Tendring
District Council

TENDRING DISTRICT LOCAL PLAN REVIEW 2026-2043 AND BEYOND

Submission Version
September 2026



Table of Contents

Table of Contents 2
Table of Policies 3
Foreword 7
1 Introduction 9
2 Vision and Objectives 19
3 Sustainable Places 29
4 Healthy Places 48
5 Living Places 62
6 Prosperous Places 97
7 Protected Places 139
8 Connected Places 181
9 Delivering Places 192
10 Delivering Infrastructure 320
11 Monitoring and Review 327
12 Policies Maps 332
Appendix A – Glossary of Terms 333
Appendix B – Local Maps 343
Appendix C – Local Wildlife Sites and Ancient Woodland 344
Appendix D – Heritage Assets 349
Appendix E – Loss of Community Facilities 354
Appendix F – Affordable Housing 355
Appendix G – Saved Policies from Section 1 Local Plan 2013-2033 359

Table of Policies

Sustainable Places

Strategic Policy SPL1a: Presumption in Favour of Sustainable Development..... 36

Strategic Policy SPL1: Managing Growth 41

Strategic Policy SPL2: Settlement Development Boundaries 43

Non-strategic Policy SPL3: Sustainable Design..... 45

Healthy Places

Non-strategic Policy HP1: Improving Health and Wellbeing..... 49

Non-strategic Policy HP1a: Managing the Location of Hot Food Takeaways 52

Non-strategic Policy HP2: Community Facilities 55

Non-strategic Policy HP4: Cemeteries, Crematoriums and Burial Sites..... 57

Non-strategic Policy HP5: Open Space, Sports and Recreation Facilities 59

Living Places

Strategic Policy LP1: Housing Supply..... 69

Strategic Policy LP2: Housing Choice 72

Non-strategic Policy LP3: Housing Density and Standards..... 73

Non-strategic Policy LP4: Development Layout & Design..... 75

Strategic Policy LP5: Affordable Housing 78

Non-strategic Policy LP6: Rural Exception Sites..... 81

Non-strategic Policy LP7: Self-build and Custom-built Homes..... 83

Non-strategic Policy LP8: Backland Residential Development 86

Strategic Policy LP9: Gypsy and Traveller Sites..... 88

Non-strategic Policy LP10: Care, Independent and Assisted Living, Secure Institutions 92

Non-strategic Policy LP11: HMO and Bedsits 95

Prosperous Places

Non-strategic Policy PP1: New Retail Development 101

Strategic Policy PP2: Retail Hierarchy 103

Strategic Policy PP3: Village and Neighbourhood Centres 104

Non-strategic Policy PP4: Local Impact Threshold 106

Non-strategic Policy PP5: Town Centre Uses 108

Strategic Policy PP6: Employment Sites 111

Non-strategic Policy PP6a: Extensions to Existing Employment Sites in the Countryside 113

Strategic Policy PP7: Employment Allocations 115

Strategic Policy PP8: Tourism 119

Non-strategic Policy PP9: Hotels and Guesthouses 120

Non-strategic Policy PP10: Camping and Touring Caravan Sites 121

Non-strategic Policy PP11: Holiday Parks 124

Strategic Policy PP12: Improving Education and Skills 126

Strategic Policy PP13: The Rural Economy 128

Strategic Policy PP14: Priority Areas for Regeneration 129

Non-strategic Policy PP15: Walton Mere 137

Non-strategic Policy PP16: St Osyth Car Park 138

Protected Places

Strategic Policy PPL1: Development and Flood Risk 140

Strategic Policy PPL2: Coastal Protection Belt 142

Strategic Policy PPL3: The Rural Landscape 144

Strategic Policy PPL4: Biodiversity and Geodiversity 148

Strategic Policy PPL4a: Biodiversity Net Gain in Tendring 153

Strategic Policy PPL5: Water Conservation, Drainage and Sewerage 156

Strategic Policy PPL6: Strategic Green Gaps 157

Non-strategic Policy PPL7: Archaeology 159

Non-strategic Policy PPL8: Conservation Areas and Registered Parks and Gardens 161

Non-strategic Policy PPL9: Listed Buildings 162

Non-strategic Policy PPL9a: Non-designated Heritage Assets 163

Strategic Policy PPL10a: Operational Energy and Carbon in Homes and Buildings 165

Strategic Policy PPL10b: Embodied Carbon and Circular Economy in Homes and Buildings..... 168

