.

6.8.3 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.

- 6.8.4** 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.
- 6.8.5** Existing educational facilities will be protected from potential loss through the Community Facilities Policy 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.
- 6.8.6** 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 businesses and the Council will use planning conditions (or legal agreements) to ensure that, as far as is possible and practical, local people are employed.

Policy PP 12

IMPROVING EDUCATION AND SKILLS

To improve education and employment prospects for Tendring District's residents, the Council will work with its partners including Essex University, Colchester Institute, local schools and academies, and Essex County Council as the education authority and other educational establishments to deliver new and improved facilities for early years, 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, particularly in the growing care and assisted living and renewable energy sectors.

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 the 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 HP 2: Community Facilities 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 or permanent employment vacancies (including apprenticeships) are advertised through agreed channels to reach and prioritise local people.

This Policy contributes towards achieving Objective 5 of this Local Plan.

6.9 Rural Economy

6.9.1 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.

6.9.2 It is also acknowledged 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.

Policy PP 13

THE RURAL ECONOMY

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

- a. *Where appropriate to the historic environment, conversion or re-use of rural buildings in the countryside to employment, leisure or tourism use;*
- b. *business and domestic equine related activities;*
- c. *agricultural and key workers' dwellings; and*
- d. *buildings that are essential to support agricultural, aquaculture, horticulture and forestry; and farm diversification schemes.*

This Policy contributes towards achieving Objectives 2, 6, 8 and 10 of this Local Plan.

6.10 Priority Areas for Regeneration

- 6.10.1** Certain parts of the District require focused attention in order to improve the quality of life, the economy and the physical environment, to make these better places to live, work and visit. The Council has identified five 'Priority Areas for Regeneration' which will be a focus for new initiatives. It will work with its partners to help deliver key improvements in those areas.

Policy PP 14

PRIORITY AREAS FOR REGENERATION

The following areas are identified on the Policies Maps and Local Maps as 'Priority Areas for Regeneration':

- *Clacton Town Centre and Seafront*
- *'Brooklands', 'Grasslands' and 'the Village' areas of Jaywick Sands*
- *Harwich Old Town*
- *Dovercourt Town Centre and adjoining areas*
- *Walton-on-the-Naze*

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

As well as this, the Council will seek to: preserve or enhance the historic assets of these areas, including the at risk conservation areas. The at risk conservation areas are: Clacton Seafront, Dovercourt, St Osyth and Thorpe-le-Soken Station and Maltings.

The Council will support proposals for new development which are consistent with achieving its regeneration aims.

This Policy contributes towards achieving Objectives 2, 3, 4 and 6 of this Local Plan.

7 Protected Places

7.0.1 It is very important to protect the quality of the District's most special natural and built environments. There are many reasons for this, including the international importance and vulnerability of its extensive coastal and estuarine areas and the historic quality of its numerous designated conservation areas and listed buildings. Protecting the quality of both the natural and built environments is necessary to ensure that the Council meets its legal obligations in those regards and that the District is a safe and attractive place to live, work and visit, thereby helping to underpin the local economy and attract inward investment seeking a quality environment. To ensure that new development is sustainable, it is essential that proposals have regard to, amongst other things, the need to avoid causing harm to sensitive areas and that it takes the opportunities available to enhance the quality of places.

7.0.2 In order to deliver a positive future for the District's environment, the policies in this chapter will focus upon:

- minimising the risk to human life and property from flooding and coastal erosion, taking into account the likely effects of climate change;
- protecting and enhancing the District's biodiversity, countryside and its coastal assets;
- expanding the District's network of Green Infrastructure, to encourage a net gain for nature, achieve sustainable drainage and deliver green corridors and open spaces to improve the quality of the natural environment;
- conserving natural resources through the promotion of low-carbon energy and water-efficiency in new development and local renewable energy; and
- preserving the District's historic assets.

7.1 Development and Flood Risk

7.1.1 **The Local Plan's strategic objective for Water and Climate Change is "To reduce the risk of flooding by securing the appropriate location and design of new development, having regard to the likely impact of climate change."**

7.1.2 As a peninsula, Tendring District has coastal and estuarine water on three sides. With over 37miles / 60km of coastline, many parts of the District are at risk of tidal flooding, including some very built-up areas. The National Planning Policy Framework makes it clear that inappropriate development in areas at risk of flooding should be avoided. New development should be directed away from areas at highest risk of flooding, but where such development is necessary it should be made safe – without increasing flood risk elsewhere. The policies and proposals in this Local Plan have therefore been informed by the national planning policy requirements, the findings of the Strategic Flood Risk Assessments (SFRA) and advice from the Environment Agency.

- 7.1.3** The areas of the District considered to be at greatest risk of flooding according to the Environment Agency's flood risk maps are shown within a 'Flood Zone' on the Policies Map and Local Maps. This information should be used only as a guide, as areas at risk may change during the Local Plan period. The Environment Agency Flood Risk Maps should always be used for the latest flood risk information and to distinguish between Flood Zones 2 and 3. The government's 'Technical Guidance to the National Planning Policy Framework' provides more detail on how the 'Sequential Test' should be applied to new development proposals. The Council will work with the Environment Agency to consider how existing development and proposed new development, in flood risk areas, including in Jaywick Sands, can be made more flood-resilient and sustainable. The Council will work with the Environment Agency to consider how existing development and proposed new development, in flood risk areas, including in Jaywick Sands, can be made more flood-resilient and sustainable.

Policy PPL 1

DEVELOPMENT AND FLOOD RISK

All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site and within the Flood Zone (which includes Flood Zones 2 and 3, as defined by the Environment Agency) shown on the Policies Map and Local Maps, or elsewhere involving sites of 1ha or more, must be accompanied by a Flood Risk Assessment. New development in areas of high flood risk must be designed to be resilient in the event of a flood and ensure that, in the case of new residential development, that there are no bedrooms at ground floor level and that a means of escape is possible from first floor level.

All major development proposals should consider the potential for new Green Infrastructure to help mitigate potential flood risk and include such Green Infrastructure, where appropriate.

Proposals must have regard, as necessary, to the following tests:

The Sequential Test

All development proposals will be considered against the National Planning Policy Framework's 'Sequential Test', to direct development toward sites at the lowest risk of flooding, unless they involve land specifically allocated for development on the Policies Map or Local Maps.

The Exception Test

Where new development cannot be located in an area of lower flood risk and is otherwise sustainable, the Exception Test will be applied in accordance with the National Planning Policy Framework.

This Policy contributes towards achieving Objective 9 of this Local Plan.

7.2 Coastal Protection

- 7.2.1** The National Planning Policy Framework states that local planning authorities should avoid inappropriate development in vulnerable areas. Tendring District contains areas which are under threat from coastal erosion and, although the Coastal Protection Belt (as shown on the Policies Map and Local Maps) in this Local Plan was originally intended to protect landscape character, it now serves a further purpose in regard to helping ensure that any new development which does not need to be located within that area is directed to more sustainable locations.
- 7.2.2** The undeveloped coast of Tendring District has an important role in terms of quality of life for residents and visitors, not only in terms of visual amenity but in terms of access to the natural environment. Natural England is working on its proposals for the England Coast Path in Essex, with a view to improving access to the District's coastline early in the Plan period and the Council will support suitable proposals which will encourage coastal access.
- 7.2.3** In considering proposals for new development affecting the coast, the Council will have regard to the latest Shoreline Management Plan to assess their compatibility.

Policy PPL 2

COASTAL PROTECTION BELT

Within the Coastal Protection Belt, as shown on the Policies Map and Local Maps, the Council will:

- a. protect the open character of the undeveloped coastline and refuse planning permission for development which does not have a compelling functional or operational requirement to be located there; and*
- b. where development does have a compelling functional or operational requirement to be there, its design should respond appropriately to the landscape and historic character of its context and applicants will be required to demonstrate that any development proposals will be safe over their planned lifetime.*

The Council will take an 'adaptive approach' to coastal protection, where required, having regard to an assessment of the impact of coastal change and consideration of any applicable Shoreline Management Plan.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.3 The Rural Landscape

- 7.3.1** In order to promote sustainable development, in considering where to select sites for new development in this Local Plan, the Council has taken particular care to assess the value of the landscape and, where practical, allocate sites with the lowest sensitivity, thereby helping to protect valued landscapes and the best and most versatile agricultural land.
- 7.3.2** The Landscape Character Assessment (2001) identified 30 areas with different landscape characteristics and highlighted key sensitivities which need to be considered when assessing development proposals in the rural area. Proposals within the rural landscape should have regard to the Landscape Character Assessment (and any subsequent updates) and protect and re-inforce historic landscape features and important characteristics identified within it.
- 7.3.3** As a largely rural area, Tendring District's countryside is one of its main assets and maintaining an attractive rural environment is important to the quality of life experienced by both residents and visitors. It can also be an important consideration for the location of some businesses and help to expand the tourist economy and related services.
- 7.3.4** Despite its attractive character, only a small part of the District is currently a designated Area of Outstanding Natural Beauty (AONB) – The Dedham Vale – and therefore subject to special landscape protection. The southern shore of the Stour Estuary is recognised locally for its landscape qualities and the Council supports its inclusion within the proposed extension to the Suffolk Coasts and Heaths AONB. Until such time as that AONB is extended, development proposals in the area defined on the Policies Map will be subject to particular scrutiny.
- 7.3.5** Two Registered Parks and Gardens (see Appendix E) lie within the rural area and are particularly sensitive to change. Planning proposals which might affect them and any other Registered Park and Garden that is designated during the plan period should therefore have regard to their history and the reason for inclusion on the Historic England Register.

Policy PPL 3

THE RURAL LANDSCAPE

The Council will protect the rural landscape and refuse planning permission for any proposed development which would cause overriding harm to its character or appearance, including to:

- a. *estuaries, rivers and undeveloped coast;*
- b. *skylines and prominent views including ridge-tops and plateau edges;*

- c. *traditional buildings and settlement settings;*
- d. *native hedgerows, trees and woodlands;*
- e. *protected lanes, other rural lanes, bridleways and footpaths; and*
- f. *Registered Parks and Gardens.*

Development proposals affecting protected landscapes must pay particular regard to the conservation and enhancement of the special character and appearance of the Dedham Vale AONB, and its setting, and the setting of the Suffolk Coast and Heaths AONB, including any relevant AONB Management Plan objectives. New development which would impact upon the proposed extension to the Suffolk Coast and Heaths AONB, or its setting, should have specific regard to any special landscape qualities of the area affected.

Elsewhere, development proposals should have regard to the Natural England Character Area profiles for the Greater Thames Estuary (No.81) and the Northern Thames Basin (No.111) and the Council's Landscape Character Assessments, as relevant, and should protect and reinforce identified positive landscape qualities.

New development within the rural landscape should minimise the impact of light pollution on the site and its surroundings, in order to protect rural amenity and biodiversity.

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.

7.4 Biodiversity and Geodiversity

- 7.4.1** To provide a network of interconnected multi-functional natural green spaces which secures a net gain in biodiversity and also provides for the sporting and recreational needs of the population, promotes healthy lifestyles and enhances the quality of the natural and built environment.
- 7.4.2** Tendring District includes a wide range of habitats, including (in part) the Stour, Orwell and Colne Estuaries and Hamford Water which are recognised as wetlands of international importance for endangered and migrating birds. Hamford Water is a designated Special Area of Conservation for Fisher's Estuarine Moth. At the international level, the Ramsar Convention requires the conservation and wise use of wetlands, as a contribution towards achieving sustainable development. European legislation requires the establishment of Special Protection Areas (SPAs) for birds, under the Birds Directive, and Special Areas of Conservation (SACs) for other species and habitats, under the Habitats Directive. SPAs and SACs together form 'Natura 2000' sites, which themselves create a European-wide network. The Habitats Regulations apply both in the terrestrial environment and territorial waters out to 12

nautical miles. Marine Protected Areas (MPA) exist offshore beyond 12 nautical miles. The Blackwater, Crouch, Roach and Colne Marine Conservation Zone includes the Clacton Cliffs and foreshore, a geological feature of international importance.

- 7.4.3** It is necessary to apply the 'precautionary principle' to new development, as a matter of law, and assess new projects or plans for any impacts upon any of the above sites – both alone and in combination. An 'Appropriate Assessment' will be necessary to assess whether the proposals would adversely affect the integrity of a site, having regard to its conservation objectives. The Council will only grant planning permission where there would be no adverse effects on biodiversity (including any mitigation), unless there is considered to be an overriding public interest (such as the port expansion at Bathside Bay, Harwich) – in which case a compensatory habitat must be provided.
- 7.4.4** Sites of Special Scientific Interest (SSSI) are protected under the Wildlife and Countryside Act 1981, as amended, and the Countryside and Rights of Way Act 2000 and are shown on the Policies Map.
- 7.4.5** The Colne Estuary and Hamford Water are designated as National Nature Reserves (NNR). At the local level, the Council has worked with the Essex Wildlife Trust to identify over 100 'Local Wildlife Sites' (LoWS) within the District, along with 'Special Roadside Verges', managed by Essex County Council specifically to conserve rare plant species and support a wider variety of plants. This benefits local fauna, providing food and shelter and can help to create 'wildlife corridors', allowing species to move between different sites. LoWS are not protected by law but, being worthy of conservation, are protected by this Local Plan, along with irreplaceable habitats, including unimproved grasslands and veteran trees.
- 7.4.6** All areas designated for their value to biodiversity and/or geodiversity are shown on the Policies Map. A site does not have to be designated, however, to have importance to nature conservation. All new development proposals should have regard to a 'mitigation hierarchy' approach, which requires consideration to be given: firstly, to avoiding environmental harm; then mitigating for any adverse impacts; and then, as a last resort; compensating for residual impacts alongside the need to seek environmental enhancement wherever possible. The need to consider alternative options, particularly options that are less damaging to the environment, is relevant to all these steps, as options can be either strategic or more detailed in nature. Where a proposed development might harm biodiversity on the site, an Ecological Appraisal will be required to be undertaken and the potential for harm should be considered and addressed in the application. Appraisals should be undertaken in accordance with nationally recognised guidance, by a suitably qualified ecologist.
- 7.4.7** Conservation work now considers whole landscapes as the way to conserve biodiversity, and the Council is working with the Essex County Council, Essex Wildlife Trust and other partners on projects to benefit habitats and species across Essex.

The Biodiversity Framework and Living Landscapes Project seek to improve the wider countryside for wildlife, rather than just concentrating on small nature reserves, and this will bring benefits for Priority Habitats and Priority Species.

Policy PPL 4

BIODIVERSITY AND GEODIVERSITY

Sites designated for their international, European and national importance to nature conservation: including Ramsar sites; Special Protection Areas (SPAs); Special Areas of Conservation (SACs); Marine Conservation Zones (MCZs); National Nature Reserves (NNRs); and Sites of Special Scientific Interest (SSSIs) will be protected from development likely to have an adverse effect on their integrity. As a minimum, there should be no significant impacts upon any protected species, including European Protected Species and schemes should consider (and include provision, as may be relevant for) the preservation, restoration or re-creation of priority habitats, ecological networks and the protection and recovery of protected species populations. Proposals for new development should also have regard to any published local Recreational Disturbance Avoidance and Mitigation Strategies and include any measures which may be necessary to support the aims of the strategy, to help to mitigate any likely recreational impacts arising from the development. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Sites designated for their local importance to nature conservation, including Local Wildlife Sites (LoWS), Ancient Woodlands Protected Verges and aged or veteran trees will be protected from development likely to have an adverse impact on such sites or features. Proposals for enhancement of special interest and features will be supported, subject to other material planning considerations.

Proposals for new development should be supported by an appropriate ecological assessment. Where new development would harm biodiversity or geodiversity, planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation or, as a last resort, compensation measures are included, to ensure no net loss, and preferably a net gain, in biodiversity.

Proposals for new infrastructure and major development should consider the potential for enhanced biodiversity, appropriate to the site and its location, including, where appropriate, within Green Infrastructure.

Any proposed development on sites which may support protected species will require a relevant survey(s), undertaken by a suitably qualified ecologist. If protected species are present, a suitable mitigation plan will be required prior to planning permission being granted.

This Policy contributes towards achieving Objective 8 of this Local Plan.

7.5 Water Conservation, Drainage and Sewerage

- 7.5.1** Although Tendring District has to manage issues of ‘excess’ water causing coastal erosion and flooding, it also experiences the lowest average level of annual rainfall in the country and therefore maintaining a supply of fresh water for drinking and the irrigation of crops is a high priority. It follows that the provision of an adequate water supply, and appropriate methods of disposal of water and sewage, are very important considerations when planning for growth and central to the need to deliver sustainable development. Changes in climate also can cause sudden and intense rainfall causing localised flooding which will be made worse if new development does take account of the need to lessen its impact.
- 7.5.2** Major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water’s 5-year business plans and approved by the regulator (OFWAT).
- 7.5.3** The National Planning Policy Framework requires local planning authorities to mitigate and adapt to climate change, which includes having pro-active strategies in respect of water supply and demand. Development proposals should therefore include a plan to conserve water supplies by managing demand and ensure its appropriate disposal at all stages of development, including construction and after occupation, using Sustainable Drainage Systems (SuDS) where possible. SuDS are designed to replicate natural drainage systems, to drain surface water run-off, ideally as part of a Green Infrastructure network and can also have significant benefits for amenity and biodiversity.

Policy PPL 5

WATER CONSERVATION, DRAINAGE AND SEWERAGE

All new development must make adequate provision for drainage and sewerage and should include Sustainable Drainage Systems (SuDS) as a means of reducing flood risk, improving water quality, enhancing the Green Infrastructure network and providing amenity and biodiversity benefits. Applicants should explain and justify the reasons for not using SuDS if not included in their proposals, which should include water inputs and outputs designed to protect and, where possible, enhance the natural environment.

Proposals for development must demonstrate that adequate provision exists, or can be made available, for sewage disposal to a public sewer and water recycling centre (sewage treatment works).

Applicants should explain their approach to water conservation, including the potential for the re-use of ‘greywater’ and rainwater ‘capture and use’ within their development, to help maintain the supply of drinking water.

Private sewage treatment facilities will not be permitted if there is an accessible public foul sewer. Where private sewage treatment facilities are the only practical option for sewage disposal, they will only be permitted where there would be no harm to the environment, having regard to preventing pollution of groundwater and any watercourses and odour.

Proposals for agricultural reservoirs may be permitted, subject to a detailed assessment against relevant policies in this Local Plan.

This Policy contributes towards achieving Objectives 8 and 9 of this Local Plan.

7.6 Strategic Green Gaps

7.6.1 'Strategic Green Gaps' have been identified in this Local Plan in specific locations between certain settlements or neighbourhoods. The primary purpose of this designation is to maintain an appropriate degree of physical separation between nearby settlements or neighbourhoods.

7.6.2 Within Strategic Green Gaps, the Council will only permit development which would preserve the appropriate separation of settlements or neighbourhoods. Proposals for new development should consider how the long-term protection of these areas can be strengthened, through the introduction of Green Infrastructure, including recreational open space, wildlife areas and improved access to the countryside via new footpaths, cycle paths and bridleways.

Policy PPL 6

STRATEGIC GREEN GAPS

Within Strategic Green Gaps, as shown on the Policies Map and Local Maps, the Council will not permit any development which would result in the joining of settlements or neighbourhoods, or which would erode their separate identities by virtue of their closer proximity. Planning permission may be granted where:

- a. the applicant can demonstrate that there is a 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;*
- b. the development would not compromise the open setting between settlements or neighbourhoods; and*
- c. the development would involve the creation of Green Infrastructure which would support the continuing function of the Strategic Green Gap.*

This Policy contributes towards achieving Objectives 7 and 8 of this Local Plan.

7.7 The Historic Environment

7.7.1 The Local Plan's strategic objective for Cultural Heritage is "To conserve and enhance Tendring District's heritage, respecting historic buildings and their settings, links and views."

7.7.2 Tendring District has a truly rich and diverse history, reflected in archaeological deposits and features and much of its built heritage, which includes: the early planned development of the District's major town, Clacton-on-Sea, as a Victorian seaside holiday resort; the later select development of Frinton-on-Sea with its many examples of notable Arts and Crafts architecture and Modernist houses; the historic port of Harwich and town of Manningtree, England's smallest; or the District's most important single group of listed buildings at St Osyth's Priory and its Registered Historic Park and Garden.

7.7.3 The Council has specific legal duties to preserve and enhance the historic environment. Proposals affecting buildings listed for their special architectural or historic interest ('listed buildings') or designated Conservation Areas, or their settings, Scheduled Monuments, archaeology, or Registered Historic Parks and Gardens will therefore be subject to particular scrutiny. The setting of a heritage asset may include sites or areas a considerable distance away from the boundary of an application site and it is necessary, therefore, to consider the potential for development to have an effect upon the wider setting of a Conservation Area or listed building. Protection of the District's heritage assets is crucial to its cultural identity and the quality of life and can help to sustain its economic attraction for new investment by both residents and businesses. The Council will seek to reduce the number of heritage assets included in the Heritage at Risk Register and will consider designating additional heritage assets which are of local importance. The Council will seek to manage change within the Historic Environment by: requiring proposals to respond appropriately to the significance of any affected heritage assets; identifying where interventions within the Historic Environment would be beneficial to it; and by working with partners to secure sources of funding to aid delivery of enhancements to heritage assets.

7.7.4 The best way to ensure the future preservation of a listed building is often by ensuring an appropriate beneficial use of the heritage asset, which may be its original intended use. Sometimes an appropriate new use will be needed to ensure preservation and this might also present opportunities for the enhancement of significance of the heritage asset. Historic buildings may also evolve over time and sometimes it can be those distinct elements of change which are particularly valued. Although the preservation of unique historic assets is crucial to connect with the past and maintain a high quality environment there may be the opportunity for a high quality contemporary design solution in an historic context. It might, therefore, be appropriate in this Local Plan period to propose a development 'of its time' - much will depend on the expertise of the designer. However, the scope for a listed building to adapt to

modern life and requirements will itself depend upon a number of considerations and it will not always be possible to incorporate modern design solutions without also causing harm to its special character fabric, or appearance.

7.7.5 As with listed buildings, a contemporary design might, on occasion, be appropriate in a Conservation Area. Such solutions can help to avoid pastiche or the potential 'confusion' of new and can misinform an understanding of place. However, particular skill is required of the designer to ensure that new development is appropriate to its site and setting. New development which would affect a Conservation Area should always pay regard to any relevant Conservation Area Character Appraisal and Conservation Area Management Plan. This includes proposals for new development within the District's three Registered Historic Parks and Gardens: Clacton Seafront (owned and managed by the Council); St Osyth Priory; and Thorpe Hall, which are all within Conservation Areas. The Council will review all designated Conservation Areas early in the plan period and consider whether any new areas should be designated. New Conservation Area Management Plans will be prepared in addition to updates to the existing Conservation Area Character Appraisals.

7.7.6 Some parts of the District are known for their particular importance to archaeology and the Council will protect those areas from harmful development. However, new development can provide an opportunity to discover, record and protect evidence of the District's history in the form of archaeological deposits. Where the archaeological record indicates the likely presence of deposits or features, the Council will be advised by Essex County Council and the developer will be required to carry out any necessary survey work, excavation and recording in that regard, before and/or after any planning permission is granted. New development may be required to respond to archaeological finds uncovered during the construction process.

7.8 Buildings and Archaeology

Policy PPL 7

ARCHAEOLOGY

Proposals for new development which would affect, or might affect, archaeological remains will only be permitted where accompanied by an appropriate desk-based assessment. Where identified as necessary within that desk-based assessment, a written scheme of investigation including excavation, recording or protection and deposition of archaeological records in a public archive will be required to be submitted to, and approved by, the Local Planning Authority.

Proposals for new development which are not able to demonstrate that known or possible archaeological remains will be suitably protected from loss or harm, or have an appropriate level of recording, will not be permitted.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Policy PPL 8

CONSERVATION AREAS

New development within a designated Conservation Area, or which affects its setting, will only be permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area, especially in terms of:

- a. scale and design, particularly in relation to neighbouring buildings and spaces;*
- b. materials and finishes, including boundary treatments appropriate to the context;*
- c. hard and soft landscaping;*
- d. the importance of spaces to character and appearance; and*
- e. any important views into, out of, or within the Conservation Area.*

Proposals for new development involving demolition within a designated Conservation Area must demonstrate why they would be acceptable, particularly in terms of the preservation and enhancement of any significance and impact upon the Conservation Area.

This Policy contributes towards achieving Objective 7 of this Local Plan.

Policy PPL 9

LISTED BUILDINGS

Proposals for new development affecting a listed building or its setting will only be permitted where they will protect its special architectural or historic interest, its character, appearance, fabric and:

- a. are explained and justified through an informed assessment and understanding of the significance of the heritage asset and its setting; and*
- b. are of a scale, design and use materials and finishes that respect the listed building and its setting.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.9 Enabling Development

7.10 Renewable Energy Generation

- 7.10.1** The National Planning Policy Framework requires local planning authorities to adopt proactive strategies to mitigate climate change and promote sustainable development. By effectively exploiting the free resources of wind and sun, in particular, renewable energy can reduce the demand for fossil fuels, which are a finite resource and release carbon into the atmosphere and accelerate global warming.
- 7.10.2** Tendring District supports renewable energy generation in terms of wind energy, solar energy and biomass installations. It currently has one wind farm comprising five large-scale wind turbines at Earls Hall Farm, west of Clacton, and a number of medium and small-scale turbines throughout the District. Several solar farms are concentrated in the northern part of the District, with smaller arrays adjacent to several farms. A significant biomass generator also exists at Elmstead. The Council has supported the offshore windfarm at Gunfleet Sands which required on-shore infrastructure. Subsequent changes in government policy, both in respect of planning and subsidies for renewables, mean that applications for new large-scale renewable energy schemes might not come forward in this Local Plan period. However, it remains necessary to plan for renewable energy generation, in order to meet national climate-change commitments.

Policy PPL 10

RENEWABLE ENERGY GENERATION

Proposals for renewable energy schemes will be considered having regard to their scale, impact (including cumulative impact) and the amount of energy which is to be generated.

Proposals for new development should consider the potential for renewable energy generation, appropriate to the site and its location, and should include renewable energy installations, or be designed to facilitate the retro-fitting of renewable energy installations.

This Policy contributes towards achieving Objectives 6 and 9 of this Local Plan.

7.11 The Avenues Area of Special Character, Frinton-on-Sea

- 7.11.1** 'The Avenues' to the west of Connaught Avenue shopping centre and north of the Esplanade, form 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 residential character forms an important quality of this part of the Frinton and Walton Conservation Area where new development affecting its character or appearance is subject to special scrutiny. If changes of use, subdivision to flats, or redevelopment for higher-density housing

were to continue to occur, the area's outstanding character and the quiet enjoyment of residents in the locality would be eroded and therefore this Local Plan affords additional protection. 'The Avenues' was laid out originally with regular plots 50ft wide; as land was sold and developed some variations occurred but a minimum plot width of 15.24m remains highly characteristic of the area. Well-designed infill development might, exceptionally, be permitted on larger plots of at least 15.24m width, if the special character of the area would be safeguarded.

Policy PPL 11

THE AVENUES AREA OF SPECIAL CHARACTER, FRINTON-ON-SEA

Within 'The Avenues' area of Frinton-on-Sea, new development must have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded new development shall:

- a. *conform to the existing density of development and not appear cramped or incongruous in the street scene;*
- b. *not include any flats; and*
- c. *not include any uses other than Use Class C3 'Dwelling Houses'.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.12 The Gardens Area of Special Character, Clacton-on-Sea

7.12.1 'The Gardens' area of the seafront in east Clacton was laid out in the 1920's and 1930's as a low-density area of high quality enhanced by long formal gardens which total 2.8 hectares. 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.

Policy PPL 12

THE GARDENS AREA OF SPECIAL CHARACTER, CLACTON-ON-SEA

Within "The Gardens" area of east Clacton, new development shall have particular regard to the special character and appearance of the area. To ensure that this special character is safeguarded, new development shall:

- a. *conform generally to the existing building line;*
- b. *be of two-storey scale;*
- c. *conform to the existing density of development and not appear cramped or incongruous in the street scene;*

- d. *not include any flats; and*
- e. *be residential, or retain a residential appearance. Commercial uses, including private hotels, guesthouses and offices will not normally be considered appropriate.*

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.13 Ardleigh Reservoir Catchment Area

7.13.1 Ardleigh Reservoir is located in open countryside, south west of Ardleigh village. It is important that new development in its vicinity does not harm water quality in the reservoir. The Policies Map shows a defined catchment area, within which new proposals may be subject to particular scrutiny in regard to the potential for water pollution to result.

Policy PPL 13

ARDLEIGH RESERVOIR CATCHMENT AREA

Ardleigh Reservoir is surrounded by a catchment area within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the quality of water draining into the reservoir.

This Policy contributes towards achieving Objective 9 of this Local Plan.

7.14 Safeguarding of Civil Technical Sites, North East of Little Clacton / South of Thorpe-le-Soken

7.14.1 An important civil aviation navigation beacon and technical site is located in open countryside to the north east of Little Clacton and south of Thorpe-le-Soken. In order to fulfil its function, it is necessary to ensure that new development nearby does not interfere with it. The site and surrounding safeguarded area are shown on the Policies Map.

Policy PPL 14

SAFEGUARDING OF CIVIL TECHNICAL SITE, NORTH EAST OF LITTLE CLACTON / SOUTH OF THORPE-LE-SOKEN

The civil technical site located to the north east of Little Clacton and south of Thorpe-le-Soken is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused if the development could materially affect the proper functioning of the technical site.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.15 Safeguarding of Hazardous Operations Site, Bramble Island

- 7.15.1** An important hazardous substance site is located at Bramble Island to the south east of Great Oakley and south west of Harwich. In order to continue to fulfil its function, new development proposed at the site to facilitate its operation will be supported in principle. New development proposals within the Health and Safety Executive (HSE) safeguarding zone shown on the Policies Map will be subject to scrutiny to ensure that no conflict would arise in relation to both public safety and the effective operation of the site.

Policy PPL 15

SAFEGUARDING OF HAZARDOUS SUBSTANCE SITE, SOUTH EAST OF GREAT OAKLEY/SOUTH WEST OF HARWICH

The hazardous substance site located at Bramble Island to the south east of Great Oakley and south west of Harwich is surrounded by a safeguarded area, within which certain proposals for development will be subject to consultation with the operator of the site. This may result in restrictions being imposed or planning permission being refused, if safety issues arise or the development could materially affect the proper functioning of the hazardous substance site.

During the continued operation of Bramble Island as a high hazard site, planning permission within the area subject of the Health and Safety Executive licence will be granted where:

- a. the new development is required to ensure appropriate operation of the site;*
- b. development would not extend the area affected by the safeguarding zone;*

c. it can be demonstrated that there would be no harmful effects upon the national, European and international environmental designations which exist; and

d. the proposal would comply with all other relevant national and local planning policies.

This Policy contributes towards achieving Objective 7 of this Local Plan.

