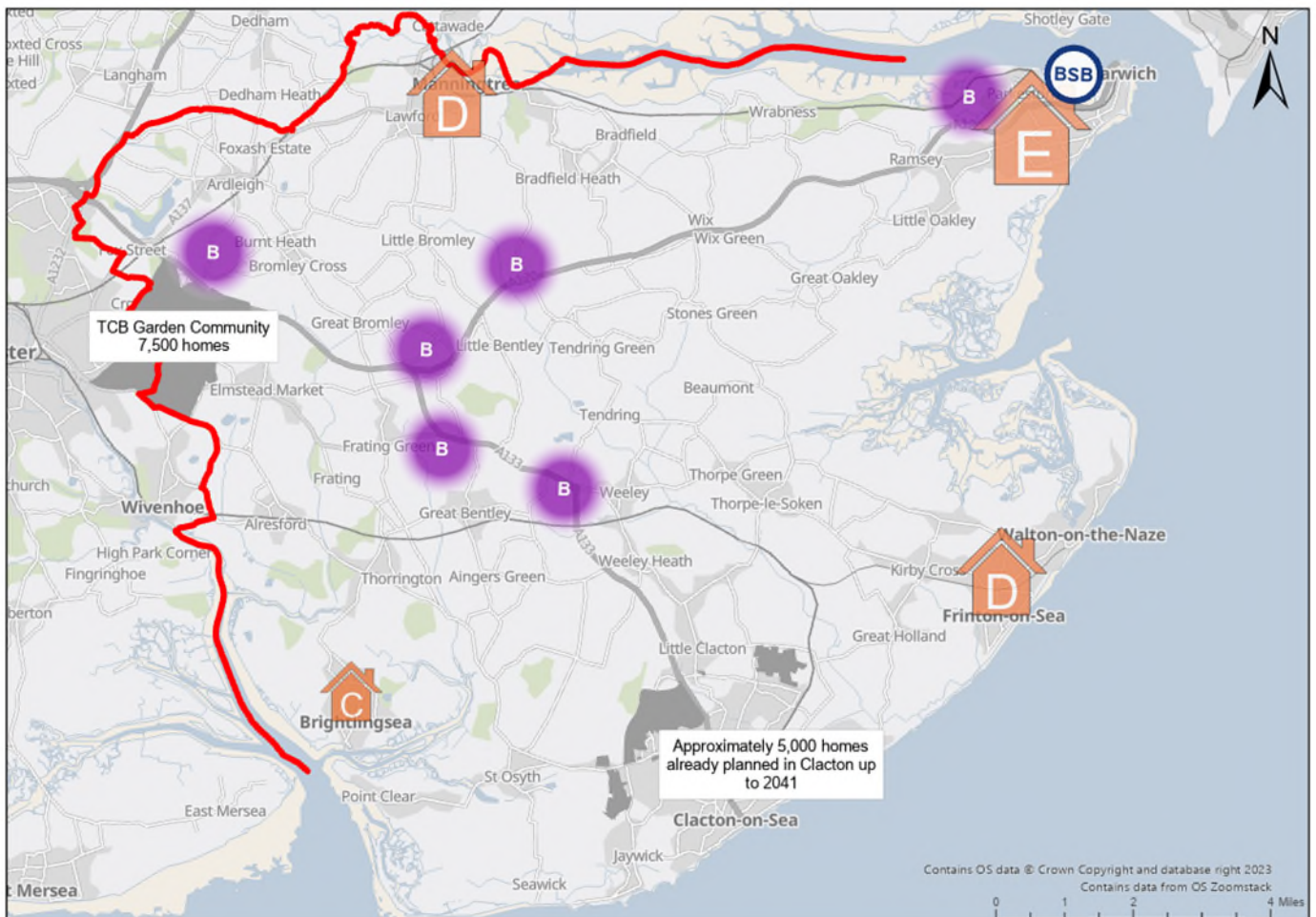


## Option 1: Urban Expansion

An approach that directs all additional housing development to the district’s ‘urban areas’, most notably Harwich & Dovercourt (reflecting the economic opportunities around Freeport status and development at Bathside Bay), with further growth also in and around Frinton, Walton & Kirby Cross; Manningtree, Lawford & Mistley; and (to a lesser extent) Brightlingsea (noting that Clacton and the proposed Tendring Colchester Borders Garden Community are already identified as locations for considerable levels of housing development in the current Local Plan that will continue to 2041 and beyond).

### Headlines

- Harwich & Dovercourt area primary focus of additional housing development (up to 2,000 extra homes to 2041).
- Further long-term expansion also planned for the Frinton, Walton, Kirby Cross (up to 800 homes); Manningtree, Lawford and Mistley (up to 800 homes) over and above those already under construction. Potential also for Brightlingsea to accommodate up to 300 additional homes.
- Port expansion at Bathside Bay (BSB) and new business parks (B) established in one or more locations along the A120/A133 corridor to attract inward investment in business and industry and create additional jobs.



### Housing Development

**E** = Medium Term Strategic / Mixed Use Development (800 – 1999 homes)

**D** = Short Term Strategic / Mixed Use Development (300 – 799 homes)

**C** = Large Housing Development (100-299 homes)

### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

This approach seeks to focus all long-term development on the district's urban areas – a traditional approach to planning for growth that prioritises locations with good access to a range of jobs, shops, services, and facilities.

The Council's current Local Plan already envisages some 5,000 homes being built in the Clacton area by 2041 and the new Tendring Colchester Borders (TCB) Garden Community is expected to bring 7,500 new homes over an even longer 30-year period.

To meet any additional requirement for homes up to 2041, this option focuses on the expansion of the Harwich & Dovercourt area – particularly given the growing interest in the area for business investment and creation of job opportunities following the designation of Freeport status and the long-awaited start of development of a new container port at Bathside Bay, which also has the potential, in the medium-term to play a critical role in supporting the off-shore wind and green energy industries.