Strategic Policy PPL10c: Renewable Energy Installations 170

Non-strategic Policy PPL11: The Avenues Area of Special Character, Frinton-on-Sea..... 172

Non-strategic Policy PPL12: The Gardens Area of Special Character, Clacton-on-Sea..... 172

Non-strategic Policy PPL12a: Thorpe Station and Maltings..... 174

Non-strategic Policy PPL12b: St Osyth Priory 175

Non-strategic Policy PPL12c: Protection of the Naze 177

Non-strategic Policy PPL13: Ardleigh Reservoir Catchment Area..... 178

Non-strategic Policy PPL14: Safeguarding of Civil Technical Site, North East of Little Clacton/South of Thorpe-le-Soken..... 179

Non-strategic Policy PPL15: Safeguarding of Hazardous Substance Site, South East of Great Oakley/South West of Harwich..... 179

Connected Places

Strategic Policy CP1: Sustainable Transport and Active Travel 185

Strategic Policy CP2: Improving and Maintaining the Transport Network 188

Strategic Policy CP3: Improving the Telecommunications Network 190

Delivering Places

Strategic Policy SAMU1: Development and delivery of Tendring Colchester Borders Garden Community 194

Strategic Policy SAMU2: Development at Harley Gardens, Clacton..... 198

Strategic Policy SAMU3: Development at Oakwood Park, Clacton 202

Strategic Policy SAMU4: Development at Rouses Farm, Jaywick Lane, Clacton 205

Strategic Policy SAMU5: Development off Dean's Lane and Oakley Road, Dovercourt 209

Strategic Policy SAMU6: Development of Weeley Green Garden Village 213

Strategic Policy SAMU7: Redevelopment of Saltings Quarter, Riverside Avenue, Manningtree 218

Strategic Policy SAMU8: Development of Hare Green Garden Village 225

Strategic Policy SAMU9: Development of Horsley Cross Garden Village 237

Strategic Policy SAH1: Development at Vicarage Farm Off Main Road and South of A120, Harwich 245

Strategic Policy SAH2: Development North of Thorpe Road, Kirby Cross 250

Strategic Policy SAH6: Development of Land East of Cockaynes Lane, Alresford 254

Strategic Policy SAH7: Development of Land East of Admirals Green and North of Weeley Road, Great Bentley 258

Strategic Policy SAH8: Development of Land East of Amerells Road, Little Clacton 262

Strategic Policy SAH9: Development of Land South of Clacton Road, St Osyth . 266

Strategic Policy SAH11: Development of Land North of Lifehouse Spa & Hotel, Thorpe-le-Soken 270

Strategic Policy SAE1: Carless Extension, Harwich 310

Strategic Policy SAE2: Freeport East, Bathside Bay and the A120 Corridor 313

Strategic Policy SAE3: Collierswood Farm A120 Strategic Business Park 316

Delivering Infrastructure

Strategic Policy DI1: Infrastructure Delivery and Impact Mitigation 324

Foreword

We are pleased to present the Submission Version of the Tendring District Local Plan Review 2026–2043 and Beyond – the proposed blueprint for future growth in our District and the rulebook of policies that will apply to the determination of planning applications.

This document sets out the Council's vision for the future of the District and provides the framework for how Tendring can respond to the opportunities and challenges of the years ahead. It establishes where new homes, jobs, services and infrastructure should be located, how development should be designed, and how we will protect and enhance the landscapes, heritage, coastline and natural environment that make Tendring such a special place to live, work and visit.

The preparation of this Local Plan has taken place against a backdrop of significant change. Since the adoption of the current Local Plan, national planning policy has evolved considerably, including the introduction of much higher mandatory housing requirements. As a result, the Council is now required to plan for a level of growth substantially greater than previously anticipated. Whilst we have consistently highlighted the challenges that these requirements present for a district such as ours, we also recognise our responsibility to plan positively for the future and to ensure that growth is managed in a coordinated, sustainable and infrastructure-led way.

Doing nothing is not an option. Without an up-to-date Local Plan, decisions about the future of our communities would increasingly be shaped by speculative development proposals and planning appeals rather than by a clear, locally determined strategy. This Local Plan seeks to provide that strategy, giving residents, businesses, developers and infrastructure providers greater certainty about how the District should grow and change over the coming decades.

The Plan has been informed by extensive research, technical evidence and engagement with communities, stakeholders and partner organisations. The public consultation on the Preferred Options draft generated significant interest and participation from residents, businesses, community groups, Town and Parish Councils and statutory consultees. We are grateful to everyone who took the time to engage in the process. The comments received have helped shape the evolution of the Plan and have informed changes to policies and proposals as work has progressed.

