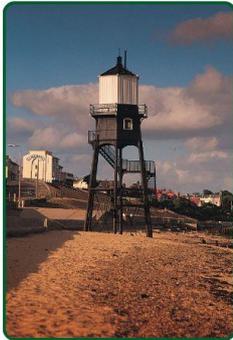


Tendring District Local Plan Review: Issues and Options Consultation Document



1 Introduction

Our Local Plan

- 1.1** It is a legal requirement for councils to produce a ‘Local Plan’ for their area to guide the future planning and development and to make sure that Local Plan is kept up to date. The purpose of the Local Plan is to deliver sustainable development and the coordinated provision of housing, jobs and infrastructure whilst best protecting and enhancing the natural and built environment. As well as being the blueprint for future growth in the area, Local Plans contain the rulebook of policies that councils follow in deciding whether or not to grant planning permission for different types of new development or changing the use of land or buildings.
- 1.2** Tendring District Council already has a Local Plan which was formally adopted in two sections, by its elected councillors, in January 2021 and January 2022 respectively. However, the Government requires councils to review and update their Local Plans every five years to ensure they remain up-to-date and effective, comply with latest national policy and are adjusted accordingly to respond to changing circumstances. The Council has already started work on reviewing the Local Plan for Tendring with the aim of completing all the necessary stages of the process so that an updated Plan can be adopted by January 2026. Public consultation and engagement are an essential part of the legal process of reviewing Local Plans and this **Issues and Options Document** has been prepared especially for what will be the first of at least three consultation exercises.
- 1.3** Through this Issues and Options consultation, the Council is inviting residents, businesses, community representatives, developers, landowners, and anyone else with an interest in the future of Tendring to put forward their views on what should be included in the updated Local Plan. In this document, the Council has highlighted, in as simple terms as possible, the main areas it thinks will need to be looked at again as part of the review and is inviting people to respond to a series of questions that relate to those particular areas. These areas most notably include:
- the overarching vision and objectives for the Local Plan that will shape the future of our district up to 2041 and beyond;
 - the potential location for any additional housing or commercial development (over and above that already planned for in existing current Local Plan) that might be required to meet longer-term projected needs and government requirements, particularly in the period 2033 to 2041;
 - policies aimed at delivering the right mix of new homes including family housing, specialist housing (including older people) and supported accommodation, affordable housing for people and families with lower incomes as well as opportunities for people to build their own homes;
 - the approach to delivering new and improved infrastructure across our district to support the needs of a growing population and economy, including medical and health services; schools and other education provision; transport infrastructure (including walking, cycling and public transport as well as roads); open spaces,

sports and leisure facilities; coastal defences; and utilities like drainage and sewerage;

- the policies and proposals aimed at maximising the economic potential of our district and creation of new jobs, particularly following the designation of a ‘Freeport’ around the ports of Harwich and Felixstowe (a government incentive aimed at boosting investment in the economy) and recognition of Tendring, by the Government, as an area for ‘Levelling Up’;
- the policies aimed at delivering energy-efficient homes and other buildings along with measures to reduce carbon emissions and contribute towards the global fight against climate change; and
- the policies aimed at protecting and enhancing wildlife habitats in the District, delivering and expanding upon new government requirements for ‘biodiversity net gain’.

1.4 In December 2023, the Council’s Planning Policy and Local Plan Committee agreed to commence the review of the Local Plan in line with a focussed set of ‘overarching guiding principles’ – with a key aim of updating, amending, improving, and carrying forward as much of the Council’s current Local Plan as practical rather than re-writing it from scratch. This will maintain continuity around the approach going forward and make the most effective and efficient use of council resources and tax-payers money at a time of significant financial pressure. These overarching principles are referred to throughout this document and people are invited to comment on them in their responses to this consultation.

Issues and Options Consultation Document

1.5 The Issues and Options Consultation is one of the earliest stages of the review process, and is the first opportunity for residents, businesses, developers, and other interested parties to share their views with us. The main purpose of this document is to ensure the review of the Local Plan will cover the right issues and that all suitable options for accommodating change are considered.

1.6 The questions within this document ask about changes and updates to the existing Local Plan’s policies. The adopted Local Plan can be viewed on the Council’s website: www.tendringdc.gov.uk/locaplan.

1.7 Because this is such an early stage of the review process, this document does not provide specific details of potential changes to policy wording or site development proposals. These will follow further work and consideration of the responses to this consultation – and will be presented later on in 2024, when we consult the public on preferred options.

1.8 The review of the Local Plan will follow a similar process as the preparation of the previously adopted Local Plan, including the same stages of public consultation. The timeline the Council is working towards is set out below and will be updated as the review progresses.

Local Plan Review Timeline



1.9 Once the updated Local Plan has been submitted to the Secretary of State, it will be examined by a government appointed Planning Inspector to determine whether it is sound and legally compliant. This examination will be held in public, and those who submit representations during public consultations will be invited to take part in hearing sessions if they wish.

Submitting Your Comments

- 1.10** This document asks specific questions about each of the key issues the Council has identified relating to the Local Plan Review. You can answer as many or as few of these focussed questions as you choose to, and at the end of the document we give you an opportunity to raise any other issues or comments you feel are relevant.
- 1.11** **The consultation exercise will run for six weeks (date – date 2024) and all comments must be received before the close of consultation at 5pm on date 2024.**
- 1.12** Please make sure that your response clearly sets out which question or subject each of your comments relate to. **You must include your name and contact details, as**

anonymous responses will not be accepted. Please also note that following the close of the consultation and once all comments have been processed, all responses will be made publicly available.

- 1.13** We would encourage you to submit your response via our Consultation Portal: www.tendringdc.oc2.uk. However, responses can also be submitted in writing to:

Planning Policy
Tendring District Council
Town Hall
Station Road
Clacton on Sea
CO15 0SE

- 1.14** If you have any queries or problems in relation to the Local Plan Review Issues and Options Consultation, please contact the Planning Policy team by phone: **01255 686177** or email: planning.policy@tendringdc.gov.uk.

- 1.15** Following the close of the consultation exercise, the Planning Policy team will collate and summarise the representations received, and these will be reported to the Local Plan Committee before the Council makes a decision on what should be included in the new Local Plan. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan 'Preferred Options Document' which will be published for another round of public consultation.

2 Local Plan Review – Guiding Principles

Section 1 of the Local Plan

2.1 The Council’s current Local Plan was adopted in two sections:

- **Section 1** was prepared jointly by Tendring District, Colchester City, and Braintree District Councils, and contains strategic policies that are common between all three authorities. Section 1 was examined first and was formally adopted by the three councils in 2020.
- **Section 2** contains policies that are specific to the Tendring District and was examined separately from Section 1. The examination of Section 2 took place in 2020, and the Plan was formally adopted by the Council in January 2021.

2.2 The main purpose of the shared Section 1 Local Plan was to facilitate the delivery of a Garden Community on the border of Tendring and Colchester as part of a wider strategy for growth across North Essex. The Garden Community now has its own Development Plan Document, with policies specific to the that development, which in May 2024 was examined by a government-appointed Planning Inspector. Due to the advanced state of that document, and the ongoing joint working between TDC and Colchester City Council, it has not been necessary for Tendring, Colchester and Braintree to review their Local Plans jointly and instead the councils have been able to carry out their five-yearly Local Plan reviews independently – focussing on the issues most relevant to each area.

2.3 It is proposed, therefore, that the reviewed Local Plan will be a single document that will, on adoption, supersede both the existing Sections 1 and 2. The new Local Plans for Tendring and Colchester will however need to include a planning policy relating to the proposed Garden Community, to ensure the policy requirements set out in the shared Section 1 are carried forward. This policy will set out the approach to delivering that new community through partnership and cooperation between the two councils.

Guiding Principles

2.4 In December 2023, the Planning Policy and Local Plan Committee took the decision to commence the review of Tendring’s Local Plan. As part of that decision, they agreed on a set of ‘overarching principles’ that will guide the focus and scope of the review, to ensure that the review is undertaken in a structured manner.

2.5 The principles are set out over the following pages, and key elements are discussed in further detail throughout this consultation document.

2.6 **FOCUS:** The Council will approach the review of the Local Plan with the intention of updating the current adopted Plan as opposed to a more fundamental re-write or starting completely from scratch. This will involve extending the Plan’s timeframe; making improvements to selected policies where necessary; topping up the supply of housing and employment land to meet longer-term needs; and ensuring the Plan aligns with the latest National Planning Policy Framework (NPPF).

- 2.7 PROCESS:** The Council will update the Local Plan following the current statutory plan-making process which will include public consultation on issues and options, a first draft ‘preferred options’ document and a final ‘submission’ draft with the latter being submitted to the Secretary of State to be examined by a government-appointed Planning Inspector. The Council will aim to submit the updated Local Plan to the Secretary of State before June 2025 i.e. within the ‘transition period’ before a new and potentially very different plan-making system might come into force, as has been indicated by the Government in a recent consultation proposals. The intention thereafter is to be in a position to formally adopt the updated Local Plan by January 2026 - i.e. five years from the adoption of Section 1 of the current Local Plan.
- 2.8 EVIDENCE:** The review of the Local Plan will be informed by proportionate, necessary and affordable updates to relevant technical evidence – with the aim of ensuring the updated Plan has a sound basis whilst achieving best value for money for Tendring’s residents at a time of significant financial pressure.
- 2.9 STATUS:** The updated version of the Tendring District Local Plan will, on adoption, supersede both Section 1 and Section 2 of the existing Local Plan (2013-2033 and Beyond) which were adopted in 2021 and 2022 respectively and will then form part of the statutory ‘development plan’. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 2.10 TIMEFRAME:** The timeframe for the updated Local Plan will be extended by eight years to 2041 so that the Plan covers the 18-year period 2023-2041 i.e. with a statistical base date of 1st April 2023 and an end date of 31st March 2041. The aim will be to ensure a minimum of 15-years’ coverage beyond the anticipated date of adoption (in line with paragraph 22 of the NPPF).
- 2.11 FORMAT:** The general format, chapter headings and policy subject order in the updated Local Plan will broadly follow that of the current Section 2 Local Plan – accepting that some policies may be added and others deleted, as necessary. This will ensure a sensible level of continuity and understanding and to minimise confusion for residents, parish and town councils and other interested bodies - particularly given how recently the current Local Plan was put in place.
- 2.12 THE GARDEN COMMUNITY:** The Tendring Colchester Borders Garden Community will be carried forward into the updated Local Plan through the inclusion of a single policy agreed between Tendring District Council and Colchester City Council. This policy will discharge the Council’s requirements under the legal ‘duty to cooperate’ and will refer, as necessary, to the separate Development Plan Document (DPD) that contains more detailed expectations and requirements for the development. The policy will also set out the agreed position for the division of housing, employment land and gypsy and traveller pitch numbers between the two authorities for the extended period to 2041.
- 2.13 STRATEGIC POLICIES:** The list of policies set out in the contents pages of the updated Local Plan will indicate which of those policies are to be classed as ‘Strategic Policies’ in line with paragraph 21 of the NPPF. Strategic Policies are those expected to set out an

overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

2.14 VISION AND OBJECTIVES: The vision and objectives within Section 2 of the current Local Plan adopted in 2022 will be carried forward, broadly unchanged, into the updated Local Plan to apply to the extended period to 2041. They will however be amended selectively and as necessary to reflect changes in national policy, updated evidence and the potential opportunities arising from Freeport status, particularly in relation to Harwich, Bathside Bay and the A120 corridor.

2.15 SETTLEMENT HIERARCHY: The ‘Settlement Hierarchy’ forming part of the overall spatial strategy for the Local Plan (Policy SPL1) is likely to be carried forward, broadly unchanged, from the existing into the updated Plan, if possible. The current settlement hierarchy promotes a sustainable pattern of growth that sees:

- Clacton, Harwich/Dovercourt and the Tendring Colchester Borders Garden Community as the main focus for growth;
- the ‘smaller urban settlements’ of Frinton/Walton/Kirby Cross, Manningtree/Lawford/Mistley and Brightlingsea accommodating the second largest proportion of future growth;
- The ‘rural service centres’ of Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, Thorpe le Soken and Weeley seeing modest increases in housing stock that is proportionate, achievable and sustainable; and
- other ‘smaller rural settlements’ across the District accommodating smaller-scale development that is sympathetic to their rural and often historic character.

2.16 If, however, it becomes apparent that it is not possible to accommodate additional future growth to 2041 following this broad approach, the Council may need to consider alternative options that categorise some settlements differently.

2.17 NEIGHBOURHOOD PLANS: The updated Local Plan will give greater recognition to the role of Neighbourhood Plans and encouragement to town and parish councils, and other community groups, to consider the production of Neighbourhood Plans to promote positive change in their areas to compliment, supplement and help guide the policies in the updated Local Plan.