In addition, a medium amount of development will be allocated around Manningtree, and Frinton/Walton/Kirby Cross, and a smaller amount of development proposed for Brightlingsea.

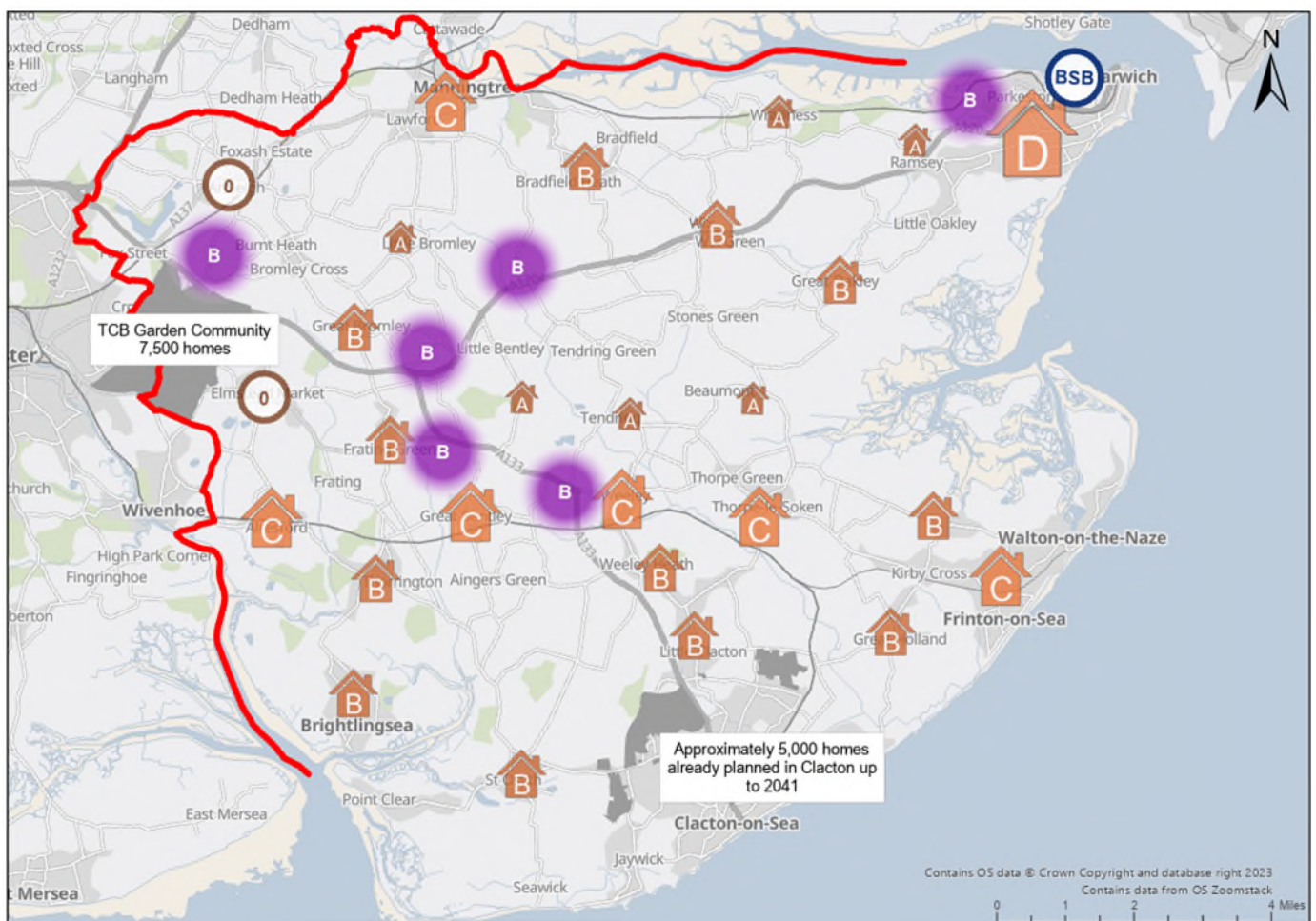
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Maximum amount of housing located in and around settlements with large populations and a range of jobs, shops, services, and facilities – helping, in theory, to keep car journeys, carbon emissions and traffic to a minimum.</li> <li>• Focusses more development on the Harwich area to reflect and support the economic growth and job opportunities at Bathside Bay and Freeport sites.</li> <li>• Brings the scale of housing growth at Harwich more in line with the strategic growth already planned at Clacton and Tendring Colchester Borders Garden Community.</li> <li>• Villages get a break from further major development once current schemes have come to end – helping to keep their rural character intact.</li> <li>• Fewer communities directly affected by the additional growth, so objections to development likely to be localised rather than widespread.</li> <li>• Development at scale enables a more efficient, more coordinated, and less complicated approach to the delivery and ongoing maintenance of new infrastructure – particularly schools, health facilities, transport provision and open spaces.</li> <li>• Less pressure and cost for the Council and other public sector partners in dealing with a fewer number of larger planning applications, as opposed to a significant number of smaller applications over a wider area.</li> </ul>	<ul style="list-style-type: none"> <li>• High reliance on development in only a handful of locations which places a high risk to housing delivery when there are downturns in the economy, or if one or more development hits a problem.</li> <li>• Limited opportunities for small to medium-sized building firms and local builders if development is restricted to a small number of larger sites.</li> <li>• Limited opportunities for development to deliver local housing in rural areas to support local shops, services, and facilities and to get younger people on to the housing ladder in the village they grew up in.</li> <li>• Serious questions over how much additional development Manningtree, Lawford and Mistley can realistically accommodate – given its physical and environmental constraints and the considerable amount of development that has already taken place in recent years and is still under construction.</li> <li>• Practical limits to the amount of development the Frinton, Walton and Kirby Cross area and Brightlingsea could accommodate without significantly impacting on their sensitive landscapes and local character.</li> <li>• The additional housing development would be poorly located in relation to any new business park(s) established along the A120/A133 corridor towards the west and central parts of the district.</li> <li>• Strong likelihood of objections from landowners and developers in other areas if their land is excluded from the Local Plan.</li> </ul>

## Option 2: Hierarchy-Based Distribution

A proportionate spread of development across all towns and most villages across the district with larger urban areas accommodating proportionately larger increases in housing than villages, and even the smaller villages with more limited services and facilities accommodating a share of new development.