At its heart, this Local Plan is about achieving the right balance. It seeks to deliver the homes that people need, support investment and job creation, secure new and improved infrastructure, and address the challenges of climate change, whilst protecting the distinctive character of our towns and villages, safeguarding important landscapes and habitats, and preserving the qualities that make Tendring unique.

The decisions contained within this Plan are among the most important that the Council will make. They will influence how places evolve, how communities are

connected, and how future generations experience the District long after the Plan itself has been adopted. With Local Government Reorganisation on the horizon, this Local Plan is likely to be the last one prepared by Tendring District Council and therefore represents an important opportunity to shape the long-term future of our area and establish a positive legacy for those who follow.

We would like to thank all residents, businesses, community groups, Town and Parish Councils, partner organisations, elected Members and Council Officers who have contributed to the preparation of this Local Plan. Through continued collaboration, we can ensure that Tendring remains a place where people and communities can prosper whilst continuing to protect the qualities that define our District.



Cllr. Andy Baker
Portfolio Holder for Housing & Planning



Cllr. Carlo Guglielmi
Chairman of the Planning Policy & Local Plan Committee

1 Introduction

Welcome to Tendring

1.1 Welcome to the Tendring District Local Plan. Tendring District is located in the north-eastern corner of the county of Essex, bordering Suffolk and approximately 70 miles from London. The Tendring peninsula is bordered by the Stour Estuary to the north, the North Sea to the south and east and the Colne Estuary to the south-west. As a coastal District, Tendring contains a number of individual seaside and riverside towns as well as a large rural heartland. The western edge of our District borders the City of Colchester, one of Essex's principal urban centres.

1.2 The largest urban area within our District is Clacton-on-Sea. Tendring District is also home to the International Port of Harwich; the coastal towns of Frinton-on-Sea and Walton-on-the-Naze; the historic port town of Brightlingsea; Manningtree, a town which borders Suffolk; the Stour Estuary; and the Dedham Vale and Suffolk & Essex Coast and Heaths National Landscapes. Our rural heartlands contain many distinctive villages and hamlets of varying sizes.

1.3 Tendring District has a diverse range of assets, including its attractive landscapes, coastline, areas of nature conservation, maritime heritage, a wealth of heritage assets, and both locally and internationally important ports. However, alongside some thriving settlements and successful businesses there are also significant challenges. Parts of Tendring continue to experience comparatively high levels of deprivation, lower wages, poorer health outcomes and fewer local employment opportunities than many other parts of Essex. Historically, some communities have experienced lower levels of investment in transport, utility, health and education infrastructure, creating a substantial gap between existing provision and that required to support future growth. This challenge has become particularly pronounced in light of the significantly increased housing requirement that the Council is now required to plan for through the Local Plan Review.

1.4 Tendring also faces ongoing challenges relating to coastal erosion, climate change adaptation and nature recovery. The need to accommodate significant levels of new housing and employment development whilst addressing infrastructure constraints and protecting the District's sensitive landscapes, estuaries, habitats and historic environment is therefore one of the principal challenges facing this Local Plan Review.

1.5 Tendring's geography has a fundamental influence on the options available for future growth. As a peninsula, bounded by the North Sea and two major estuaries, opportunities for expansion are inherently more limited than in many inland authorities. Large areas of the District are affected by environmental designations, protected habitats, areas at risk from coastal change and

flooding, National Landscapes, and other environmental constraints. These factors do not prevent development from taking place, but they significantly influence where growth can be sustainably accommodated, limit the range of realistic options available to the Council, and have played an important role in shaping the spatial strategy contained within this Local Plan.

Map 1 Tendring District Boundary



The Local Plan Review

1.6 Tendring District Council is undertaking a review of its Local Plan to ensure it remains up to date and continues to provide a clear and robust framework for guiding development across the District. National planning policy requires Local Plans to be reviewed at least every five years and updated where necessary. The review is taking place against a significantly different national policy context to that which informed the adopted Plan, including the introduction of a substantially increased mandatory housing requirement for Tendring. As a result, the Council has been required to revisit earlier assumptions about the scale and distribution of future growth and consider strategic approaches capable of accommodating levels of development beyond anything previously planned for in the District and significantly greater than those anticipated when work on the review initially commenced. The scale of growth now required creates important considerations relating to infrastructure provision, environmental protection, landscape character, and the long-term sustainability of communities across the District. The updated Local Plan will set out how the District will accommodate future housing, employment and infrastructure needs in a sustainable way, while protecting the environment and maintaining the character of our towns and villages.