- 2.18 SETTLEMENT DEVELOPMENT BOUNDARIES:** The updated Local Plan will continue to define settlements (both towns and villages) within ‘Settlement Development Boundaries’ as a means of managing the pattern of growth. These boundaries will be adjusted as necessary to accommodate additional growth to meet longer-term needs for housing and other development up to 2041 in accordance with the overarching spatial strategy.
- 2.19 HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE DESIGN:** The updated Local Plan, in its approach to design and quality and other relevant policies, will be updated to better reflect the ambition within latest national policy to promote high quality, beautiful and sustainable buildings and places.
- 2.20 INFORMATION REQUIREMENTS:** The updated Local Plan will include more guidance on the information required with planning applications when proposing development that might justify or result in the loss of a community facility, a care home, an employment site, a holiday park or other sites or buildings that the Council would otherwise seek to protect for their existing use.
- 2.21 OPEN SPACE AND SPORTS PROVISION:** The approach to the protection and delivery of open space and sports provision in the updated Local Plan will reflect both the Council’s updated strategies on open space and sports provision and latest evidence on quality and accessibility. For the development of these policies, the input of town and parish councils being particularly welcomed.
- 2.22 CEMETERIES AND CREMATORIUMS:** The policy for cemeteries and crematorium will be revisited to ensure it allows for future needs to be met and to reflect the growing demand and interest in alternative forms of burial.
- 2.23 HOUSING REQUIREMENT:** The updated Local Plan will need to plan for additional new homes over the extended 18-year period reflecting updated demographic projections and/or any new requirements of national planning policy. Approximately 10,000 homes are already expected to be delivered on sites allocated in the current adopted Local Plan and sites with planning permission or that are already under construction. However, additional sites will likely be required to address an increasing housing requirement and longer-term needs post 2033.
- 2.24 OPTIONS FOR ACCOMMODATING MORE HOMES:** To accommodate and deliver any ‘residual’ housing requirement, the Council will consider and assess a range of reasonable options, will consult the public and other interest parties on those options and will undertake a ‘sustainability appraisal’ of those options before selecting a preferred approach to include in the updated Local Plan. The higher the housing requirement, the greater the challenge of identifying an appropriate strategy and more communities that are likely be affected.
- 2.25 LIMITING ADDITIONAL HOUSING GROWTH AROUND CLACTON AND THE GARDEN COMMUNITY:** Significant housing development is already planned on sites on the edge of Clacton on Sea (most notably, approximately 1,700 homes at Hartley Gardens) and land at the new Tendring Colchester Borders Garden Community, both through allocations in the current adopted Local Plan and from developments with

planning permission or under construction. These developments are already expected to make a significant contribution towards housing growth in Tendring for an extended Local Plan period up to 2041. The options for accommodating any homes to address additional requirements are therefore unlikely to involve any significant additional housing growth around Clacton or the proposed Garden Community.

- 2.26 MAINTAINING STRATEGIC GREEN GAPS:** The Council will look to carry forward and potentially expand upon the ‘Strategic Green Gaps’ in the current Local Plan around Clacton, the Garden Community, Frinton, Walton & Kirby Cross; Manningtree, Lawford & Mistley and other communities in the District for the extended period to 2041. This is to ensure the principle of maintaining the separate identity of settlements and preventing the coalescence of settlements for the long-term carries forward into the future.
- 2.27 10% HOUSING ON SMALLER SITES:** In accordance with paragraph 69 of the NPPF, the updated Local Plan will seek to deliver at least 10% of all new homes on smaller sites of less than 1 hectare in size. This could include some developments in rural areas to enable villages to grow and thrive and to enhance and maintain the vitality of rural communities in line with paragraph 79 of the NPPF.
- 2.28 COMMUNITY INFRASTRUCTURE LEVY (CIL):** The Council will actively and positively explore opportunity to introduce a Community Infrastructure Levy (CIL) Charging Schedule alongside the updated Local Plan as a means to secure financial contributions from developments across a range of sizes towards the delivery of new and improved infrastructure including transport, schools, health facilities, open spaces and others – with a proportion of funds going to town and parish councils. This will require technical evidence on infrastructure requirements and economic viability to justify the setting of an appropriate level of CIL which will apply to development on a ‘per square metre’ basis and which could vary across different types of development and different parts of the District. The introduction of CIL could be particularly important if the strategy for housing growth in the updated Local Plan includes an increase in small to medium-sized developments spread across different parts of the Tendring District.
- 2.29 HOUSING MIX AND AFFORDABLE HOUSING:** The Council will update its Strategic Housing Market Assessment (SHMA), either alone or in partnership with other councils, to provide up to date evidence on the mix of housing size, type and tenure likely to be required in the future - including the requirement for affordable housing. In line with paragraph 69 of the NPPF, a minimum of 10% of all new homes on new major residential developments will need to be provided specifically in the form of ‘affordable home ownership’. The Council will review the wording of the Local Plan’s affordable housing policy with the aim of maximising affordable housing delivery to meet the needs of lower-income households.
- 2.30 SELF-BUILD AND CUSTOM BUILT HOMES:** The Council will specifically review its policy on Self-Build and Custom-Built Homes to widen the opportunities for people to build their own homes and to support the local construction industry – balanced carefully against the need to achieve a sustainable pattern of growth and to prevent inappropriate development in the countryside. This might involve setting out more detailed guidance on the information required with planning applications.

- 2.31 GYPSIES AND TRAVELLERS:** The Council will use the findings of the latest Gypsy and Traveller Accommodation Assessment (GTAA) to determine whether or not the updated Local Plan needs to identify any sites to meet projected needs for Gypsy and Traveller pitches – taking into account existing sites and the provision already being made through the Tendring Colchester Borders Garden Community.
- 2.32 EMPLOYMENT LAND AND FREEPORT EAST:** The Council will specifically review the supply of land for new business and industrial development in the Local Plan, informed by updated technical evidence. In particular, the Council will consider the need to allocate additional land in and around Harwich and the A120/A133 corridor to maximise the potential for new business investment following the designation of ‘Freeport East’ and the start of the Bathside Bay Container Port expansion development; and to enable existing businesses in the District to relocate, expand and diversify and to free up property on existing employment sites for the establishment of new and/or growing local businesses.
- 2.33 ECOLOGY AND BIODIVERSITY NET GAIN:** The Council will specifically review its policies on the protection and enhancement of ecology and biodiversity to ensure they properly reflect government requirements for Biodiversity Net Gain (BNG) with the aim of increasing BNG expectations to above 20%. This could include the identification of specific sites for the creation and enhancement of ecology and biodiversity.
- 2.34 TOWN CENTRES AND RETAIL:** The Council is likely to carry forward its current policies on retail and town centre development into the updated Local Plan – given that the current approach aligns with national policy and the Council’s existing technical evidence is considered to be fairly recent and up to date.
- 2.35 HOLIDAY AND CARAVAN PARKS:** The Council will review both its policies and evidence on the protection of caravan and holiday parks and, in particular, whether there is any justification for allowing certain sites to accommodate residential park homes. This is in response to a growing trend for park homes, improvements in the quality and efficiency of park homes, the challenges faced in accommodating new housing development and an increase in the unlawful occupation of some sites on a year-round basis.
- 2.36 LANDSCAPE CHARACTER AND IMPACT:** The Council will update its Landscape Character Assessment to provide an up-to-date baseline of evidence that reflects the beauty and sensitivity of Tendring’s landscape and seascape. Against this baseline, the Council will assess the landscape impact of specific development options that will inform any decisions on a preferred strategy. The review of the Local Plan will also provide an opportunity to consider the future role of specific landscape designations, such as the Coastal Protection Belt, in ensuring the District’s landscape character is, as far as is possible, protected and enhanced.
- 2.37 CLIMATE CHANGE:** The Council will substantially update its policies aimed at tackling climate change and contributing towards the achievement of Net Zero Carbon. This will include strengthening the requirements around energy and water efficient design, renewable energy generation, electric car charging and waste reduction. Considerable evidence and policy development has been advanced by Essex County Council, working with other councils that provides a robust basis for an improved set of viable policies.

2.38 TRANSPORT PROVISION: The Council will work with Essex County Council in its capacity as the local transport authority to assess and consider the transport implications of any options for future growth to 2041, utilising and updating existing sources of data and modelling as appropriate. There will be a general expectation that the majority of additional development will be located in such a way to maximise the opportunities for walking, cycling and public transport and to help encourage a shift away from a reliance on private car use – but with realistic expectation that this might not be possible in all locations, particularly rural areas. Where modelling work reveals a need for additional transport infrastructure, the Council will work with relevant bodies to ensure this is put in place – which may involve the use of developer contributions secured through legal agreements or Community Infrastructure Levy (CIL).

QUESTIONS

- 1) Do you have any comments on any of the guiding principles agreed by the Planning Policy and Local Plan Committee set out above? Are there any other principles the Council ought to follow?

3 Vision and Objectives

- 3.1** The Council’s current Local Plan sets out an overarching vision and associated set of objectives to guide the planning of the District up to 2033. The vision and objectives underpin many of the policies and proposals in the Local Plan that the Council, working with partners, are seeking to implement over the Plan’s timeframe.
- 3.2** In reviewing the Local Plan and extending its timeframe to 2041, it will be appropriate to revisit the vision and objectives. Because the vision and objectives in the current Local Plan were already designed to cover the period to 2033 (some nine years away from now) and were only adopted by the Council as recently as 2022, it would be reasonable not to expect the update to bring about any fundamental change in the overall approach and direction – assuming that a positive vision for the District in 2033 can sensibly form the basis of a positive vision for the extended period to 2041. However, the Local Plan review naturally provides an opportunity to check that the vision and objectives are accurate and reflect the most up-to-date position – including the opportunities arising from Freeport East; the priorities in the Council’s latest Corporate Plan (Our Vision); progress on the Levelling-Up projects in the District; and the Jaywick Sands Place Plan.
- 3.3** The Council has produced a refreshed version of the vision and objectives for the Local Plan taking into account some of the above factors and we would like to invite people’s comments.

Vision for Tendring District

VISION

In 2041, the 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.

The District’s residents will be able to enjoy a safe and healthy quality of life in communities that offer a range of high-quality new housing that meets local needs, with job opportunities across a variety of employment sectors and other important services and facilities, including modern health, education and retail/leisure provision. Residents and visitors will be able to enjoy a variety of landscapes including a tidy coast, the open countryside with its elements of natural beauty, a diverse range of attractive historic settlements, landscapes and assets, and an integrated and expanding 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 retired, the young and residents of working age; and will also provide for the specialist needs of all people ensuring, in particular, that children and young people have the knowledge and skills for a good start in life.

Tendring District's coastal area places economic, social and environmental considerations at the forefront of climate change and therefore there will be a need for adaptation and mitigation against climate change at the centre of sustainable development.

Seaside Towns

Clacton-on-Sea will have established itself as the place everyone wants to live and the economy will have seen a significant resurgence with new job opportunities; particularly in the business, retail, leisure, hospitality and health sectors. This growth will have been driven, in part, by the rejuvenation of the town's attractive and safe beaches and multi-million-pound private investment in its seafront attractions, alongside public investment of Levelling Up funding in redeveloping the town centre's library and civic area. The town will have seen the emergence of a variety of attractive shops, restaurants and cafes and leisure facilities, as well as the creation of new country parks, the modernisation of premises across its business and industrial parks and the construction of hundreds of new high-quality, energy efficient, accessible and spacious houses, bungalows and retirement complexes. The people of Clacton and the wider area will have access to modern health facilities including the Diagnostic Centre at Clacton Hospital.

Clacton will have preserved and enhanced its heritage features and 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 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 – building on the success of the Sunspot Workspace Scheme, renewed sea defences, improved housing conditions and the delivery of other projects the Jaywick Sands Place Plan. The people of Jaywick Sands will be able to enjoy a sustainable community with associated economic, community and employment opportunities.

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 following an injection of new housing, holiday accommodation, shops and leisure attractions bringing vitality to the town centre and core visitor areas, with improved medical facilities serving the resident population. Frinton will have also seen some new homes and improvements to public spaces whilst continuing to deliver a unique and independent shopping and leisure offer to its residents and its visitors. Both settlements will have succeeded in preserving and enhancing their special historic character.

Harwich, Freeport East and the A120 Corridor

The Harwich area will have experienced an economic resurgence following the designation of Harwich Port and other sites along the A120 corridor as part of 'Freeport East' (alongside Felixstowe Port and Gateway 14 in Suffolk). The tax, customs and other business incentives offered by Freeport status will have resulted in considerable private investment and new jobs for local people in industrial activities, logistics and emerging green energy sectors with new developments at Bathside Bay, Horsley Cross and other sites with good access to the A120 and the local population. Bathside Bay will be playing a critical role in the medium term, servicing the expansion, construction and maintenance of off-shore wind farms with more jobs to come in the long-term through the construction and completion of a new container port and associated small boat harbour.