7.16 Safeguarding of Hazardous Operations Site, Bramble Island

8 Connected Places

- 8.0.1** The Local Plan's strategic objectives for Infrastructure Provision are "To make efficient use of existing transport infrastructure and ensure sustainable transport opportunities are promoted in all new development. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided alongside new development.", "To enable provision of upgraded broadband infrastructure and services." and "To ensure that new growth brings opportunities to enhance existing services, facilities and infrastructure for the benefit of existing and new communities."
- 8.0.2** The main growth objectives for this Local Plan period are to ensure delivery of new housing to meet demand and help to create new employment for the growing population. To help achieve these objectives, the policies in this chapter of the Local Plan focus upon tackling possible barriers to economic and housing growth caused by weaknesses in our transport and telecommunications networks. The policies are focused upon:
- protecting the main strategic roads in the District and improving these roads where the opportunity/need arises;
 - supporting proposals which will enhance the strategic transport network;
 - encouraging travel by sustainable modes of transport;
 - promoting improved access to, and facilities for, public transport; and
 - further developing the provision of higher speed broadband services.
- 8.0.3** In order to help support the principles of sustainable development, it is important to ensure that everyone living in, working in or visiting Tendring District is able to travel and communicate efficiently. Effective telecommunications can reduce the need to travel and thereby help to reduce congestion on the roads, making journeys more efficient and convenient. Where journeys are necessary, providing opportunities for alternative means of transport to the private car is an essential consideration for proposals for new development. Even small-scale developments can increase the likelihood of more car journeys being made unless provision is made within schemes to encourage alternatives.
- 8.0.4** Although most journeys are made by car, most are over relatively short distances (sometimes as part of a much longer journey) and could often be made by other, more sustainable, modes of transport. Therefore making good provision within the design of new developments to encourage walking, cycling and public transport use is crucial to achieving sustainable development. Such solutions can have wider public benefits, not only in terms of transportation choices but also for public health and safety, with increased physical activity, well-being and levels of use of public spaces.
- 8.0.5** New development can provide the opportunity to link places in a sustainable way and contribute to the development of a more efficient transport network. Equally important is to ensure that the existing transport network is protected from any proposed new development which would harm efficiency and safety.

8.1 Sustainable Transport and Accessibility

8.1.1 The National Planning Policy Framework promotes sustainable transport solutions. It states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice over how to travel. The Council will work with its partners, including Essex County Council, bus and train operators and the development industry, to improve accessibility, promote sustainable means of transport and reduce dependence upon private car transport.

8.1.2 To achieve sustainable communities, homes, jobs, services and facilities should, ideally, be accessible by a variety of different modes of transport, including: walking; cycling; and public transport – not just private cars. Locating development in accessible places gives people the option to use more sustainable modes of transport, which contribute less to global warming, and benefits those members of society who do not have access to a car. Additionally, there are public health and safety benefits to walking and cycling.

8.1.3 The Essex Transport Strategy (2011) is the Local Transport Plan (LTP) and includes Tendring District within the 'Haven Gateway'. It sets out the transport priorities for the area, which include 5 key outcomes to be achieved:

1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;
3. Improve safety on the transport network and enhance and promote a safe travelling environment;
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

8.1.4 To reduce greenhouse gas emissions, the Council will support development which uses sustainable modes of transport. Whilst most journeys are made by road, Tendring District is served by 14 railway stations, providing a range of electrified London main line and local branch line services, with regular services from Clacton, Walton and Harwich/Dovercourt to the Colchester railway stations and beyond. The railway is important as both a public transport mode which can provide a sustainable alternative to private car use for work and leisure purposes and an alternative to HGV use for freight transport to and from Harwich International Port.

- 8.1.5** The Council will support and encourage measures which will make rail use a more attractive and sustainable alternative to the use of private cars for both local journeys and longer commutes and to the use of HGVs for freight transportation.
- 8.1.6** The main urban areas within the District are located along the coastal fringes and the area has a strong rural heartland where the main means of sustainable transport is by bus. Local buses running within and between settlements are crucial to providing access to jobs and services for many people in towns, villages and rural areas.
- 8.1.7** The Council will 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 provide additional services to support new major development.
- 8.1.8** Cycling and walking should also be seen as transport modes in their own right and an integral part of the transport network. Increasing the options for travelling by those modes can benefit both the environment and public health, reducing pollution and increasing fitness levels. In this way, planning and transportation outcomes can help to support the wider health and wellbeing agenda. Many car journeys are over short-distances which could be travelled on foot or by cycle if these are attractive options, possibly as part of longer journeys.
- 8.1.9** Proposals for new development will be required to take account of the need to ensure accessibility, having regard to its location in relation to existing services and facilities, and by providing safe pedestrian and cycle connections to existing networks. As the Tendring District is mainly rural, reliance upon private cars will be inevitable to some extent within its remoter parts. However, the Council will require that measures for sustainable travel at all new developments are investigated and implemented where practicable.
- 8.1.10** As the Highway Authority for the area, Essex County Council is a consultee in regard to many planning applications. New developments will be required to be acceptable in terms of highway capacity, safety and convenience and to meet the requirements for access and parking which are contained in the latest version of the Essex County Council Development Management Policies, Travel Plan and Parking Standards, or equivalent amended or replacement policies or standards, or any overriding policies in this Local Plan, along with relevant Essex Accessibility strategies and Design guides. To be sustainable, developments should also be accessible by public transport, cycling and walking.
- 8.1.11** Parking standards can support measures which promote sustainable transport choices and help to protect amenity. The Council will work with Essex County Council to ensure that local parking standards are fit for purpose and that its assessment of planning applications takes account of factors such as: the accessibility of development, the type, mix and use of development; the availability of and opportunities for public transport.

Policy CP 1

SUSTAINABLE TRANSPORT AND ACCESSIBILITY

Proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. Providing options for non-motorised vehicles is especially important for the large-scale developments at Clacton and the Tendring Colchester Borders Garden Community.

Planning applications for new major development likely to have significant transport implications will normally require a Transport Statement. If the proposal is likely to have significant transport implications or a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority. In order to reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should include proposals for walking and cycling routes and new or improved bus-stops/services. Where relevant, improvements to railway station passenger facilities should be included and greater connectivity between places and modes of transport demonstrated.

Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance with Essex County Council published guidance.

This Policy contributes towards achieving Objective 4 and 6 of this Local Plan.

8.2 Improving the Transport Network

- 8.2.1** An efficient and effective strategic transport network is critical for achieving economic growth, supporting trade and attracting inward investment, and reducing carbon emissions to help to reduce increases in global warming. Conversely, a network which is unsafe, slow or inconvenient can deter business investment and could harm the area's tourist economy, which attracts many thousands of visitors, particularly during the main summer holidays.
- 8.2.2** The Council will work with its partners, including Highways England, Essex County Council, bus and train operating companies, Network Rail and landowners, to safeguard, and to explore opportunities to improve, the District's strategic transport network. It will seek to make the transport network safer and more efficient, in order to: facilitate growth, trade and inward investment; help to improve the quality of life for local residents; and improve the experience for visitors to the District and will encourage improvements to the quality and frequency of rail and bus services and station facilities and their appearance.

- 8.2.3** The major roads forming part of the District's strategic transport network are the A120 and A133. Both routes include sections which require upgrading in order to improve safety and convenience and to function efficiently in the context of significant future housing growth. For the A133, between Colchester and Clacton, the Council will work with Essex County Council (the Highway Authority) to identify the nature and cost of improvements needed, seek sources of public funding and consider the use of the Community Infrastructure Levy (CIL) to secure contributions towards these works. An upgrade of the A120 is a requirement of the planned port expansion at Bathside Bay, Harwich although this is not expected to take place early in the plan period. The Council will work with Highways England and other partners to investigate ways of funding and delivering possible early improvements and will resist any development proposals in the vicinity of the A120 which could jeopardise its upgrading, widening or re-routing.
- 8.2.4** Major growth areas in West Tendring/East Colchester and Clacton will require new strategic highway infrastructure, which will not only serve the development areas themselves but also provide for two major new roads, to ensure that traffic is able to move through and between settlements efficiently, thereby preventing traffic congestion which would otherwise occur. These two new roads will be between the A120 and A133 and at west Clacton between the A133 and B1027.
- 8.2.5** The Council will explore, in partnership with Essex County Council, Suffolk County Council, Babergh District Council and Network Rail, opportunities to improve the A137 and railway crossing/underpass at Manningtree Station. Any new developments likely to increase use of this route may be required to contribute towards such improvements.

Policy CP 2

IMPROVING THE TRANSPORT NETWORK

- *Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices will be supported. Major development proposals should include measures to prioritise cycle and pedestrian movements, including access to public transport.*
- *Major growth areas at the Tendring Colchester Borders Garden Community (Tendring and Colchester Borders) and at Clacton will require provision of new and/or improved road infrastructure in order to fully serve the new growth areas and to avoid causing traffic congestion in the existing adjacent settlements. Strategic link roads will be required between the A120 and A133 and between the A133 and B1027, respectively in addition to improvements for non-motorised travel.*
- *Proposals which would have any adverse transport impacts will not be granted planning permission unless these are able to be resolved and the development*

made acceptable by specific mitigation measures which are guaranteed to be implemented.

This Policy contributes towards achieving Objectives 4 and 6 of this Local Plan.

8.3 Improving the Telecommunications Network

- 8.3.1** The National Planning Policy Framework promotes the expansion of electronic communications networks, including both telecommunications and high speed broadband. Smarter use of such technologies can reduce the need to travel and thereby contribute to sustainability objectives.
- 8.3.2** 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 people shop, learn and socialise. This technology has 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 District. Where geography has been a disadvantage in attracting certain kinds of business in the past, embracing the digital revolution is one of the most positive things the District can do to make the area more viable as a place to do business, in offices, shops, factories and warehouses, or people's homes.
- 8.3.3** Ensuring that Tendring District's communications network achieves wide coverage and is fast and reliable is critical to achieving growth of the local economy; helping existing businesses to expand and new businesses to establish, whilst improving access for residents to online shopping, services and information. The Council will work with the telecommunications industry to ensure that as many parts of the District as possible have access to the internet (particularly superfast broadband, wireless hotspots in public spaces and at least 4G mobile coverage) and to encourage the use of this technology (or superior new technology), not only for business but also Council and other public services, information and educational resources.

Policy CP 3

IMPROVING THE TELECOMMUNICATIONS NETWORK

- *Proposals for new telecommunications infrastructure will be supported 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 approved where the applicant, in addition to meeting criteria a) and b) above, can demonstrate that:*

c) the development cannot, for practical or economic reasons, be incorporated into or onto existing masts, buildings and other structures; and

d) the development will be sympathetically designed, having regard to its appearance and impact upon local visual amenity and camouflaged if necessary.

- *All new dwellings and non-residential buildings must be served by at least a 'superfast' broadband* (fibre optic) connection, installed on an open access basis and 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, unless the applicant can demonstrate that this would not be possible, practical or economically viable. In those cases, the Council may utilise Community Infrastructure Levy (CIL) funds, or seek a developer contribution, towards off-site works that would enable those properties access to superfast broadband, either via fibre optic cable or wireless technology in the future.*
- *New development that may cause interference to the broadcast and telecommunications network will not be permitted unless the applicant can demonstrate how such interference will be mitigated, at the developer's cost.*

**As new versions of broadband - such as 'ultrafast' - become available, provision must be the best possible speed.*

This Policy contributes towards achieving Objective 4 of this Local Plan.

9 Delivering Places

The Local Plan's strategic objective for Employment/Commercial is:

“To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2033.”

and for Housing is:

“To provide new dwellings within Tendring District up to 2033 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population.” and “To deliver high quality sustainable new communities.”

This Chapter takes forward policies within Chapters 5 – Living Places and Chapter 6 – Prosperous Places, through site specific policies to achieve:

- **Strategic Allocation Mixed Use Sites:** Sites that are expected to accommodate homes, jobs and community assets. These are listed as Policies SAMU1 – 5;
- **Strategic Allocation Housing:** Sites that are expected to principally deliver between 100-300 homes. These are listed as Policies SAH1 – 3; and
- **Medium Site Allocations:** Sites that are expected to principally deliver between 10 -100 homes; and
- **Strategic Allocations for Employment:** Sites expected to deliver jobs principally in the B category of the Use Class Order; namely office, light industrial, distribution and storage.

Note housing small sites of 9 or less are accommodated by windfall and current consent allowances in Chapter 5 and therefore do not have site specific policies.

9.1 EDME Maltings, Mistley

- 9.1.1** Policy SAMU1 below sets out specific requirements for this development. Any planning application for development will be expected to comply with this policy, along with other relevant policies, in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.
- 9.1.2** The site is split over two plots: the smaller plot to the north of High Street fronting on to the River Stour and the larger plot to the south of High Street.

- 9.1.3** EDME Maltings is expected to become vacant and available for redevelopment during the Plan period. A mixed-use scheme is appropriate for that part of the site to the south of the High Street. This will include a residential element containing a mix of dwelling types; and an employment element providing an equal level of employment to that already in existence on site, ancillary recreation and leisure facilities.
- 9.1.4** Given the Conservation Area status of the site, the listed buildings and its central location in Mistley, emphasis must be placed on a high quality of design and the integration of any development with the existing character and appearance of the village.
- 9.1.5** A Transport Assessment must be submitted with any planning application to identify suitable means of access and, where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services; infrastructure; cycle; pedestrian and bridleway infrastructure enhancements.

Policy SAMU1

DEVELOPMENT AT EDME MALTINGS, MISTLEY

Land to the north and south High Street, Mistley (EDME Maltings), shown on the Policies Map as site SAMU1, is allocated for a residential led mixed-use development as follows:

- a. at least 150 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. at least 0.13 hectares of land for employment;*
- c. recreation and leisure uses, subject to market demand;*

Proposals must accord with the following:

- d. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted or compensatory habitat provided;*
- e. the principal point of vehicular access to both the northern and southern plots will be via the existing accesses off High Street (with improvements where necessary and/or appropriate);*
- f. capacity and/or safety enhancements to the local highway network where necessary;*

g. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure. In particular, enhancement of the Essex Way must be delivered;

h. views across the Stour Estuary must be maintained;

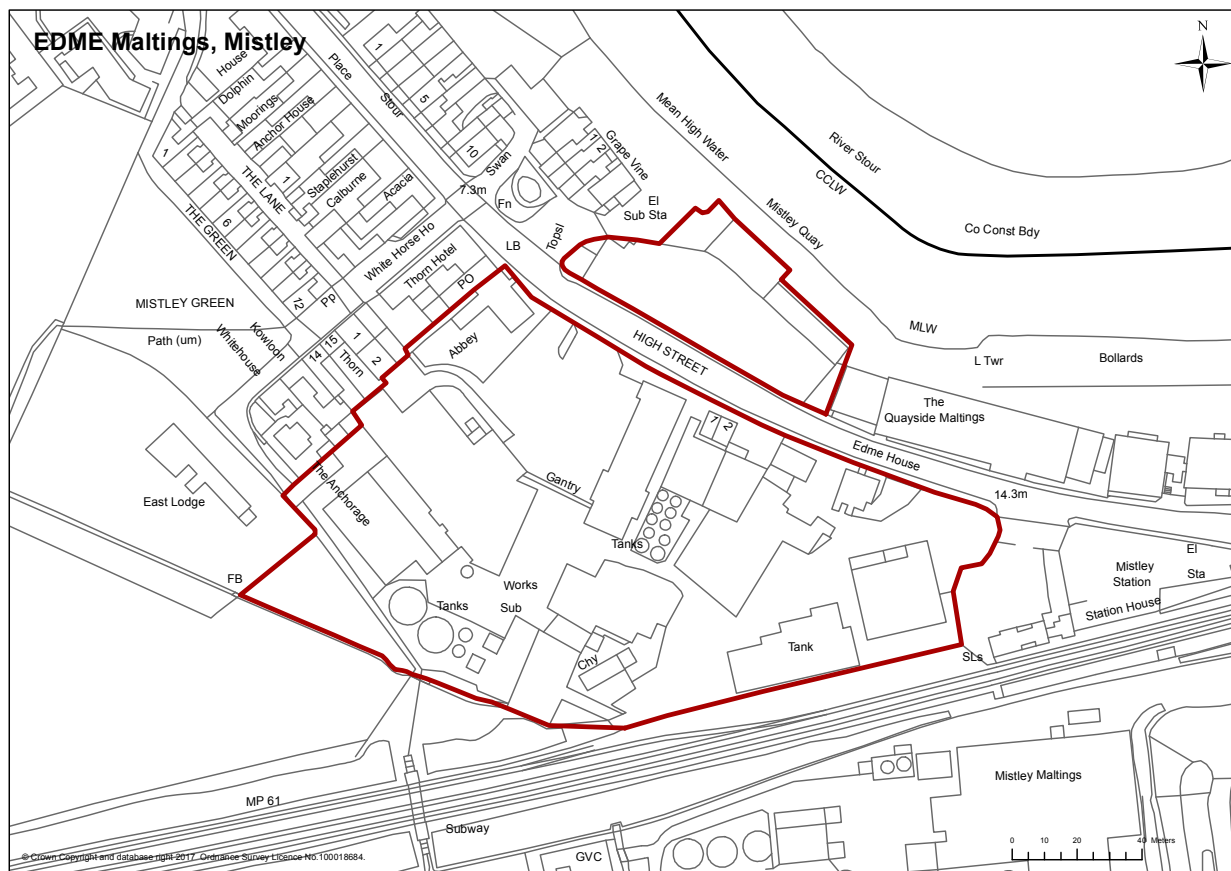
i. delivery of opportunities for the protection and enhancement of the historic environment (having particular regard to the maritime heritage of the area);

j. protection of the adjoining nature conservation interests, biodiversity and landscape quality during construction work and thereafter;

k. financial contributions to primary and secondary education provision as required by the Local Education Authority either through the Community Infrastructure Levy or Section 106 Planning Obligations;

l. regards must be given to ensure public accessibility to the registered Village Green.

Map - EDME Maltings



9.2 Hartley Gardens, Clacton

Policy SAMU2 below sets out specific requirements for this development site. The overall vision for this location is to deliver a high quality comprehensively planned new sustainable neighbourhood to include 1700 homes, although it is anticipated only 800-1,000 will be delivered within this Plan period. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

As there currently is insufficient capacity available in the wider area for the treatment of foul water, it is important that negotiations take place with Anglian Water at an early stage to ensure that sufficient capacity in the local foul water system is being created to accommodate the new development. In particular, this development must ensure increased capacity at the water recycling centres in Clacton or Jaywick to accommodate the additional growth.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided. The development will necessitate a new road to be constructed from the B1442/A133 roundabout to the B1027 (St Johns Road).

The Council will work with Network Rail, bus and train operators, Essex County Council and developers to explore opportunities to make improvements to Clacton-on-Sea train station; including improvements to facilities, frequency of services and the interchange between bus and rail transport.

Policy SAMU2

DEVELOPMENT AT HARTLEY GARDENS, CLACTON

Land north of Bockings Elm and west of A133 shown on the Policies Map as site SAMU2, is allocated for mixed use development as follows:

- a. 800-1,000 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033;*
- b. at least 7 hectares of land for employment;*
- c. 2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*
- d. 1 hectare of public open space;*

Proposals must accord with the following:

- e. inclusion of a master planned approach which addresses the opportunities for further development post-2033;*
- f. inclusion of a new link road between the A133 and B1027 along the north western boundary of the site. The principal points of vehicular access must be from the new link road;*
- g. capacity and/or safety enhancements to the local highway network where necessary;*
- h. where necessary, enhancements to public transport, cycle, pedestrian and bridleway infrastructure;*
- i. inclusion of appropriate flood risk mitigation measures and SUDs;*

j. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

k. where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;

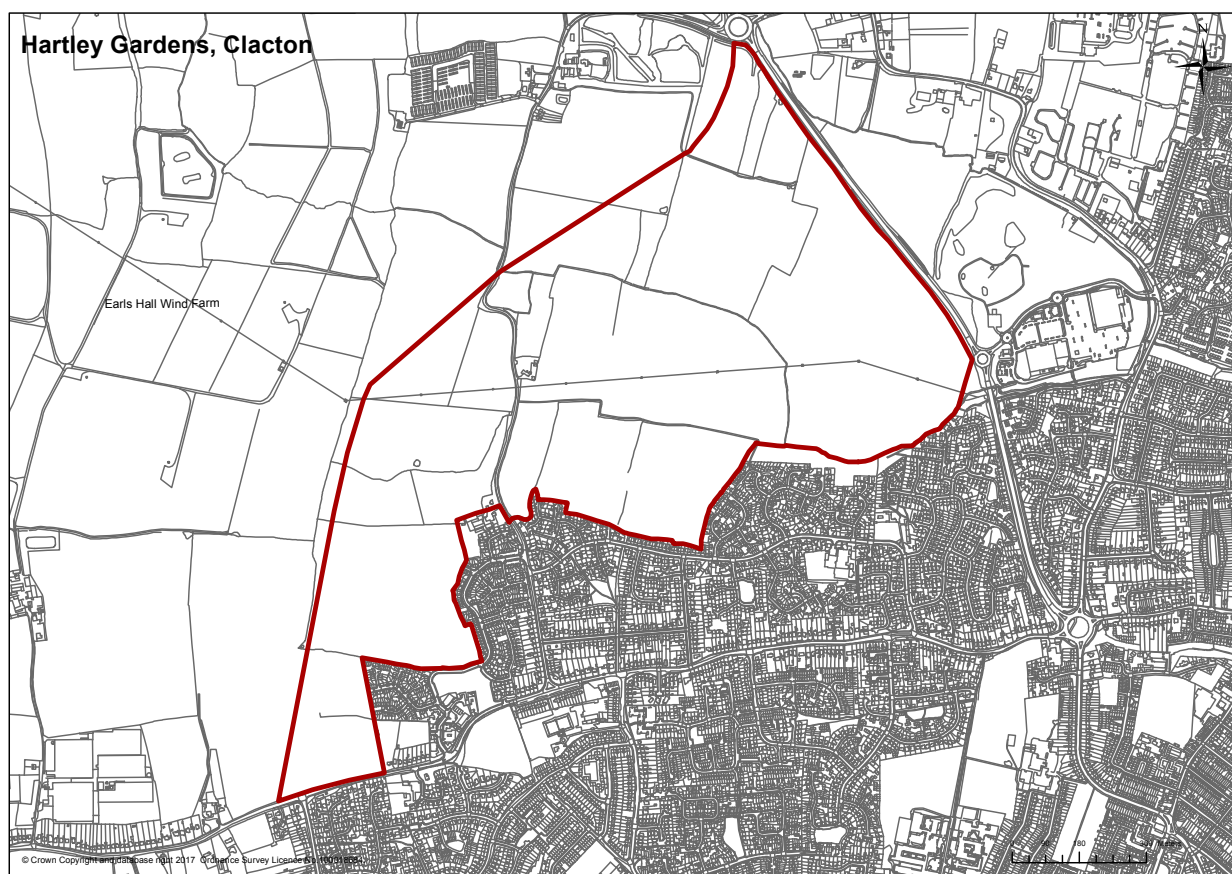
l. due regard should be given to the setting and significance of other heritage assets in the locality;

m. incorporation of upgrades to both treatment infrastructure, network, water and drainage strategy to serve the new development;

n. financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority through Section 106 Planning Obligations;

o. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Hartley Gardens



9.3 Oakwood Park, Clacton

Policy SAMU3 below sets out specific requirements for the extension of a committed development site at Oakwood Park (15/01781/OUT). This extended mixed-use development includes 750 homes, of which 500 are expected to be delivered within this Plan period.

Any planning applications for future development will be expected to comply with and assist in the delivery of this housing requirement along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A watercourse crosses the site which creates an opportunity to deliver a water feature within the site which could serve as a sustainable surface water management system, including an attenuation lagoon. As there will be insufficient future capacity available in the wider area for the treatment of foul water, it is important that engagement with Anglian Water takes place at an early stage to ensure that sufficient capacity in the local foul water system is created to accommodate the new development.

A Transport Assessment must be submitted with any planning application to identify suitable means of access with the firm preference being to utilise the recently built, high capacity, roundabout on Thorpe Road which serves the adjacent commitment to the west. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

Policy SAMU3

DEVELOPMENT AT OAKWOOD PARK, CLACTON

Land north of Clacton-on-Sea, between Holland Road and the Oakwood Business Park (Oakwood Park, Clacton), shown on the Policies Map as Site SAMU3, is allocated for a mix of residential development, community facilities and public open space as follows:

- a. 21.1 hectares of new homes of mixed sizes and types to include affordable housing as per the Council's requirements;*
- b. at least 500 new homes to be delivered during the plan period to 2033; to include 180 dwellings which address a specific requirement for accommodation designed for the needs of older residents;*
- c. 3.3 hectares of public open space;*
- d. 2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*
- e. 2.04 hectares of land for care and extra care facilities;*
- f. 1.93 hectares of land for a local centre; and*
- g. 1.0 hectares of land for health care facilities;*

Proposals must accord with the following:

- h. inclusion of development at urban to suburban densities (average of 30 dph) and include a master planned approach which addresses the opportunities for further development post-2033;*
- i. the principal point of vehicular access should be off Thorpe Road through the commitment to the west utilising the recently constructed roundabout and only if necessary a secondary access off Holland Road to the north;*
- j. capacity and/or safety enhancements to the local highway network where necessary;*

k. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure;

l. delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;

m. where an archaeological evaluation (trial trenching where necessary) identifies surviving archaeological deposits, an appropriate mitigation strategy for preservation in situ or by excavation should be submitted;

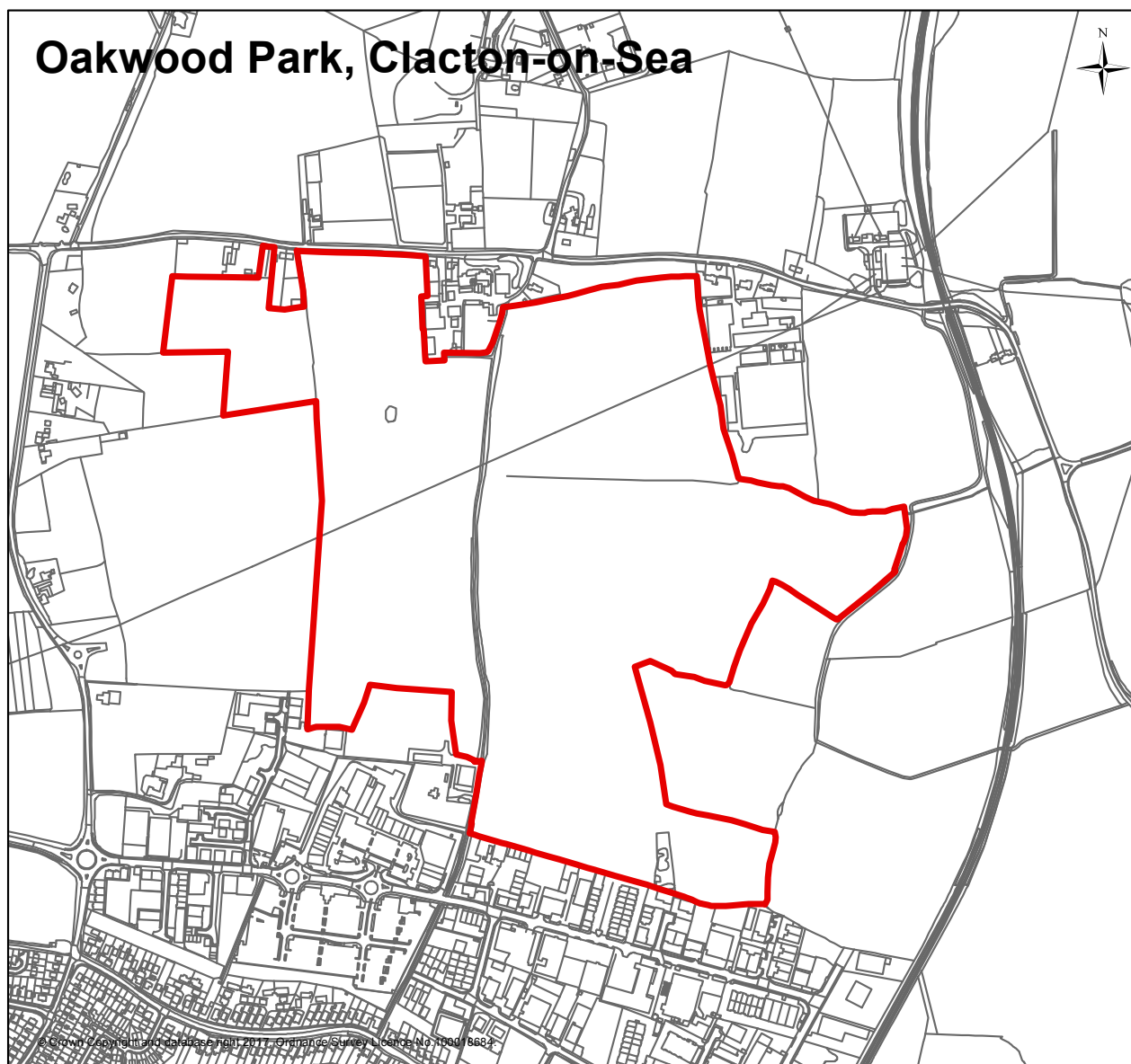
n. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, appropriate landscaping treatment along the northern and eastern fringes of the site is required to minimise visual impacts;

o. financial contributions to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

p. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

q. financial contributions towards community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Oakwood Park



9.4 Rouses Farm, Clacton

Policy SAMU4 below sets out specific requirements for this site. The western and north-western periphery of Clacton is relatively unaffected by significant physical and environmental constraints. As well as providing a mix of new housing, this development will provide land for a new primary school, a new primary health care centre and a significant area of new open space. The non-housing elements of the development will deliver a number of local jobs in the public and private sector, particularly in health and education. 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.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

As there is currently insufficient capacity available in the wider area for the treatment of foul water, it is important that engagement with Anglian Water takes place at an early stage to ensure that sufficient capacity in the local foul water system is being created to accommodate the new development. In particular, it should be ensured that there is sufficient capacity at the water recycling centre in Jaywick to accommodate the additional growth.