### Headlines

- Harwich & Dovercourt area to accommodate up to 800 extra homes to 2041). Other towns and large villages could each accommodate between 100 and 300 homes. Medium-sized villages might accommodate between 0 and 100 new homes but growth around smaller villages limited to between 0 and 30. This is all dependent on a detailed assessment of land availability in each area.
- Ardleigh and Elmstead Market protected from additional planned growth (with the TCB Garden Community and locally prepared Neighbourhood Plans in place).
- Bathside Bay and A120/A133 business parks proposed (as per Option 1).



### Housing Development

**D** = Strategic / Mixed Use Development (300 – 799 homes)

**C** = Large Housing Development (100-299 homes)

**B** = Medium Housing Development (30-99 homes)

**A** = Small Housing Development (1-29 homes)

**(O)** = No additional planned growth (Elmstead Market and Ardleigh)

### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

Still focussing on the majority of any additional development being directed to the district's urban areas, this option also proposes a fair proportion of housing at different scales across the district's rural villages.

Larger villages (for example Great Bentley or Thorpe le Soken) with a fair range of jobs, shops, services and facilities and access to rail services could accommodate more development than those (e.g. St. Osyth) without railway stations. In turn, medium-sized villages (like Thorrington, Great Oakley, or Bradfield) with less in the way of jobs, shops, services and facilities could see lower levels of development; and smaller and more remote villages (like Beaumont Cum-Moze, Little Bentley or Little Bromley) might only be reasonably be expected to accommodate small increases in housing.

This option follows, broadly, the 'settlement hierarchy' approach set out in the Council's current Local Plan.

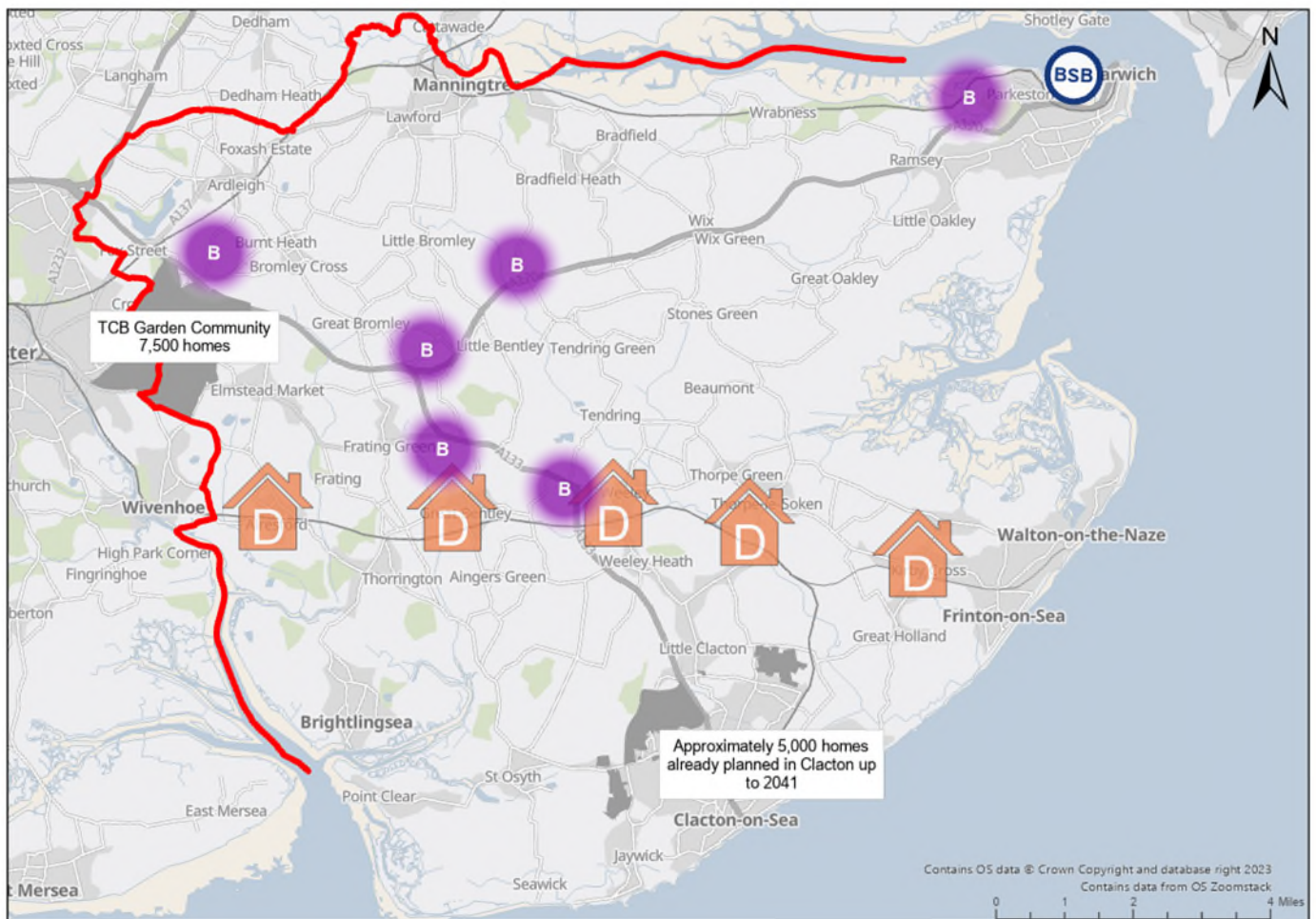
<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>• Proportionate spread of development across the district so all communities share in the burden of growth in a fair way, with no one community in particular being singled out.</li> <li>• Maximum likelihood of strong housing delivery, avoiding an over-reliance on a small number of developments that could stall if there is an economic downturn or other problems arise.</li> <li>• Multiple opportunities for small and medium-sized building firms, local builders as tradesman to find work.</li> <li>• Opportunities for a wide choice of new homes to suit different tastes, lifestyles and demands with a rich variety of architectural styles.</li> <li>• Maximum opportunities for young people to obtain housing in the community they've grown up in, including in the rural areas.</li> <li>• Best opportunity for the Council to comply with the government policy of at least 10% of new homes being built on smaller sites of less than a hectare.</li> <li>• Development in and around the district's urban areas could be kept at a more modest scale that could be accommodated with a lower impact on their landscapes, character, and infrastructure than for some other options.</li> <li>• Housing development can be located in the western and central parts of the district to support the establishment of new business parks along the A120/A133 corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Approach likely to be unpopular in most communities across the district, rather than just a small number of affected areas.</li> <li>• Many developments will be in locations that are a long distance from jobs, shops, services, and facilities – resulting in the likelihood of more car journeys, carbon emissions and traffic.</li> <li>• Many areas of the district will be under construction for a long period of time, with associated issues with construction traffic, noise, and dust.</li> <li>• The cumulative impact of multiple smaller developments on the transport network, schools and health provision can be significant and difficult to mitigate and manage in a managed and coordinated way.</li> <li>• Smaller developments provide less scope to deliver new infrastructure on site, whilst still placing pressure on existing infrastructure, services, and facilities - including emergency services.</li> <li>• There would be a greater reliance on the need to secure financial contributions from multiple new development and greater pressure on the Council and other public sector partners to spend those contributions in the right way and at the right time.</li> <li>• Greater pressure and cost for the Council and other public sector partners in dealing with lots of planning applications across a wide area, rather than focussing its efforts on a smaller number of larger schemes.</li> </ul>