The increase in work opportunities will have generated a significant demand for training facilities and new homes in the Harwich and Dovercourt area particularly for working people and families both in the local area and moving in from elsewhere. This boost in demand in the housing market will have resulted in a number of high-quality housing developments. The Old Town of Harwich will offer new leisure activities and visitor attractions associated with its maritime history. Dovercourt Town Centre and seafront will have also improved its offer of a year-round shopping and leisure experience following significant public investment through the Levelling-Up Fund in its public spaces and improved connections. 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

The neighbouring City of Colchester will have been the focus for significant growth in jobs and housing and will have continued to develop a thriving economy that will benefit Tendring District's residents, many of whom commute into the town each day for work. A new Garden Community will be developed to the east of Colchester, developed in accordance with a detailed Development Plan Document (DPD) and positive collaborative working with Colchester City Council, Essex County Council and the lead developers, which takes advantage of its strategic position in relation to Colchester and its proximity to the university to maximise the economic benefits to current and future residents of Tendring. The Garden Community will provide necessary infrastructure and facilities and a 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, along with 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

Community crossing the Colchester City and Tendring District boundary will be a much sought-after place to live. It will provide the right balance of jobs, housing and infrastructure in the right locations and 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 community to ensure its continuing success.

Residents will live in high-quality and innovatively designed homes, which accommodate a variety of needs and aspirations and are 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 community.

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 where appropriate, new approaches to delivery and partnership working for the benefit of the new community. Central to this will be the comprehensive planning and development of the garden community, and the aligned delivery of homes and supporting infrastructure.

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 varying levels of new housing and employment development that have helped 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.

An increasing number of communities will be developing their own Neighbourhood Plans and promoting community-led development as a means of bringing about positive changes and meeting specific needs and aspirations of local people and businesses.

Throughout the District's countryside and farming communities, a diverse variety of employment and leisure opportunities will have grown up in support of the rural economy and achieving significant investment in securing the long-term custodianship of the environment. Many parts of the District will have witnessed the creation of diverse wildlife habitats that expand upon and enhance Tendring's intrinsic network of green infrastructure and attractive natural landscapes.

Growth in ecology over the District will have not only helped support the diversification of the rural economy, but will have made a critical and meaningful contribution in mitigating and adapting to climate change along with the delivery ambitious targets for biodiversity net gain.

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, historic 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 to achieve a net gain in biodiversity while 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 reduce the causes of, adapt to and mitigate against climate change.

Objective 1: Housing Delivery

- To provide new dwellings within Tendring District up to 2041 of sufficient variety in terms of location of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population in full.
- To deliver high quality sustainable new communities.

Objective 2: Employment/Commercial

- To create the conditions for economic growth and employment opportunities across a range of economic sectors including established business sectors and those sectors projected to grow in the future such as renewable energy and care and assisted living.
- 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 in the period up to 2041.

Objective 3: Town Centre Development

- To promote the vitality and viability of the town centres through the promotion of retail and other appropriate uses, exploiting the benefit of enhanced growth of the towns whilst retaining the best and valued aspects of their existing character, as well as responding appropriately to changes in the way people enjoy shopping and other leisure activities, and competition for trade arising from other centres, both within and outside of the district.

Objective 4: Infrastructure Provision

- 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 to meet existing and future needs, and to safeguard water quality and the special environment of the District.

Objective 5: Education and Health

- 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 and multi-use 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 possible.

Objective 6: Sustainability

- To locate development within Tendring District where it will provide the opportunity for people to satisfy their 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 the car.

Objective 7: The Historic Environment

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

Objective 8: Biodiversity

- 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.

Objective 9: Water and Flood Risk

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

Objective 10: Tourism Promotion

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

Objective 11: Climate Change

- To provide developments that reduce carbon emissions and are ready to adapt to and mitigate the effects of climate change.

QUESTIONS

- 2)** Do you agree with the updated Vision and Objectives for the future of Tendring as set out above?
- 3)** Would you suggest any changes?

4 Sustainable Places

- 4.1** The Council's current Local Plan includes a Chapter entitled 'Sustainable Places' which, importantly, sets out the overall 'spatial strategy' and policies for managing the pattern of growth across the District as well as the main policy on design, functionality and compatibility will apply in the determination of most planning applications the Council receives.
- 4.2** Over the last ten years, 6,500 new homes have already been built in Tendring following this approach with a further 7,000 homes still to come between now and 2033 on sites that are already under construction or with planning permission and on sites already allocated for development in the existing Local Plan. Some of the larger developments proposed in the existing Local Plan (including the new Garden Community near Colchester and the Rouses Farm, Hartley Gardens and Oakwood Park developments on the edge of Clacton) are also expected to deliver new homes after 2033, potentially adding further 3,000 homes between 2033 and 2041.
- 4.3** In reviewing the Local Plan and extending its timeframe to 2041, the Council might need to identify land for even more housing to keep up with projected population growth over that longer-term period and to comply with latest government requirements to boost housebuilding across the country. The Council will be carrying out further analysis this year to determine how much, if any, new extra housing might be needed – which, based on current government policy, could potentially be as much as 3,000 to 4,000 additional homes, over and above the 10,000 already accounted for in the current Local Plan.
- 4.4** Accordingly, through the review of the Local Plan, the Council will need to consider whether additional housing can be delivered, in the longer-term, following a similar spatial strategy and settlement hierarchy in the current Local Plan, or if a change in approach is going to be needed.
- 4.5** The spatial strategy for growth is particularly important for guiding the location for the housing development needed in the future to meet projected population growth and government requirements. The strategy in the current Local Plan is designed to distribute new housing across the District in line with a 'settlement hierarchy' designed to prioritise locations with access to the strategic road network, public transport and which have the potential to offer the widest range of services. In very simple terms, this approach directs most new housing to sites within, or on the edge of the District's existing larger towns of Clacton and Harwich and at the new 'Colchester Borders Garden Community' being planned on land in the west of Tendring; with lesser amounts of development in and around the District's smaller towns and larger villages and much tighter limits on development in around our smaller and more remote rural villages and the wider countryside.
- 4.6** The settlement hierarchy in Policy SPL1 of the current Local Plan categorises locations in the District in four tiers as follows:

Settlement Hierarchy

Tier 1: Strategic Urban Settlements and the Garden Community:

- Clacton on Sea and Jaywick Sands
- Harwich and Dovercourt (which includes Parkeston and part of Ramsey)
- Tendring Colchester Borders Garden Community

4.7 These locations have (or will have) the largest populations and a wide range of 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. Each of these locations is receiving government funding aimed at stimulating the economy and/or delivering housing. Over the last ten years, 1,600 new homes were built in and around Clacton and Harwich and another 5,700 homes are already expected to be built between now and 2041 through existing Local Plan allocations and planning permissions. Development at the new Garden Community is expected to begin in 2026 and could deliver around 2,000 homes towards Tendring's housing requirements up to 2041.

4.8 The Council believes that sufficient growth both for Clacton and the new Garden Community is already planned for the between now and 2041 as set out in the guiding principles in Chapter 2. There could however be scope for Harwich and Dovercourt to accommodate a bigger increase in housing development through the Local Plan, particularly with the potential for new jobs to be created in the area as part of the Freeport East project.

QUESTIONS

- 4)** Do you agree that Clacton, Harwich, and the proposed Tendring Colchester Borders Garden Community should continue to be the main focus for future growth in Tendring through the Local Plan?
- 5)** Do you agree that Clacton and the Tendring Colchester Borders Garden Community are already delivering enough housing development between now and 2041 through proposals in the existing Local Plan and therefore any additional homes that might be needed will need to be built elsewhere?
- 6)** Should any other locations in Tendring be included in Tier 1 of the settlement hierarchy to be a focus for major growth?
- 7)** Do you agree that Harwich and Dovercourt could, if needed, accommodate a significant increase new homes between 2033 and 2041, particularly if there is potential for

hundreds of new jobs to be created at developments at Bathside Bay and Freeport sites along the A120 corridor?

Tier 2: Smaller Urban Settlements:

- Frinton, Walton & Kirby Cross
- Manningtree, Lawford & Mistley
- Brightlingsea

4.9 These locations 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. Over the last ten years, these locations have grown by 1,700 homes with most of the development taking place in and around Kirby Cross, Walton, Lawford and Mistley. A further 1,400 homes are expected to be built in these locations up to 2033 through existing Local Plan allocations and planning permissions.

4.10 The Council believes there could be some scope for these locations to accommodate further additional housing development, if needed, between 2033 and 2041, but there will be practical limits to how much – particularly for Brightlingsea which only has one road in and out, and is completely surrounded by the flood zone.

QUESTIONS

- 8)** Do you agree that Frinton, Walton & Kirby Cross; Manningtree, Lawford & Mistley; and Brightlingsea should continue to be listed as the locations for the second biggest proportion of the District's future housing growth?
- 9)** Should any other locations in Tendring be included in Tier 2 of the settlement hierarchy to accommodate a larger proportion of future growth?
- 10)** Do you agree that these locations might be able to accommodate further additional housing development in the period 2033-2041?

Tier 3: Rural Service Centres:

- Alresford
- Elmstead Market
- Great Bentley
- Little Clacton

- St. Osyth
- Thorpe le Soken
- Weeley

4.11 For these villages, the current Local Plan identifies opportunities for a proportion of Tendring’s growth. Developments in these locations are intended to be of a scale that is proportionate, achievable and sustainable for each of the settlements concerned having regard to the existing size and character of each settlement; their more limited range of jobs, shops, services and facilities; and any physical, environmental or infrastructure constraints. These developments 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. Over the last ten years, these villages have seen significant growth with 1,100 new homes having already been built and a further 1,200 expected between now and 2033 through existing Local Plan allocations and planning permissions.

4.12 The Council believes that some of these villages might be able to accommodate a proportionate amount of additional housing development in the period 2033 to 2041, but that the villages with railway stations (Alresford, Great Bentley, Thorpe and Weeley) might offer better locations for development than those villages without (Elmstead Market, Little Clacton and St. Osyth) - offering a wider range of opportunities to use public transport.

QUESTIONS

- 11)** Do you agree that the seven villages listed above should continue to be listed as ‘rural service centres’ in Tier 3 of the settlement hierarchy to accommodate a proportionate amount of the District’s future housing growth?
- 12)** Should any of the District’s other villages be included in Tier 3 of the settlement hierarchy to accommodate a proportionate amount of Tendring’s growth?
- 13)** Do you agree that these villages might be able to accommodate some additional development between 2033 and 2041?
- 14)** Do you agree that the villages with railway stations offer better locations for future development than those without?
- 15)** Could the villages with railway stations be the focus for a more radical strategy for major long-term growth?
- 16)** Do you agree that Elmstead Market village should be protected against any additional development given the amount of development already underway in the village, its proximity to the proposed Tendring Colchester Borders Garden Community and the introduction of a new Neighbourhood Plan?

Tier 4: 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 and Thorpe Maltings
- Thorrington
- Weeley Heath
- Wix
- Wrabness

4.13 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. 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 an ageing population.

4.14 Over the last ten years, these settlements have seen around 700 new homes delivered. The majority of new development has taken place in Weeley Heath, Thorrington, Ardleigh and Frating, with each of these settlements growing by between 70 and 110 new dwellings over the period 2013-2023.

QUESTIONS

- 17)** Do you agree that the villages and settlements listed above should continue to be listed as ‘smaller rural settlements’ in Tier 4 of the settlement hierarchy where a limited amount of housing development could be allowed to happen?

- 18)** Are there any other villages or settlements in the District which aren't currently in the settlement hierarchy that should be included in this tier?
- 19)** Should any of these locations accommodate more housing development, perhaps through larger scale developments or the establishment of a new Garden Village?
- 20)** Should any of these locations be removed from the settlement hierarchy altogether, to discourage any further development?
- 21)** Do you agree that Ardleigh village should be protected against additional housing development given its proximity to the proposed Tendring Colchester Garden Community and the introduction of a new Neighbourhood Plan?