Policy SAMU4

DEVELOPMENT AT ROUSES FARM, JAYWICK LANE, CLACTON

Land at Rouses Farm, west of Jaywick Lane and south of St. John's Road, Clacton-on-Sea, as defined on Policies Map as SAMU4, is allocated for a mix of residential development, community facilities and public open space as follows:

a. at least 850 new homes of mixed sizes and types to include affordable housing as per the Council's requirements up to 2033 and features to support a range of housing sizes and types to reflect the needs of the area requirements;

b. a new primary school with co-located 56 place early years and childcare facility(D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations;

c. a new neighbourhood centre.

d. a site for a new healthcare facility to meet the primary health care needs of the growing population in West Clacton;

e. a minimum of 5 hectares of public open space;

Proposals must accord with the following:

f. inclusion of a master planned approach;

g. the principal points of vehicular access will be off St John's Road in the north and Jaywick Lane in the south;

h. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, a minimum 20 metre landscaping buffer along the western edge of the site is required to minimise visual impacts;

i. the layout of the site is expected to include a new spine road with a carriageway width of 6.75 metres, linking St John's Road and Jaywick Lane, which is capable of accommodating buses and other large vehicles, enabling traffic calming measures or access restrictions to be implemented in Jaywick Lane which will benefit existing residents in that area;

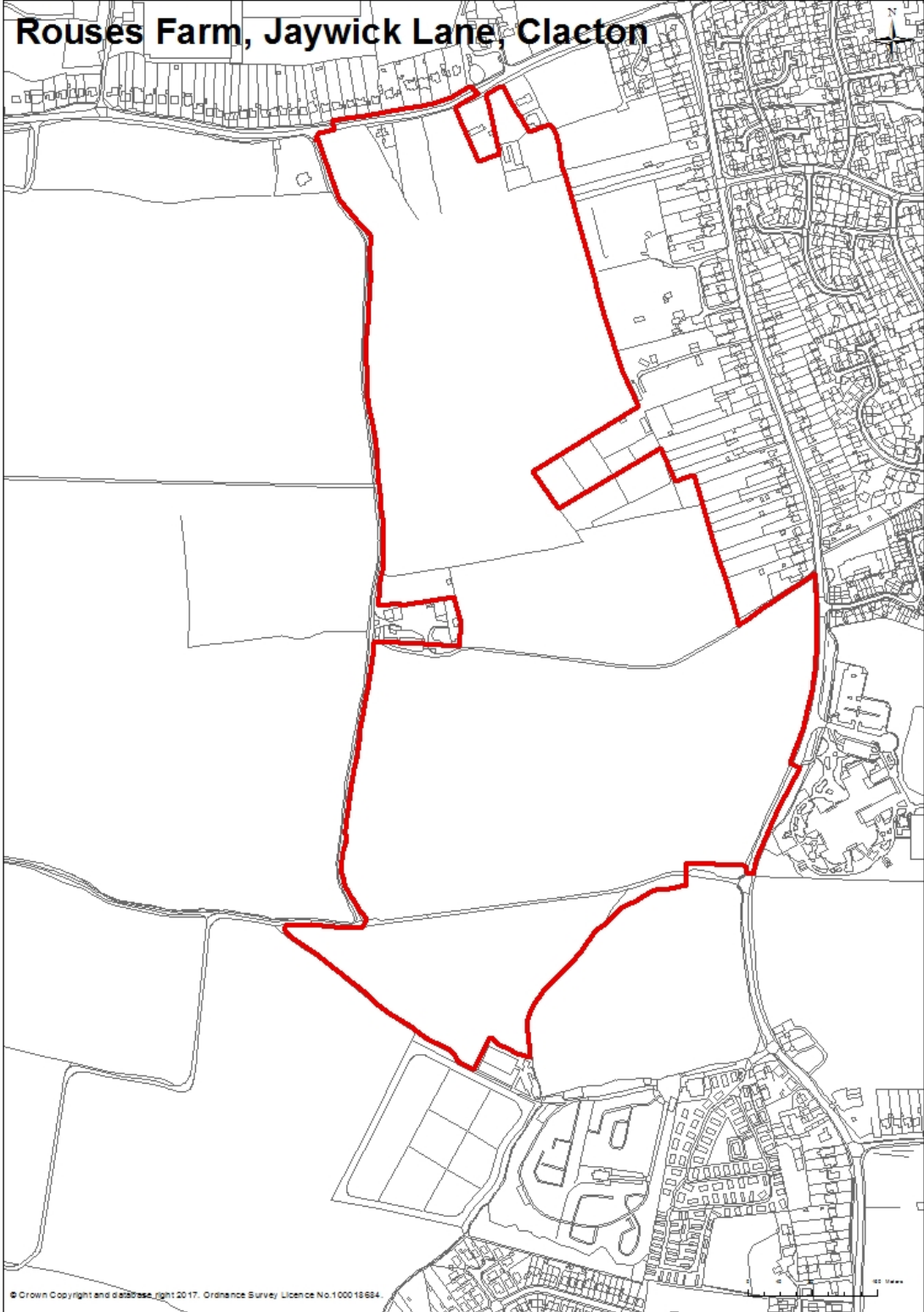
j. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements. A safe cycle path/footpath between the development and the Clacton Coastal Academy and new Primary School is required;

k. a financial contribution to early years and childcare and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

l. delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment;

m. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development.

Map - Rouses Farm, Jaywick Lane, Clacton



9.5 South of Thorpe Road, Weeley

Policy SAMU5 below sets out specific requirements for this site. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle and pedestrian infrastructure enhancements will be provided.

The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Weeley station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAMU5

DEVELOPMENT SOUTH OF THORPE ROAD, WEELEY

Land south of Thorpe Road, Weeley, shown on the Policies Map as site SAMU5, is allocated for mixed use development as follows:

- a. at least 280 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. 1 hectare of land for employment (potentially utilising buildings at Ash Farm);*
- c. 1 hectare of public open space;*
- d. 2.1 hectares of land for a new primary school with co-located 56 place commensurate early years and childcare facility (D1 use) as required by the Local Education Authority through Section 106 Planning Obligations;*

Proposals must accord with the following:

- e. the principal point of vehicular access will be off Thorpe Road;*
- f. capacity and/or safety enhancements to the local highway network where necessary;*
- g. where necessary, enhancements to public transport, cycle and pedestrian infrastructure;*
- h. provision of a pedestrian/cycle bridge over the railway line, as a replacement for the existing level crossing prior to the occupation of the one-hundredth dwelling;*

i. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

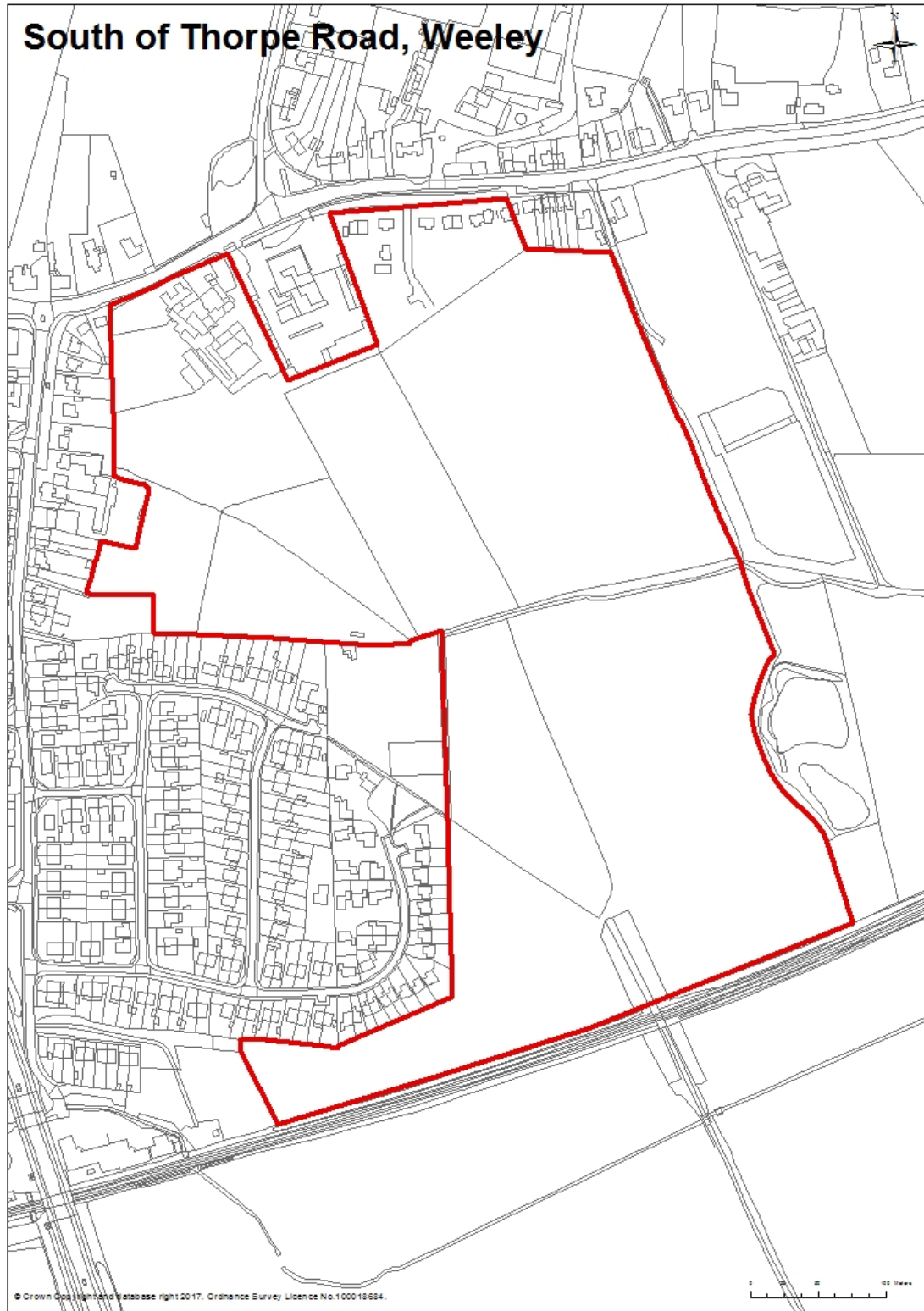
j. delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;

k. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

l. a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

m. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - South of Thorpe Road, Weeley



9.6 Greenfield Farm, Dovercourt

- 9.6.1** Policy SAH1 below sets out specific requirements for this development site. Any planning application for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.
- 9.6.2** A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.
- 9.6.3** The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Dovercourt station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAH1

DEVELOPMENT AT GREENFIELD FARM, DOVERCOURT

- a. at least 164 new homes of a mixed size and type to include affordable housing as per the Council's requirements;*
- b. minimum of 0.7 hectares of public open space;*
- Proposals must accord with the following:*
- c. the principal point of vehicular access will be off Main Road;*
- d. capacity and/or safety enhancements to the local highway network where necessary;*
- e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure*
- f. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;*
- g. the development must also pay specific regard to the topography of the site;*

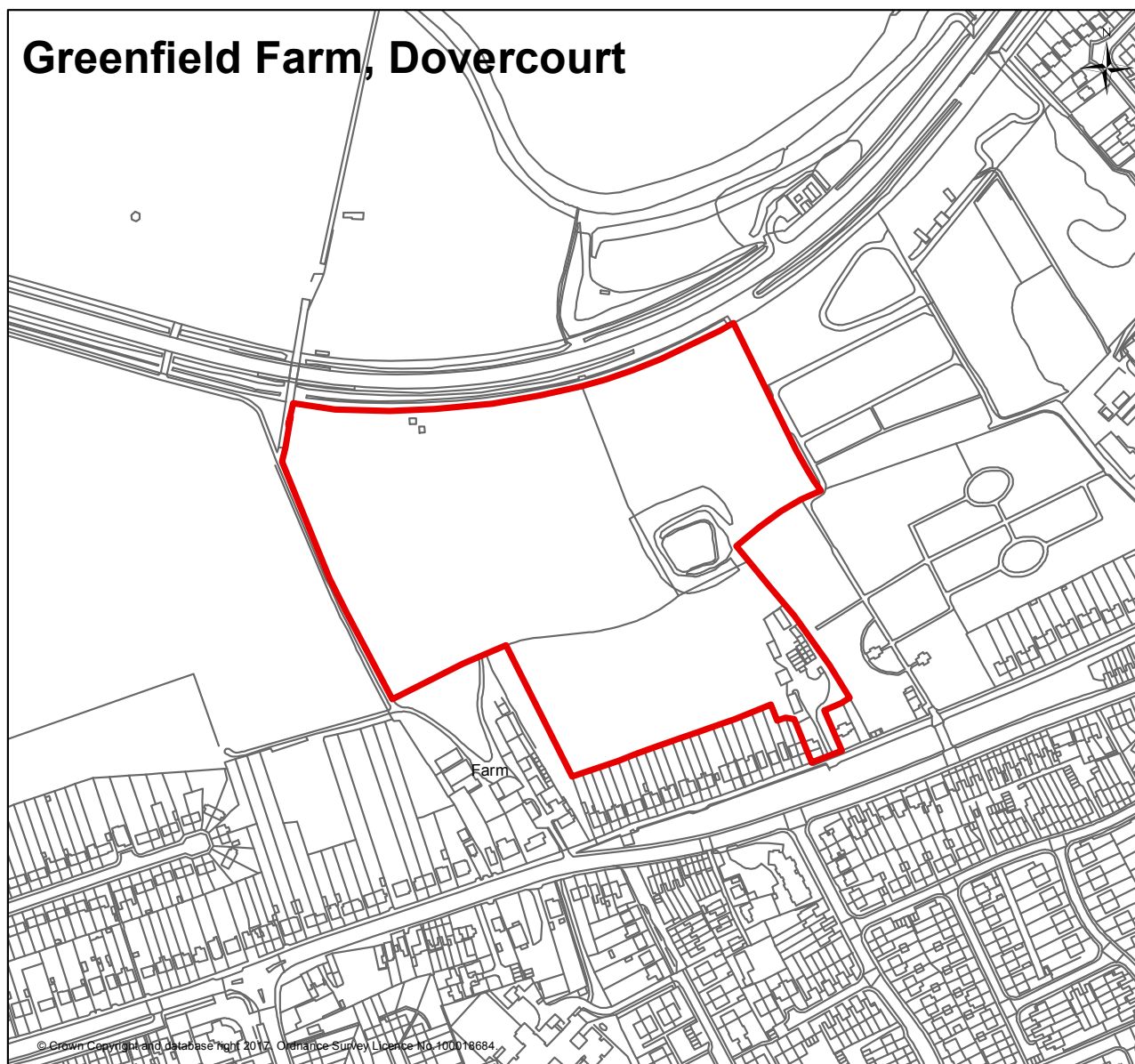
h. the design and layout of the development incorporates or enhances important existing site features (including the on-site pond) of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;

i. financial contributions to early years and childcare, primary and secondary school provision, as required by the Local Education Authority, primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

j. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

k. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

Map - Greenfield Farm



9.7 Low Road, Dovercourt

Policy SAH2 below sets out specific requirements for this development site. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.

The Council will work with Network Rail, bus and train operators and developers to explore opportunities to make improvements at Dovercourt station. This will include improvements to facilities, frequency of services, the interchange between bus and rail transport and to support development around the railway station that would help to facilitate this.

Policy SAH2

DEVELOPMENT LOW ROAD, DOVERCOURT

Low Road, Dovercourt, shown on the Policies Map as site SAH2, is allocated for housing development as follows:

a. at least 300 new homes of a mixed size and type to include affordable housing as per the Council's requirements;

b. minimum of 5 hectares of public open space;

Proposals must accord with the following:

c. the principal point of vehicular access will be off Low Road;

d. capacity and/or safety enhancements to the local highway network where necessary;

e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure

f. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures;

g. the development must also pay specific regard to the topography of the site;

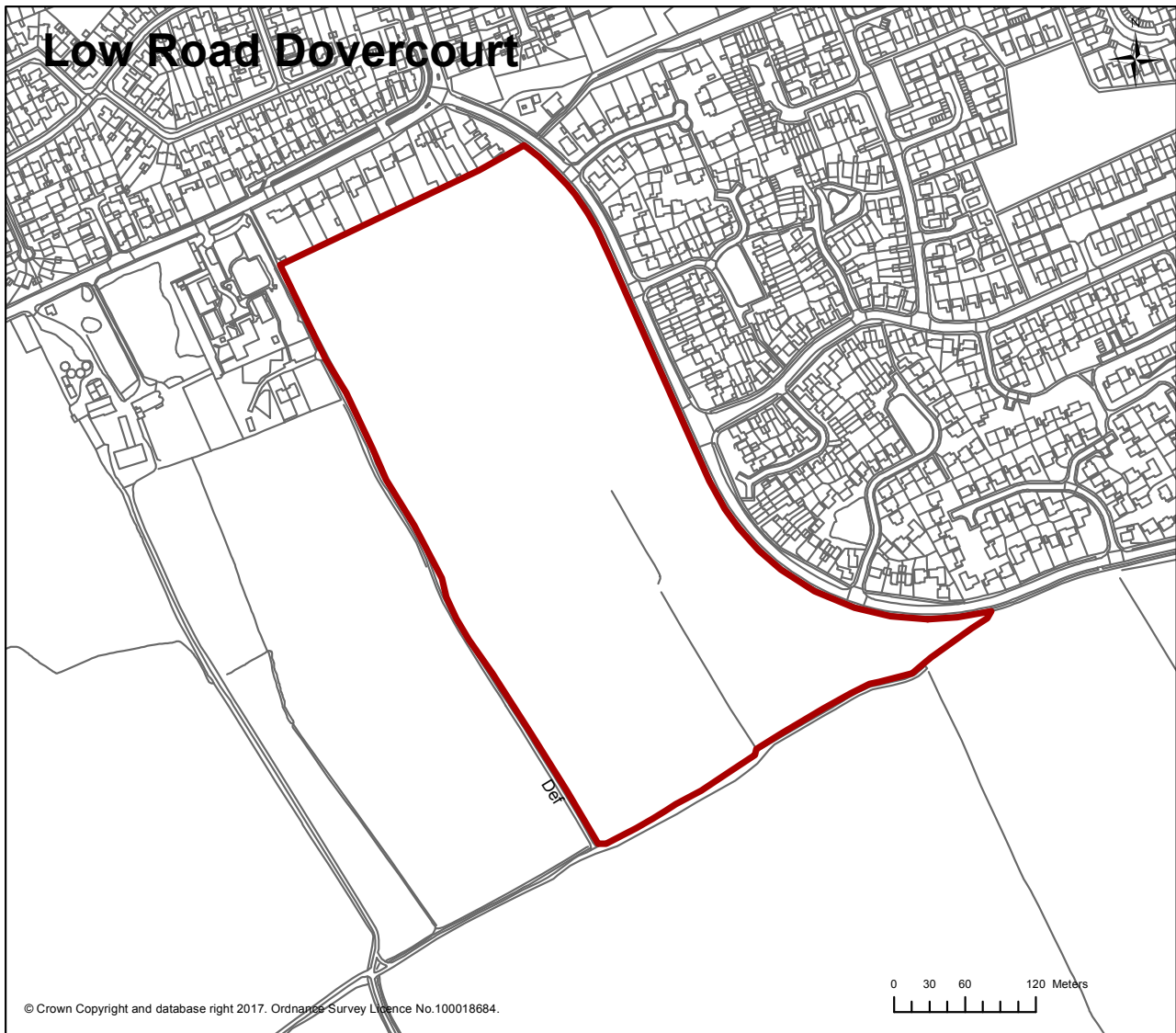
h. the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;

i. financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy;

j. early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

k. financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligation.

Map - Low Road



9.8 Robinson Road, Brightlingsea

9.8.1 Policy SAH3 below sets out specific requirements for this development which are supplemented by the concept diagram. Any planning applications for development will be expected to comply with, and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will

work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.

- 9.8.2** A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.
- 9.8.3** The Council will work with public transport providers to explore opportunities to improve the service provided.

Policy SAH3

DEVELOPMENT ROBINSON ROAD, BRIGHTLINGSEA

Robinson Road, Brightlingsea, shown on the Policies Map as site SAH3, is allocated for housing development as follows:

a. at least 115 new homes of a mixed size and type to include affordable housing as per the Council's requirements;

b. Minimum of 0.56 hectares of public open space including a LEAP;

Proposals must accord with the following:

c. the principal point of vehicular access will be off Robinson Road;

d. capacity and/or safety enhancements to the local highway network where necessary;

e. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure;

f. the design and layout of the development must have regard to the setting and significance of any historic features and buildings in the locality;

g. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures, in particular, the nationally designated sites;

h. delivery of opportunities for the protection and enhancement of the historic environment including the built and archaeological environment;

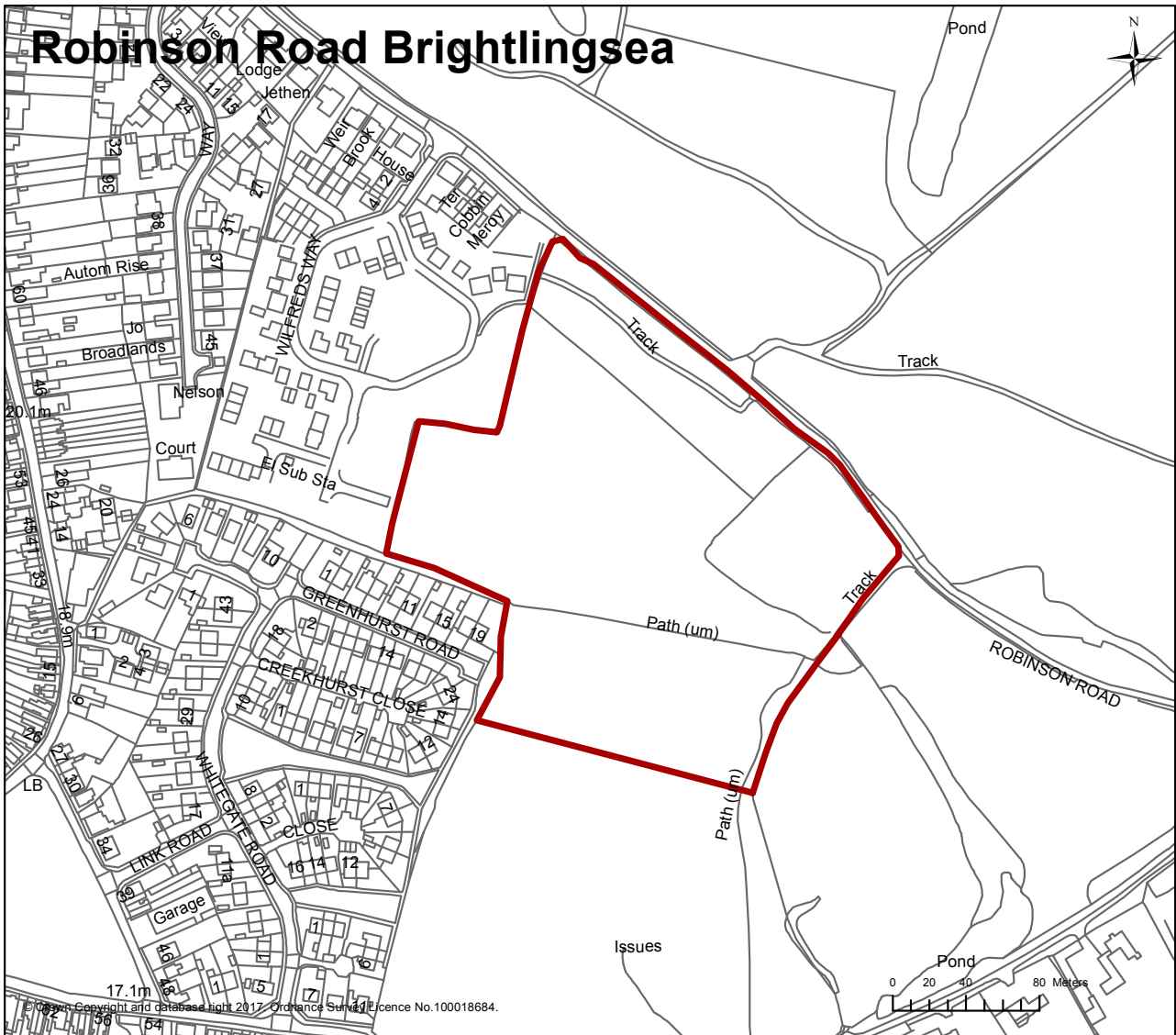
i. the design and layout of the development incorporates or enhances important existing site features of ecological or amenity value. Where these features are identified, the applicant must avoid, then mitigate and, as a last resort compensate for adverse impacts upon these;

j. a financial contribution to early years and childcare, primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

k. early engagement with Anglian Water to secure any necessary upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development;

l. necessary financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.

Map - Robinson Road, Brightlingsea



9.9 Carless Extension, Harwich

- 9.9.1** The Carless Refinery to the west of the village of Parkeston contains a range of large storage tanks to enable the mixing of solvents and other materials. The land incorporating the existing refinery is safeguarded for this continued use. In view of health and safety requirements relating to the operation of the refinery and the need for safeguarded areas around it, only a limited expansion will be possible between the northern boundary of the site and the railway line.
- 9.9.2** Owing to the varied nature of land ownership in the proposed area between Carless Refinery and National Rail, it will be necessary to engage with all parties in order to deliver the most suitable proposal.

Policy SAE1

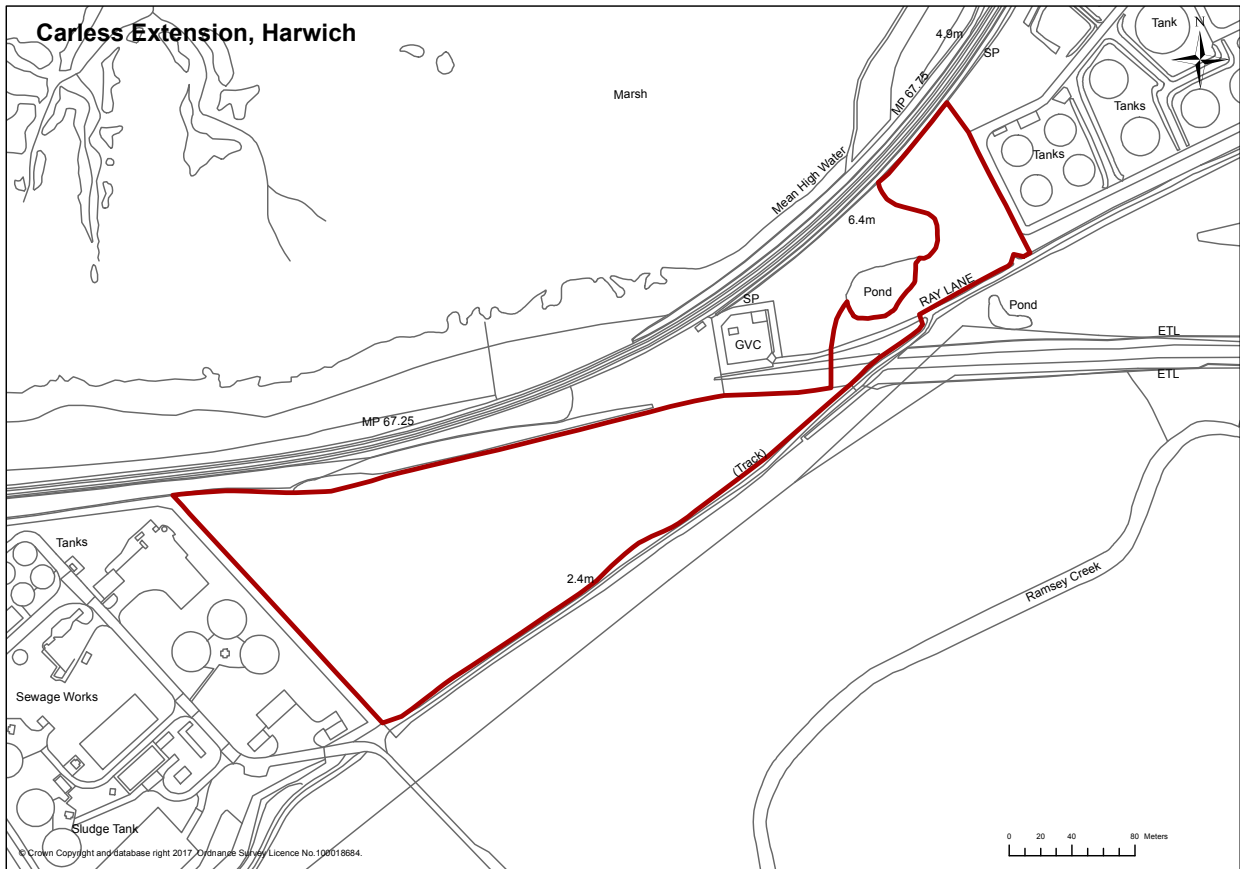
CARLESS EXTENSION, HARWICH

Carless Extension, shown on the Policies Map as site SAE1, is proposed for 4.5 ha of employment use as an extension to the west of the existing refinery.

Proposals must accord with the following:

- a. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted;*
- b. assessment of any impact on the landscape character should be undertaken and where impacts are identified, mitigation measures should be submitted including structural landscaping at the southern boundary;*
- c. the proposed development must not compromise the safeguarded mineral transshipment site located in the vicinity. Early engagement with the Minerals Planning Authority is therefore encouraged.*

Map - Carless Extension, Harwich



9.10 South of Long Road, Mistley

9.10.1 Policy SAE2 below sets out specific requirements for development at Land south of Long Road, Mistley. This employment site development is expected to be delivered within this Plan period and is envisaged to include warehousing, distribution yard and office development to accommodate an industrial use. The site benefits from planning permission to include financial and professional services, restaurants and cafes, non-residential institutions and business space (A2, A3, D1 and B1). The additional uses below can be used in conjunction or in-place of the approved land-uses.

Policy SAE2

LAND SOUTH OF LONG ROAD, MISTLEY

Land south of Long Road, Mistley shown on the Policies Map as site SAE2, is allocated for 2 ha of employment use as follows:

a. 2 ha for Businesses/Offices, General Industry and Storage/Distribution (B1, B2 and B8);

Proposals must accord with the following:

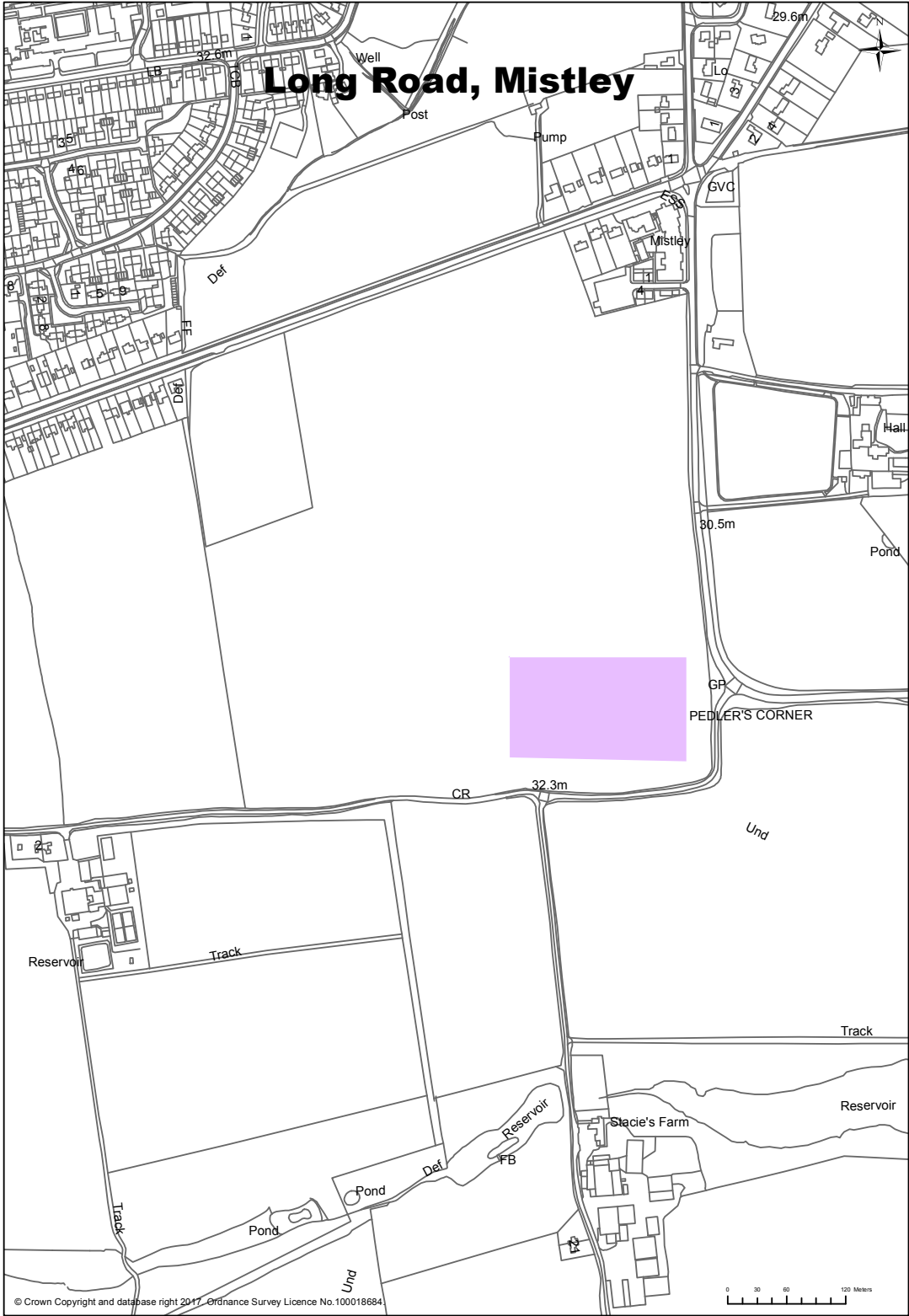
b. the vehicular access will be determined in conjunction with the Highways Authority, based on the type of land uses proposed for the site, consideration will be given to access via Long Road, Dead Lane and/or Clacton Road;

c. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;

d. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures; and

e. as the site lies within a Minerals Safeguarding Area, liaison with the Minerals Planning Authority will be required to determine if the submission of a Minerals Resource Assessment is required for any relevant Planning Application.