### Option 3: Metro Plan

A radically different approach that directs all the additional development to land within 800m of railway stations on the branch line between Colchester and Walton – resulting in significant expansion of Alresford, Great Bentley, Thorpe le Soken and Kirby Cross, albeit of a scale that would be accompanied by new schools, health and community services and facilities.

#### Headlines

- Up to (but no more than) 800 additional new homes with associated infrastructure, services, and facilities (including primary schools and health facilities) in and around each of the villages with railway stations – over and above the developments already under construction in those areas.
- This is similar to the proposal put forward by the Campaign Against Urban Sprawl in Essex (CAUSE) as an alternative to the TCB Garden Community and other Garden Communities in North Essex.
- Bathside Bay and A120/A133 business parks proposed (as per Options 1 & 2).



#### Housing Development

**D** = Strategic / Mixed Use Development (300 – 799 homes)

#### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

This option reflects a proposal that was put forward by the Campaign Against Urban Sprawl in Essex (CAUSE) as an alternative to the Tendring Colchester Borders Garden Community and the other Garden Communities that were being proposed for North Essex at the time. The general idea behind this approach is that as many homes as possible would be built within a reasonable walking distance (800 metres) of a railway station – therefore giving residents maximum opportunity and incentive to use rail to move between towns and villages as an alternative to the private car. Developments of this scale would also be deliverable within the timescale of a Local Plan (unlike a Garden Community that could take many decades) and could deliver new jobs, shops, services, and facilities that could benefit existing residents of the village as much as new residents – for example through the provision of new schools or health facilities.