Planning for Future Growth – Considering Options for a New Spatial Strategy

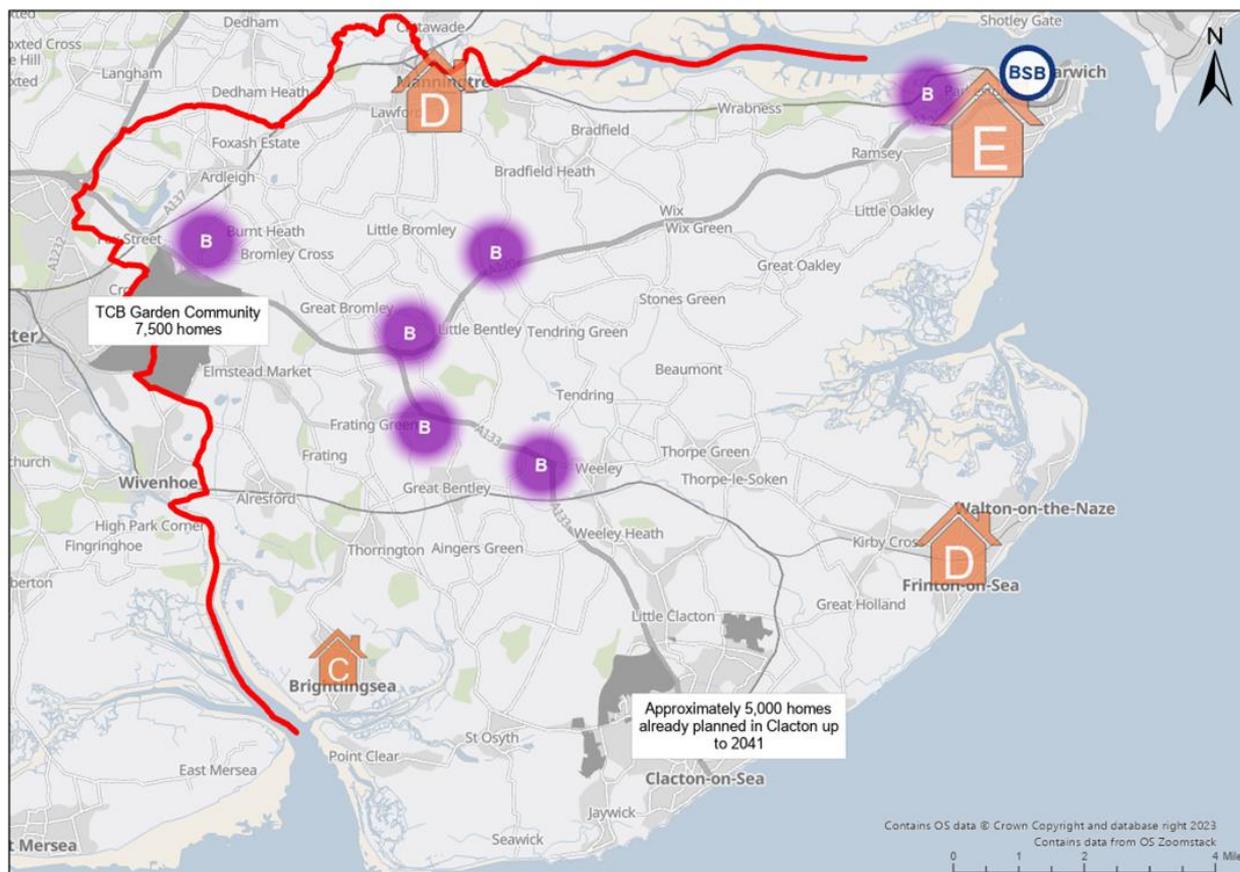
- 4.15** Through this Issues & Options consultation, the Council is inviting people to comment on a series of hypothetical options for accommodating an increase in housebuilding, potentially planning for up to 4,000 extra homes if that is confirmed as the requirement.
- 4.16** Each of the options set out over the following pages include advantages and disadvantages, and it's possible that any strategy the Council ultimately chooses could be a variation on one or more of the options presented. The feedback provided in response to these initial options will guide decision-making over the coming months, and the Council intends to publish its preferred option for further consultation later on in 2024.

Option 1: Urban Expansion

4.17 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 Tending 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.
- Could facilitate strategic improvements to the A120 between Colchester and Harwich, which would further maximise the benefits of Freeport status.
- Developing larger numbers of houses in fewer locations supports the delivery of key infrastructure such as highway improvements and schools.



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

- 4.18** 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.
- 4.19** 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.
- 4.20** 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.
- 4.21** 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"> • 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. • Focusses more development on the Harwich area to reflect and support the economic growth and job opportunities at Bathside Bay and Freeport sites. • 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. • Villages get a break from further major development once current schemes have come to end – helping to keep their rural character intact. • Fewer communities directly affected by the additional growth, so objections to development likely to be localised rather than widespread. • Development at scale enables a more efficient, more coordinated, and less complicated 	<ul style="list-style-type: none"> • 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. • Limited opportunities for small to medium-sized building firms and local builders if development is restricted to a small number of larger sites. • 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. • 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. • Practical limits to the amount of development the Frinton, Walton and Kirby Cross area and Brightlingsea could accommodate without

<p>approach to the delivery and ongoing maintenance of new infrastructure – particularly schools, health facilities, transport provision and open spaces.</p> <ul style="list-style-type: none">• 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.	<p>significantly impacting on their sensitive landscapes and local character.</p> <ul style="list-style-type: none">• 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.• Strong likelihood of objections from landowners and developers in other areas if their land is excluded from the Local Plan.
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QUESTIONS

22) Do you think there are any other **advantages** to Option 1 (Urban Expansion)?

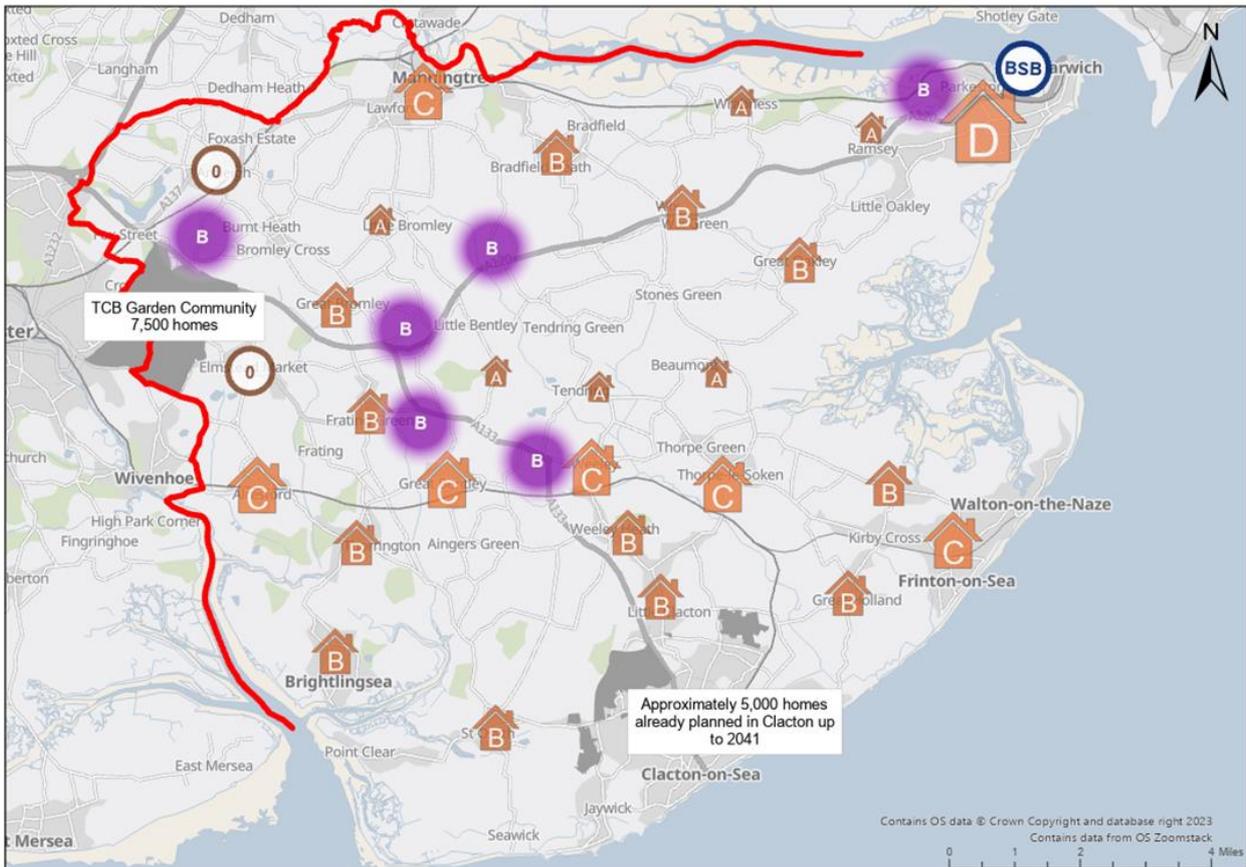
23) Do you think there are any other **disadvantages** to Option 1 (Urban Expansion)?

Option 2: Hierarchy-Based Distribution

4.22 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).
- Each settlement will experience a level of development proportionate to their existing size and character.



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)

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

Commercial Development

(B) = Potential broad locations for Business Parks

(BSB) = Bathside Bay Container Port Expansion

Rationale

- 4.23** 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.
- 4.24** 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.
- 4.25** This option follows, broadly, the 'settlement hierarchy' approach set out in the Council's current Local Plan.

Advantages	Disadvantages
<ul style="list-style-type: none"> • 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. • 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. • Multiple opportunities for small and medium-sized building firms, local builders as tradesman to find work. • Opportunities for a wide choice of new homes to suit different tastes, lifestyles and demands with a rich variety of architectural styles. • Maximum opportunities for young people to obtain housing in the community they've grown up in, including in the rural areas. • 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. • 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. • 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. 	<ul style="list-style-type: none"> • Approach likely to be unpopular in most communities across the District, rather than just a small number of affected areas. • 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. • Many areas of the District will be under construction for a long period of time, with associated issues with construction traffic, noise, and dust. • 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. • Smaller developments provide less scope to deliver new infrastructure on site, whilst still placing pressure on existing infrastructure, services, and facilities - including emergency services. • 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. • 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.

QUESTIONS

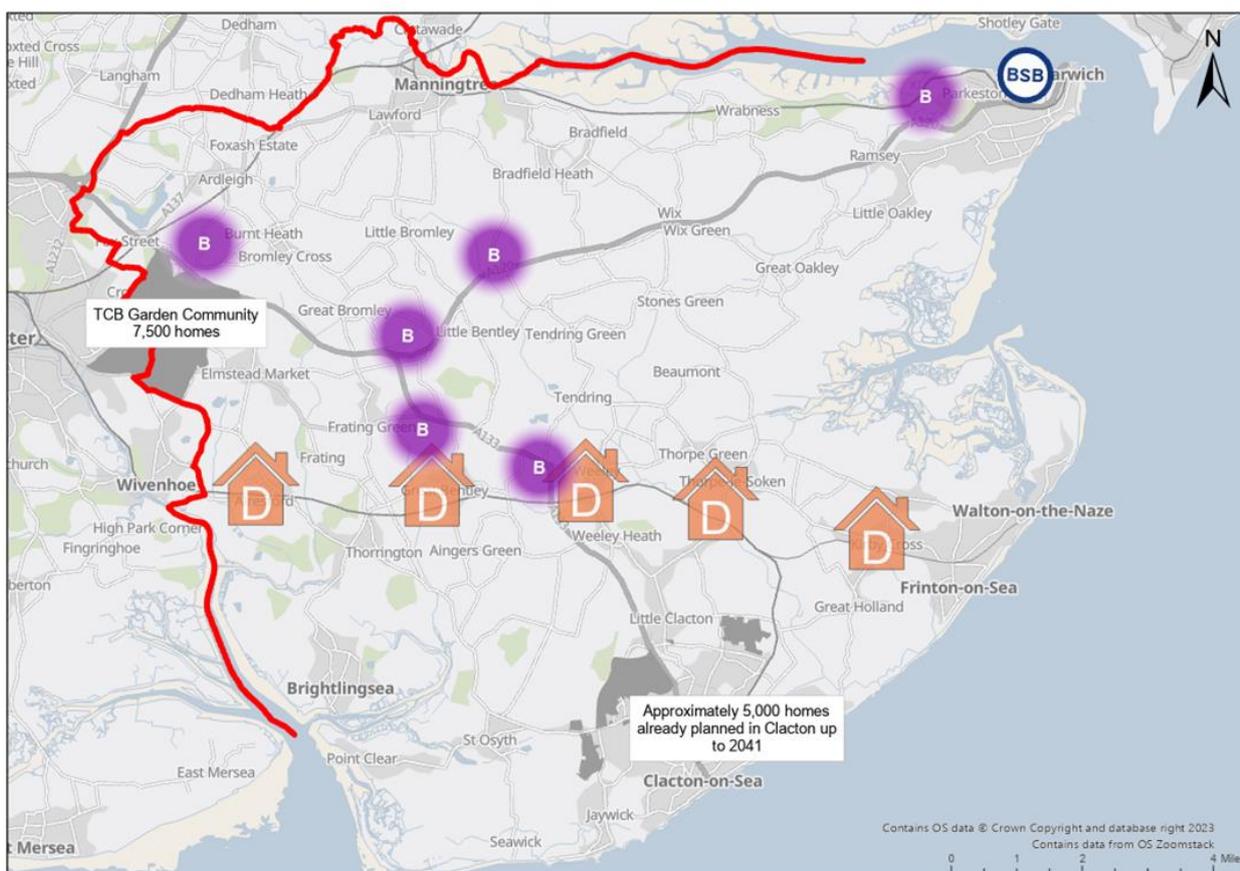
- 24)** Do you think there are any other **advantages** to Option 2 (Hierarchy-Based Distribution)?
- 25)** Do you think there are any other **disadvantages** to Option 2 (Hierarchy-Based Distribution)?

Option 3: Metro Plan

4.26 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).
- Local Plan policies about development in these locations would seek to enhance active travel routes towards key stations and to secure developer contributions towards upgrading station facilities. Increasing population in these towns and villages might create demand for more frequent train services.



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

- 4.27** 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"> • 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. • In theory, could result in fewer car journeys and less carbon emissions and traffic than other options. • 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. • 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). • 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). • Other towns and villages get a break from further major development once current schemes have come to end – helping to keep their character intact. • Would strengthen the case for more investment in rail services and the facilities at railway stations. 	<ul style="list-style-type: none"> • 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. • 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. • 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. • 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. • 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. • 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.