Map - Long Road, Mistley



9.11 Lanswood Park, Elmstead Market

- 9.11.1** Lanswood Park is an existing high quality, semi-rural commercial development situated to the south of the A133 between Elmstead Market and Frating, five miles west of Colchester. Phases 1 and 2 form a business centre offering commercial and office floorspace which has attracted a wide range of occupiers. The third phase has been completed and let. Phases four and five remain to be developed.
- 9.11.2** Given the on-going success of employment development at this site, it is proposed to extend the existing extent of employment land by way of a further allocation. It is recognised that further development at this site will require a major infrastructure investment to provide an electricity connection to Alresford as the electricity grid capacity has been reached. This is an abnormal cost and yields realised from employment sites in Tendring may not be sufficient to bear this cost and therefore it may make the further phases unviable. In this case the Council will consider an open book appraisal of any enabling development to secure the uplift in land value to fund the electricity cabling works to Alresford.

Policy SAE3

LANSWOOD PARK, ELMSTEAD MARKET

Lanswood Park, phases 4 and 5, shown on the Policies Map as site SAE3, is allocated for 1.2 ha of employment uses.

Additional phases within the allocated site must accord with the following:

- a. the principal point of vehicular access will be off the A133;*
- b. where necessary and/or appropriate, incorporation of highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements; and*
- c. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures.*

Map - Lanswood Park, Elmstead



9.12 Mercedes Site, Bathside Bay, Harwich

- 9.12.1** The Mercedes Site is located to the east of Bathside Bay. Access into the site is from the north east boundary via the A120. Much of the site is used for storage and therefore offers room for intensification of the existing proximal port facilities. The site comprises flat, open land which has the potential for open storage as well as a large modern industrial warehouse of around 5,000 sqm. Planning permission has already been granted for open air storage and distribution, an office, welfare facilities in the form of porta cabins and the instillation of perimeter and lighting towers on the site.
- 9.12.2** The Mercedes site is included within the larger boundary of the proposed Bathside Bay development. The wider Bathside Bay project has secured planning permission which is subject to a condition that development must be commenced before 2021 (10/0202/FUL). It is considered that the Mercedes site will aid the enabling of this permission by providing a site for the relocation of an existing small boat quay, as well as further facilities. This site is however within a flood zone and has known ground stability issues as well as potentially being contaminated, and any planning application must therefore show how such constraints can be mitigated. Even so, re-use of the site for employment uses would be in accordance with the adjoining uses, and be very well located to port activities. It is therefore intended for the site to be designated as an employment land site for business, industrial, storage and distribution and port related activities.

Policy SAE4

MERCEDES SITE, BATHSIDE BAY

The Mercedes Site, Bathside Bay is shown on the Policies Map as site SAE4 and is proposed for 7.4ha of employment use, including the potential relocation of some aspects of the current port facility.

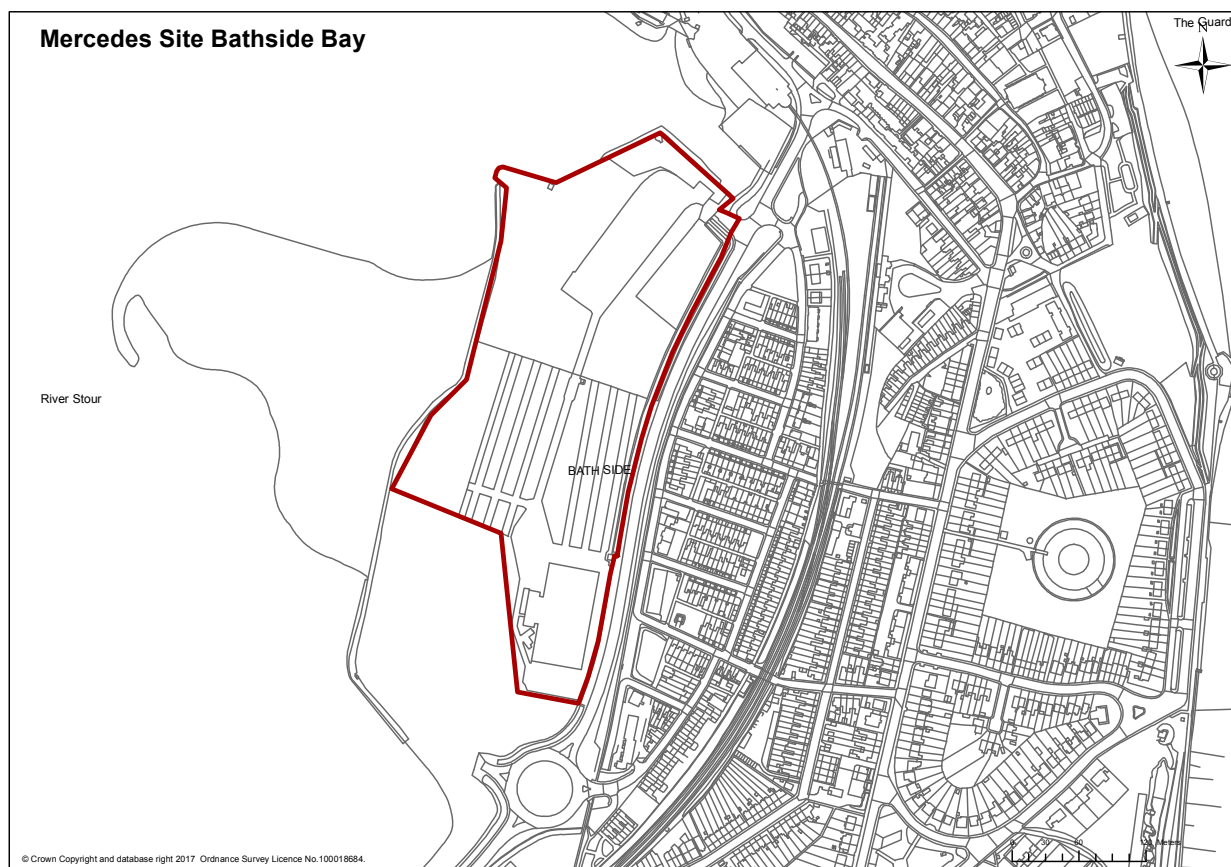
Proposals must accord with the following:

a. assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in-combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted or compensatory habitat provided;

b. development of industrial or warehouse buildings at this site will be subject to overcoming flood risk and ground stability constraints. A contaminated land assessment will also be required to accompany any application; and

c. given the location of the Mercedes site in relation to the wider Bathside Bay project, proposals should be complimentary to the overall facilitation of future development at Bathside Bay.

Map - Mercedes Site, Bathside Bay, Harwich



9.13 Mistley Port and Marine, Mistley

9.13.1 Mistley Quay is currently occupied by Mistley Port, a commercial port handling a range of cargoes, including the transhipment of bulk malts. 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. As such, the Council is safeguarding this land for port-related development only.

- 9.13.2** The port has the potential to achieve modest growth to meet future demands by developing value-added processing and dredging the channel adjacent to Mistley Quay to allow larger shipping. Improvements to provide additional covered and open storage could also be made on-site subject to the operator's requirements and any necessary planning application approvals.
- 9.13.3** 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. This area is safeguarded for marine-related employment and marine-related leisure opportunities although any proposal that would result in the greater intensification of use of Anchor Lane for commercial traffic will not be permitted.
- 9.13.4** The Council supports the port's and Mistley Marine's aspirations for growth in principle but in line with Policy SAE5 and SAE6 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 within the area defined on the Policies Map for Mistley Port and Mistley Marine, will be required to demonstrate that there would be no material adverse impacts on the adjacent wildlife sites, the setting and 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 and seek to enhance the Conservation Area designation and potential existence of heritage assets, including those in the form of archaeological remains. Given the historic importance of the port and marine, the Council may require a full archaeological evaluation to be carried out as part of any relevant planning application.
- 9.13.5** 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 existing guidance.

Policy SAE5

DEVELOPMENT AT MISTLEY PORT

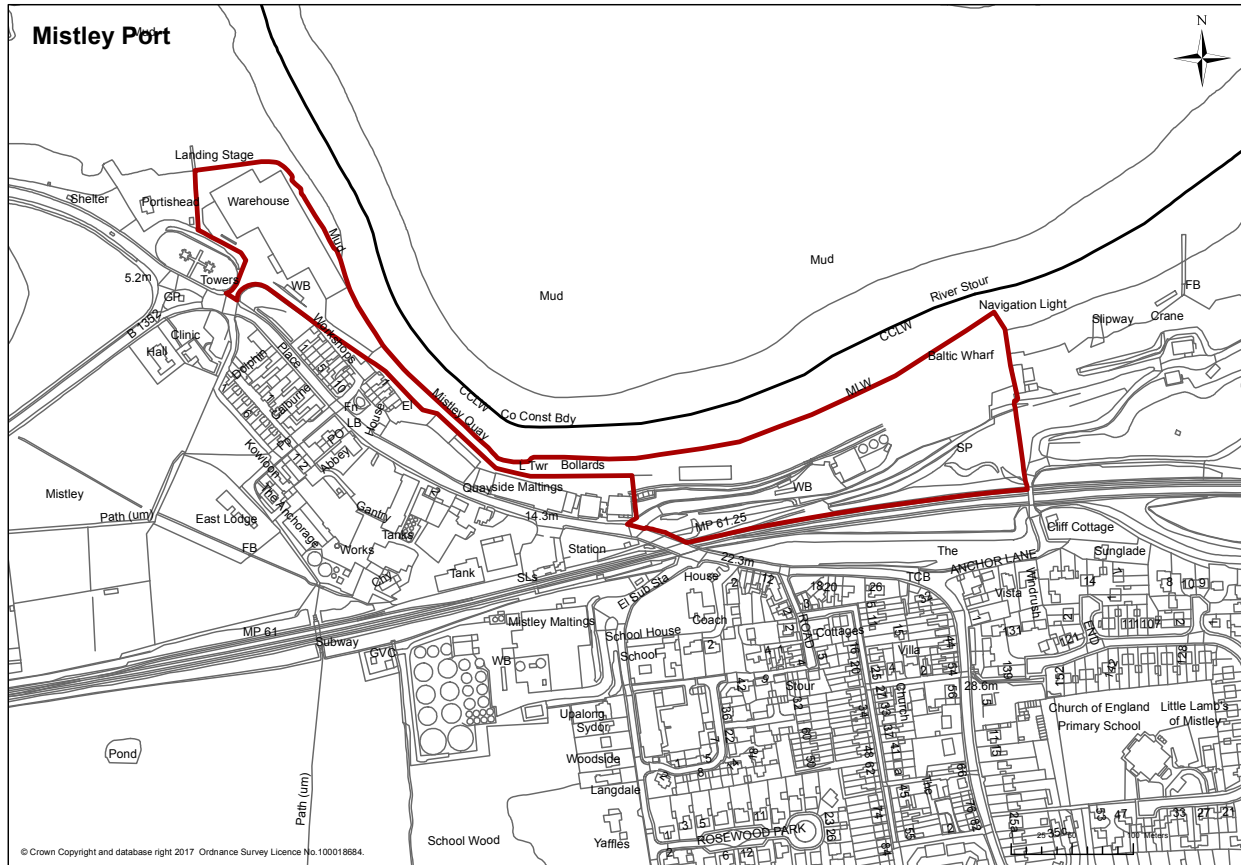
Land associated with Mistley Port, shown on the Policies Map as site SAE6, is safeguarded for port-related development unless it can be demonstrated that there is no reasonable prospect of the development site being used for that purpose (please refer to Policy PP6e).

Proposals for alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, development proposals will need to demonstrate the following:

- a. that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;**
- b. that the proposal reflects the Council’s desire for the preferred vehicular access of any new development to be via Baltic Wharf and that the Highways Authority can be satisfied that any additional heavy goods vehicles can safely access the port given the width, geometry and building constraints;**
- c. that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal;**
- d. given the conservation 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;**
- e. regards must be given to ensure public accessibility to the registered Village Green.**

Map - Mistley Port, Mistley



Policy SAE6

DEVELOPMENT AT MISTLEY MARINE

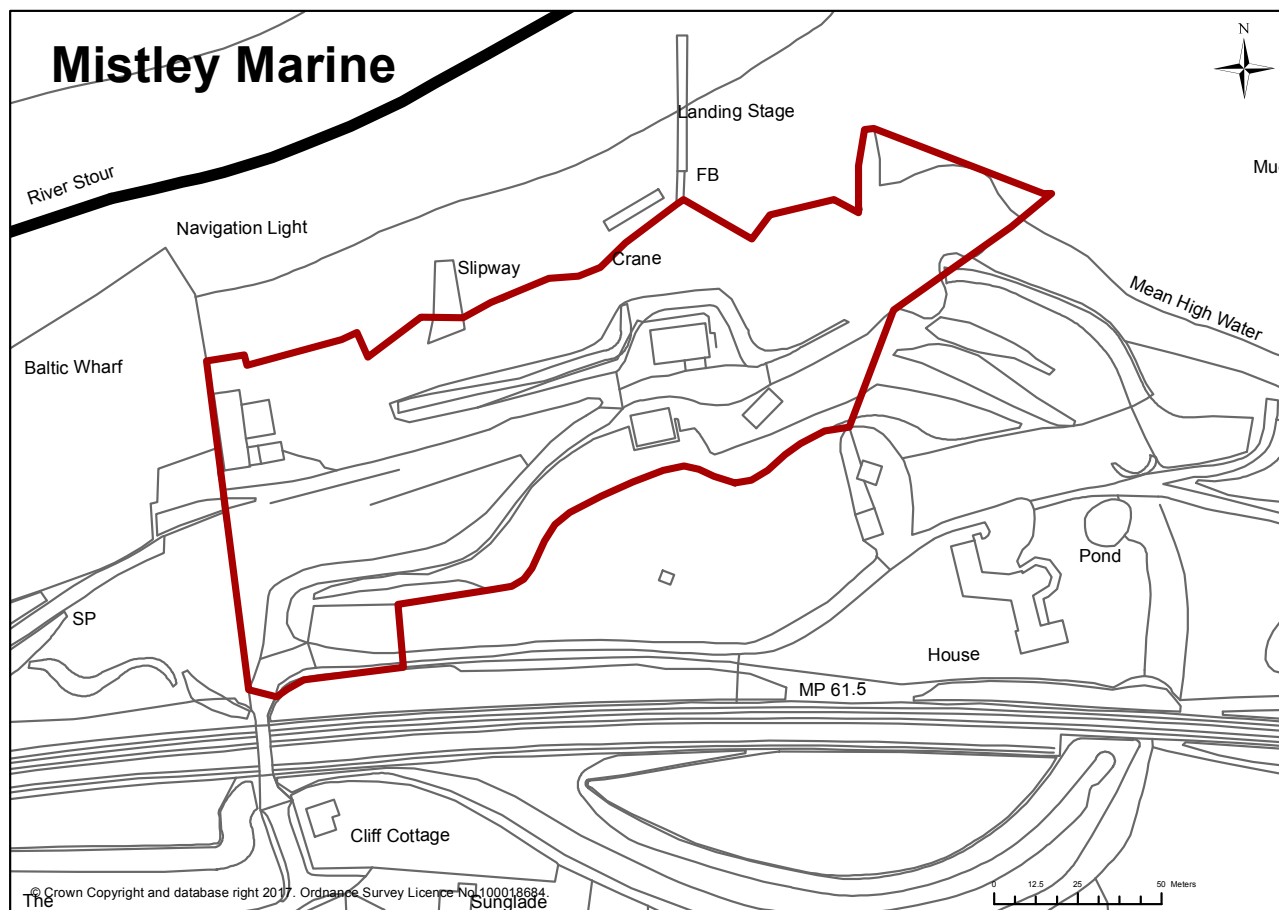
Land associated with Mistley Marine, shown on the Proposals Map as site SAE7, currently consists of marine related services and storage, along with a residential dwelling. The Council will support the retention, enhancement and development of the land for marine-related services, storage and employment, and marine-related leisure development, unless it can be demonstrated that there is no reasonable prospect of the development site being used for those purposes (please refer to Policy PP6e). Alternative uses will then be considered against other relevant Local Plan policies.

Further to the above, any development proposals will need to demonstrate the following:

- a. that there would be no material adverse impacts on the adjacent wildlife sites, the character and setting of the Suffolk Coast and Heaths AONB or the proposed extension to this which covers the southern shore of the River Stour;*
- b. the use will not give rise to unacceptable traffic generation, from that existing;*
- c. that the historic character of the area and potential existence of heritage assets, including archaeological remains have been fully considered by the proposal; and*
- d. given the conservation 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.*

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Map - Mistley Marine, Mistley



9.14 Stanton Europark, Parkeston

9.14.1 *Stanton Europark is a brownfield site in single ownership located near to Harwich Port. The site already benefits from an outline planning permission granted in March 2012 for 1.6 hectares of employment uses. Development has already taken place on either side of the proposed site access road. To the west is a retail warehouse park and a supermarket and associated petrol station is located to the east. Development at Stanton Europark has the ability to provide higher value retail and leisure development in addition the employment land designated by this policy.*

9.14.2 *Policy SAE8 below sets out specific requirements for employment development at this location. Any planning applications for development will be expected to comply with and assist in the delivery of these concepts and requirements along with other relevant policies in the Local Plan. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings economic, social and environmental benefit to the community and the wider district.*

- 9.14.3** *The layout of any proposed development will need to consider the sewage pipe which crosses the site. The specific foundation designs within the wider proposal will have to take into account the high ground water table on the site and its location within Flood Zone 3a.*
- 9.14.4** *A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided.*

Policy SAE7

STANTON EUROPARK

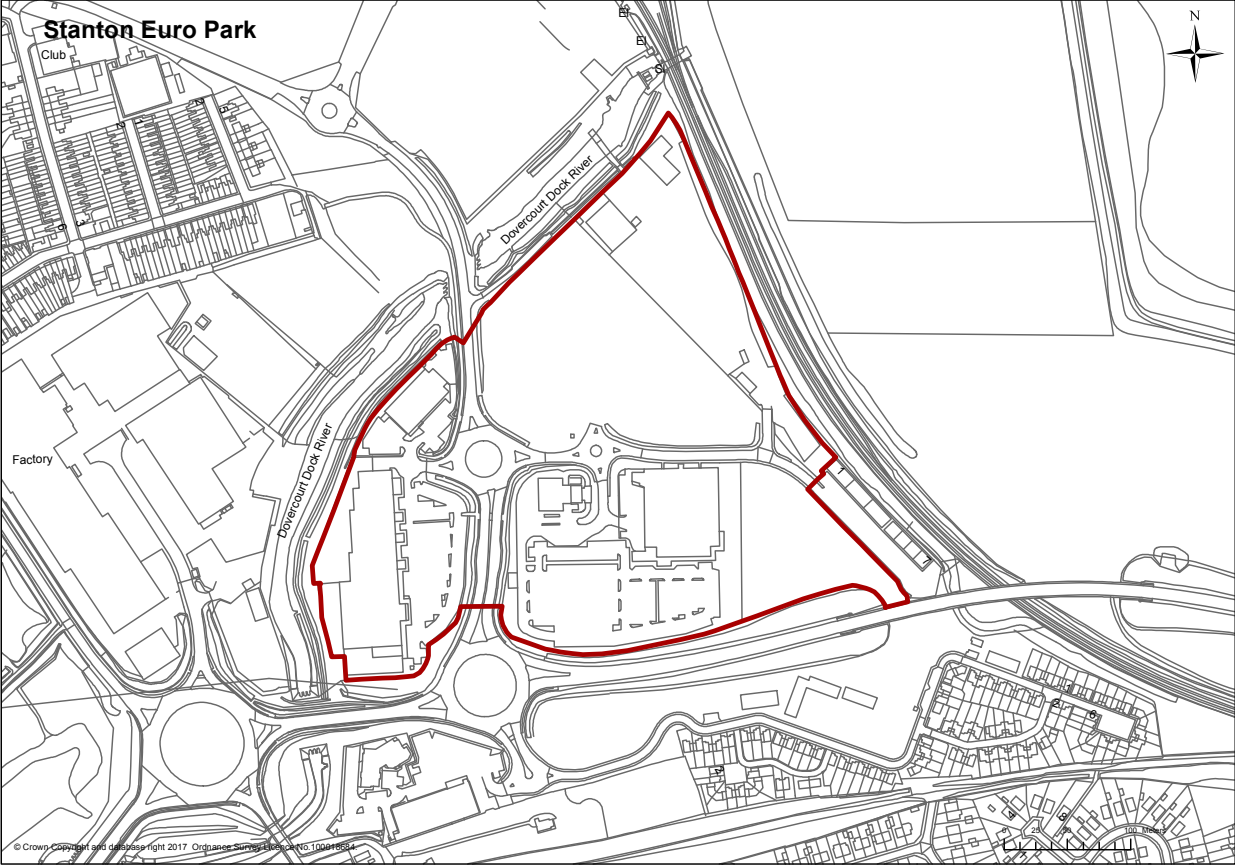
Stanton Europark, shown on the Policies Map as site SAE8, is allocated for

- a. 2-4 ha. of employment uses (B2/B8);*
- b. retail (A1 use) the quantum of which will need to be determined in accordance with most up-to-date retail needs analysis at the time of the determination of any Planning Application; and*
- c. leisure uses (D2), which are acceptable within the mix of or in addition to the employment allocation.*

Proposals should:

- d. provide the principal points of vehicular access via the existing highway network to the east of the Parkeston Bypass;*
- e. where necessary and/or appropriate, incorporate a highway capacity, safety, public transport, cycle, pedestrian and bridleway service and/or infrastructure enhancements;*
- f. submit a Flood Risk Assessment and Drainage Strategy and include mitigation measures where necessary;*
- g. ensure that the design, layout and operation of the proposed development will not conflict with the potential mineral transshipment site at the adjacent Parkeston Quay;*
- h. provide financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations.*

Map - Stanton Europark, Parkeston



10 Delivering Infrastructure

10.0.1 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.

10.1 Implementation

10.1.1 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.

10.1.2 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 a 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.

10.1.3 The National Planning Policy Framework emphasises that plans must be deliverable. Local planning authorities need to demonstrate, within reason, that infrastructure is provided to support the delivery of the development planned. The infrastructure planning process seeks to:

- identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
- improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- provide evidence for the setting of a Community Infrastructure Levy (CIL);
- be a ‘live’ document that will be used as a tool for helping to deliver infrastructure; and
- set out a process for policy monitoring and review.

10.1.4 In order to ensure that new development delivers sustainable communities, the facilities and service needs must be planned for and monitored. A document called the ‘Tendring - Infrastructure Delivery Plan’ sits alongside this Local Plan. It reviews Tendring’s infrastructure needs for the plan period to 2033. Monitoring of the Local Plan is carried out (at least) annually, through the ‘Tendring District – Authorities Monitoring Report’.

10.1.5 The following organisations will be involved in the implementation of this Local Plan:

Table 10.1 Implementation

Organisation	Involvement in the Implementation of this Local Plan
<p>Tendring District Council Braintree, Chelmsford, Colchester, Essex and Tendring Councils</p>	<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. ● Ensuring evidence across the Housing Market Area is up to date. ● Facilitating growth through Local Delivery Vehicles as appropriate. ● Preparing joint Development Plan Documents, Masterplans, Supplementary Planning documents as appropriate.
<p>Essex County Council (ECC)</p>	<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.

Organisation	Involvement in the Implementation of this Local Plan
	<ul style="list-style-type: none"> ● Lead Local Flood Authority. ● Lead advisors on Public Health.
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 North East Essex Clinical Commissioning Group 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.
Highways England	<ul style="list-style-type: none"> ● Improvements / new connections to the A120.
Network Rail	<ul style="list-style-type: none"> ● Implementation of rail infrastructure. ● Liaising with TDC regarding their proposals.
Conservation Organisations including Heritage England, 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.

Organisation	Involvement in the Implementation of this Local Plan
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.

10.1.6 The Local Planning Authority appreciates that the delivery of new homes and jobs needs to be supported by necessary infrastructure, including a wide range of transport options, utilities, and community facilities. Throughout the consultation of this Local Plan, this issue has been of particular concern to our residents and businesses. The Local Planning Authority has commissioned an Infrastructure Delivery Plan (IDP), to inform the Local Plan, based on other evidence work; studies prepared for the Garden Communities; relevant; topic based national and local studies; and discussions with infrastructure providers. The IDP will sit alongside this plan and provide specifics on the main items of infrastructure required for larger sites, when they are likely to be provided and who will pay for them. Additionally, the policies within Chapter 9 of this plan highlight essential pieces of site specific infrastructure as relevant for certain sites.

The broad categories of necessary infrastructure covered in the IDP include:

- Water and drainage - water supply, waste water, flood risk management and resilience, and water quality.
- Energy - electricity, gas and renewable energy.
- Communications - broadband coverage and provision.
- Leisure and green infrastructure - sport, open space and community facilities.
- Education - early years and childcare, primary, secondary, further education, and higher education.
- Health - hospitals, health centres, GP surgeries, dentists, public health and preventative health care.
- Transport - highways, cycle and pedestrian facilities, rail, bus, park and ride, travel management and car parking.

10.1.7 Infrastructure and community facilities are mainly provided by partner agencies and service providers, such as water and energy provision by the utility companies; highways and social services by Essex County Council; education by a range of public and private sector providers and healthcare services and facilities by the North East Essex Clinical Commissioning Group and National Health Service England

Midlands and East (NHSE) England. The IDP identifies the different investment and development time scales for these providers allowing us to work with them to help deliver a co-ordinated approach to new infrastructure delivery.

- 10.1.8** Telecommunications and digital infrastructure technologies are evolving rapidly, and proposals will need to enable sites to access high quality digital infrastructure including fibre and wireless services (5G and Long Term Evolution i.e. successor technologies) which are accessible from a range of providers.
- 10.1.9** Developers will be expected to contribute towards meeting appropriate infrastructure costs, having regard to overall consideration of viability. This will include contributions to both on-site costs and strategic off-site infrastructure costs. Contributions will be secured under S106 of the Town and Country Planning Act 1990 (as amended) and/or secured through a Community Infrastructure Levy (CIL) as appropriate. CIL will complement and not duplicate planning obligations. A CIL charging schedule linked to this Plan would stipulate a charge, per square metre of gross internal floorspace, for relevant classes of development. A proportion of CIL funds would be passed to Parish/Town councils.
- 10.1.10** In the event that essential infrastructure cannot be appropriately delivered to support new development in spite of best efforts to secure this, policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide what is necessary to support new development.
- 10.1.11** Policy DI1 below sets out generic infrastructure requirements for new development within the District.

Policy DI1

INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity, as is required, will prove sustainable over time both in physical and financial terms. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

- a. *financial contributions towards new or expanded facilities and the maintenance thereof;*

- b. *on-site construction of new provision;*
- c. *off-site capacity improvement works; and/or*
- d. *the provision of land.*

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Developers and land owners must work positively with the Local Planning Authority, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with published policies and guidance. Exceptions to this policy will only be considered whereby:

- a. *it is proven that the benefit of the development proceeding, without full mitigation, outweighs the collective harm;*
- b. *a fully transparent, open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and land owner receipt necessary for the development to proceed;*
- c. *full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and*
- d. *obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.*

This Policy contributes towards achieving Objective 4 and 5 of this Local Plan.

10.2 Design Briefs

- 10.2.1** Throughout this Local Plan there have been several references to the District Council's intentions to prepare design, development briefs or masterplans 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.
- 10.2.2** 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 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 procedures prior for their adoption to be used alongside this Local Plan.

11 Monitoring and Review

- 11.0.1** Monitoring and review are key aspects of the planning system, with the emphasis on delivering sustainable development and self-reliant local communities. It will be necessary to monitor policies within the Local Plan to determine the extent to which they are, or are not working. This is an important process to establish whether part, or all, of the Local Plan will be reviewed in the future. They are crucial to the successful delivery of the spatial vision and spatial objectives and policies set out in the Tendring Local Plan.
- 11.0.2** Monitoring will be undertaken on an annual basis, with the result being published at the end of each calendar year in an annual monitoring review. The Local Plan is operating within a Local Development Scheme (LDS).
- 11.0.3** In accordance with the Planning and Compulsory Purchase Act 2004 (as amended), the Council produces an Annual Monitoring Report. This contains an assessment of Development Plan documents that are being prepared against the milestones set out in the Local Development Scheme, and the extent to which policies are being achieved and targets met.
- 11.0.4** The Authority Monitoring Report is the main mechanism for assessing the Local Plan performance and effect. If, as a result of monitoring, areas are identified where a policy is not working, or key targets are not being met, this may give rise to a review of the Local Plan. In addition, this Local Plan through the Annual Monitoring Plan will establish and monitor the implementation and impact of local planning policies in the District.
- 11.0.5** The Local Plan has been subject to sustainability appraisals designed to identify where policies and allocations could have significant effects. It is noted that no significant negative effects were identified. The overarching monitoring framework will be the basis for monitoring the policies in the Local Plan.
- 11.0.6** The critical areas of the plan to be monitored and reviewed will include:
- Housing completions by type, location and availability of land for housing in the future;
 - The completion of serviced employment floorspace, creation of jobs and availability of land for future employment use;
 - The delivery of floorspace to support retail, community and healthcare land use;
 - The protection, enhancement and creation of assets in the natural environment; and
 - The delivery of infrastructure projects and provision of financial contribution towards such schemes.

12 Policies Maps

12.0.1 Please see below links to the Policies Maps; please note, the files sizes for the maps are very large therefore you will need to wait for the download to complete before viewing. Alternatively, if you are interested in a specific settlement, please click here to view the B 'Local Maps'.

Policies Maps

12.0.2 [Policies Map - Key](#)

12.0.3 [Policies Map - West Tendring District](#)

12.0.4 [Policies Map - South East Tendring District](#)

12.0.5 [Policies Map - North East Tendring District](#)

12.0.6 [Policies Map - Tendring District](#)

Interactive Policies Map

1

Interactive Policies Map

Please add any comments you have on the Policies Maps here.

A 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 process following consultation and examination by which the Council will finally make the Local Plan the statutory ‘development plan’ for the District.

Affordable Housing: Homes provided in perpetuity to meet the housing needs of people who cannot afford to buy or rent property on the open market. Affordable housing can include Council Housing, social rented accommodation, intermediate housing and shared-ownership.