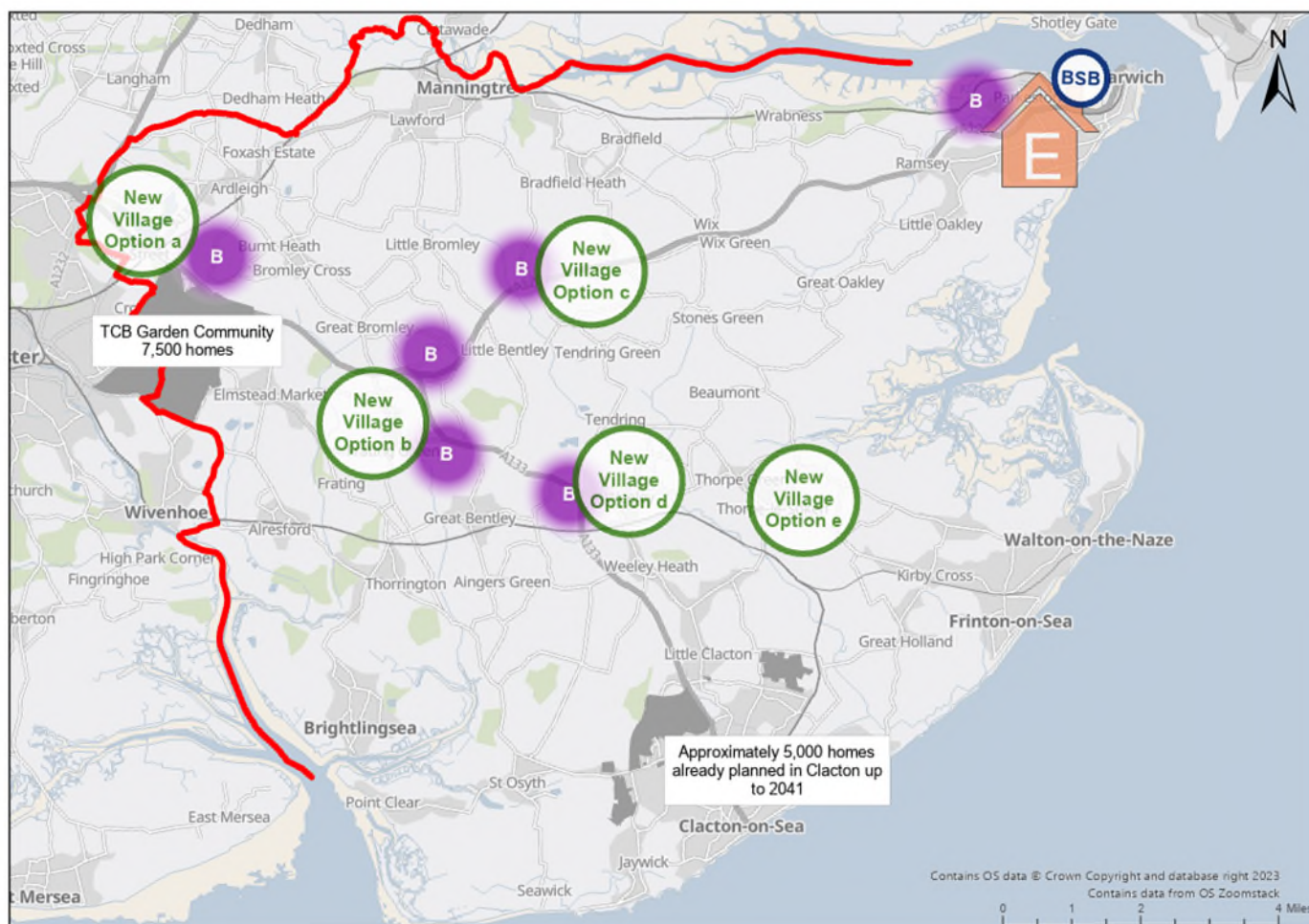
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Locates new homes within 800 metres walking distance of a railway station so that residents have maximum opportunity to travel between Clacton, Walton and Colchester using public transport rather than private cars.</li> <li>• In theory, could result in fewer car journeys and less carbon emissions and traffic than other options.</li> <li>• Provides the potential, due to the scale of development, for significant on-site infrastructure including new schools, medical and community facilities to be delivered – which could help to address existing deficiencies, and which could benefit both existing and new residents.</li> <li>• Good likelihood of delivery as the market for new housing in rural areas with good access to rail services to Colchester and beyond is strong (as demonstrated by the considerable development that has happened in and around Alresford, Great Bentley, Thorpe, and Kirby in recent years.</li> <li>• Fewer communities directly affected by the additional growth, so objections to development likely to be localised rather than widespread (albeit given the scale of development proposed, local objection in those selected areas is likely to be strong).</li> <li>• Other towns and villages get a break from further major development once current schemes have come to end – helping to keep their character intact.</li> <li>• Would strengthen the case for more investment in rail services and the facilities at railway stations.</li> </ul>	<ul style="list-style-type: none"> <li>• Alresford, Great Bentley, Weeley, Thorpe and Kirby have already seen significant development in recent years and further development will of this scale would continue to profoundly alter their character.</li> <li>• This approach likely to be extremely unpopular in the locations affected and would mark a radical change from the historic approach to development of expanding towns – requiring a strong justification.</li> <li>• Strategy will only be successful if significant new infrastructure including schools, medical and community facilities are actually delivered alongside new homes and/or if travel by rail is made attractive, convenient and affordable.</li> <li>• This strategy does not recognise nor align with the potential economic growth and job opportunities in the north of the district around Harwich, Bathside Bay and the A120 corridor as a result of Freeport status – as most housing development will be in the south of Tendring.</li> <li>• Risk that development in these locations will be more attractive to incomers to the district rather than local people with the possibility that a large proportion of new residents will commute out of the area for work rather than find employment or set up businesses in the Tendring area.</li> <li>• Local people in need of housing might be priced out of the market if not enough opportunities for new homes are provided in other parts of the district with lower house prices.</li> </ul>

## Option 4: Freeport/Garden Village(s)

An approach that involves the establishment of one or more entirely new 'Garden Villages' that could expand to up to 5,000 homes in the long-term beyond 2041 in strategically important locations on the district's transport network, alongside major expansion of Harwich & Dovercourt. The potential locations for a new village could include Fox Street, Frating, Horsley Cross, Weeley and Thorpe le Soken but would need to achieve a scale of development that would facilitate and deliver a full range of services and facilities as well as strategic infrastructure improvements that would benefit the wider district.

### Headlines

- Harwich & Dovercourt to deliver up to 2,000 extra homes to 2041 alongside significant job opportunities at Bathside Bay and other Freeport sites.
- Creation of one or two new purpose-built villages each delivering up to 2,000 before 2041 and potentially growing to around 5,000 homes in total by the 2050s. Any new village would need to deliver strategic infrastructure than benefits the wider district.
- A120/A133 business parks proposed - potentially delivered as an integral part of one or more new Garden Villages.



### Housing Development

**(New Village Options)** = Long Term Strategic / Mixed Use Development (2000+ homes)

**E** = Medium Term Strategic / Mixed Use Development (800 – 1999 homes)

### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

Like Option 1, this option would prioritise growth around Harwich & Dovercourt to maximise the potential for economic growth and jobs off the back of Bathside Bay and Freeport East. However, instead of the remaining housing requirement being delivered through the expansion of other towns and villages in the district, it would be delivered through one or two completely new villages of up to 5,000 homes in strategically important locations – planned from the outset to deliver new jobs, shops, services, and facilities along with infrastructure that could benefit the wider district as a whole.

The suggested locations reflect ideas that have either been put forward either by the Council or other people in the past. E.g. development between Fox Street and the edge of Colchester with a new mainline railway station; the ‘Tendring Central’ concept for Frating/Great Bromley with a business park and multi-directional junction linking the A120 and A133; an entirely new stand-alone community around the new business park at the Horsley Cross interchange; a new expanded village around the Tendring Park Services interchange between the A133 and B1033 at Weeley; and major development funding the construction of a bypass around Thorpe le Soken.