QUESTIONS

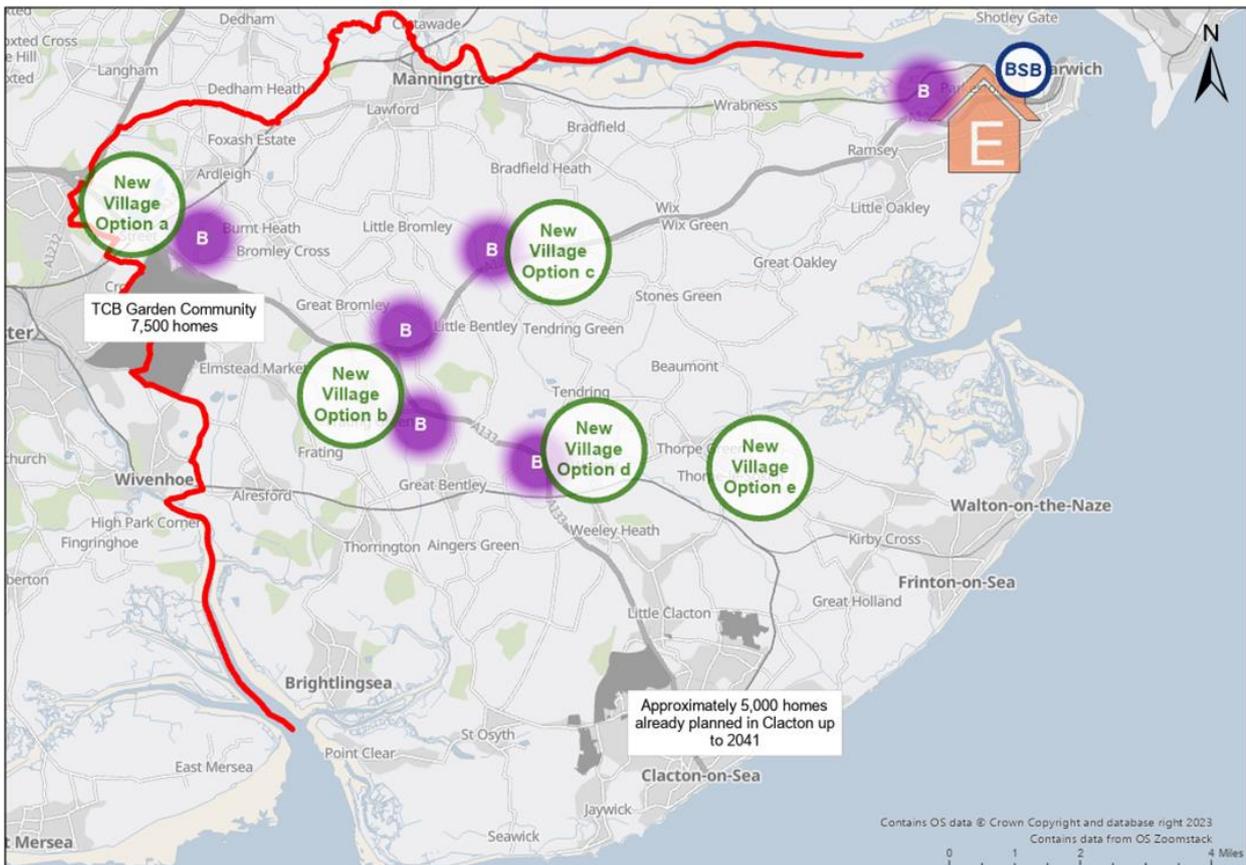
- 26)** Do you think there are any other **advantages** to Option 3 (Metro Plan)?
- 27)** Do you think there are any other **disadvantages** to Option 3 (Metro Plan)?

Option 4: Freeport/Garden Village(s)

4.28 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.
- A120/A133 business parks proposed - potentially delivered as an integral part of one or more new Garden Villages.
- Along with strategic improvements to the A120 between Colchester and Harwich supported by new development at Harwich and Dovercourt, a new village around Frating could facilitate the creation of a multi-directional junction between the A133 and A120 (improving journeys between Clacton and Harwich).
- Developing larger numbers of houses in fewer locations supports the delivery of key infrastructure such as highway improvements and schools.



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

4.29 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.

4.30 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.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Focusses more development on the Harwich area to reflect and support the economic growth and job opportunities at Bathside Bay and Freeport sites. • 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. • 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. • 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. • Development at scale enables a more efficient, more coordinated, and less complicated approach to the delivery and ongoing maintenance of new infrastructure – particularly 	<ul style="list-style-type: none"> • 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. • Limited opportunities for small to medium-sized building firms and local builders if development is restricted to a small number of larger sites. • Limited opportunities for development to deliver local housing in rural areas. • 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. • Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes. • 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. • A Garden Village at either Frating, Weeley or Thorpe would affect a lot of residents and totally transform the existing village(s) – this

<p>schools, health facilities, transport provision and open spaces.</p> <ul style="list-style-type: none">• 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.	<p>approach would require very strong justification and overriding public benefits for existing residents.</p> <ul style="list-style-type: none">• 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.
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QUESTIONS

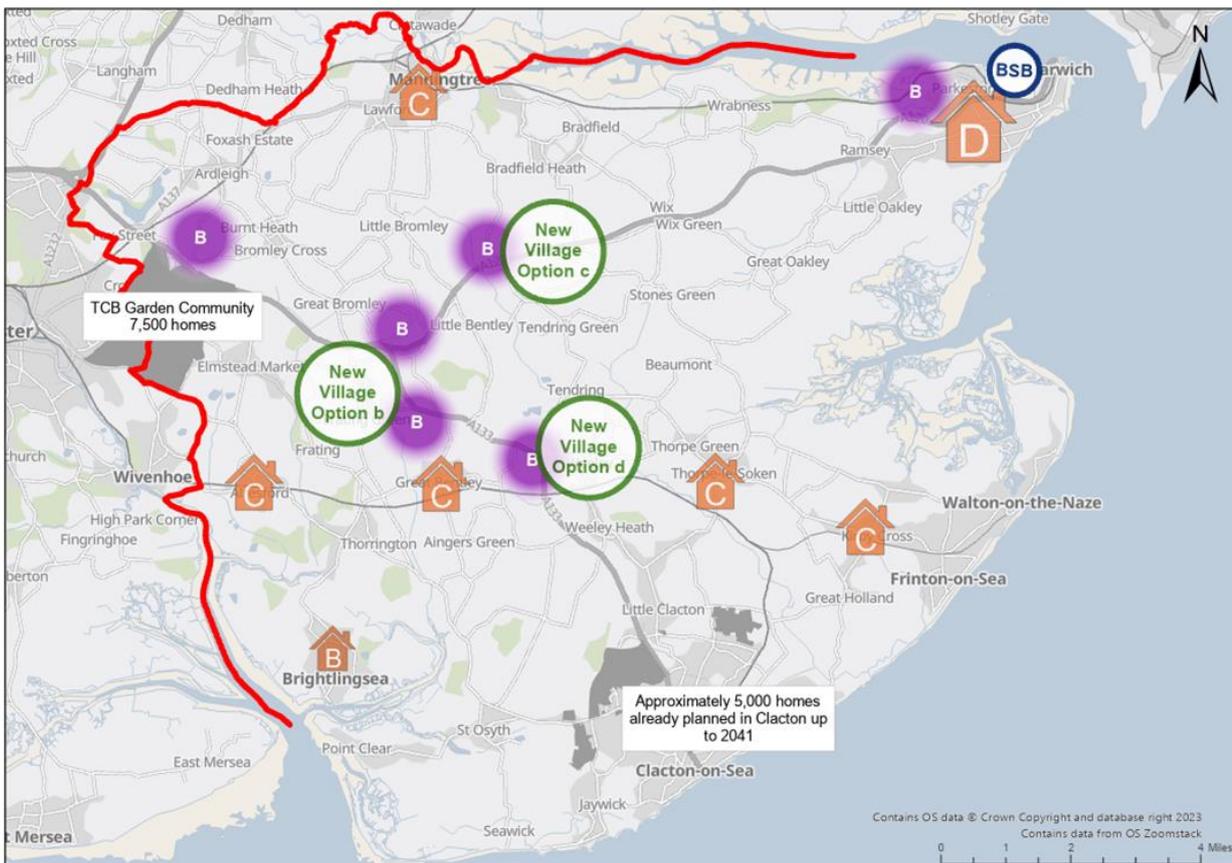
- 28)** Do you think there are any other **advantages** to Option 4 (Harwich/Garden Village(s))?
- 29)** Do you think there are any other **disadvantages** to Option 4 (Harwich/Garden Village(s))?

Option 5: Hybrid Strategic Approach

4.31 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.
- A new village around Frating could facilitate the creation of a multi-directional junction between the A133 and A120 (improving journeys between Clacton and Harwich).
- Local Plan policies about development around existing railways stations would seek to enhance active travel routes towards key stations and to secure developer contributions towards upgrading station facilities. Increasing population in these towns and villages might create demand for more frequent train services.



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

- 4.32** This approach is a hybrid that combines some of the key elements of Options 1-4.
- 4.33** 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.
- 4.34** 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.
- 4.35** 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"> • 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. • 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. • 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. 	<ul style="list-style-type: none"> • 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. • 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. • 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. • 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.

<ul style="list-style-type: none">• 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.• 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.	<ul style="list-style-type: none">• Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes at the Garden Village.• 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.
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QUESTIONS

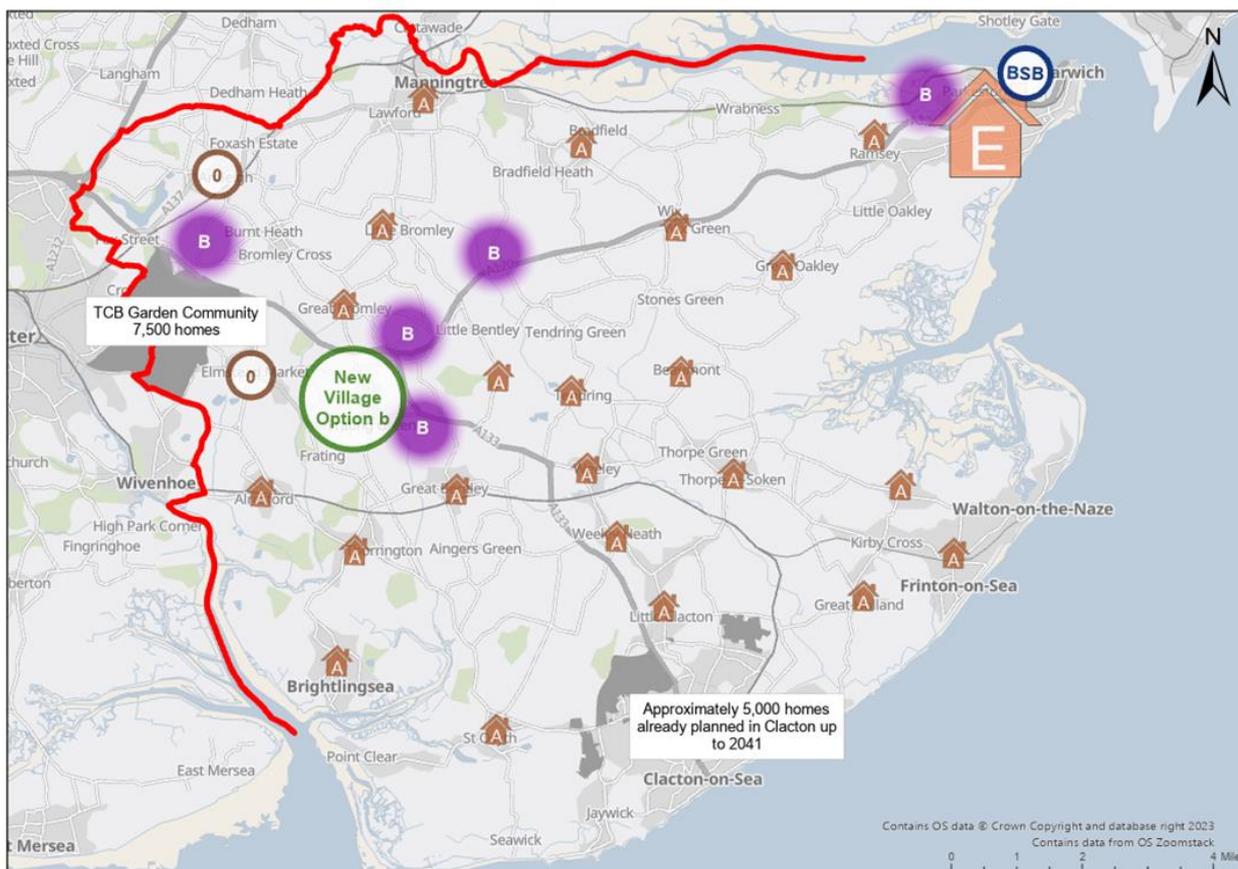
- 30)** Do you think there are any other **advantages** to Option 5 (Hybrid Strategic Approach)?
- 31)** Do you think there are any other **disadvantages** to Option 5 (Hybrid Strategic Approach)?