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: Areas of woodland identified by Natural England as having had continuous woodland cover since 1600 AD resulting in the survival of certain rare plants and animals and therefore afforded special protection.

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. Such a direction therefore requires planning permission to be obtained for certain works that would otherwise not require permission.

Avoidance: Action taken to avoid a possible impact by either relocating the works to an area that will not have an impact or timing them to avoid the impact i.e. outside of the bird breeding season, amphibian mating season, etc.

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).

Biodiversity Offsetting: A standardised system – using conservation credits – to measure residual impacts of development and compensate by providing new wildlife habitat off-site.

Bridleway: A highway over which the public have a right of way on foot, bicycle and on horseback or leading a horse.

Coastal Protection Belt: An area originally defined within the Essex Coast Protection Subject Plan (1984) comprising the undeveloped rural areas of a coastline where there are greater controls over development to ensure the character of the open landscape is protected or enhanced.

Community Infrastructure Levy (CIL): A mechanism which enables local authorities to obtain financial contributions from landowners and developers undertaking new building projects toward be the provision of infrastructure.

Compensation: Measures provided to offset residual adverse impacts that remain after the application of mitigation. This can be the provision of an area of like-for-like habitat directly or providing financial contributions to achieve it.

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.

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).

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 range of technical information including surveys, studies and consultation results that have been gathered to inform the preparation of the Local Plan.

Flood Risk Areas: Land that is at risk of tidal or fluvial flooding. Flood risk maps are produced by the Environment Agency which grade 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 (see definition of 'previously developed land').

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).

Infilling: Development of sites that have adjacent buildings – usually the redevelopment of a plot in an otherwise continuously built-up road frontage of buildings.

Important Hedgerow: A hedgerow meeting the criteria set out in the Hedgerow Regulations 1997.

Infrastructure: Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; facilities for specific sections of the community such as youth or the elderly.

Institutional Uses: Uses that can include care homes, nursing homes and other non-custodial institutions.

Irreplaceable Habitats: Habitats which is it not possible to re-create, due to their age and/or condition and/or composition. Includes Ancient Woodland and Veteran Trees in Essex.

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.

Legally Protected Species: Those species protected under: The Protection of Badgers Act 1992 (as amended); the Wildlife and Countryside Act 1981 (as amended); or the Conservation of Habitats and Species Regulations 2010 (as amended).

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 Historic England. There are three grades of listed building: I, II* and II.

Living Landscape: Living Landscapes are large landscape-scale areas of the countryside, such as river valleys, estuaries, forested ridges, and grass and heath mosaics, which form ecological networks. The networks allow wildlife to move through them and increase their resilience to threats such as climate change, floods, drought, sea-level rise and development pressure. There are 80 Living Landscapes within Essex.

Local Area for Play (LAP): This is 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 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 Equipped Area for Play (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.

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.

Local Wildlife Site (LoWS): Non-statutory designation for a site of county-wide significance for wildlife or geology that is afforded special protection through the Local Plan.

Major proposal: A major development proposal as defined by Article 8(7) of The Town and Country Planning (General Development Procedure) Order 1995.

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.

Mitigation: Action taken to reduce the severity of adverse impacts. Mitigation can include minimising impacts by limiting the degree or magnitude of an action, or rectifying impacts by restoring, rehabilitating, or repairing the affected environment or reducing or eliminating impacts over time.

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 Equipped Area for Play (NEAP): This 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.

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Objectively Assessed Needs: Objectively assessing and evidencing development needs for housing (both market and affordable); and economic development (which includes main town centre uses).

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 2010.

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).

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.

Priority Species and Habitat: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Policies Map: An obligatory component of a Local Plan showing the location of proposals and policy boundaries on an Ordnance 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: 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.

Sequential Approach: A process used to direct development toward the most appropriate locations before other areas are considered.

Settlement Development Boundary: Boundary shown on the Local Plan Policies Maps 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.

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.

Stepping Stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment (SEA): 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: 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 (SA): An appraisal of the policies and proposals of development plans to measure their ability to deliver sustainable development.

Town Centre: Area defined on the Local Plan Policies Maps, 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.

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 (UCO): 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.

Veteran Tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

B Local Maps

Strategic Urban Settlements

- Clacton-on-Sea (including Jaywick Sands, Great Clacton and Holland-on-Sea)
- Harwich and Dovercourt (including Parkeston and part of Ramsey)
- The Tendring Colchester Borders Garden Community

Smaller Urban Settlements

- Frinton, Walton and Kirby Cross
- Manningtree, Lawford and Mistley
- Brightlingsea

Rural Service Centres

- Alresford
- Elmstead Market
- Great Bentley
- Little Clacton
- St. Osyth
- Thorpe-le-Soken
- Weeley

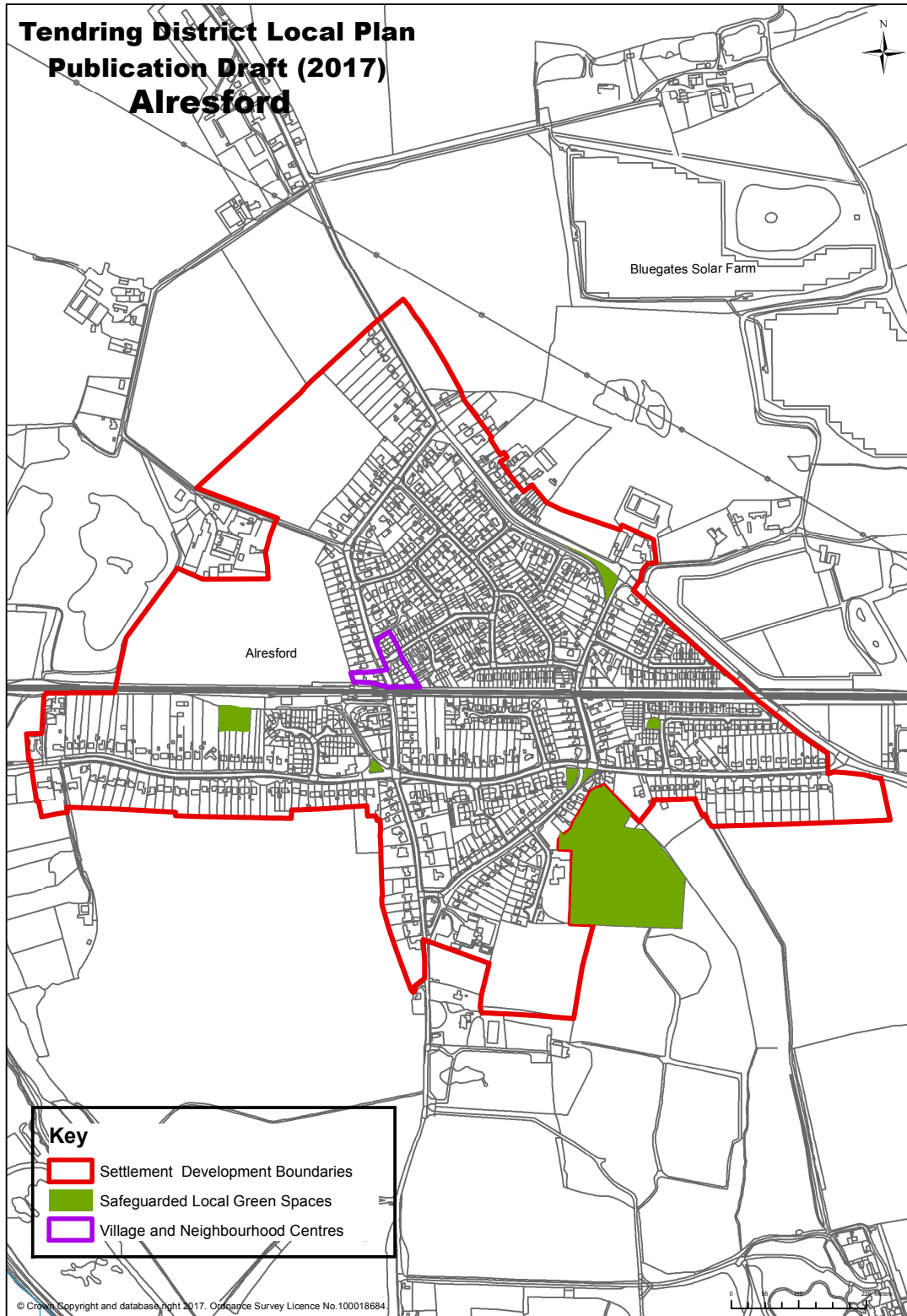
Smaller Rural Settlements

- Ardleigh
- Beaumont-Cum-Moze
- Bradfield
- Frating
- Great Bromley
- Great Holland
- Great Oakley
- Kirby-le-Soken
- Little Bentley
- Little Bromley
- Little Oakley
- Ramsey
- Tendring
- Thorpe Station Maltings
- Thorrington
- Weeley Heath
- Wix
- Wrabness

These Local Maps provide an indication of the local designations made by Tendring District Council. These exclude designations made by other processes including Conservation Areas, SSSI's and other such designations. Please refer to the Policies Maps for all Planning designations.

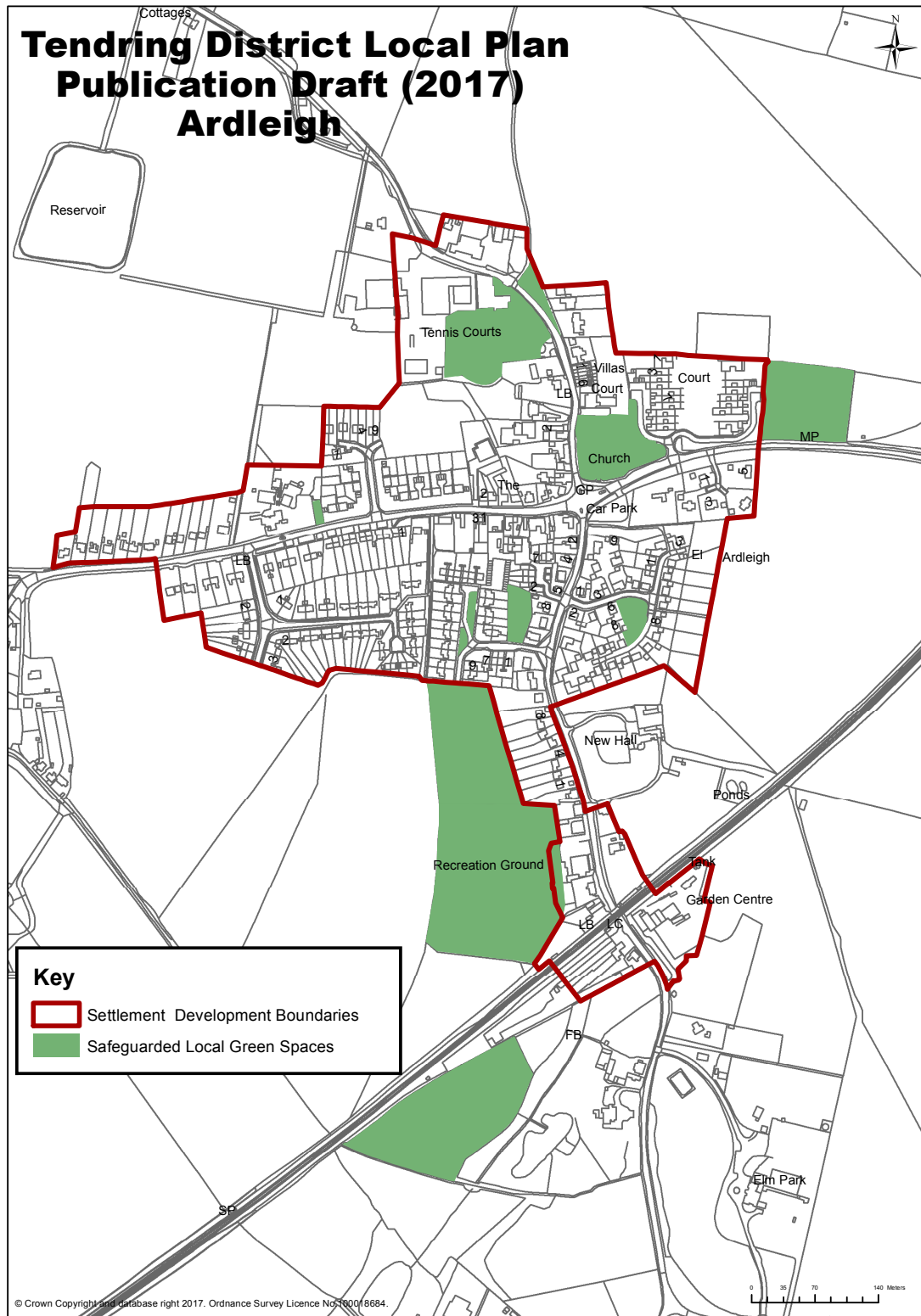
B.1 Alresford

Map - Alresford



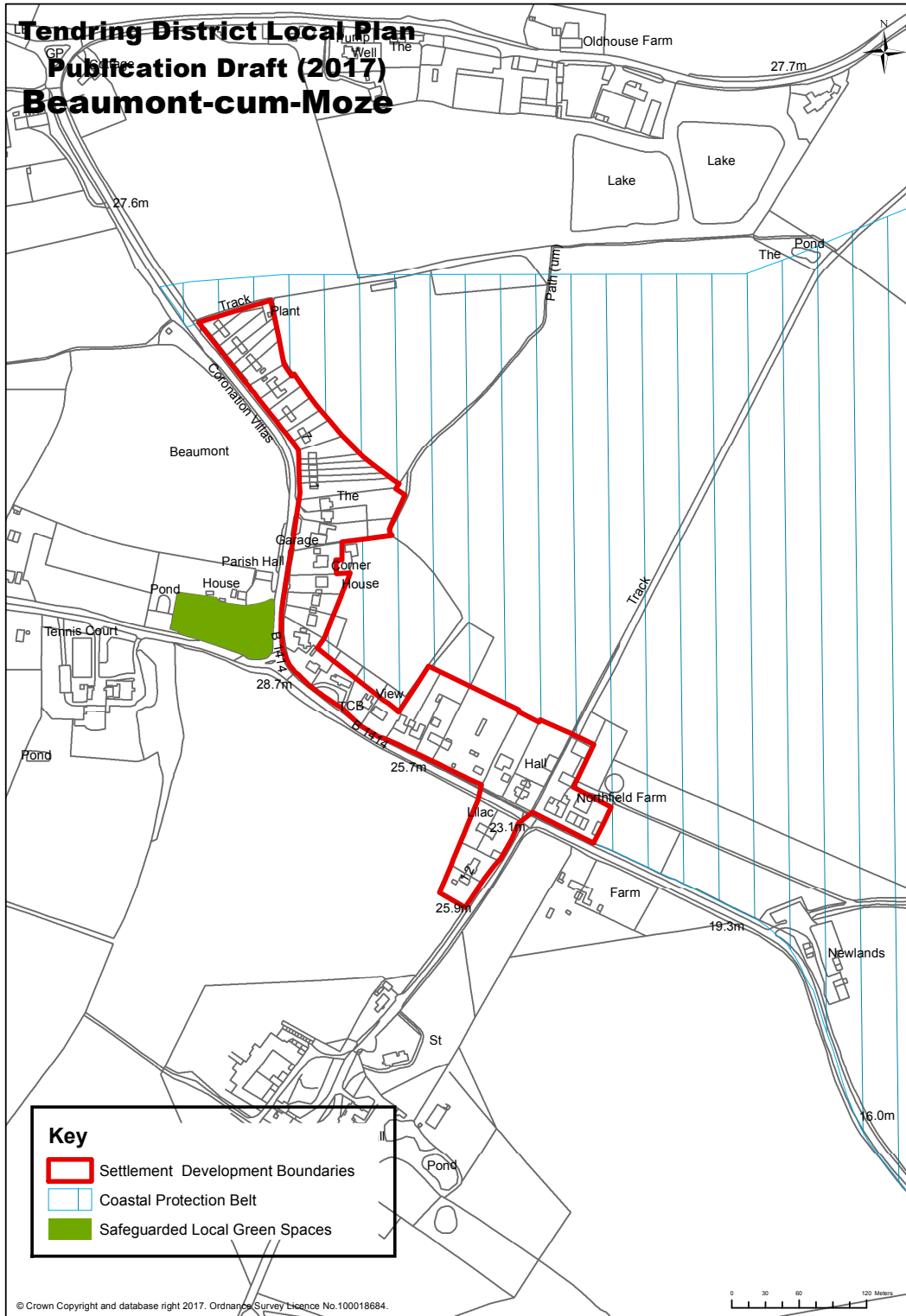
B.2 Ardleigh

Map - Ardleigh



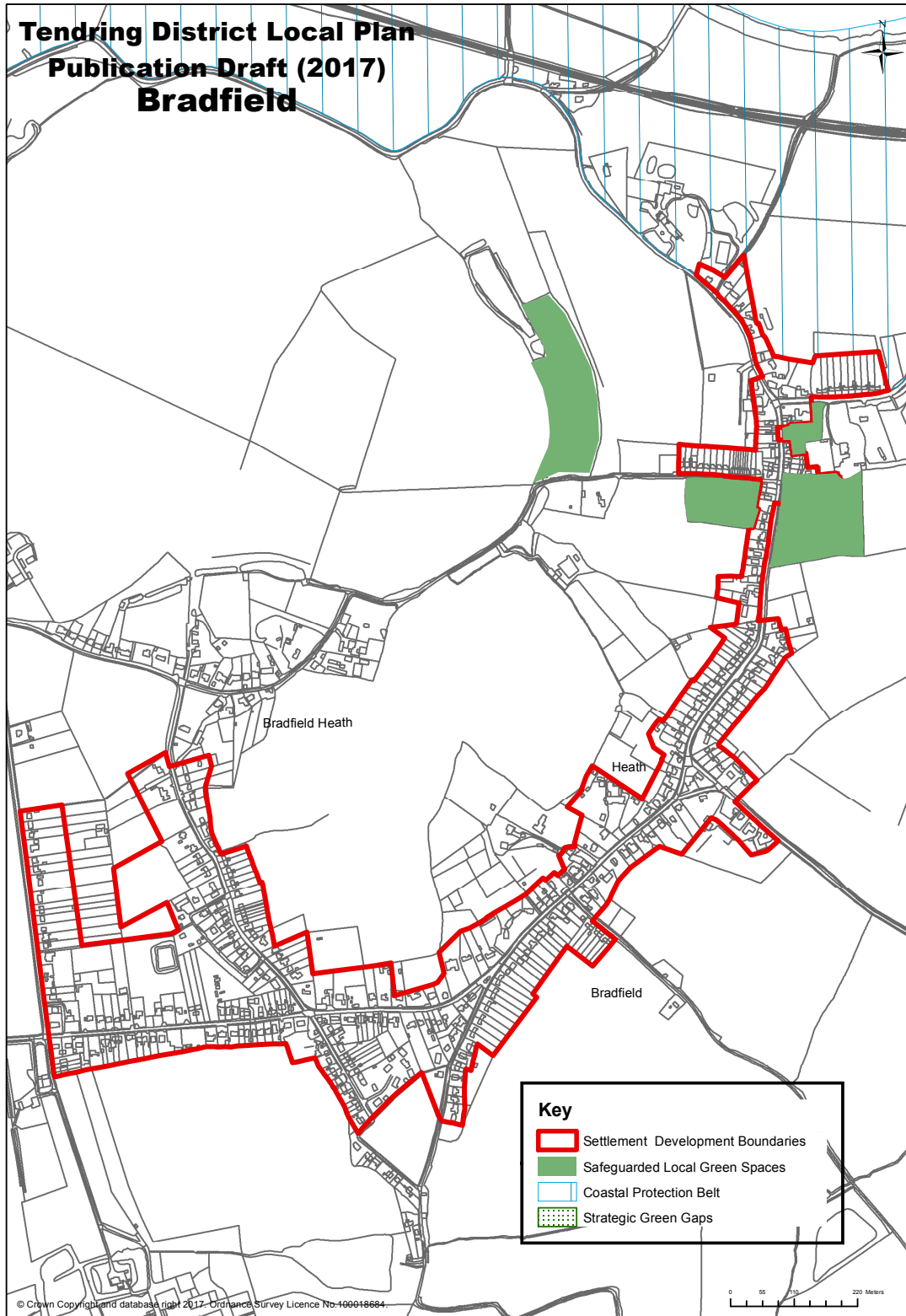
B.3 Beaumont

Map - Beaumont-cum-Moze



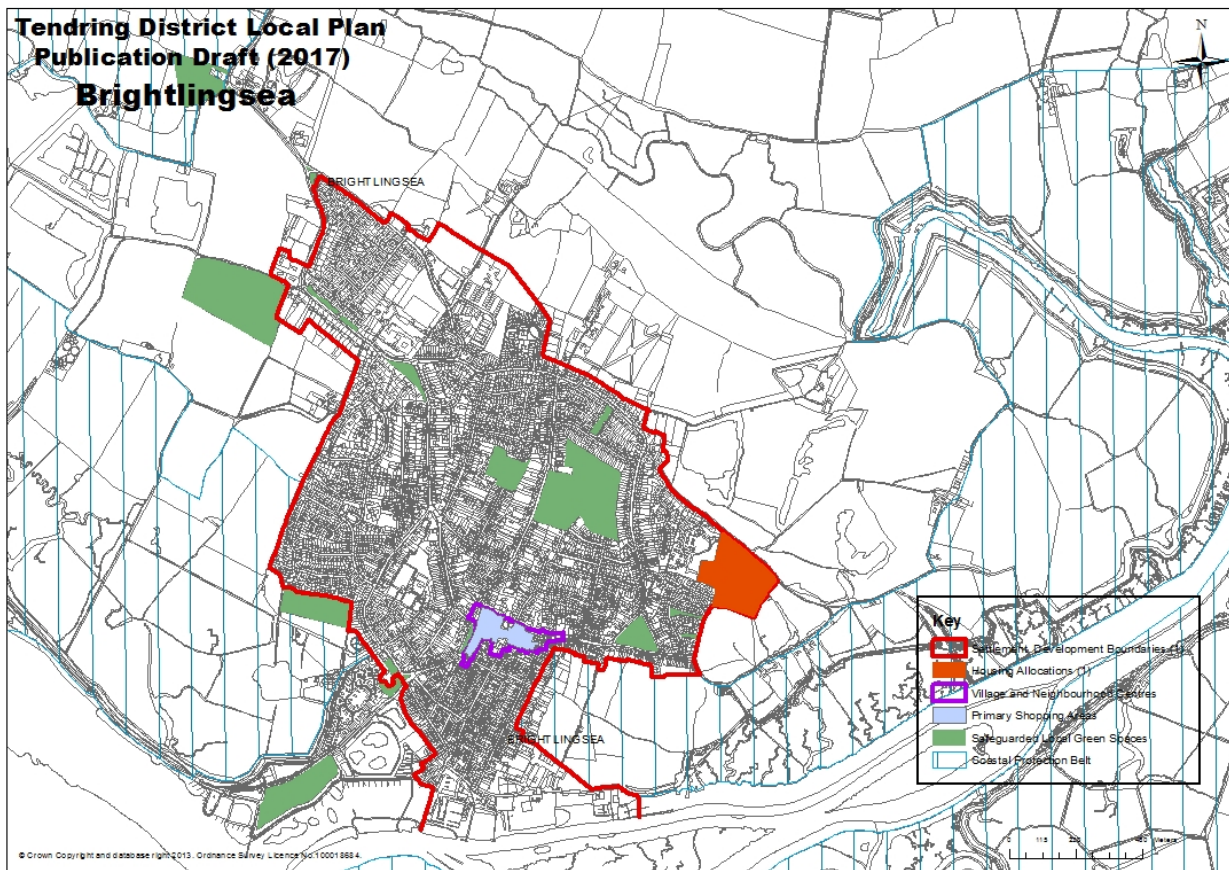
B.4 Bradfield

Map - Bradfield



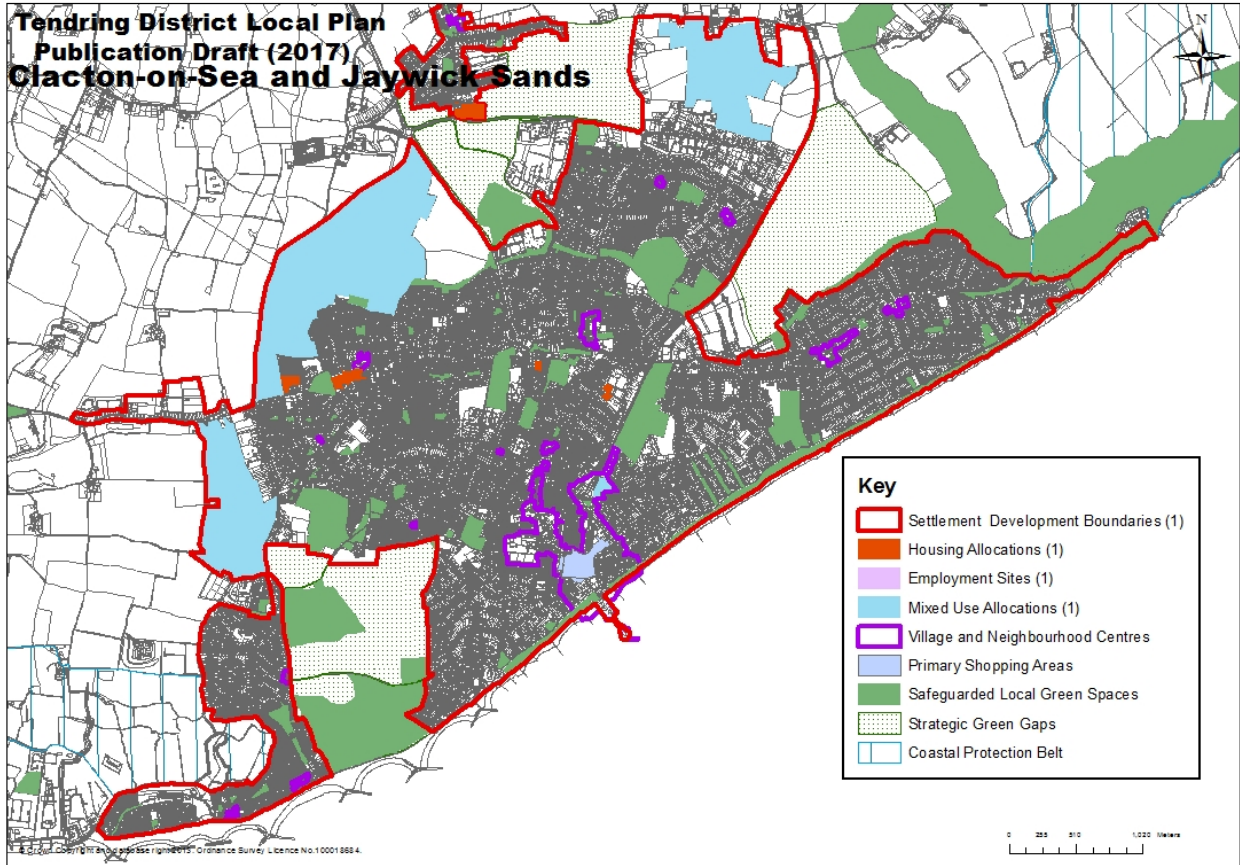
B.5 Brightlingsea

Map - Brightlingsea



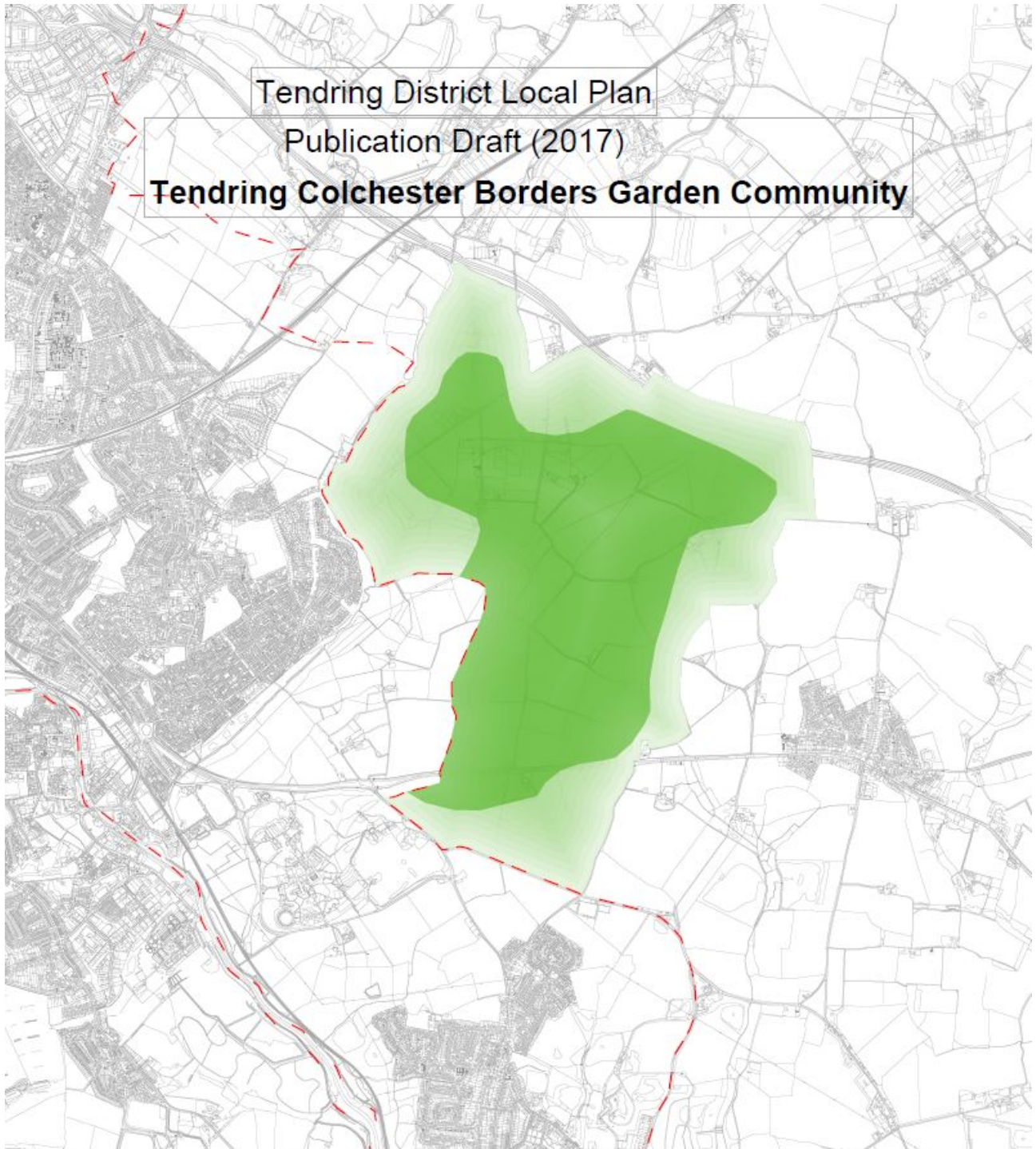
B.6 Clacton

Map - Clacton



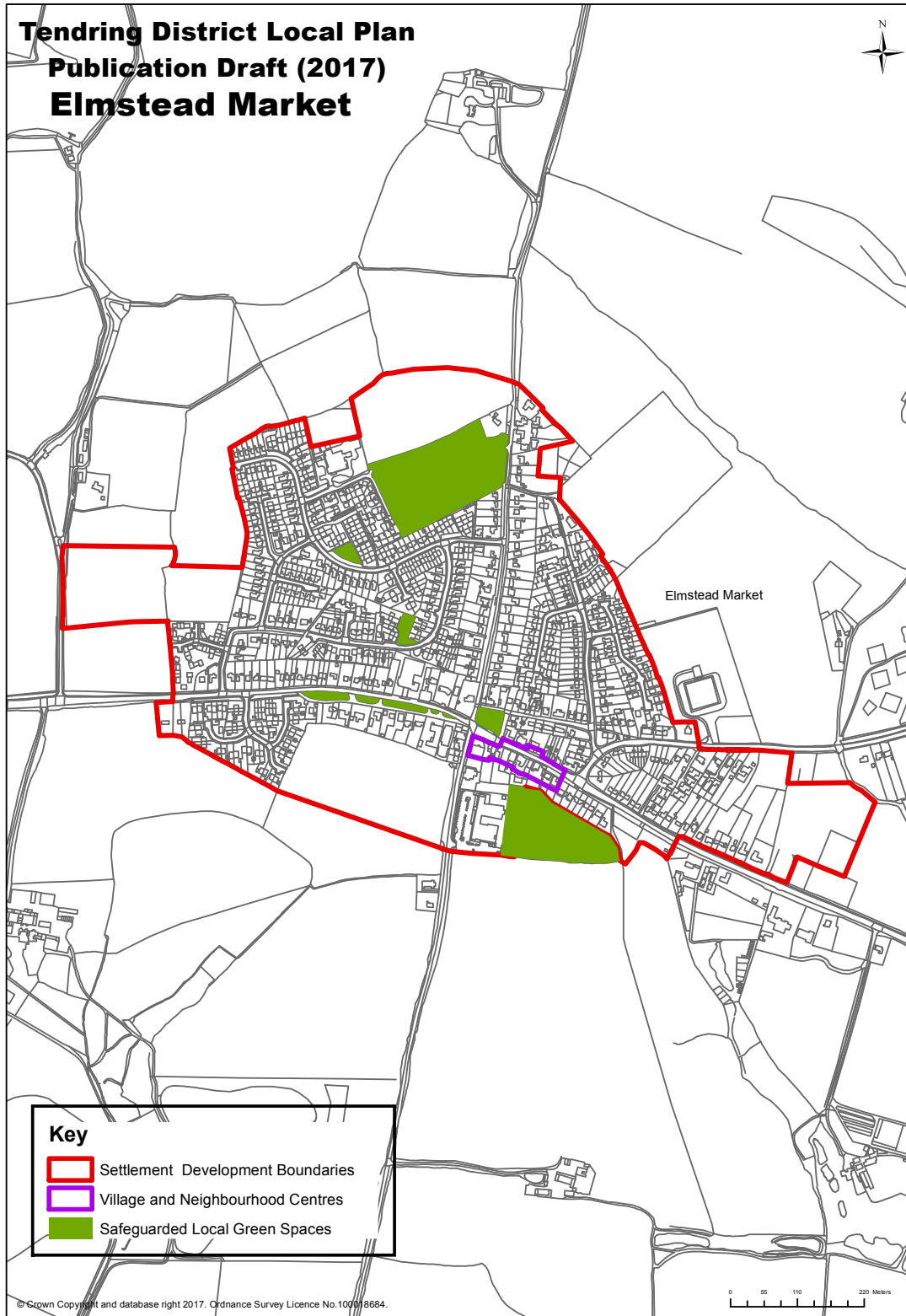
B.7 Tendring Colchester Borders Garden Community