<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>• Focusses more development on the Harwich area to reflect and support the economic growth and job opportunities at Bathside Bay and Freeport sites.</li> <li>• Brings the scale of housing growth at Harwich more in line with the strategic growth already planned at Clacton and Tendring Colchester Borders Garden Community.</li> <li>• Provides the opportunity to deliver one or more purpose-built settlement (a garden village) which, like the Tendring Colchester Borders Garden Community, can be planned from the outset to incorporate new jobs, shops, services and facilities, modern energy-efficient homes, and a fresh approach to community stewardship.</li> <li>• A new garden village(s) would be larger developments of between 2,000 and 5,000 homes that provide not only for development during the extended timeframe of the Local Plan to 2041, but beyond that into subsequent plan-periods.</li> <li>• Development at scale enables a more efficient, more coordinated, and less complicated approach to the delivery and ongoing maintenance of new infrastructure – particularly schools, health facilities, transport provision and open spaces.</li> <li>• Other towns and villages get a break from further major development once current schemes have come to end – helping to keep their character intact, with less pressure for expansion both in the current Local Plan period and in the longer-term beyond.</li> </ul>	<ul style="list-style-type: none"> <li>• Extremely high reliance on development in just two or three locations which risks housing delivery when there are downturns in the economy, or if one development hits a problem.</li> <li>• Limited opportunities for small to medium-sized building firms and local builders if development is restricted to a small number of larger sites.</li> <li>• Limited opportunities for development to deliver local housing in rural areas.</li> <li>• Development of one or more additional Garden Villages will profoundly transform the character of the area(s) affected and will be extremely unpopular in the locations affected.</li> <li>• Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes.</li> <li>• A Garden Village in the west of the district would be very close to the TCB Garden Community and risks competing with it for house sales, potentially saturating the market and slowing the rate of development – risking housing delivery targets.</li> <li>• A Garden Village at either Frating, Weeley or Thorpe would affect a lot of residents and totally transform the existing village(s) – this approach would require very strong justification and overriding public benefits for existing residents.</li> <li>• Serious questions as to whether suitable land is available in these locations to deliver a Garden Village, with multiple landowners and significant physical and environmental constraints.</li> </ul>

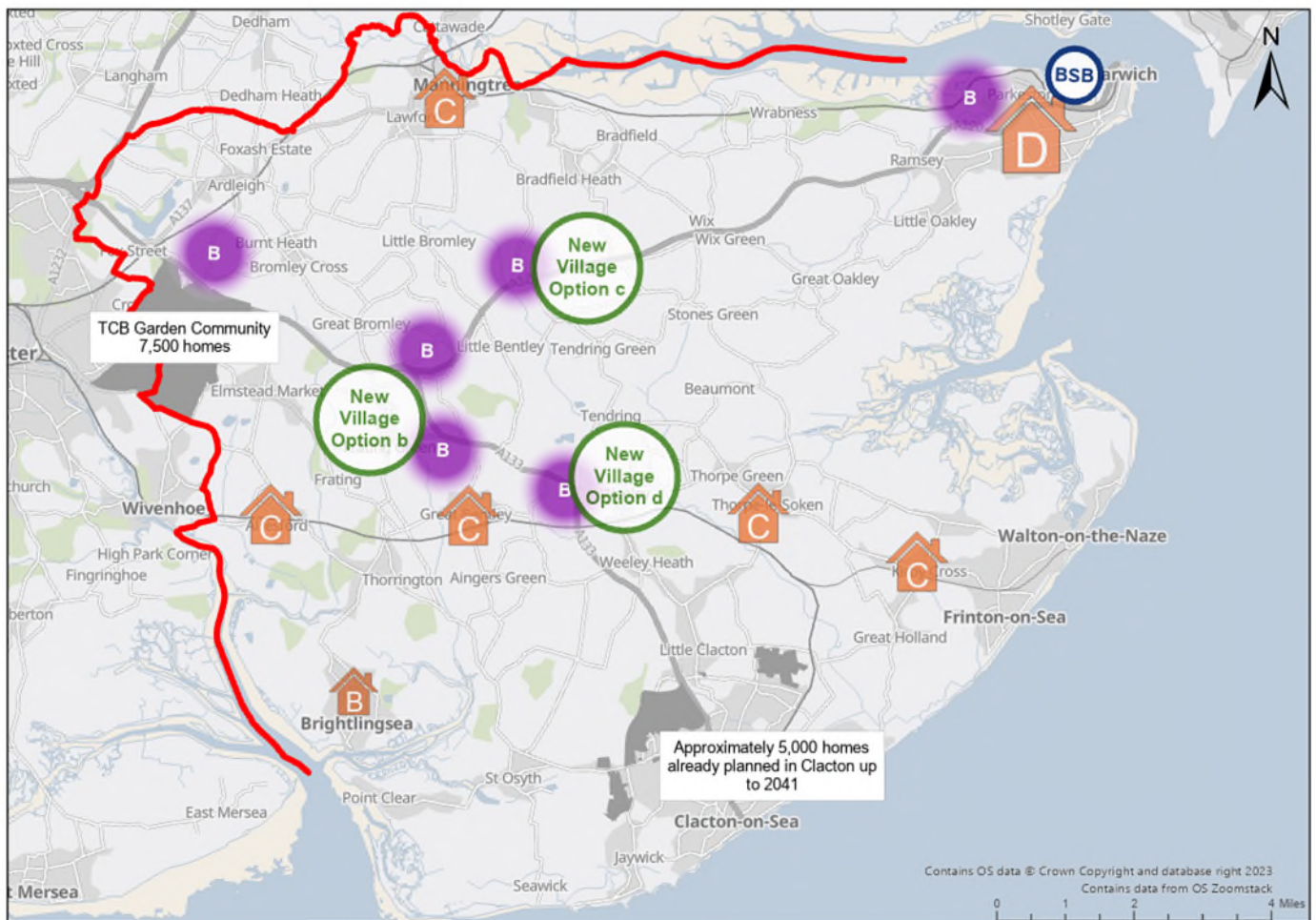


## Option 5: Hybrid Strategy Approach

An approach which draws on elements of Options 1 to 4 by seeking to focus additional housing development through a combination of urban expansion, development in and around larger villages with railway stations and the establishment of a Garden Village in the Frating/Great Bromley area.