Option 6: A120 Freeport/Tending Central Growth and Windfall Development

4.37 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.
- Along with strategic improvements to the A120 between Colchester and Harwich supported by new development at Harwich/Dovercourt, a new village around Frating could facilitate the creation of a multi-directional junction between the A133 and A120 (improving journeys between Clacton and Harwich).



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)

(O) = 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

4.38 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.

4.39 The new Garden Village, based on the ‘Tendring Central’ concept promoted for inclusion in the last Local Plan, would deliver new shops, jobs, infrastructure, and services including a new primary school and new community/health facilities – connected to Colchester, the new 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).

Advantages	Disadvantages
<ul style="list-style-type: none"> • 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. • Brings the scale of housing growth at Harwich more in line with strategic growth already planned at Clacton and TCB Garden Community. • 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. • 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. • Development at scale enables a more efficient, more coordinated, and less complicated 	<ul style="list-style-type: none"> • 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. • 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. • Strategy will only be successful if significant new infrastructure, services, and facilities are delivered ahead of new homes. • 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. • 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.

<p>approach to the delivery and ongoing maintenance of new infrastructure – particularly schools, health facilities, transport provision and open spaces.</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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.
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QUESTIONS

- 32)** Do you think there are any other **advantages** to Option 6 (A120 Freeport/Tendring Central Growth and Windfall Development)?
- 33)** Do you think there are any other **disadvantages** to Option 6 (A120 Freeport/Tendring Central Growth and Windfall Development)?

ADDITIONAL QUESTION

- 34)** Are there any alternative options or scenarios to Options 1-6 above that the Council should be considering as part of the Local Plan review?

Settlement Development Boundaries

- 4.40** In order to ensure the location and scale of additional growth with the District accords with the Settlement Hierarchy described above, Policy SPL2 of the Local Plan establishes Settlement Development Boundaries (which are shown in red on the Local Plan maps). 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 – for example to accommodate community-led affordable housing, self-build proposals, or dwellings for agricultural workers.
- 4.41** Since the adoption of the Local Plan, a number of appeal decisions suggest that the wording of Policy SPL2 can be interpreted as more permissive of developments outside the Settlement Development Boundaries than the Council intended. Consideration is therefore being given to strengthening the wording of this policy, to ensure that development outside of these Settlement Development Boundaries is not supported unless it meets the specific criteria set out in other relevant policies.

QUESTIONS

- 35)** Do you support the Council's intention to strengthen the wording of Policy SPL2, to make it clear that development outside of Settlement Development Boundaries is not supported unless it satisfies the specific criteria set out in other relevant policies?

Sustainable Design

- 4.42** The final part of the Sustainable Places chapter of the Local Plan deals with design criteria for new development. Policy SLP3 has three parts:
- **Part A** sets out the criteria for ensuring development is well designed and relates well to its surroundings, addressing areas such as scale and massing, materials, skylines and boundary treatments;
 - **Part B** ensures that practical requirements such as access, movement around the site, crime reduction, refuse management and overshadowing are adequately 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.
- 4.43** While the policy remains broadly relevant and appropriate, consideration may be given to focussed amendments to reflect evolving national policy – such as the new focus in the NPPF on ensuring streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in new developments.

QUESTIONS

- 36)** In respect of the design, practical requirements and compatibility of new development, is there anything the Council could do to improve its planning policies and secure better-quality development in the future?

5 Healthy Places

- 5.1** The Healthy Places chapter of our Local Plan includes policies that address health and wellbeing, community facilities, and open spaces for recreation and active lifestyles. Many of the issues addressed in this chapter are closely related to policies elsewhere in the Local Plan, particularly around designing high quality new communities, and creating multi-functional green spaces that provide tangible benefits to both people and nature.

Improving Health and Wellbeing

- 5.2** Tendring's population is growing with an increasing percentage of residents of 65 years of age and above, well above the national average. Some of Tendring' communities are in the 20% 'most deprived' in the country with poor health being a particular concern. Although the Council is not directly responsible for providing GP, medical and other health services in our district, it works in close partnership with the NHS and other bodies so that measures are put in place to ensure that growth in the population and new developments in our communities are planned in a way that promotes healthy lifestyles, tackles deprivation and that are supported, as necessary, by a modern and efficient health service that meets the needs of both existing and future residents. This is not an easy task given the pressures facing health services across the country, but through rapid advancements in medical science and technology it is essential both for existing and future generations to collaborate with the NHS and others to promote innovation and embrace new ways of providing healthcare that aren't necessarily what people are used to now.

- 5.3** The way new communities and new developments are designed should have a significant positive impact on people's health – including the level of physical activity residents participate in. It is important that the Local Plan requires new development to be planned from the outset with health considerations in mind. New guidance and best practice is emerging all the time, which will assist developers in considering these factors and ensure their proposals maximise the opportunities for improving residents health and wellbeing.

- 5.4** Policy HP1 in the Council's existing Local Plan, which seeks to improve health and wellbeing, remains broadly up to date, and has been successful in securing developer contributions towards key health infrastructure – including the expansion of doctors surgeries. But this review gives an opportunity to strengthen the approach even further to improving the quality of life experienced across the District with participation in physical activity at any level and access to green spaces being two key elements of improving peoples physical and mental health.

Multifunctional Open Green Space, Sports and Recreation Facilities

- 5.5** Access to multifunctional open green space, sports and recreational facilities is recognised as having far reaching positive impacts, and the Council works collaboratively

with our partners in health and sport to address the issues of poor physical and mental health.

- 5.6** Policies HP3, HP4 and HP5 from the Council's existing Local Plan are a group of policies which collectively address green infrastructure, safeguarded open spaces, and sports and recreation facilities. These policies are likely to require a full update as part of the Local Plan review process, to ensure they properly reflect the latest evidence of need and the Council's strategy for delivering and managing open spaces and sports and recreation facilities. The issues covered by these policies are very closely linked, particularly when it comes to delivering facilities as part of new developments, so it will be most effective to update them as a group rather than individually.

New developments

- 5.7** The Local Plan aims to ensure new developments provide a variety of inclusive multifunctional green spaces that enable physical activity for all. These spaces can incorporate play equipment, open areas for informal games and sports, walking and cycling paths, outdoor gym equipment and many other facilities. These spaces should be sited in locations that are safely accessible to those wheeling, walking and cycling and, where practicable, should ensure connectivity along green infrastructure corridors.
- 5.8** For smaller developments, it is often appropriate for developers to incorporate areas of open space within the development and to make a financial contribution towards the enhancement or upgrading of nearby play equipment or sports facilities. For larger developments, however, the creation of high quality, flexible spaces that include a diversity of facilities such as games areas, play equipment, skate parks, gym equipment etc. are more likely to be appropriate. The Local Plan will need to make it clear to developers how much and what kinds of provision are likely to be required as part of their proposal, and these requirements will need to be supported by strong evidence.
- 5.9** A number of guidance documents have been produced nationally that explain how new developments can maximise the opportunities to promote healthy and active lifestyles. As part of the Local Plan review, the Council is considering how the Local Plan might best signpost developers to these documents to ensure new developments create active environments.

- **Active Design Guidance** (Sport England)
 - sets out a comprehensive approach to planning and development that prioritizes physical activity and well-being;
 - emphasises the creation of spaces and environments that encourage movement, providing opportunities for increased activity levels;
 - addresses disparities in activity levels among different demographic groups and aims to make physical activity enjoyable and easily incorporated into daily lives.
- **Building for a Healthy Life** (Homes England and NHS England)
 - serves as a Design Code to enhance the design of new and expanding neighbourhoods;
 - designed to be accessible to a diverse audience, including local communities, councillors, developers, and local authorities;

- enables focused discussions on crucial aspects of creating 'liveable places';
- supports local communities in establishing clear expectations for new developments by providing easily understandable considerations.

5.10 Active environments are spaces designed to promote physical activity, extending beyond traditional sports and formal exercise. They aim to inspire a wide range of physical activities, including active travel, children's play, outdoor leisure, and various opportunities that foster an active lifestyle. The places where we live, work, travel, and engage in recreational activities can significantly influence people's choices regarding physical activity. New developments can be designed in such a way that short trips can easily be taken on foot or by bike, which increases activity levels, improves air quality, and limits traffic congestion. Active environments can enhance both physical and mental wellbeing.

5.11 Green infrastructure (natural open spaces) and blue infrastructure (bodies of water) are closely linked with environmental policies, particularly around biodiversity and climate change – and these policies are discussed in the Protected Places chapter later in this document.

Safeguarded Spaces

5.12 The adopted Local Plan identifies a large number of open spaces within the District that it designates as 'safeguarded open space', and development in these areas will not generally be supported. However, a higher level of protection called 'Local Green Space' can also be designated for certain areas, where they meet certain criteria set out in national policy.

5.13 National Planning Policy states that Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

5.14 As part of the Local Plan Review, the Council may consider whether any specific open spaces within the District require this higher level of protection.

QUESTIONS

- 37)** What measures do you think the Council should be prioritising through the Local Plan to enable residents to live healthier, more active lives?
- 38)** What practical measures could the Local Plan require developers to provide that would increase the use of active means of travel (such as walking and cycling)?

- 39)** In respect of promoting healthy and active lifestyles, is there anything else the Council could do to improve its planning policies and secure better-quality development in the future?
- 40)** Are there any specific areas of open space within the District that require an even higher level of protection than it is given by the current Local Plan?

Community Facilities

- 5.15** Community facilities (sometimes referred to as community assets) provide for health and wellbeing, recreational and leisure and education and culture. They can include for example, local shops, meeting places, open space, community halls, libraries, museums, arts venues, post offices, public houses, places of worship, sports venues, health and fitness facilities, swimming pools and other facilities of community value. They are a key part of sustainable communities and contribute to their self-reliance.
- 5.16** The Local Plan includes a policy that seeks to prevent development that would result in the loss of a community facility, except in circumstances where replacement facilities are provided or where it is demonstrated there is no longer a need for that facility. The review of the Local Plan might provide an opportunity to add clarity around what evidence might be appropriate to justify such a loss.
- 5.17** The policy also requires new developments to support or enhance community facilities. In some cases improving existing facilities can add more value to the local community than building new ones, whereas in other situations new community facilities are more appropriate. In either case, new or existing facilities should be located in the best place for those accessing them via walking, wheeling and cycling, or by using public transport.

QUESTIONS

- 41)** What could the Council do to improve the protection given to community facilities through the Local Plan?
- 42)** Do you have any thoughts about the proposal to add clear guidance on what evidence would be required to justify the loss of a community facility?

Cemeteries, Crematoriums and Burials

- 5.18** The Local Plan includes land for the expansion of Weeley Crematorium and a number of cemeteries within Policy HP4 – Safeguarded Open Space. As part of the Local Plan

review, it might be appropriate to include a new policy specifically to address the need for cemeteries, crematoriums and other kinds of burial. In addition for allowing land to expand existing provision, the policy could support and encourage the provision of new burial places as the need arises and provide guidance or criteria that proposals would be required to meet.

QUESTIONS

- 43)** Would you like to see provision of land for different types of burials (e.g. natural sites) as well as ongoing traditional provision via church yards and crematoriums? What provision is needed?

6 Living Places

Housing Supply

- 6.1** To meet its objective of providing new dwellings with a variety of sites, size, types, tenure, the Living Places chapter of the Local Plan sets out policy requirements relating to the delivery of new housing.
- 6.2** The need for new housing over the extended period of the Local Plan to 2041 is yet to be established – but as explained earlier on in this document, there could be a need to plan for something in the order of 3,000 to 4,000 additional homes on top of the 10,000 that are either already planned for through the current Local Plan or are already under construction or with planning permission. Policy LP1 in the Local Plan and its supporting text will need to be updated as part of the Local Plan review to reflect the most up-to-date position with regards to the housing requirement along with the location and supply of land required to meet that requirement.

Housing Choice

- 6.3** As well as planning to meet the future housing needs within the District and identifying enough land to meet the total number of homes required, the National Planning Policy Framework requires councils to plan for a mix of new housing within those numbers based on current and future demographic trends, market trends and different groups within the community. The Council's current Local Plan seeks to achieve this through Policy LP2 which requires larger residential developments to include a mix of dwelling sizes, types and tenures.
- 6.4** The Council's policy currently gives particular support for the development of bungalows, retirement complexes, extra care housing, independent living, starter homes and self-build housing – to ensure the future needs of older and disabled residents can be met and to enable people to design and build their own homes in appropriate locations.
- 6.5** An initial review of this policy suggests that its format and wording can be carried forward into the updated Local Plan broadly unchanged – but there may be scope to strengthen the wording, and to ensure that it is consistent with up-to-date evidence produced as part of the Local Plan review.

QUESTIONS

- 44)** Should the Council be doing anything more to promote a mix and variety of new housing type, sizes and tenures as part of new residential and mixed-use developments?