Map - Tendring Colchester Borders Garden Community



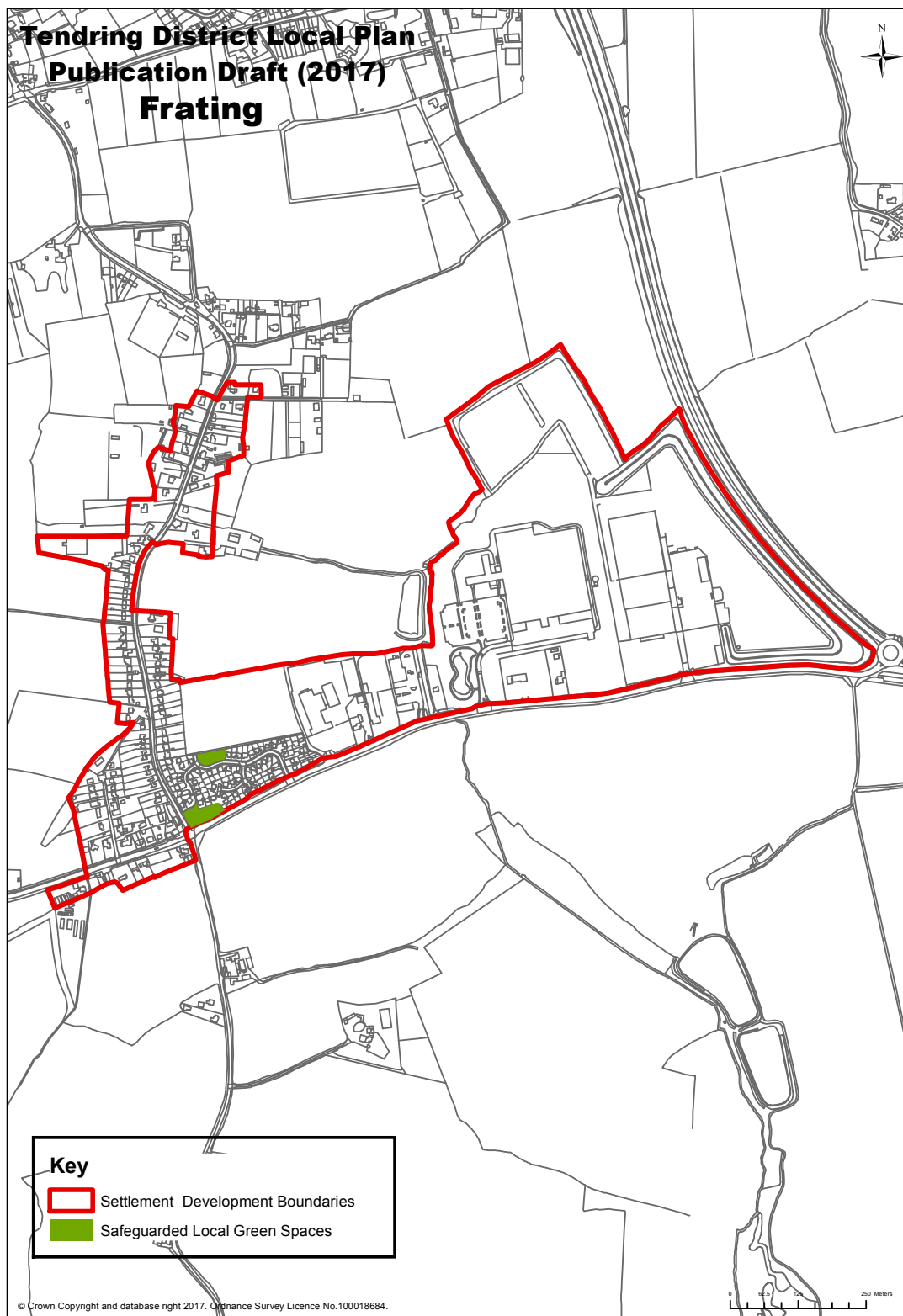
B.8 Elmstead Market

Map - Elmstead Market



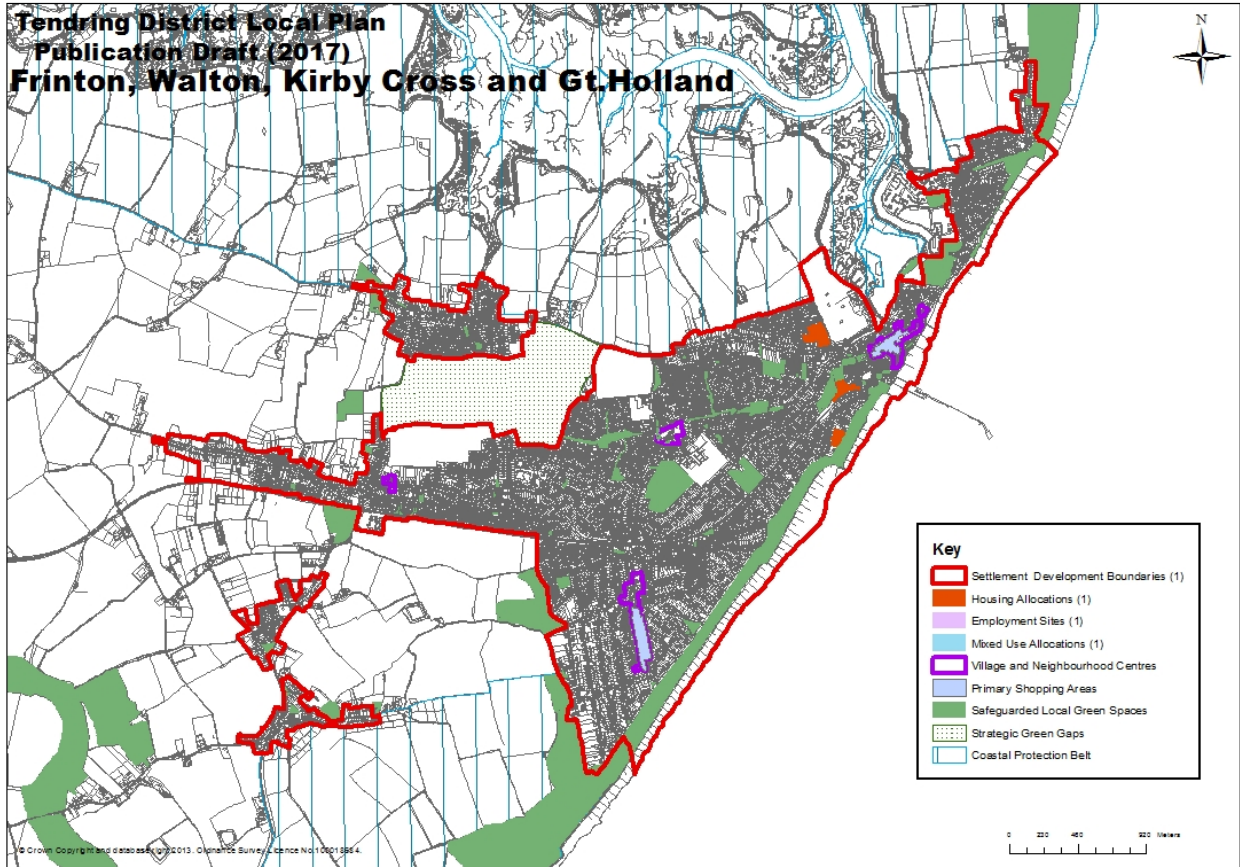
B.9 Frating

Map - Frating



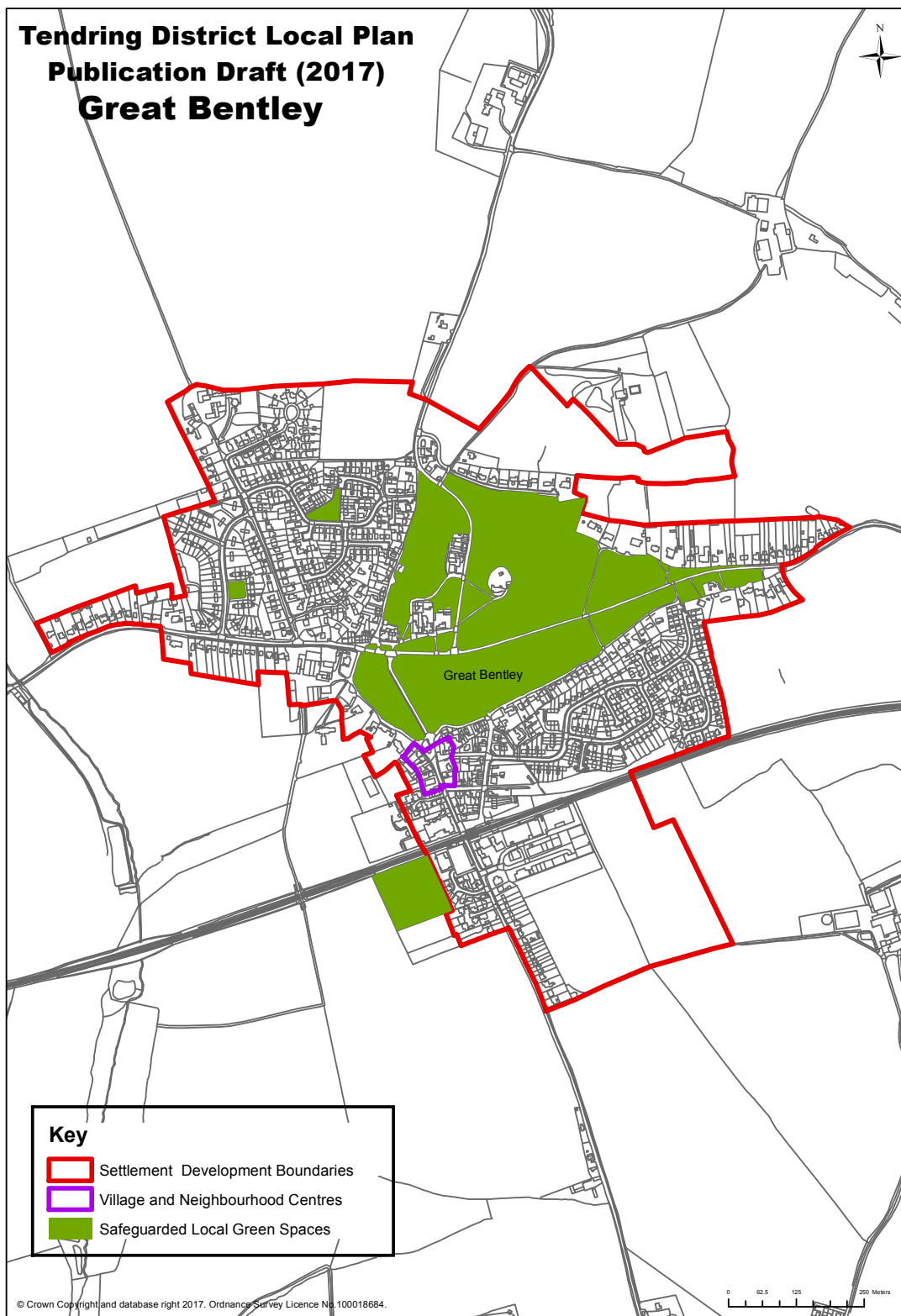
B.10 Frinton and Walton

Map - Frinton and Walton



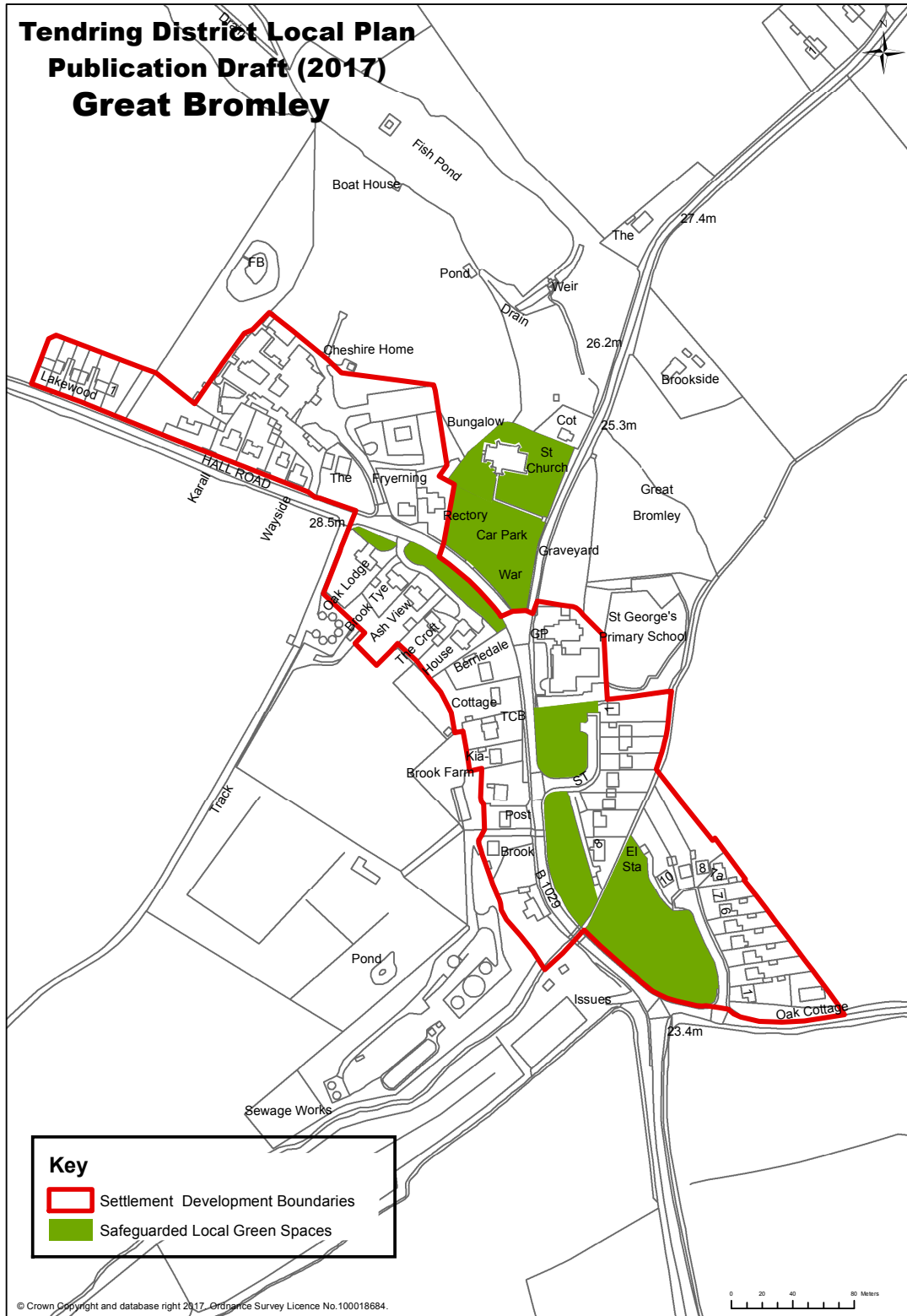
B.11 Great Bentley

Map - Great Bentley



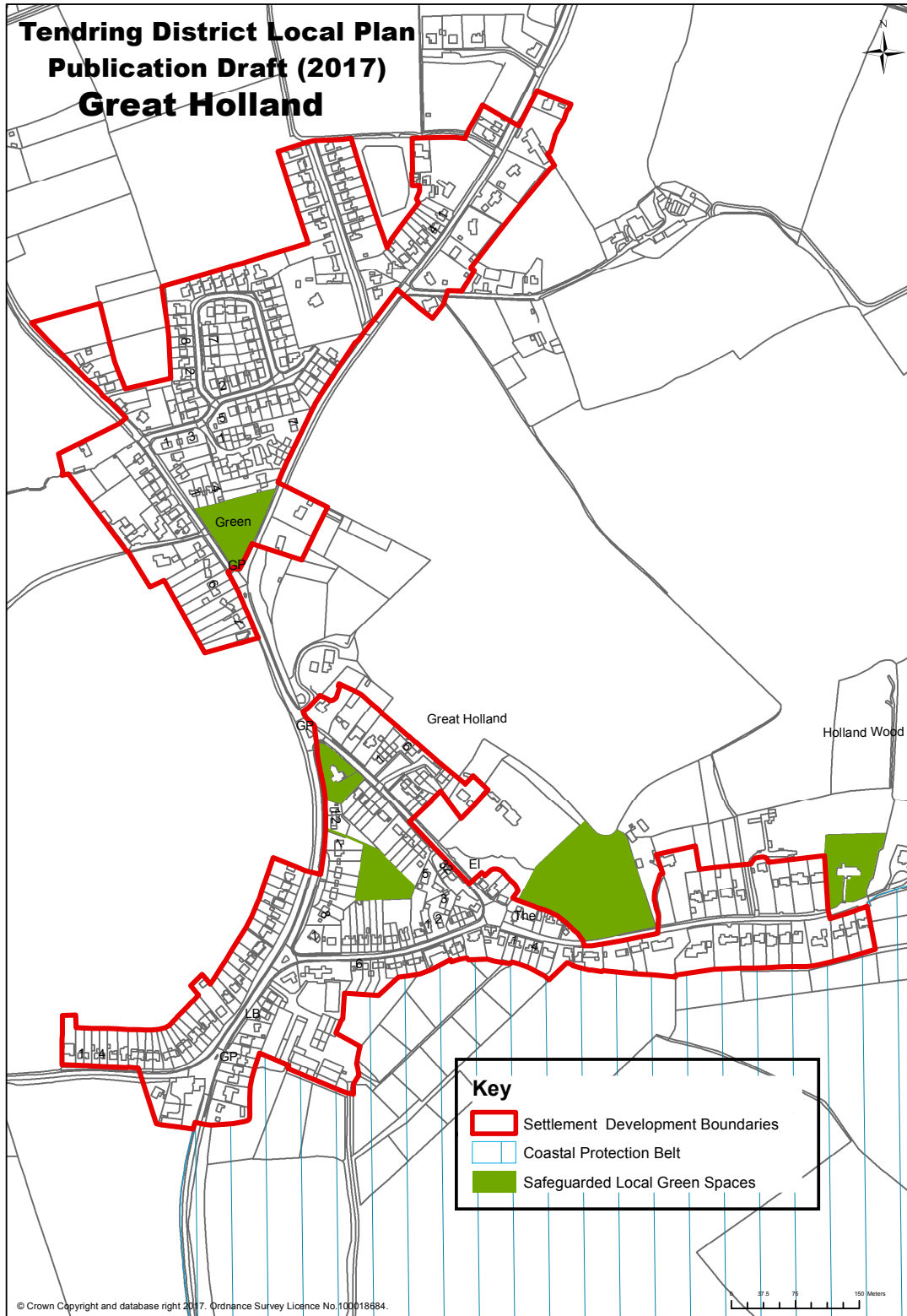
B.12 Great Bromley

Map - Great Bromley



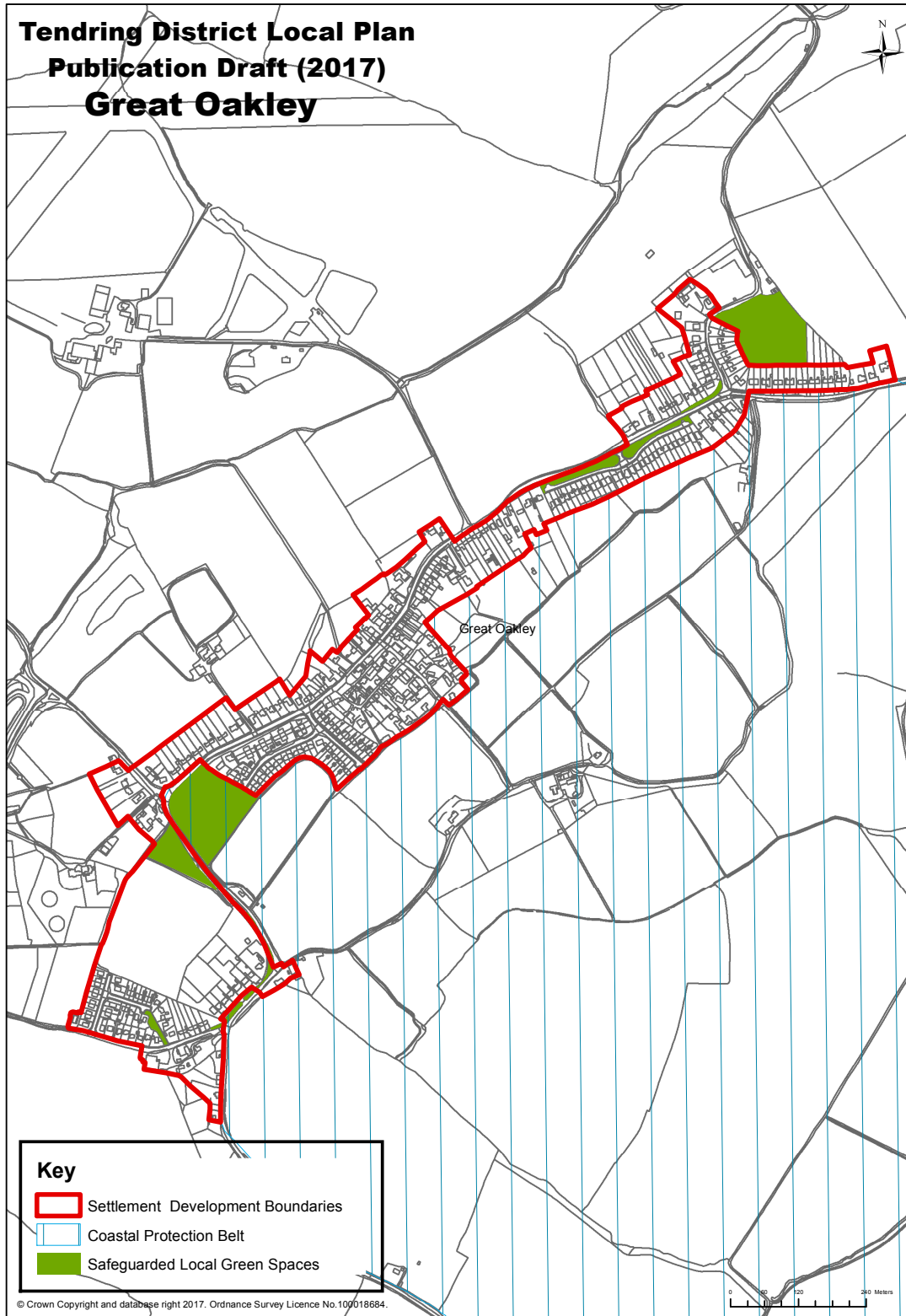
B.13 Great Holland

Map - Great Holland



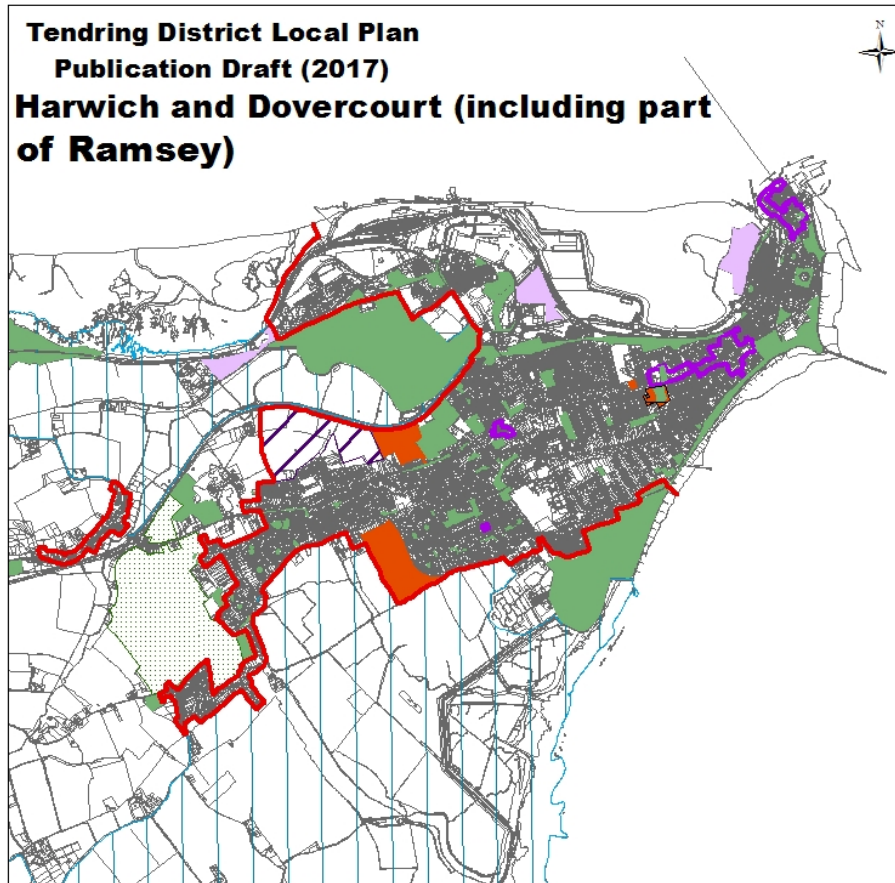
B.14 Great Oakley

Map - Great Oakley



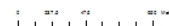
B.15 Harwich and Dovercourt

Map - Harwich and Dovercourt



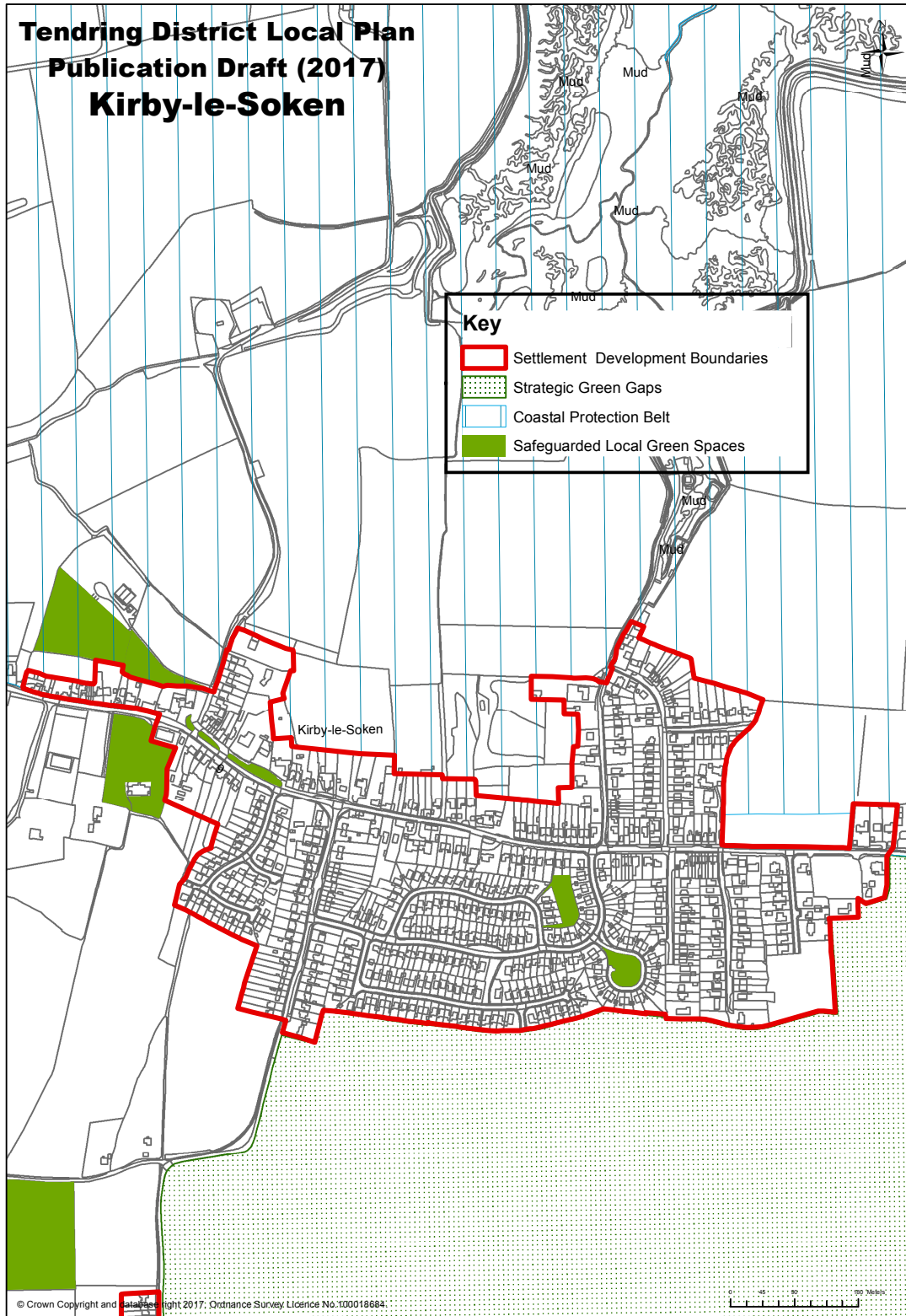
Key	
	Settlement Development Boundaries (1)
	Village and Neighbourhood Centres
	Mixed Use Allocations (1)
	Mixed Use with Consent
	Employment Sites (1)
	Housing Allocations (1)
	Area to comply with Policy HP4
	Coastal Protection Belt
	Strategic Green Gaps
	Safeguarded Local Green Spaces