### Headlines

- Harwich & Dovercourt area to accommodate up to 800 extra homes to 2041). Other towns and large villages with railway stations could each accommodate between 100 and 300 homes.
- Creation of one a new purpose-built village delivering up to 2,000 homes before 2041 and potentially growing to 5,000 homes in total by the 2050s.
- Bathside Bay and other A120/A133 business parks proposed, but housing development in and around smaller villages to be tightly controlled.



### Housing Development

**(New Village Options)** = Long Term Strategic / Mixed Use Development (2000+ homes)

**D** = Strategic / Mixed Use Development (300 – 799 homes)

**C** = Large Housing Development (100-299 homes)

**B** = Medium Housing Development (30-99 homes)

### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

This approach is a hybrid that combines some of the key elements of Options 1-4.

Like Options 1 and 2, the District's urban areas would still be expected to accommodate a large proportion of any additional housing growth – with Harwich & Dovercourt and, to a lesser extent, the smaller urban settlements of Frinton/Walton/Kirby Cross, Manningtree/Lawford & Mistley and Brightlingsea seeing continued expansion.

However, there would also be some further expansion around Alresford, Great Bentley, Weeley and Thorpe le Soken in line with the Option 3 'Metro Town' concept, still within 800m walking distance of a railway station but of a lesser scale (up to 300 homes in each location) with some new services and facilities to address some of the pressure on existing infrastructure following some of the recent development that will have already happened in those locations.

Then, to bring more balance to the levels of growth proposed along the district's southern rail corridor and the A120 corridor further north, a new garden village with new schools and other services and facilities would be established in either the Frating/Great Bromley area (4b), Horsley Cross (4c) or Weeley (4c).

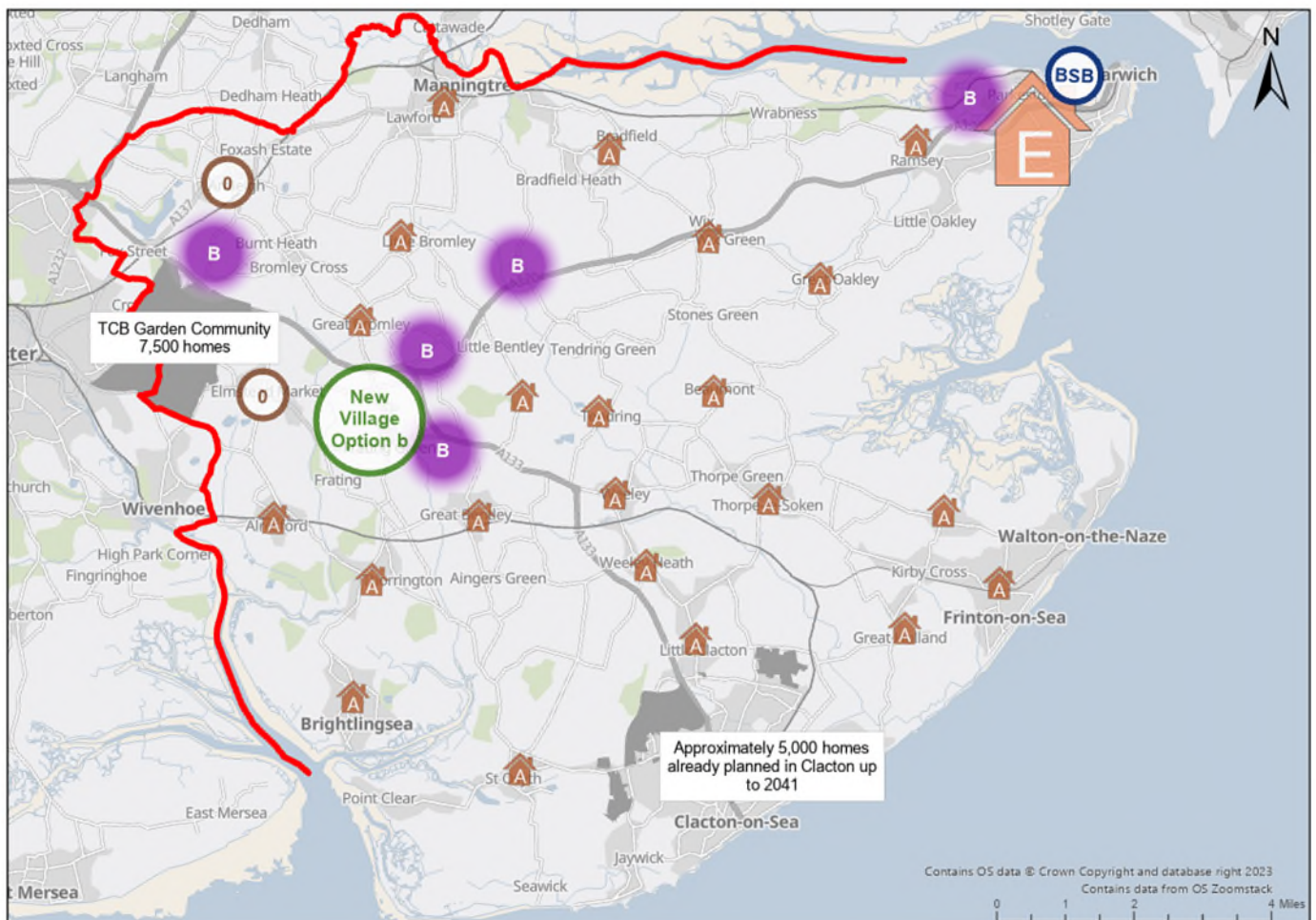
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Provides for a distribution of growth across all four corners of the district that still focuses on locations either with good access to either an existing range of shops, jobs, services, and facilities; access to rail services to and from Colchester and Clacton; or locations where new infrastructure can be delivered as an integral part of new development.</li> <li>• The Frating option offers the opportunity to improve north/south connectivity in the district, both through the creation of a multi-directional A120/A133 interchange, and by extending the Colchester rapid transit service to Frating and beyond, improving access, by bus, for surrounding communities and nearby rail services.</li> <li>• Provides the opportunity to deliver a new village planned from the outset to incorporate new jobs, shops, services and facilities, modern energy-efficient homes, and a fresh approach to community stewardship – with the potential to deliver comes up to, and beyond the end of the 2041 Local Plan period.</li> <li>• Smaller villages with no access to rail (with the exception of any Garden Village location) get a break from further major development once current schemes have come to end – helping to keep their character intact, with less pressure for expansion both in the current Local Plan period and in the longer-term beyond.</li> <li>• Has potential to maximise access to jobs and everyday services by walking, cycling and public transport whilst still achieving a broad spread of development across the district and avoiding an over-reliance on just one or two developments for housing delivery.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially provides only limited opportunities for small to medium-sized building firms and local builders if development is restricted to a smaller number of larger sites with only limited opportunities for developments in some of the rural areas.</li> <li>• Could make it difficult to achieve the government requirement for 10% of new homes to be built on smaller sites of less than 1 hectare in size.</li> <li>• Limited opportunities for development to deliver local housing in rural areas to support local shops, services, and facilities and to get younger people on to the housing ladder in the village they grew up in.</li> <li>• Development of a new Garden Village in either of the three potential locations will profoundly transform the character of that area and is likely to be unpopular amongst residents - requiring very strong justification and overriding public benefits.</li> <li>• Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes at the Garden Village.</li> <li>• Some questions as to whether suitable land is available in these locations to deliver homes, with potential multiple landowners and significant physical and environmental constraints.</li> </ul>