Housing Layout and Density

- 6.6** It is important that the density of housing development promotes a good quality of life for its resident, taking into account the context of the area and the needs of different people who might live there. Policy LP3 sets out the factors that must be considered when determining the density of new residential and mixed-use developments, as well as the requirements for adaptable and accessible dwellings to meet the needs of disabled people. These factors include:
- Accessibility to local services;
 - The Government's latest technical housing standards;
 - The required housing mix;
 - The context and character of development in the immediate area;
 - The need for appropriate transition between built development and the open countryside; and
 - On-site infrastructure requirements.
- 6.7** Across our district there is a pattern of low-density development, and many new developments in recent years have sought to reflect this characteristic. However, there are several advantages associated with well-designed higher-density development that can lead to high quality places to live. By focussing a larger number of dwellings towards one location it is possible to provide better access to services and facilities, and create vibrant, walkable neighbourhoods that provide a high quality of life to future residents. It is often possible to secure more significant improvements to infrastructure and community facilities from developers building a higher number of homes, as the number of people living in these communities justify the creation of new services such as schools. Additionally, higher densities could enable the Council to plan for the number of homes required over the coming years using less agricultural land and having a smaller impact on the countryside.
- 6.8** An important consideration when determining a Planning application for new residential development is the layout of proposal. The Local Plan's approach to the layout of new housing development is set out in Policy LP4. The policy contains a number of criteria for new residential and mix-use developments, covering issues such as open space and green infrastructure; drainage; crime and anti-social behaviour; highways impact; and, the needs of future occupants.
- 6.9** It may be necessary to update this policy as part of the Local Plan review, to ensure that it is consistent with the latest guidance provided nationally and in the Essex Design Guide. In particular, there are requirements in this policy that relate to biodiversity (such as maximising green infrastructure, and sustainable water management strategies), and this will need to be consistent with the legal requirements around biodiversity net-gain and any additional requirements the Local Plan might introduce in the Protect Places chapter (discussed later in this document).
- 6.10** The policy also requires a percentage of dwellings on large developments of 10 or more dwellings to meet specific standards of adaptability and accessibility, and a further percentage to meet wheelchair-user standards – to ensure new development meets the needs of disabled people. These standards are set out in building regulations.

- 6.11** It has been suggested that the scope of the policy could be broadened to include other standards that new housing must meet, such as carbon emissions and climate resilience, as well as aspirations around designing for healthy, inclusive and active lifestyles (referencing guidance from Sport England, the Essex Design Guide, and Homes England.) Alternatively, these requirements and those around accessible dwellings could be included elsewhere within the Plan, and this policy could be narrowed to refer specifically to housing density.

QUESTIONS

- 45)** Should the Council consider promoting well designed, higher-density developments, in order to minimise the loss of agricultural land and to promote good access to services and facilities?
- 46)** Could the Council do anything more to achieve better layouts for new housing and mixed-use developments?
- 47)** Do you think the scope of these policies ought to be increased to include other standards that should apply to new residential developments, or should these be addressed elsewhere in the plan? What other standards could be included as part of this policy?
- 48)** Should the requirements around accessible and adaptable dwellings be incorporated within a different policy within the Local Plan? Which one?

Affordable Housing

- 6.12** Affordable housing is often raised as one of the most important issues among residents when considering new housing developments within the District. The requirement set out in Policy LP5 to seek 30% affordable housing on new developments was supported by a viability assessment undertaken when the Local Plan was first prepared. It is understood that there is still an acute need for affordable housing within the District, and as part of the Local Plan review the Council will review the wording of this policy with the aim of maximising the delivery of affordable housing in order to meet the needs of lower-income households.
- 6.13** The reviewed policy will need to accord with up-to-date requirements in national policy, particularly around the tenure split of affordable housing. The NPPF currently requires 10% of all new homes on major schemes (1/3 of the Local Plan's affordable housing requirement) to be available for 'affordable home ownership', and a further 25% of affordable housing units should be First Homes.

- 6.14** In addition to seeking affordable housing as part of the housing mix on large developments, the Local Plan also includes a policy to support the delivery of affordable housing in more rural locations, close to existing settlements. Proposals for predominantly affordable housing can be permitted if they are supported by evidence of need within the Parish, have the backing of the parish or town council, and satisfy additional criteria within the Policy.

QUESTIONS

- 49)** Do you support the Council's intention to seek to maximise the number of affordable homes secured through developer contributions?
- 50)** What else could the Council do to increase delivery of affordable housing across the District?

Self-Build and Custom-Built Homes

- 6.15** Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation. Supporting the delivery of self-build and custom housebuilding is a priority for the Government, and this type of development can make an important contribution to meeting the District's housing requirement. The existing self-build policy in the Local Plan, LP7, allows for these small scale developments to take place outside Settlement Development Boundaries (where new housing would not normally be supported) if certain criteria are met. These proposals are allowed within 600m of the edge of areas defined as urban settlements, and within 400m of areas defined as rural service centres. In order to facilitate a greater number of self-build opportunities to come forward, this policy could be amended to allow this kind of development near smaller rural settlements as well, particularly in light of the fact that self-build proposals are usually for small scale and high quality developments.
- 6.16** The Council may also consider amending the policy to require a specific percentage of homes on larger residential developments to be made available as self-build or custom built housing, in a similar way that a percentage of affordable housing is required through Policy LP5.

QUESTIONS

- 51) Do you agree that the policy should be extended to also allow self-build development near to smaller rural settlements?
- 52) Should the Council consider requiring developers to include plots of land for self-build homes as a percentage of major residential developments?
- 53) What else could the Council do to encourage and support self-build and custom housebuilding?

Gypsy and Traveller Sites

- 6.17 The national Planning Policy for Traveller Sites 2015 remains broadly unchanged since the adoption of the Local Plan, except for a modification to the definition of 'gypsies and travellers' in Annex 1 of the document. The Local Plan contains a policy relating to Gypsy and Traveller Sites which establishes a set of criteria against which proposals for new sites will be assessed. These requirements have been used successfully when determining Planning Applications, and the Council does not expect them to require updating.
- 6.18 The updated Local Plan will be informed by an updated Gypsy and Traveller Accommodation Assessment. This piece of evidence will look at the existing provision of gypsy and traveller pitches in the District, and the projected need for new pitches in the period up to 2041. If this piece of evidence identifies a need for additional, the Local Plan might need to allocated land for this purpose – in which case the policy will need to be updated.

QUESTIONS

- 54) Do you agree with the proposed approach to retain the existing criteria for determining Planning Applications, and only allocating additional land for gypsy and traveller sites if the evidence identifies a need within the District?
- 55) If not, what other approaches should be considered?

Care and Assisted Living, HMOs and Bedsits

6.19 The adopted Local Plan contains policies about special kinds of accommodation, such as care homes and independent assisted living, and HMOs and bedsits. These policies are broadly up to date, but focussed changes might be necessary, specifically:

- To make it clear that extensions to care homes are generally supported by the Local Plan, where suitable accessibility and access to services is demonstrated and subject to the requirements of other policies in the Local Plan;
- To reflect current best practice and latest practices in the car sector and with those responsible for specialist housing and supported accommodation; and
- To ensure that the parking requirements for HMOs and bedsits are consistent with the most up to date Essex Parking Standards (produced by the Essex Planning Officers Association and endorsed by TDC).

QUESTIONS

- 56)** What more could the Council do to ensure the Local Plan meet the needs of people requiring specialist accommodation in the District?

7 Prosperous Places

- 7.1** The Prosperous Places chapter of the Local Plan sets out policies relating to the local economy – particularly retail and commercial development; tourism; improving education and skills; and regeneration. Tendring has a diverse economy, with employment across a range of sectors, and the Local Plan seeks to promote economic growth that serves the needs of existing residents and businesses as well as creating new opportunities.

Retail and Town Centres

- 7.2** 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.
- 7.3** National policy requires councils to support the role that town centres play at the heart of their communities, and to pursue policies to promote their viability and vitality. This is reflected in the Local Plan's strategic objectives, and the policies at the beginning of this chapter seek to achieve this. New retail development will generally be encouraged and permitted within town centres, and these 'Primary Shopping Areas' are designated on the Local Plan's maps. Within these areas, the use of ground floor shop units will be restricted to uses within the nationally defined 'Use Class E' – which sets out appropriate town centre uses.
- 7.4** The Town Centre First Principle requires applications for main town centre uses to be in town centres, then in edge of centre locations and, only if suitable sites are not available should out of centre sites be considered. New retail developments in out of centre locations require an impact assessment if the proposed floorspace is over certain a certain threshold, which will look at the effect of the proposal on nearby town centres.
- 7.5** In addition to focussing new retail development towards existing town centres, the Local Plan also seeks to meet the needs of villages and local neighbourhoods, by supporting proposals for new retail development proportionate to their size and by limiting the loss of existing retail provision.

QUESTIONS

- 57)** In addition to directing new retail development towards town centres, are there any other ways the Council's Local Plan could support the vitality of the District's towns?
- 58)** In addition to restricting development that would result in the loss of retail facilities, what else could the Local Plan do to support communities living in villages and neighbourhood centres to be able to meet their day to day needs locally?

Employment Sites

7.6 The Local Plan designates two types of site for employment and commercial uses:

- Existing **Employment Sites** – which Policy PP6 seeks to retain to continue to provide for the employment needs of the District; and
- **Employment Allocations** – which Policy PP7 promotes as suitable locations for new employment uses.

7.7 In reviewing the Local Plan, the Council will commission a review of the District's Employment Land. The purpose of this study will be to quantify the current levels of existing and already planned employment floorspace within the District, and to determine the amount of additional land and more suitable employment sectors that may be required to extend the Local Plan to cover the period to 2041. It is anticipated that future growth in the District will be closely linked to the designation of Freeport East, and that future employment allocations will need to take full advantage of the opportunities this designation offers. As a result, any additional allocation of land for employment development is likely to be focussed around the A120 corridor between Harwich and Colchester.

QUESTIONS

- 59)** In what ways should the Local plan should seek to maximise the opportunities presented by Freeport designation?

Tourism

7.8 Tourism is worth almost £414 million to Tendring District's economy, with the industry responsible for around 9,000 jobs. 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. The Local Plan contains policies which promote new tourism development proposals that would help to improve the tourism appeal of the District to visitors, as well as supporting the creation of additional accommodation such as hotels, guesthouses, camping and caravanning sites, and holiday parks.

7.9 Policy PP8 gives examples of the kind of new tourism development proposals that may be supported, with a particular focus on the District's pleasure piers, amusement parks and holiday parks; water-based leisure activities; farm diversification schemes; high quality restaurants and cafes; and outdoor recreation.

7.10 In addition to supporting new tourism-related development, the Local Plan also seeks to protect existing tourist accommodation. Specifically, Policy PP9 seeks to retain existing hotels and guesthouses within defined town centres and along the seafront of the District's coastal towns, and development proposals that would result in the loss of these facilities will not be supported. Similarly, Policy PP11 provides protection to holiday parks, preventing redevelopment of 'safeguarded sites' for alternative uses either in part or in

whole. On sites that aren't specifically designated as safeguarded on the Local Plan's map, redevelopment will only be allowed in certain circumstances – and importantly where the proposals will not materially harm the provision of tourist accommodation in the District.

QUESTIONS

- 60) Do you think the Local Plan provides enough flexibility to support development that will boost the District's tourism economy?
- 61) Is it still appropriate to seek to protect all of the District's holiday parks from redevelopment or change of use towards residential?

Rural Economy

7.11 The thrust of local and national Planning policy is to direct new jobs to existing built up areas and centres of employment. However, it is important to recognise that the District's rural areas make an important contribution to the overall economy, so the Local Plan makes provision for certain kinds of development to come forward in the countryside – subject to detailed consideration of the wider impacts. The following types of development are specified in Policy PP13:

- The conversion or re-use of rural buildings in the countryside to employment, leisure, or tourism uses;
- Business and domestic equine related activities;
- Agricultural and key workers' dwellings; and
- Buildings that are essential to support agriculture; aquaculture; horticulture and forestry; and farm diversification schemes.

QUESTIONS

- 62) Are there any other forms of development that would be appropriate in the countryside to benefit the rural economy, that should be specifically supported by the Local Plan?

8 Protected Places

- 8.1** The Protected Places chapter of the Local Plan seeks to preserve and enhance the District's natural and historic environments, minimise the risks associated with flooding and coastal erosion, and address issues related to climate change – particularly through promoting low-carbon energy and water-efficiency, and mitigating the impacts of the changing climate. In addition, there are policies which seek to protect the character of individual settlements by designating 'strategic green gaps' (to avoid towns or villages coalescing into one larger settlement), and which address specific areas within the District that require bespoke policies to protect them.
- 8.2** Many of the policies in this chapter are performing well and will require little updating as part of the Local Plan review. However, in recent years significant changes have occurred in the way new developments can respond to and mitigate against climate change, and so additional policies are likely to be required in that area.