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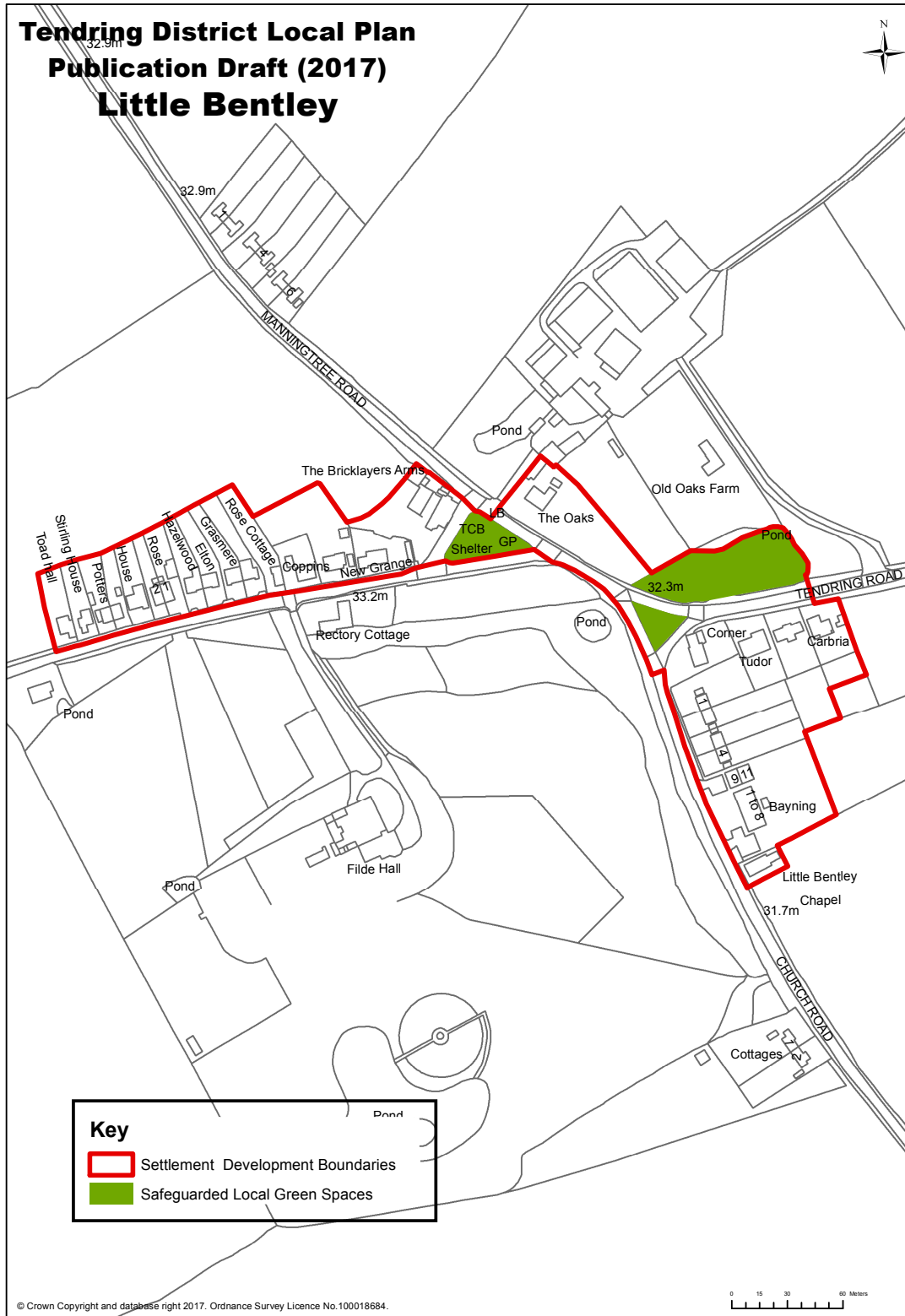
B.16 Kirby-le-Soken