1.7 The review is not a complete re-write of the Local Plan but an update that builds on the foundations of the current Plan. While the review builds upon the successful framework established through the adopted Local Plan, the scale of housing growth now required by national policy is unprecedented for Tendring and necessitates consideration of development opportunities and strategic approaches that would not previously have been required. It will carry forward many of the existing policies that remain relevant, while introducing new policies and proposals to reflect the latest evidence, national requirements and local priorities. The updated Local Plan identifies additional sites for housing and employment development to meet the Government's mandatory housing target of at least 18,173 new homes between 2026 and 2043, alongside policies to secure infrastructure, protect biodiversity, and address climate change. The scale of growth now required represents a significant departure from that envisaged through the adopted Local Plan and requires the identification of additional opportunities for development across a wider area of the District.

1.8 Meeting the Government's mandatory housing requirement presents a significant challenge. Existing allocations, commitments and developments under construction are expected to make a major contribution towards future housing supply, however additional land must still be identified to accommodate thousands of further homes over the Plan period. The Council has therefore undertaken a comprehensive assessment of potential growth options, locations and sites, supported by technical evidence, sustainability appraisal and stakeholder engagement, to identify the most sustainable, deliverable and viable strategy for the District. In developing the strategy, the Council has not simply considered where development might be accommodated, but also whether alternative approaches were capable of sustainably delivering the scale of growth required. Through this process, a number of potential approaches were found to be constrained by environmental designations, landscape considerations, infrastructure limitations, settlement characteristics and deliverability considerations. The strategy contained within this Local Plan reflects the outcome of that assessment process.

1.9 The mandatory housing requirement for Tendring has increased substantially since the adoption of the current Local Plan and now requires the District to plan for a level of growth without precedent in its history. Accommodating this growth in a sustainable manner will require significant investment in transport, education, healthcare, utilities and community infrastructure whilst ensuring that the District's environment, landscape character, coastal assets and internationally important habitats are appropriately protected and enhanced. This will present challenges for existing communities and service providers and will require careful planning to ensure that growth is supported by the facilities, jobs and infrastructure needed to create sustainable places.

1.10 Once adopted, Section 1 (strategic policies prepared jointly with Colchester and Braintree Councils) and Section 2 (policies specific to Tendring) of the current Local Plan will be superseded by the updated Local Plan. This means that all planning decisions will be made in accordance with the new Plan, which will become the statutory development plan for the District. The Local Plan also provides the broad framework of policies and proposals to which individual communities can, if they wish, add further detail and more local requirements by preparing their own 'Neighbourhood Plans'.

1.11 The Local Plan Review is therefore critical to ensuring that Tendring can manage growth positively and proactively, rather than leaving the District vulnerable to speculative and unplanned development. The review provides the opportunity to direct growth towards the most sustainable and deliverable locations, ensure that new development contributes towards infrastructure improvements and environmental enhancement, and demonstrate how the District can respond positively to national planning policy whilst recognising the particular opportunities and constraints that make Tendring distinctive. Through the review process, a range of alternative approaches to accommodating growth have been considered and tested to ensure that the chosen strategy represents the most appropriate balance between meeting development needs and protecting the special qualities of the District.

1.12 In preparing this Local Plan, the Council has also had regard to the fact that neighbouring authorities are themselves seeking to address significant development requirements through their own Local Plans and are not assumed to have capacity to accommodate unmet development needs arising from Tendring. Consequently, the Plan has been prepared on the basis that Tendring should seek, wherever possible, to meet its own identified development needs within the District's boundaries. The evidence informing this process is summarised throughout this Local Plan and explained in greater detail within the supporting evidence base documents prepared as part of the review.

1.13 The Local Plan sets out the spatial strategy for where new development will take place, the infrastructure needed to support it, and the policies that will guide the design and quality of new homes, jobs and community facilities. Through this process, the Council aims to balance the need for growth with the protection of the environment and the creation of healthy, sustainable and well-connected communities.

1.14 The review also comes at a time of wider change. With Local Government Reorganisation and the creation of a Mayoral Combined County Authority for Greater Essex on the horizon, this Local Plan is likely to be the last prepared by Tendring District Council in its current form. It will therefore play an important role in shaping the future of the District and influencing strategic planning decisions for the wider area.