Climate Change

- 8.3** In 2019, the Council declared a climate emergency – and the adopted Local Plan includes policies which seek to promote renewable energy generation and energy efficiency measures.
- 8.4** Carbon emissions in the built environment fall into two broad categories - those that arise from the use or occupation of a building (known as *operational carbon*), and those associated with the processes and materials used in the construction and eventual disposal of buildings (known as *embodied carbon*). Together, both operational carbon emissions and embodied carbon emissions form the *Whole Life Carbon* impact of a development.
- 8.5** Carbon emissions from the use and occupation of buildings in the UK is estimated to account for 23% of the country's greenhouse gas emissions, and this is even higher when you include embodied carbon emissions. The UK has a statutory target to reduce greenhouse gas emissions to net zero by 2050 (as set out in the Climate Change Act 2008). The Climate Change Act sets a further legal target of a 78% reduction in emissions by 2035. The Government's Climate Change Committee has warned that the UK is off target and rapid and deep cuts to emissions must be made in all sectors.
- 8.6** It is important that new development is built to be net zero carbon in operation from the beginning, and to minimise embodied carbon emissions through all stages of a building's life. For a building to be net zero carbon in its operation it must be an ultra-low energy building that meets high energy efficiency standards, does not use fossil fuel and maximises renewable energy generation. Retrofitting buildings to reduce their carbon emissions is much more disruptive, costly and time consuming than designing buildings to be net zero carbon in the first place.
- 8.7** In Essex, there is a target for all planning permissions for new buildings to be net zero carbon by 2025, which is included within Essex County Council's Climate Action Plan.

Practical design advice is provided in the Essex Design Guide, which focuses on how to design developments (of all types and sizes) to meet net zero carbon and energy standards, mitigate potential overheating risk and to address other related sustainability issues. The aim is to ensure new developments mitigate, adapt and are resilient to a changing climate.

- 8.8** The adopted Local Plan currently sets out the requirements for new renewable energy generation schemes and the energy efficiency measures required in other kinds of development. However, there is an opportunity (as part of the Local Plan review) to introduce new policies that promote net zero carbon in new development. These policies will need to both reflect current technologies and best practice, and also be flexible enough to be able to accommodate the rapid speed at which technology is evolving and improving.

QUESTIONS

- 63)** Could the Council do anything more, through the review of the Local Plan, to support the retrofit of existing buildings to improve their energy efficiency?
- 64)** What measures should the Council consider to ensure new developments mitigate, adapt, and are resilient to a changing climate?
- 65)** In what ways could the requirements of the Local Plan be strengthened in order to meet local and national targets around net zero development?

Biodiversity and Geodiversity

- 8.9** Planning law surrounding biodiversity has changed significantly since the Local Plan was adopted. Biodiversity net gain (BNG) is a way of creating and improving natural habitats, making sure development has a measurably positive impact ('net gain') on biodiversity, compared to what was there before development. It is now a legal requirement for many types of developments to deliver at least 10% BNG, and the Council has put processes in place to properly assess and monitor this requirement.
- 8.10** As part of the Local Plan review, it will be necessary to consider whether the existing policy for biodiversity is still adequate or whether it requires updating to best reflect the new legislation and to meet the Council's objective to enhance the quality of the natural environment.
- 8.11** The Council may wish to set out local priorities and strategies that developers will be required to take into account when delivering BNG, such as locally important habitats and the Local Nature Recovery Strategy. This will help to ensure that BNG contributes to wider nature recovery plans as well as local objectives, and that the right habitats are provided

in the right places. The Local Plan may also be able to allocate specific sites that developers can use to deliver BNG, where it is not possible to fully meet the requirements on a particularly development site.

- 8.12** A key priority for the Local Nature Recovery Strategy and BNG is to connect existing areas of habitat. By creating networks of green infrastructure (on land) and blue infrastructure (rivers and waterways), the wildlife that occupy them and the habitats themselves can be supported to improve and thrive. This ambition is reflected in Objective 8 of the Local Plan, which seeks to provide a network of interconnected multi-functional natural green and blue spaces which secures a net gain in biodiversity.”
- 8.13** By developing the Local Plans policies around biodiversity and nature recovery, there will also be a greater opportunity to link BNG with other strategic objectives identified through the Plan, such as recreation and health, flood risk, active travel, and ensuring suitable adaptation and mitigation to effects of climate change.
- 8.14** The BNG legislation requires new developments to achieve *at least* 10% biodiversity net-gain, and some authorities have set requirements through their Local Plans to secure a greater increase of 20% or 25%. The Essex Local Nature Partnership has recommended that 20% BNG is a suitable policy target for authorities in Essex, and there is the possibility that, with appropriate evidence to justify the policy and demonstrate its viability, the updated Local Plan could also seek to secure greater environmental gains from new development that takes place in the District.
- 8.15** Policy PPL5 of the adopted Local Plan seeks to ensure that all new development makes adequate provision for drainage and sewerage, and includes sustainable drainage systems. Some of the requirements of this policy overlap with the aims of biodiversity net-gain, and it may be appropriate to incorporate relevant areas into a new or updated biodiversity net gain policy.

QUESTIONS

- 66)** In what ways could the Local Plan seek to improve the connectivity of the District’s blue and green infrastructure?
- 67)** Are there any sites within the District that the Council should consider allocating for the creation of new wildlife habitats?
- 68)** Rather than specifically allocating sites for nature recovery, are there other ways of increasing green and blue infrastructure connectivity?
- 69)** Do you support the ambition to seek greater than 10% biodiversity net gain (BNG) from new developments?

- 70)** Are there any other ways in which the Council, through the Local Plan, can help to achieve and deliver biodiversity net gain?

Flood Risk, Coastal Protection Belt and the Rural Landscape

- 8.16** The Local Plan includes policies that seek to protect the natural environment and ensure that new development is in suitable locations that do not make it vulnerable to flooding or other environmental risks.
- 8.17** Policy PPL1 in the adopted Local Plan sets out the requirements for development within a flood zone (which includes flood zones 2 and 3 as defined by the Environment Agency). The Strategic Flood Risk Assessment for the District will need to be updated as part of the Local Plan review, but the Policy requirements are performing well and should not require any significant changes.
- 8.18** Policy PPL2 in the adopted Local Plan designates certain areas of the District as Coastal Protection Belt and seeks to protect the open character of the undeveloped coastline by preventing new development in these locations. This policy has been effective at resisting inappropriate development and could be carried forward into the updated Local Plan relatively unchanged, but it may be necessary to review the boundary of the Coastal Protection Belt to ensure it remains appropriate and considers any new land allocations that may come forward as part of the Local Plan review process.
- 8.19** Policy PPL3 in the adopted Local Plan sets out how the Council will protect the rural landscape from any development that will cause overriding harm to its character or appearance. Since the adoption of the Local Plan, national planning guidance has been updated and now requires Local Plans to demonstrate how they will contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.
- 8.20** Whilst the Council's Landscape Character Assessment must be updated, it is considered that these Policies are working well and need little in the way of updating.

QUESTIONS

- 71)** Is there any more the Council should do, through the review of the Local Plan, to ensure new development is resilient to flood risk?
- 72)** What more could the Local Plan do to protect the character of our coastal and rural landscapes?

Strategic Green Gaps

- 8.21** Strategic Green Gaps are an important designation in the adopted Local Plan which seek to prevent specific settlements slowly growing and coalescing. They enable villages and towns to retain their separate identities and ensure the long-term separation of those settlements. The existing Strategic Green Gaps designated in the Local Plan are based on up-to-date evidence that was found to be sound when the adopted Local Plan was examined in 2020, and it is one of the ‘guiding principles’ of this review that the Strategic Green Gaps won’t be reduced. Strategic Green gaps exist around the edge of Clacton, between Kirby Cross and Kirby-le-Soken, between Dovercourt and Great Oakley, and on the edge of Manningtree.
- 8.22** Since the adoption of the Local Plan there have been key examples of development proposals being successfully resisted by the Council because they fall within areas protected by the Strategic Green Gap designation, and the wording of the policy has been found to be effective.
- 8.23** There may, however, be the need for additional or extended Strategic Green Gaps – for example to the east of the Tendring Colchester Borders Garden Community to ensure the continued separation of this new development from Elmstead Market village.

QUESTIONS

- 73)** Do you agree that the existing Strategic Green Gaps designated in the Local Plan provide sufficient protection to prevent the coalescence of settlements?
- 74)** Are there gaps between other settlements which could benefit from the protection of a Strategic Green Gap?

The Historic Environment

- 8.24** Policies within the Historic Environment section of the Local Plan set out the requirement to protect and enhance heritage assets within our district. These policies cover the impact of new development on archaeological remains, designated Conservation Areas, as well as Listed Buildings and their setting.
- 8.25** The Council has, over the past few years, been undertaking a thorough review of our Conservation Area Appraisals. This has been an extensive process that has involved public consultation with those who live and work within Conservation Areas in Tendring. The work is nearly finished, with a number of updated appraisals due to be formally adopted by the Council. The new Conservation Area Appraisals will provide a valuable

tool for determining Planning Applications that might impact the historic environment and will give developers and homeowners greater clarity around the types of development that might be appropriate within these areas.

8.26 The policies in the adopted Local Plan have been effective in allowing the Council to ensure development meets the objective of protecting the District’s historic environment and it is considered that they could be carried forward unchanged into the updated Local Plan.

8.27 Two areas within the District have specific policies designed to protect their special and unique characters: The Avenues area in Frinton (PPL11), and The Gardens area in east Clacton (PPL12). These policies have been effective in preserving the character of these areas, and it is not expected that any updates will be required in this review.

QUESTIONS

75) Should the Council be doing anything more through the Local Plan to preserve and enhance the historic environment within Tendring?

9 Connected Places and Delivering Infrastructure

- 9.1** The adopted Local Plan contains two chapters that discuss connectivity (specifically sustainable travel, the transport network, and telecommunications) and delivering infrastructure. Many of the issues relevant to these policies have been discussed in previous chapters in the document.
- 9.2** The Council understands 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. As part of the Local Plan review, the Council will commission an Infrastructure Delivery Plan (IDP), which will sit alongside the Local Plan and provide specific details on the main items of infrastructure required for larger development, when they are likely to be provided and who will pay for them.
- 9.3** The broad categories of necessary infrastructure that will be 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.
- 9.4** 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; healthcare services and facilities by NHS bodies. The IDP will need to identify 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. Developers are expected to contribute towards providing appropriate infrastructure, including both on-site costs and strategic off-site infrastructure costs.
- 9.5** A resilient, reliable, efficient, and safe transport network that provides for the movement of people and goods is necessary to support development, improve productivity, enable economic growth and allow everyday activity. Essex County Council, which is the highway and transportation authority, is seeking to decarbonise the transport network and deliver a step change in sustainable travel across the county, by growing passenger transport and active travel; and by supporting the move towards net zero, climate resilient developments, including new garden communities, and by delivering well connected neighbourhoods for the future.

- 9.6** The planning system can help to actively manage patterns of growth by focussing on locations which are or can be made sustainable, through offering a genuine choice of transport modes and supporting good design. This will contribute to reducing congestion and emissions and improving air quality and public health. The location and design of developments and how well active travel and public transport services are integrated influences the opportunity for short journeys to be made on foot, cycle or by public transport, helping to reduce transport impacts.
- 9.7** Everyone needs to have access to transport infrastructure to participate in the economy. Transport investment is essential to:
- improve business efficiency, notably by travel time savings, improving journey time reliability and travel quality;
 - stimulate business investment and innovation by supporting economies of scale and new ways of working;
 - agglomerate economies bringing firms closer (in space or time) to other firms or workers in the same sector;
 - improve labour market efficiency, enabling firms to access a larger labour supply, and wider employment opportunities for workers and those seeking work;
 - create business confidence in the long-term capacity of the local area to accommodate their strategic ambitions
 - increase competition by opening access to new markets, principally by integration of world markets; and
 - increase domestic and international trade by reducing trading costs.
- 9.8** To respond positively to new ways of working, contribute to addressing the impacts of climate change and to provide less car orientated places, transport planning is shifting towards a vision lead approach which helps to create places for people, built around a healthy, safe, prosperous and carbon neutral vision for our new communities. It will consider the relationship between travel patterns and behaviour, broader land use, digital and energy systems.
- 9.9** In recent years, major improvements in computer and mobile phone technology have radically changed the way business is carried out and how people shop, learn, and socialise. Many more people choose to work from home since the pandemic, and communications technology has become essential for businesses and a fundamental part of everyday life. Telecommunications and digital infrastructure technologies are evolving rapidly, and developers will need to ensure that new development is provided with access up-to-date, high quality digital infrastructure including fibre and wireless services.
- 9.10** The Council will need to consider whether its policies are up to date and compliant with national planning policy, and it may be necessary to update policies in these chapters to ensure they reflect most recent guidance and best practice about infrastructure provision in new developments.

QUESTIONS

- 76)** In what ways could the Local Plan seek to promote greater use of sustainable modes of transport i.e. walking, cycling and public transport?
- 77)** Could the Council do anything more, through the review of the Local Plan, to ensure the design and location of new developments support residents to be less reliant on private vehicles?
- 78)** What new infrastructure do you think is needed in Tendring to support existing communities and any future development?
- 79)** What other changes, if any, should the Council consider making to policies relating to travel, telecommunications, and other kinds of infrastructure delivery?

10 Other matters

- 10.1** This document has sought to cover the issues and options that the Council considers are most pertinent to the review of the Local Plan. If there is anything you feel hasn't been covered in this document or you would like to make any further comments, you are invited to do so.

QUESTIONS

- 80)** Is there anything you feel hasn't been covered in this document that should be considered as part of the Local Plan Review?
- 81)** Do you have any other comments?