Map - Kirby-le-Soken



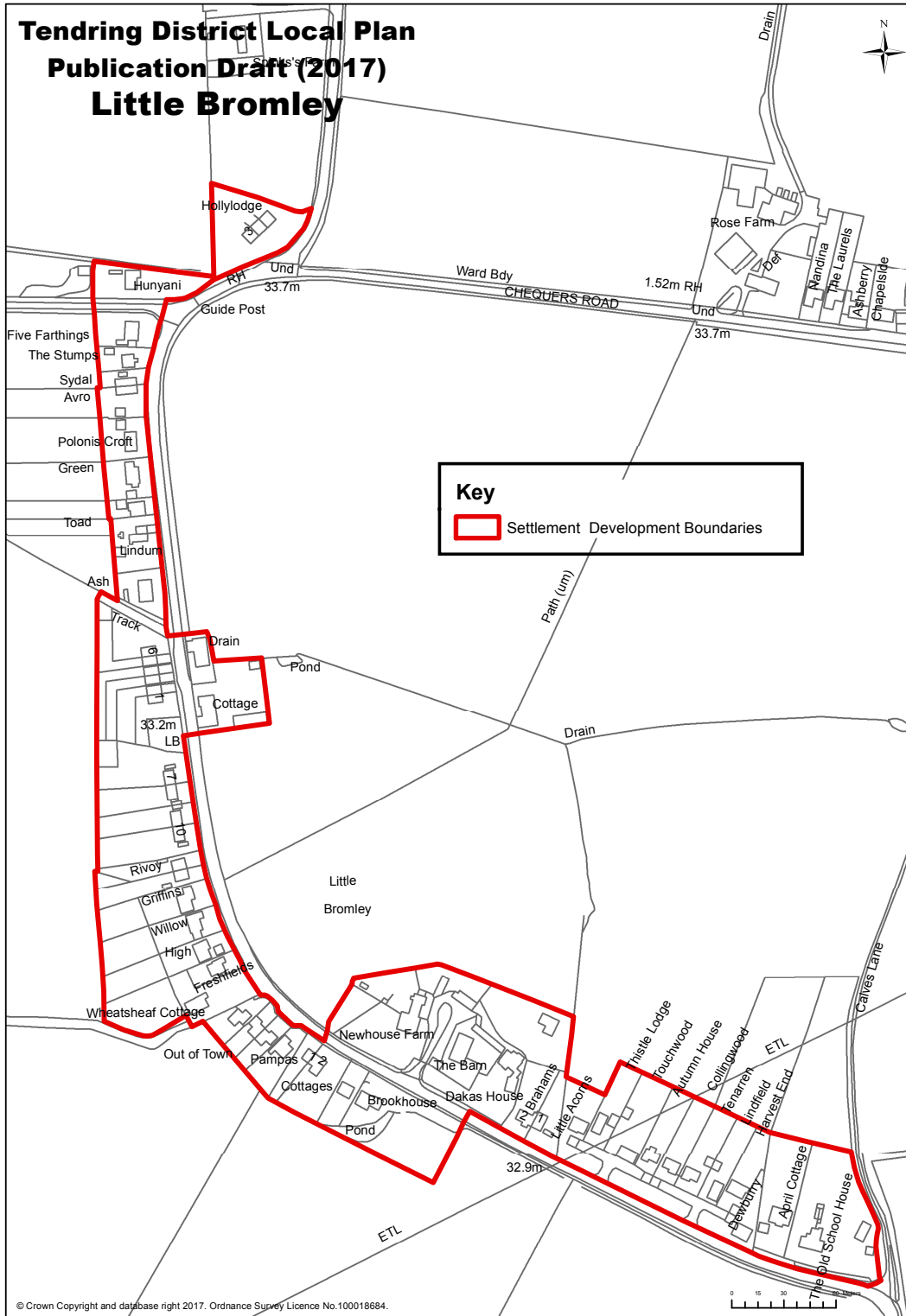
B.17 Little Bentley

Map - Little Bentley



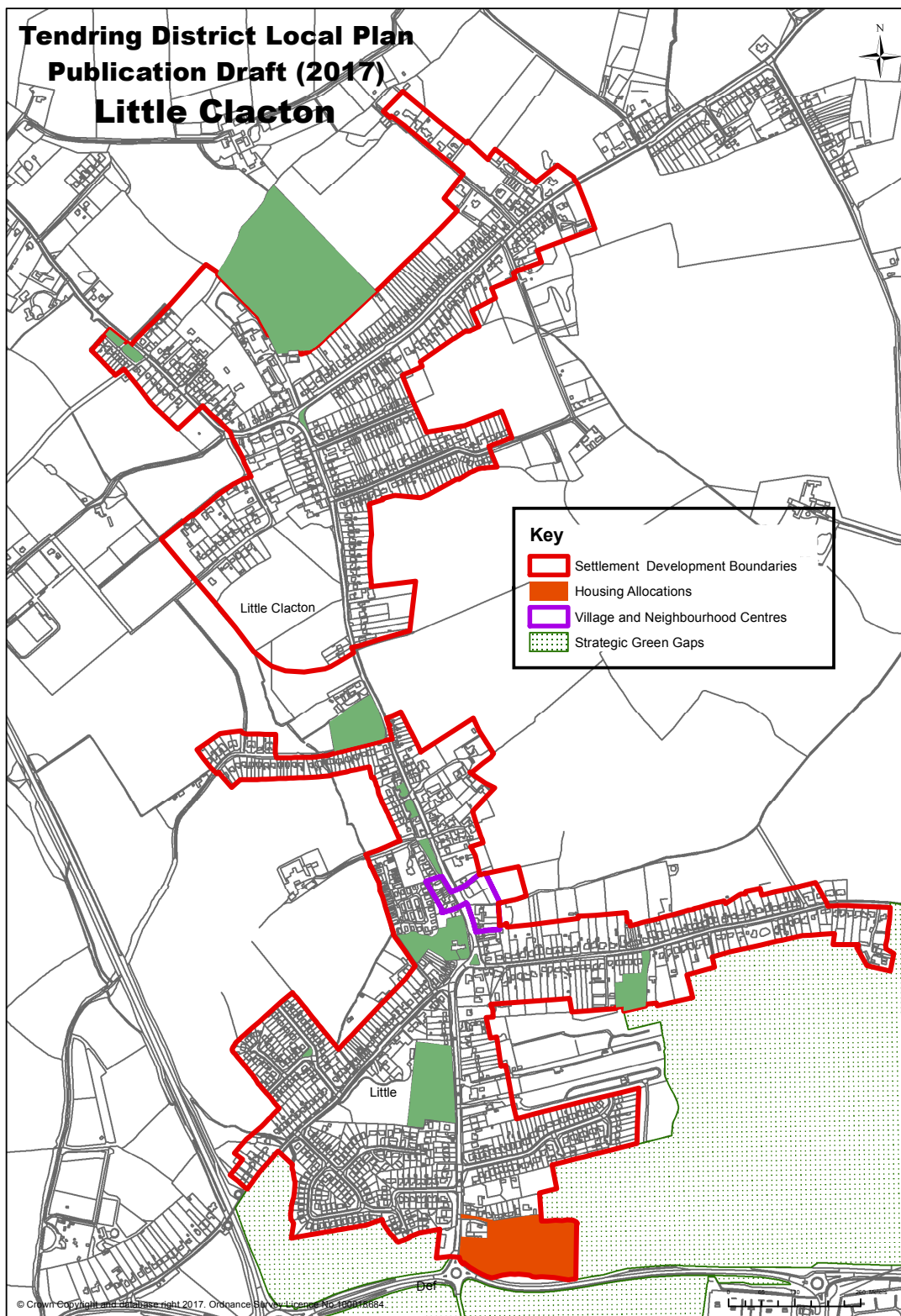
B.18 Little Bromley

Map - Little Bromley



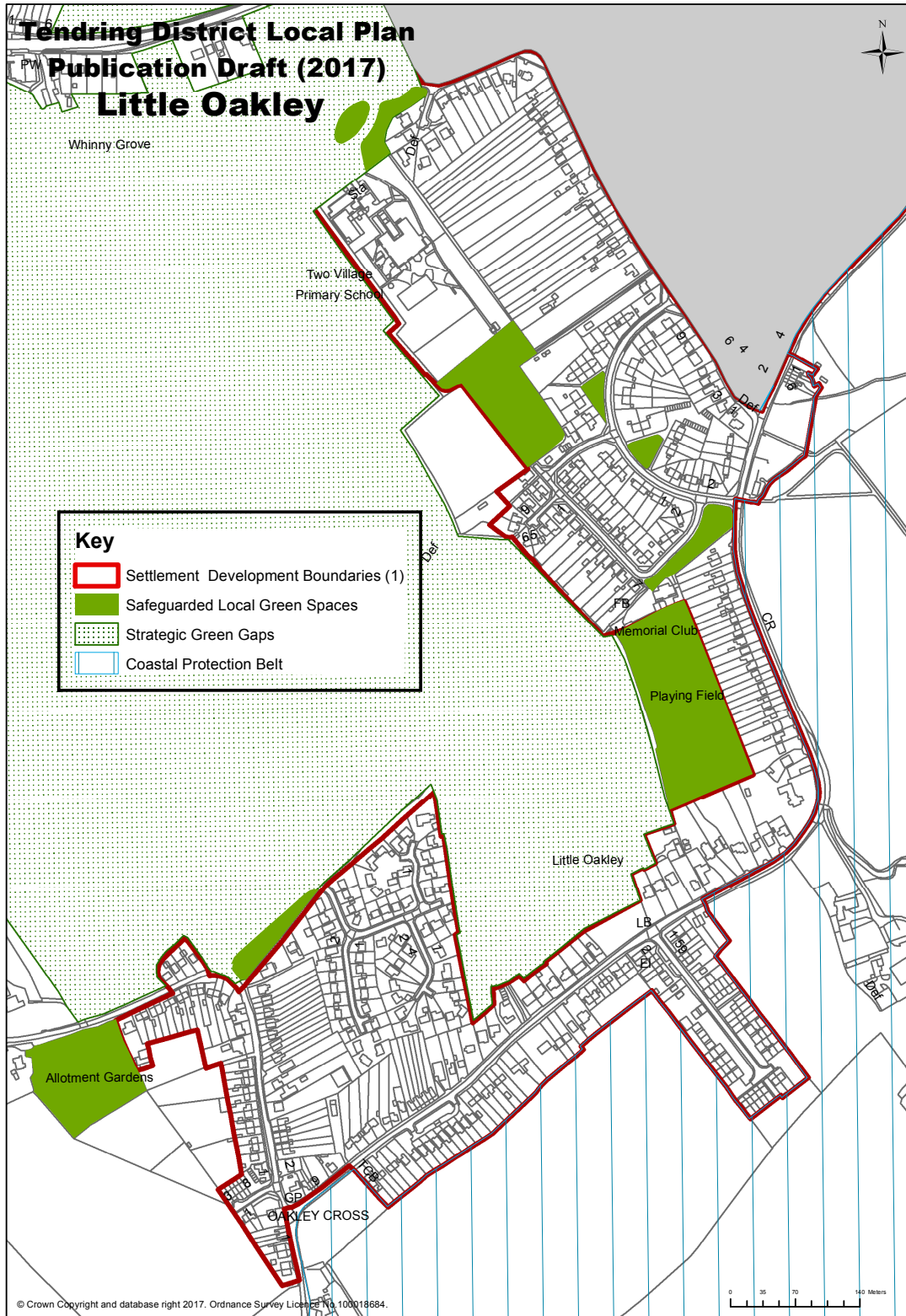
B.19 Little Clacton

Map - Little Clacton



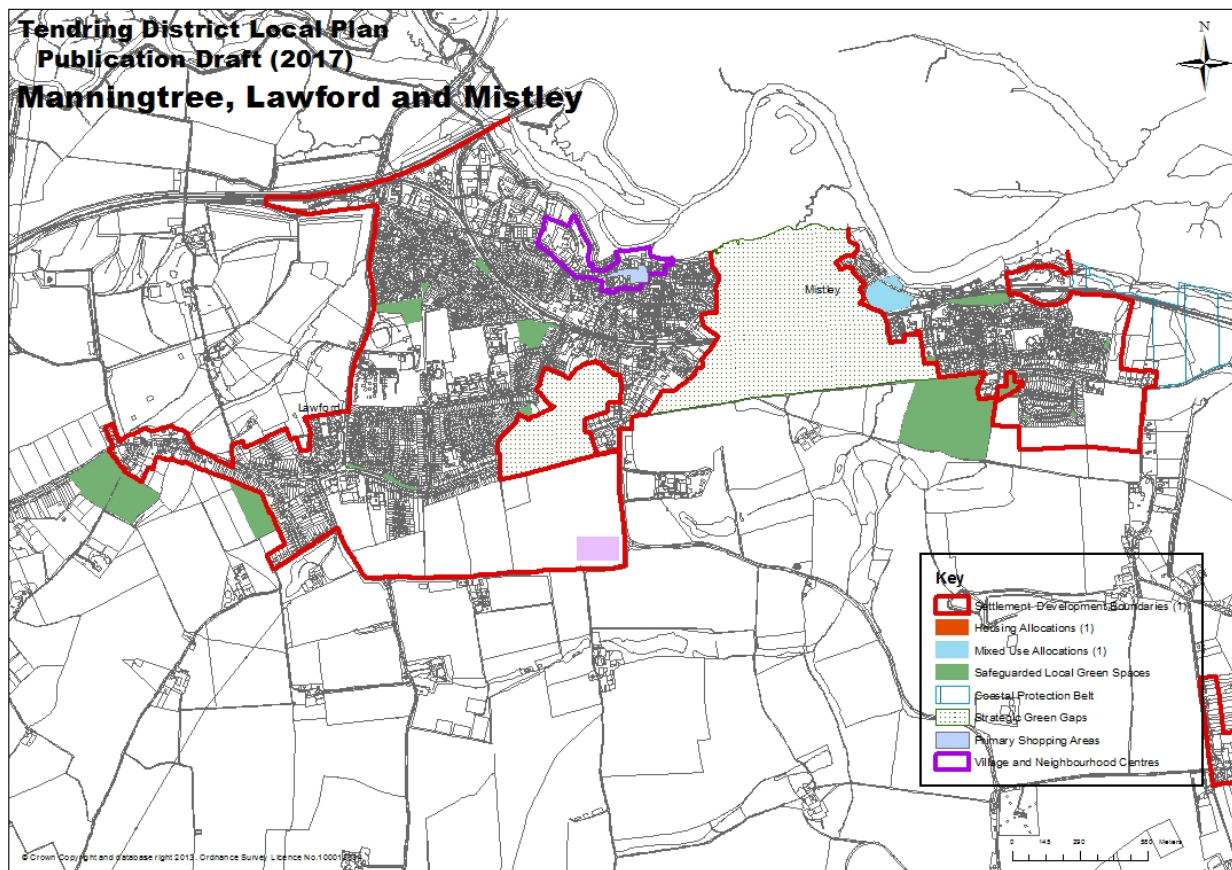
B.20 Little Oakley

Map - Little Oakley



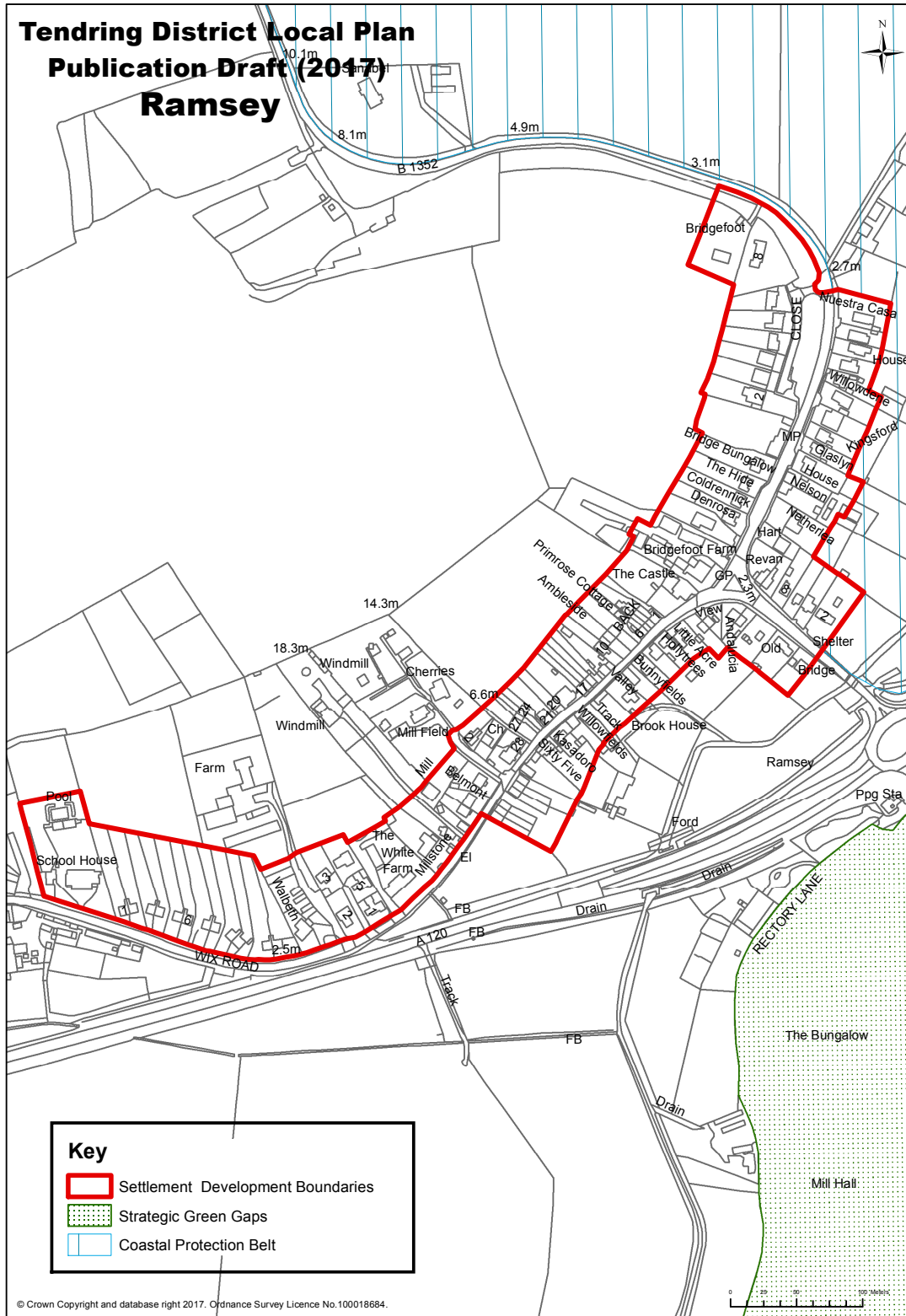
B.21 Manningtree Lawford and Mistley

Map - Manningtree, Lawford and Mistley



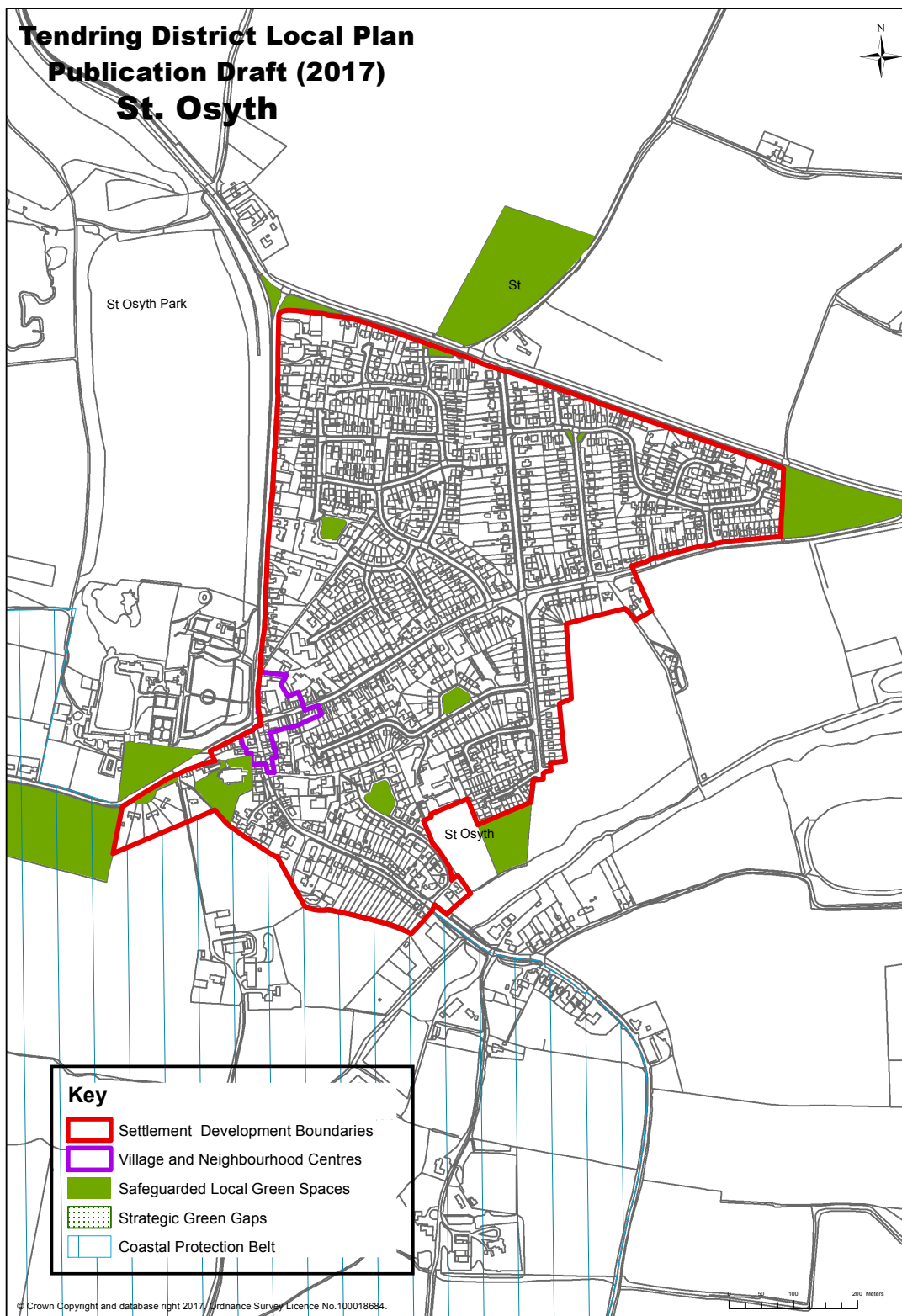
B.22 Ramsey

Map - Ramsey



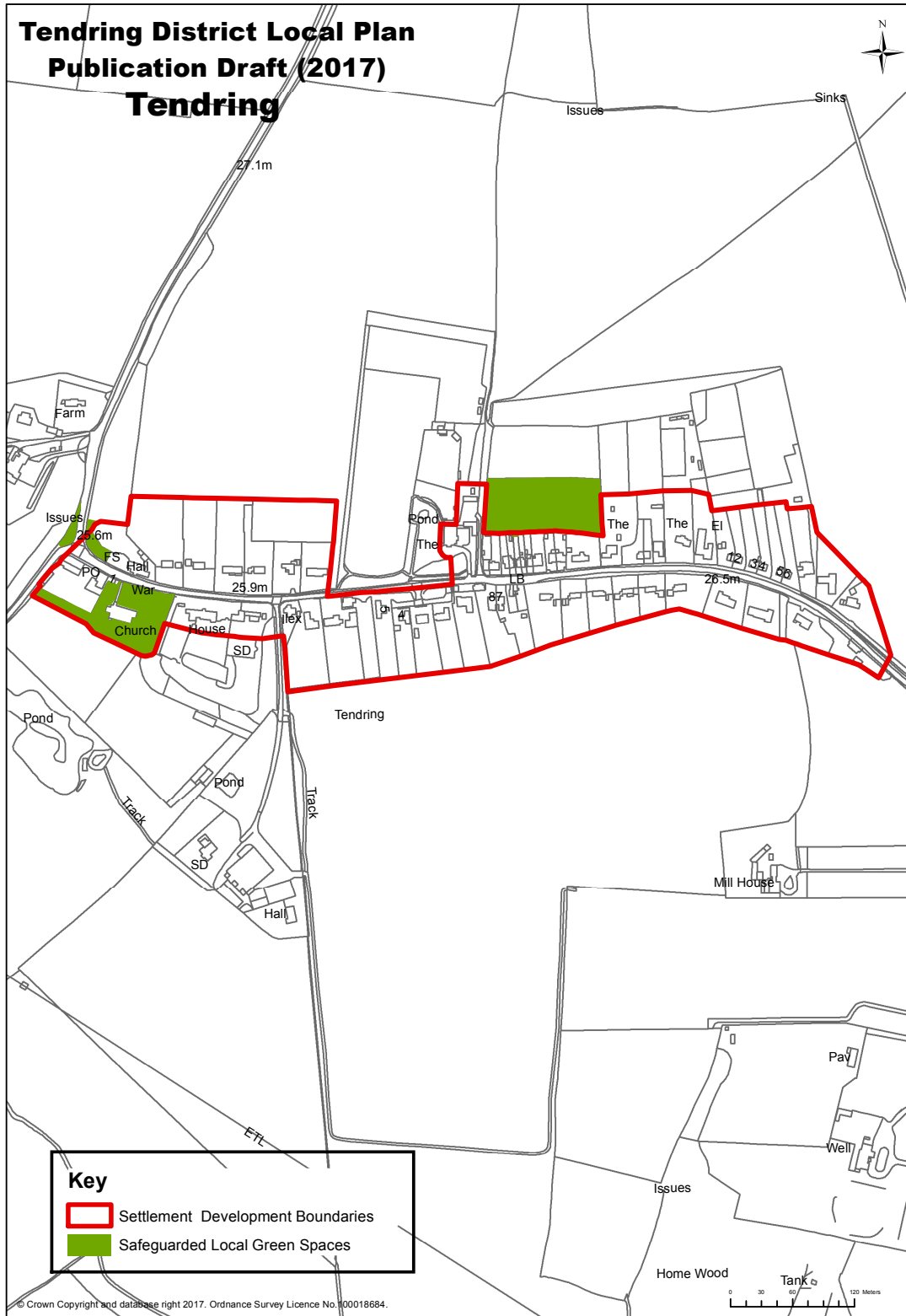
B.23 St Osyth

Map - St Osyth



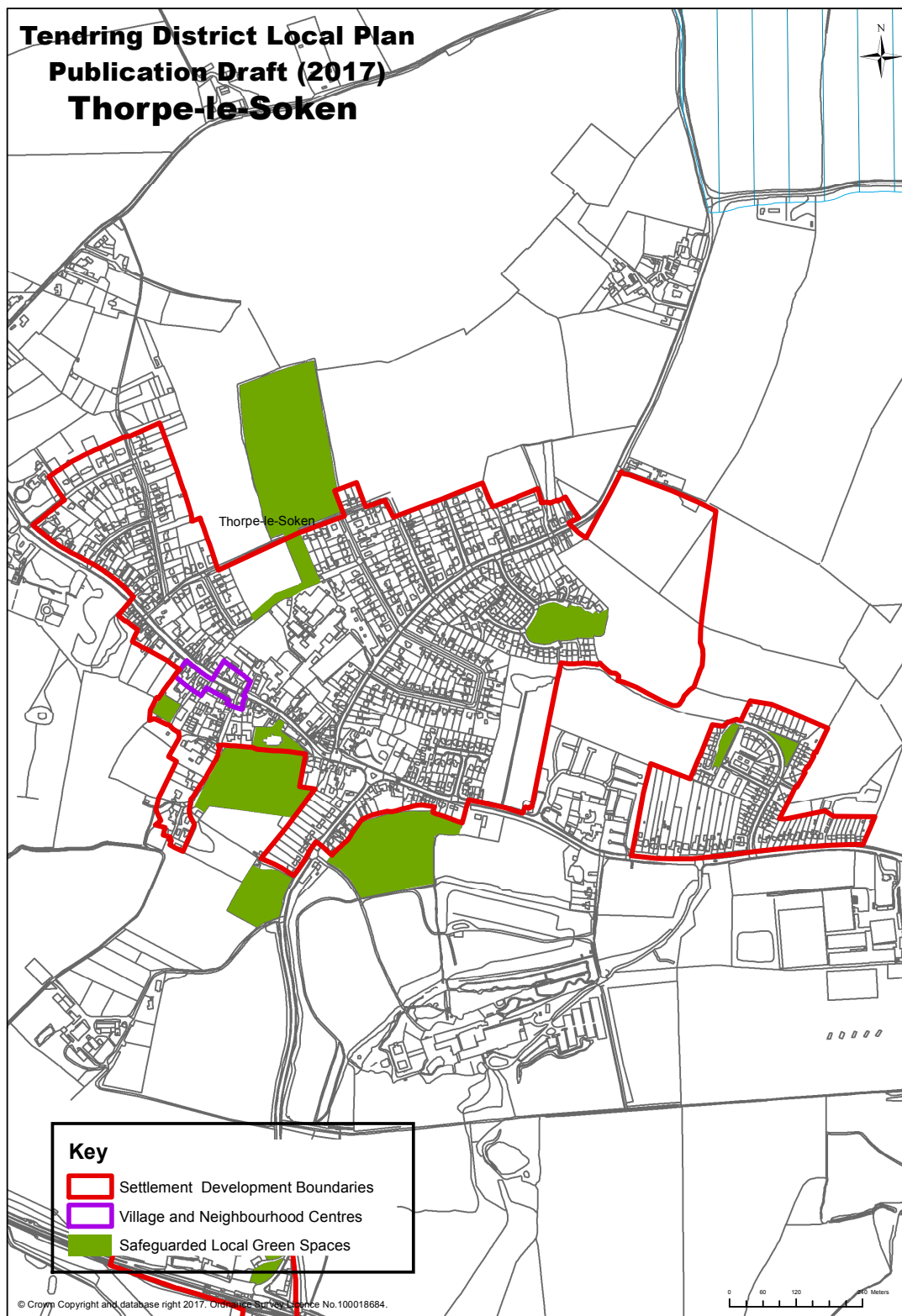
B.24 Tendring

Map - Tendring



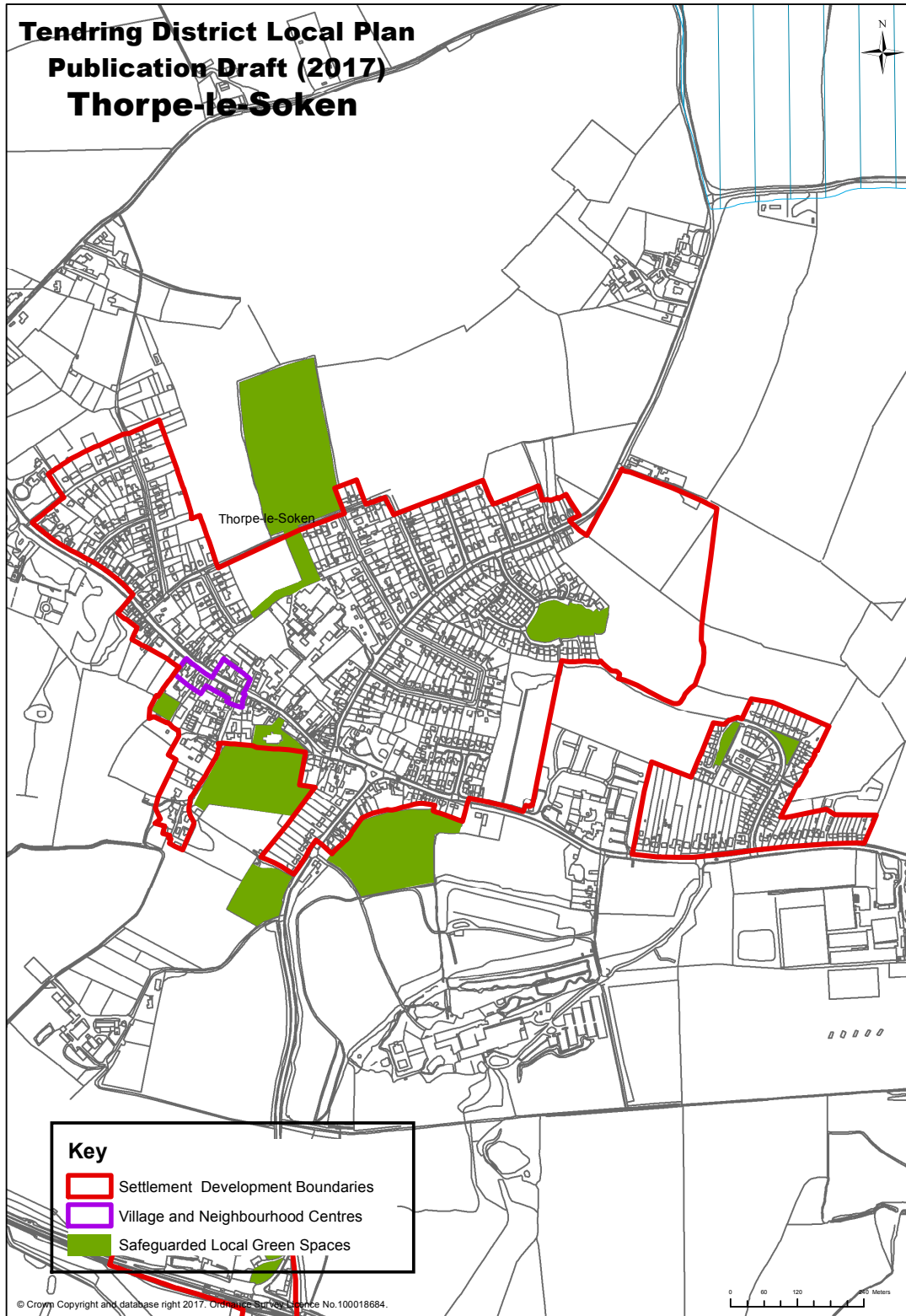
B.25 Thorpe-le-Soken

Map - Thorpe-le-Soken



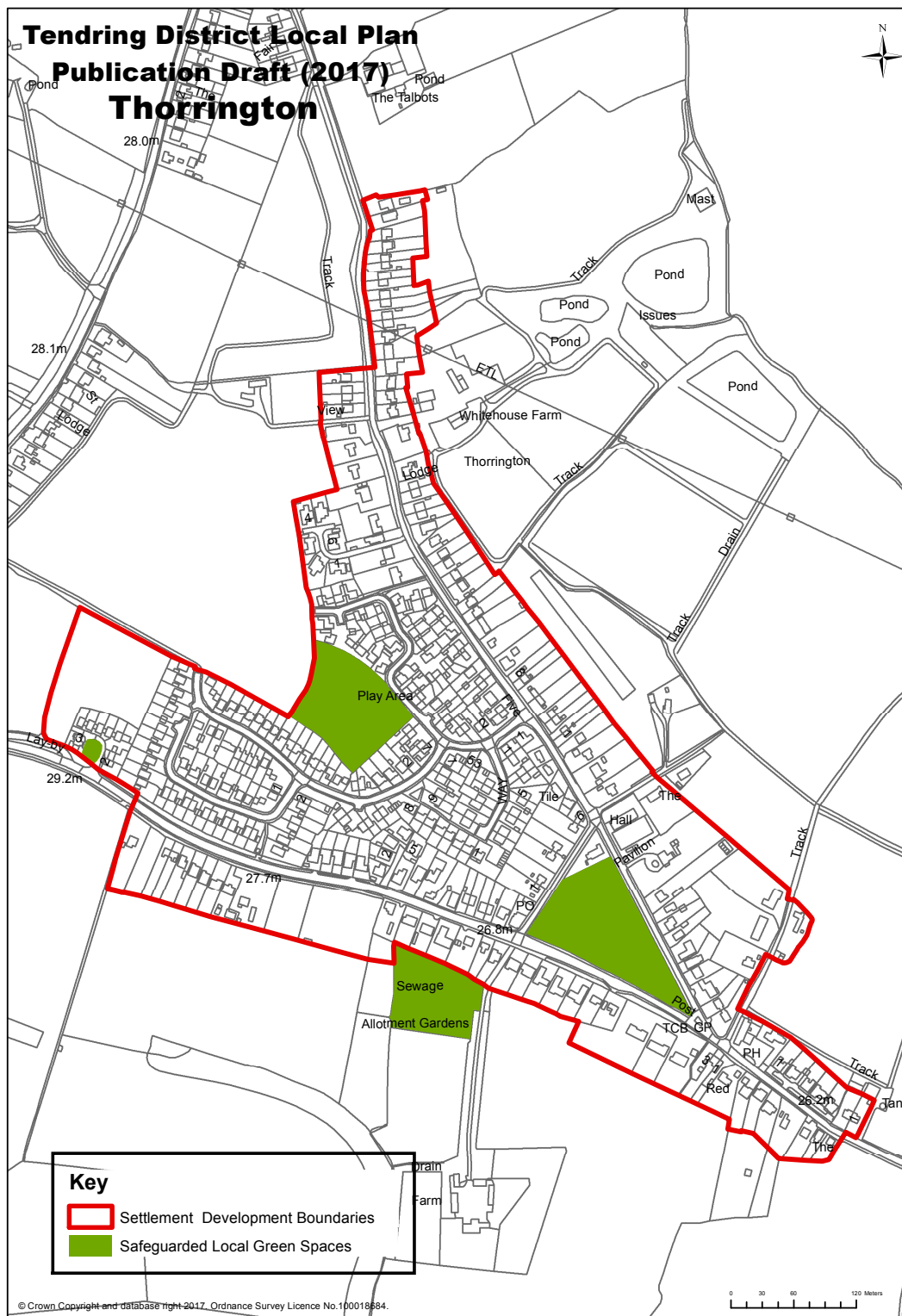
B.26 Thorpe Station and Thorpe Maltings

Map - Thorpe-le-Soken



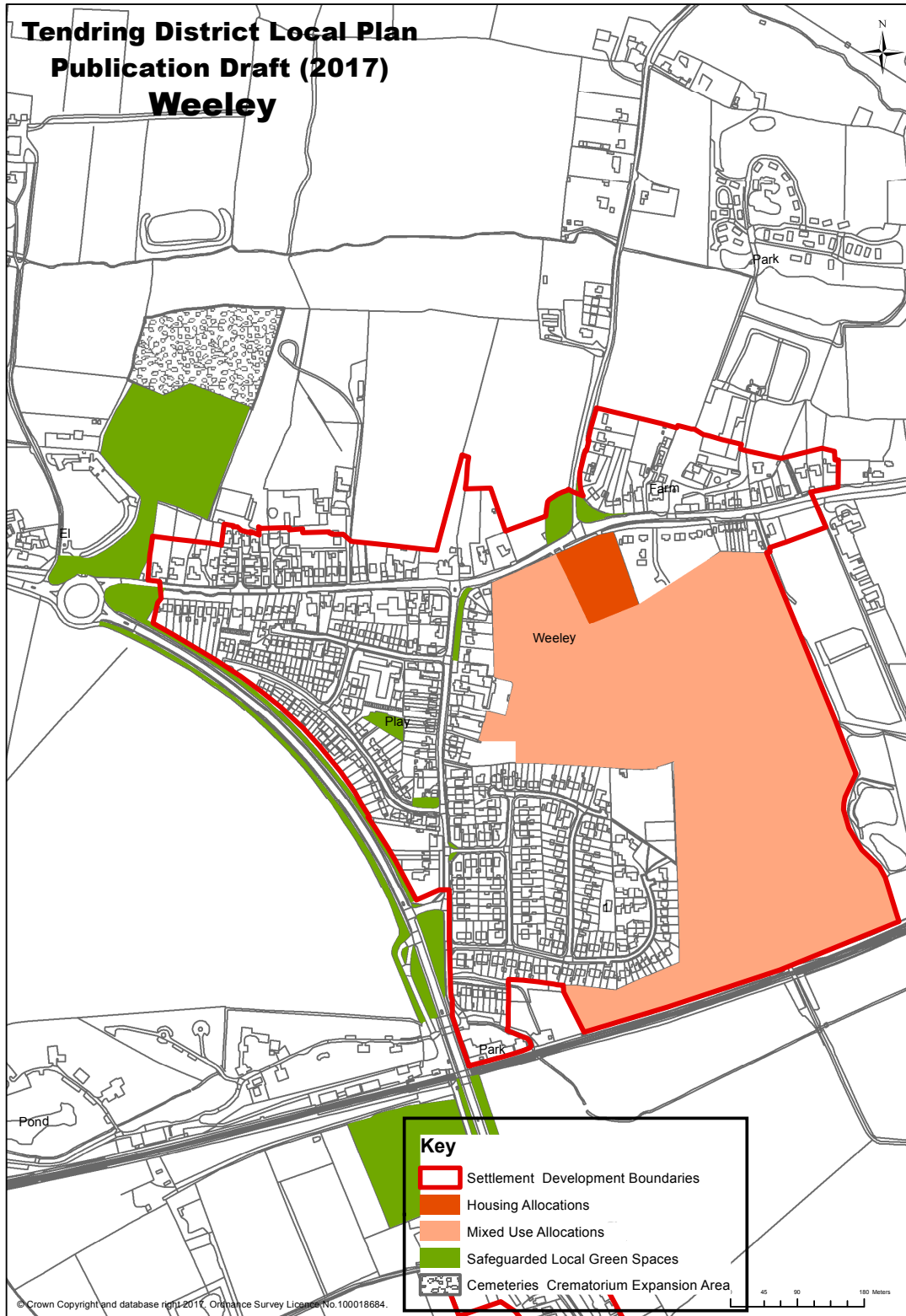
B.27 Thorrington

Map - Thorrington



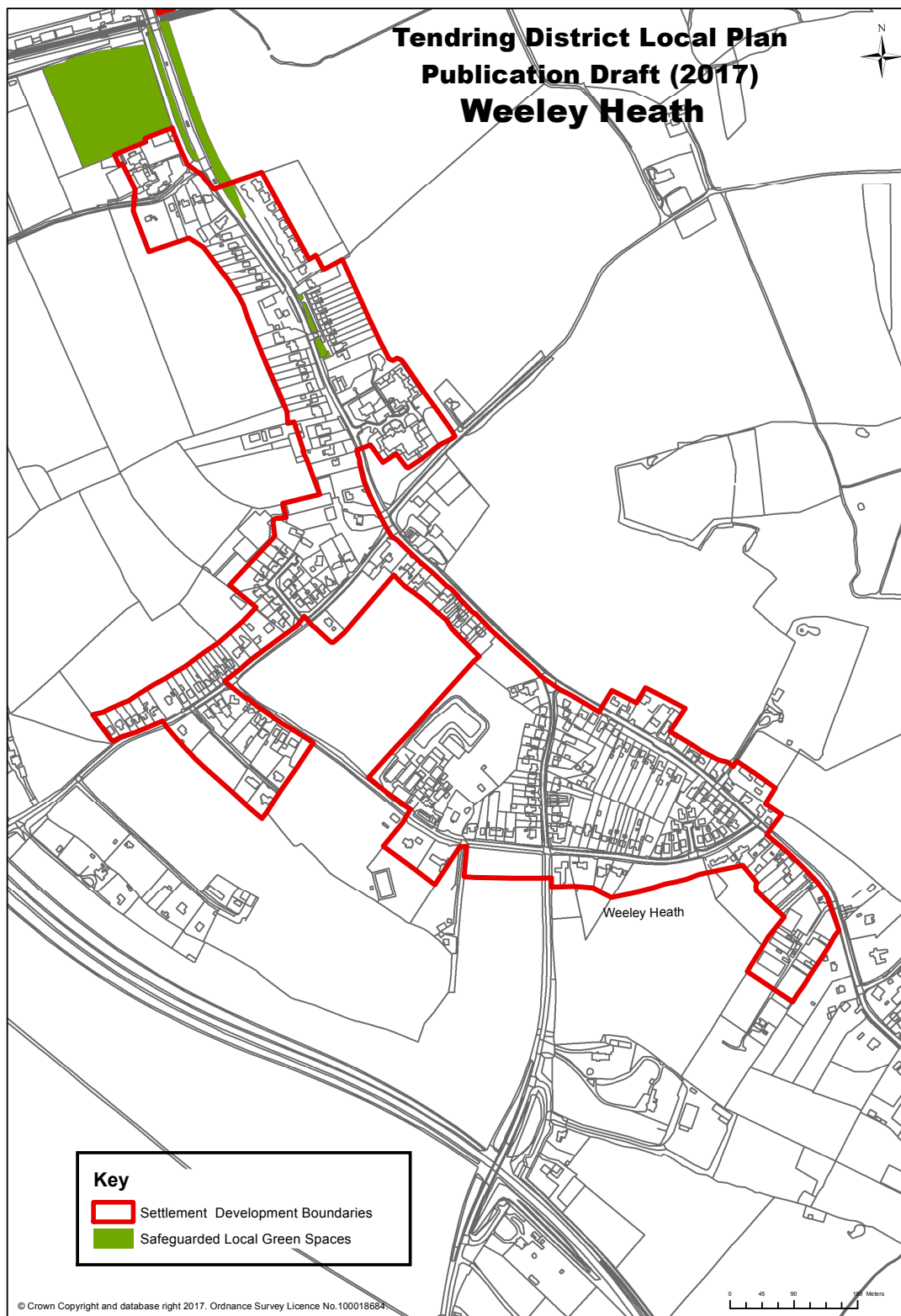
B.28 Weeley

Map - Weeley



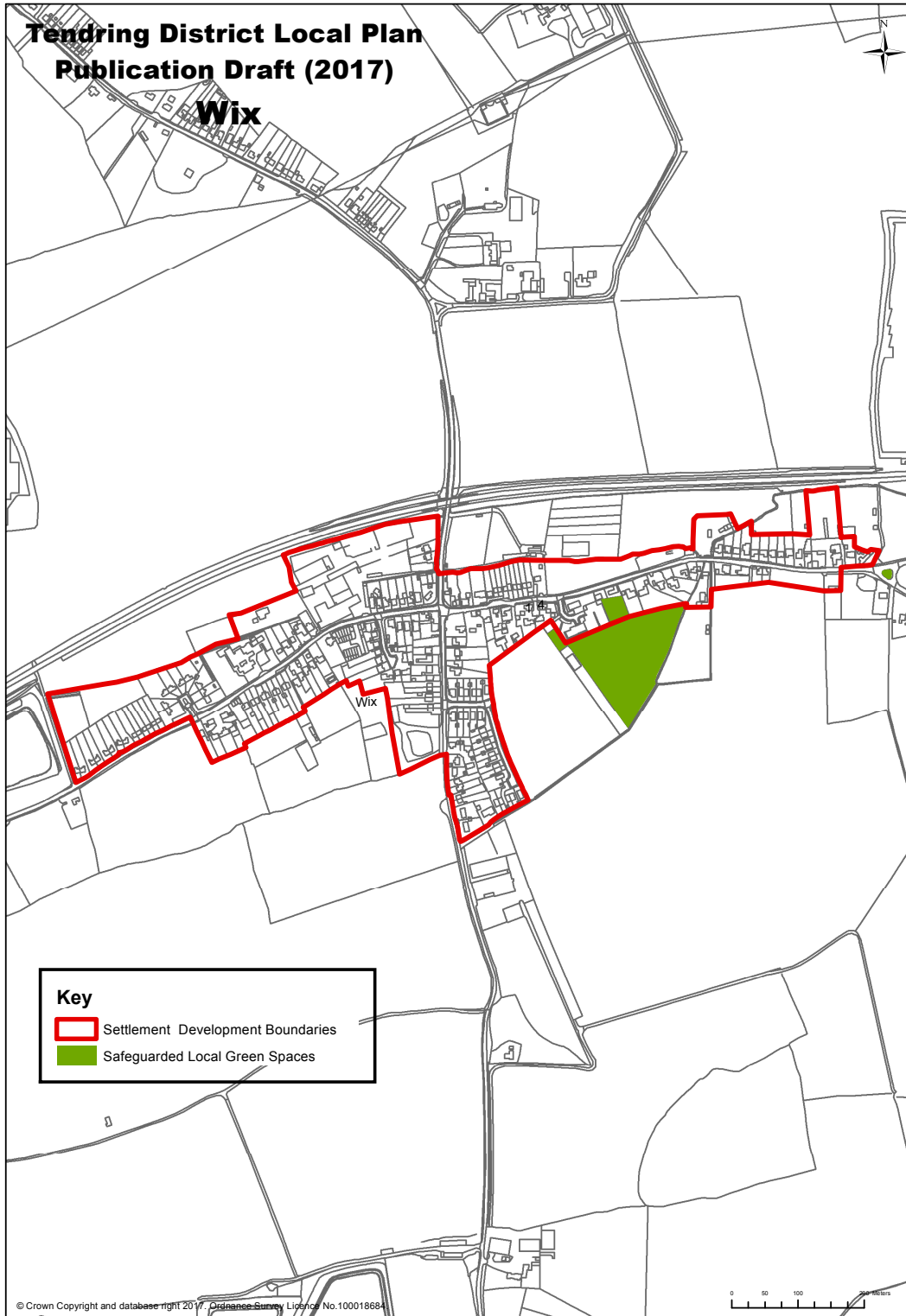
B.29 Weeley Heath

Map - Weeley Heath



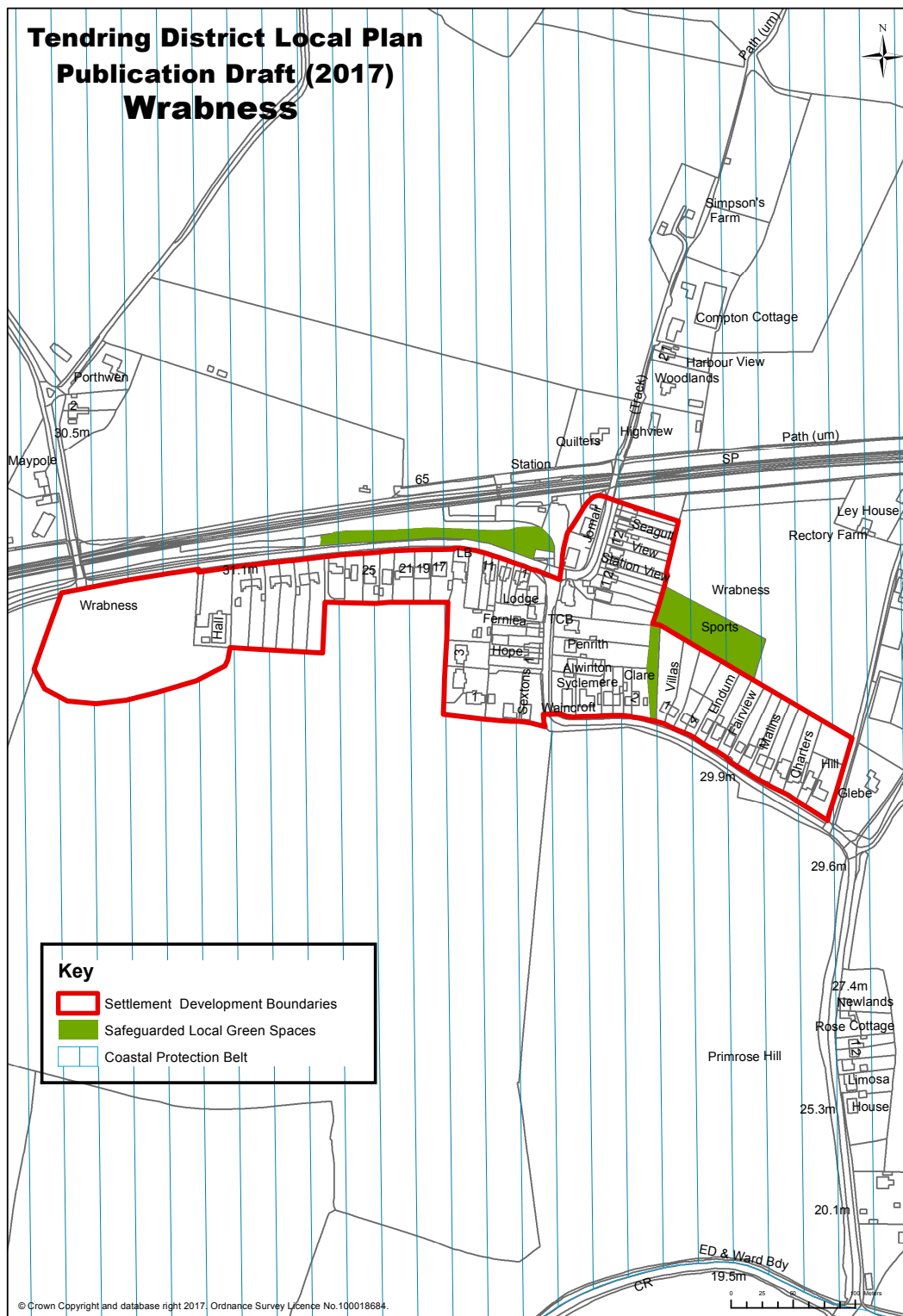
B.30 Wix

Map - Wix



B.31 Wrabness

Map - Wrabness



C Local Wildlife Sites and Ancient Woodland

Table C.1 - Local Wildlife Sites

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	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

C Local Wildlife Sites and Ancient Woodland

Code	Site Name	Area (ha)	Grid Ref.
Te24	Frating Hall/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	TM 091314
Te46	East End Green, Brightlingsea	2	TM 097168
Te47	Robinson Road Ponds, Brightlingsea	2.7	TM 097173
Te48	Thorrington Hall Wood, Thorrington	48.5	TM 101192

Code	Site Name	Area (ha)	Grid Ref.
Te49 *	Frating Abbey Farm Road Verge, Thorrington	0.2	TM 103199
Te50	Bentley Brook, Great Bentley / Thorrington	39	TM 105208
Te51	Lower Farm Marshes, Brightlingsea	61.2	TM 106175
Te52	Hopping Bridge Marsh, Mistley	1.2	TM 111319
Te53	Little Bentley Hall 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	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

C Local Wildlife Sites and Ancient Woodland

Code	Site Name	Area (ha)	Grid Ref.
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	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	Burcart's 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	TM 170231
Te96	Brakey Grove, Wrabness	6	TM 172313
Te97	Glebe Wood, Beaumont	3.4	TM 175258

Code	Site Name	Area (ha)	Grid Ref.
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	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	TM 206317
Te112	Whinny Grove, Ramsey and Parkeston	1.2	TM 215302
Te113	Michaelstowe Hall, Ramsey & Parkeston	7.8	TM 218306
Te114	Holland Hall Wood, Great Holland	5.3	TM 220195
Te115	Ramsey Ray, Ramsey and Parkeston	50	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

C Local Wildlife Sites and Ancient Woodland

Code	Site Name	Area (ha)	Grid Ref.
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

* Protected Verges

Table C.2 - Ancient Woodland Inventory

Name	Grid Reference
Thick's Wood, Brightlingsea (LoWS)	071190
Wicks Wood, Brightlingsea (LoWS)	076175
Mill Wood, Alresford (LoWS)An	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
Boudge Hill Wood, Great Bromley	076258
Tenpenny Heath, Thorrington (LoWS)	081203
Hockley Wood, Frating (LoWS)	088213

Name	Grid Reference
Manning Grove, Great Bromley (LoWS)	088275
Thorrington Hall 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 Bentley Hall Wood, Little Bentley (LoWS)	114245
High Barn Wood, Tendring (LoWS)	124230
Shair Wood, Tendring (LoWS)	130230
Gutteridge Hall 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
Weeley Hall Wood, Weeley (SSSI, EWT)	160210
Simons Wood, Tendring (LoWS)	162253
Killgrove Wood, Great Oakley (LoWS)	162267

C Local Wildlife Sites and Ancient Woodland

Name	Grid Reference
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
Holland Hall Wood, Great Holland (LoWS)	221195
Copperas Wood, Ramsey (SSSI, EWT (pt))	203316

(Source: Natural England, February 1992, reviewed June 2012)

D Heritage Assets

Table D.1 - 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 Mistle	02.10.1969	Extended 23.03.1981, 06.06.1983, 18.12.1989, 11.07.1994 and 29.10.2010
Ramsey	21.09.1981	

D Heritage Assets

Location	Date of Designation	Additional Information
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 and Walton, Great Holland, Kirby-le-Soken, Manningtree and Mistley and St. Osyth are also the subject of 'Conservation Area Management Plans' (CAMP) 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 Maps and Local Maps. 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.

Table D.2 - Protected Lanes

Parish	Name
Ardleigh	Lodge Lane/Crown Lane North Spring Valley Lane
Bradfield/Wix	Cansey Lane
Elmstead	Turnip Lodge Lane
Great Oakley	Pesthouse Lane Hill Road/Rectory Road, The Soils
Lawford	Church Hill
Little Bromley	Little Bromley Road

Note: Protected Lanes were designated by Essex County Council in 2015. They were adopted by Tendring District Council in 2015.

Table D.3 - Historic Parks and Gardens

Monument Title
Clacton Seafront Gardens (Grade II)
St. Osyth Priory (Grade II)
Thorpe Hall (Grade II)

(Source: Historic England)

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).

Table D.4 - 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

D Heritage Assets

Parish	Monument Title	Grid Reference
Harwich	The Harwich Redoubt	TM261321
Harwich	Napoleonic Coastal Battery at Bathside	TM258324
Harwich	Beacon Hill Fort	TM262317
Harwich	Dovercourt Lighthouses and Causeway	TM252308
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	TM120157
	(uninhabited portions and gatehouse)	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: [Historic England](#))

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).