## Option 6: A120 Freeport/Tendring Central Growth and Windfall Development

An approach that prioritises growth along the A120 corridor with expansion of Harwich & Dovercourt supported through the establishment of a new garden village in the Frating/Great Bromley area and limited small-scale development opportunities elsewhere.

### Headlines

- Harwich & Dovercourt area to accommodate up to 2,000 extra homes to 2041) with a new purpose-built village in Frating/Great Bromley area delivering up to 2,000 homes before 2041 and/or beyond and potentially growing to 3,000 homes in total by the 2050s. Growth supported by new business parks along an upgraded A120 corridor.
- Settlement development boundaries for other towns other villages across the district adjusted to allow some smaller-scale housing develop opportunities on sites less than 1 hectare in size.



### Housing Development

**(New Village Options)** = Long Term Strategic / Mixed Use Development (2000+ homes)

**E** = Medium Term Strategic / Mixed Use Development (800 – 1999 homes)

**A** = Small Housing Development (1-29 homes)

**(0)** = No additional planned housing growth (Elmstead Market and Ardleigh)

### Commercial Development

**(B)** = Potential broad locations for Business Parks

**(BSB)** = Bathside Bay Container Port Expansion

## Rationale

This approach is a variation on Option 4 that focussed the majority of any additional development on the A120 corridor, as part of a strategy that promotes and is dependent on the upgrading the A120. It focuses on the major expansion of Harwich & Dovercourt driven by economic growth related to Freeport status and development at Bathside Bay, supported through the establishment of a new Garden Village in the Frating/Great Bromley, the creation of a multi-directional junction linking the A120 and A133 and new business parks.

The new Garden Village, based on the 'Tendring Central' concept promoted for inclusion would deliver new shops, jobs, infrastructure, and services including a new primary school and new community/health facilities – connected to Colchester, new the Tendring Colchester Borders Garden Community and neighbouring villages through the expansion of the proposed 'Rapid Transit System' (RTS). To allow some development to take place elsewhere across the district to support the local economy and small to medium-sized housebuilders whilst delivering on government policy to achieve 10% of all new housing development on sites less than one hectare in size, this approach will be supplemented with selected adjustments to the settlement development boundaries for other towns and villages, allowing for a range of smaller developments of between 10 and 30 homes (excluding Elmstead Market and Ardleigh).

<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"> <li>• Focusses more development on the Harwich area to reflect and support the economic growth and job opportunities at Bathside Bay and Freeport sites whilst promoting the upgrading of the A120 and potentially delivering a multi-directional A120/A133 interchange.</li> <li>• Brings the scale of housing growth at Harwich more in line with strategic growth already planned at Clacton and TCB Garden Community.</li> <li>• Provides the opportunity to a further Garden Village which, like the Tendring Colchester Borders Garden Community, can be planned from the outset to incorporate new jobs, shops, services and facilities, modern energy-efficient homes, and a fresh approach to community stewardship.</li> <li>• A new garden village(s) would be larger developments of between 2,000 and 3,000 homes that provide not only for development during the extended timeframe of the Local Plan to 2041, but beyond that into subsequent plan-periods.</li> <li>• Development at scale enables a more efficient, more coordinated, and less complicated approach to the delivery and ongoing maintenance of new infrastructure – particularly schools, health facilities, transport provision and open spaces.</li> <li>• Other towns and villages to accommodate some smaller scale development once current schemes have come to end – helping to keep their character intact, with less pressure for expansion both in the current Local Plan period and in the longer-term beyond, whilst supporting the local economy, small to medium sized housebuilders and government policy supporting small-scale development</li> </ul>	<ul style="list-style-type: none"> <li>• Potential high reliance on larger developments in two locations which risks housing delivery when there are downturns in the economy, or if one development hits a problem.</li> <li>• Development of a Garden Village in Frating/Great Bromley area will profoundly transform the character of the area and will be extremely unpopular in the existing community – therefore will require very strong justification and overriding public benefits for existing residents.</li> <li>• Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes.</li> <li>• A Garden Village in the west of the district would be very close to the TCB Garden Community and risks competing with it for house sales, potentially saturating the market and slowing the rate of development – risking housing delivery targets.</li> <li>• Questions as to whether suitable land is available in the Frating/Great Bromley area to deliver a Garden Village, with multiple landowners and significant physical and environmental constraints.</li> <li>• Still involves a degree of smaller-scale development across other parts of the district with smaller developments providing less scope to deliver new infrastructure on site, whilst still placing pressure on existing infrastructure, services, and facilities - including emergency services.</li> </ul>