1.15 Public engagement has been central to the preparation of this Local Plan. In accordance with the Council's Statement of Community Involvement (SCI), consultation has been undertaken at key stages of the review, including the Issues and Options consultation (March - April 2025) and the Preferred Options consultation (February - March 2026). The feedback received through these consultations, alongside ongoing engagement with statutory consultees, infrastructure providers, neighbouring authorities, local communities and other stakeholders has helped shape the Plan's strategy, policies and site allocations.

1.16 The Submission Version consultation is not intended to seek further changes to the Plan, but instead provides an opportunity for interested parties to make representations on whether the Local Plan has been prepared in accordance with legal and procedural requirements and whether it satisfies the tests of soundness set out in national planning policy, prior to its submission for independent examination.

Context

1.17 The Local Plan needs to be consistent with a wide range of other policies, guidance, strategies and plans produced not only by this Council but also by central government, neighbouring authorities and other public bodies. Although the 'Duty to Cooperate' has been removed from the Localism Act, the Council remains responsible for maintaining effective cooperation with other organisations and neighbouring authorities. In preparing this Local Plan, the Council has also had regard to the fact that neighbouring authorities are themselves seeking to address significant development requirements through their own Local Plans and are not assumed to have capacity to accommodate unmet development needs arising from Tendring. Consequently, the Plan has been prepared on the basis that Tendring should seek, wherever possible, to meet its own identified development needs within the District's boundaries.

1.18 The following section identifies other policies, guidance, strategies and plans that informed the content of this Local Plan along with the key national and local partnerships that will be involved in delivering positive changes in the area over the plan period.

National Planning Policy Framework (NPPF)

1.19 The National Planning Policy Framework (NPPF), first introduced by the Government on 27 March 2012, has since undergone several revisions, most recently on 12 December 2024 and amended on 7 February 2025. The revised Framework sets out the Government's planning policies for England and how these are expected to be applied. Local planning authorities must ensure that their Local Plans are consistent with the NPPF's objectives, principles and policies. The Framework continues to promote the achievement of sustainable development and requires councils to prepare and maintain up-to-date plans that meet identified development needs in a flexible and responsive manner.

The NPPF is also a material consideration in the determination of planning applications alongside the policies contained in the statutory development plan.

Essex County Council

1.20 Essex County Council is the Local Highway Authority, with a responsibility to manage and maintain the highway network, and the Local Transport Authority, with transport planning responsibilities for the administrative area of Essex. The Essex Local Transport Plan (2011) contains the Essex Transport Strategy (2011) and sets out the 15-year vision to improve travel in the county and underlines the importance of the transport network in achieving sustainable, long term economic growth and enriching the life of residents. It is supplemented by delivery strategies for public transport, highways, cycling and public rights of way. Essex County Council is progressing the replacement of the Essex Transport Strategy (2011) with the Local Transport Plan 4 (LTP4), which is anticipated to be adopted in 2026. Essex County Council is also the Waste Disposal Authority, Minerals and Planning Authority, and Lead Local Flood Authority and is responsible for advising on public health, providing Specialist and Supported Housing, and leading the Essex Local Nature Recovery Strategy. Essex County Council is also responsible for delivering education, including Early Years and Childcare, Special Education Needs and Disabilities, and Post 16 Education.

Essex Minerals Local Plan

1.21 Essex County Council is the Minerals Planning Authority for the District and is responsible for preparing planning policies and determining applications for mineral development. The Essex Minerals Local Plan (adopted 2014 and covering the period to 2029) forms part of the statutory Development Plan and should be read alongside the Tendring Local Plan. The Minerals Local Plan is currently undergoing a review, with a Replacement Essex Minerals Local Plan proposed to cover the period 2025-2040. Its role remains to identify sites for the extraction of sufficient quantities of mineral within Essex to facilitate development over the Plan period.

1.22 There are active quarry sites within the District, as well as unworked sand and gravel deposits which are subject to a Minerals Safeguarding Policy within the Essex Minerals Local Plan. Policy S8 requires Essex County Council, as the Minerals Planning Authority, to be consulted on development proposals of 5 hectares or more within the designated sand and gravel Minerals Safeguarding Area. Where development falls within a Minerals Safeguarding Area, regard should be had to the requirements of the Minerals Local Plan (including any emerging policies in the reviewed Plan).

1.23 The Minerals Local Plan also identifies Mineral Consultation Areas (MCAs), extending 250 metres around active quarries, mineral infrastructure, and mineral deposits permitted for extraction. Essex County Council must be

consulted on all non-mineral related development within these areas to ensure that mineral resources and associated operations are not prejudiced.

Essex and Southend-on-Sea Waste Local Plan

1.24 Essex County Council is the Waste Planning Authority for the District and is responsible for preparing planning policies and assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (adopted in 2017) is part of the statutory Development Plan which should be read alongside the Tendring Local Plan. The Plan sets out how waste will be managed across Essex and Southend-on-Sea, including the long-term strategy, development management policies and strategic site allocations, and provides the planning policy framework against which waste-related development proposals are assessed.

1.25 The Essex and Southend-on-Sea Waste Local Plan allocates new waste development at Slough Farm, Ardleigh; Morses Lane, Brightlingsea; Sunnymead, Elmstead; and Heath Farms, northwest of Alresford. It also identifies Areas of Search to meet the need for additional small scale waste management facilities, focussing on existing industrial estates that are suitably located away from sensitive uses such as housing, schools, retail, leisure, and offices. One such Area of Search within Tendring is the Martell's Farm Industrial Area. The Waste Local Plan also designates Waste Consultation Areas at a distance of 250 metres around permitted waste management facilities and 400 metres around water recycling centres. Essex County Council must be consulted on all non-waste related development within these areas to ensure that waste infrastructure is safeguarded.

South East Marine Plan

1.26 In accordance with Section 58(3) of the Marine and Coastal Access Act (MCAA) 2009, all public authorities capable of affecting the UK marine area must have regard to the relevant marine plan and the UK Marine Policy Statement. As the Local Plan will affect areas with coastal influence, Tendring District Council must consider the South East Marine Plan, a statutory plan and policy framework, to inform decision-making taking place in the marine environment. The objectives and policies cover a plan period of 20 years, setting out how the marine environment is to be developed, protected and improved whilst balancing other environmental, economic, and social factors. The South East Marine Plan has been produced by the Marine Management Organisation, in partnership with local and national stakeholders from a diverse range of sectors.

Working in Partnership

1.27 Whilst the Council's Planning Department has overseen the preparation of the Local Plan, it is far more than just a planning document. It is of high importance to all services within the Council and many of the partners that we work with.

The Local Plan can inform and be informed by the strategies of different organisations because working in genuine partnership will ultimately produce the best results on the ground. The responsibility of maintaining effective cooperation places an onus on Councils to demonstrate that Local Plans have been prepared in partnership with other bodies.

Tendring District Council Strategies

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

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

- Community Safety Delivery Plan;
- Housing Strategy;
- Economic Development Strategy;
- Heritage Strategy;
- Creative and Cultural Strategy; and
- Tourism Strategy.

The Plans of Neighbouring Authorities

1.30 The Council must recognise the strategies and emerging plans of neighbouring authorities. Tendring's adjoining neighbours are Colchester City Council and Babergh District Council. While the wider strategic area has historically been defined by a shared 'Housing Market Area' with Braintree, Colchester and Chelmsford, the most recent evidence indicates that Tendring functions as a distinct housing market area with important but more limited linkages to neighbouring authorities. Nevertheless, the Council continues to work collaboratively with the North Essex authorities on strategic planning matters where there are cross-boundary issues or shared interests. Babergh is not part of Tendring's Housing Market Area but still has an important functional relationship with Tendring.

1.31 Babergh District lies to the north of both Tendring and Colchester, within Suffolk. Babergh and Mid Suffolk District Councils adopted Part 1 of their Joint Local Plan in November 2023, setting the development strategy for the period to 2037. The Councils are now progressing a full Joint Local Plan Review, following changes to the National Planning Policy Framework in December 2024, with the new plan set to guide development into the mid-2040s.

1.32 Brantham, located close to the Tendring boundary, maintains strong service and functional connections with Manningtree. Development proposals in Brantham—including housing, employment or retail—may influence

infrastructure, services and environmental impacts within Tendring. Likewise, Tendring's proposals for Manningtree, Lawford and Mistley have reciprocal effects for Babergh. Both authorities will therefore continue to work together to ensure cross-border development achieves positive economic outcomes, high-quality design and appropriate infrastructure delivery.

1.33 Both Tendring and Babergh also have a joint interest in the Suffolk Coast and Heaths National Landscape (formerly AONB) which now extends across the southern part of the Stour Estuary. Ongoing cooperation will ensure that development within both districts conserves and enhances the natural beauty, landscape character and environmental quality of this protected area.

Local Government Reorganisation

1.34 Proposed Devolution and Local Government Reorganisation (LGR) in Greater Essex provide important context for this Local Plan Review. From 2026, strategic planning powers are expected to transfer to a new Mayoral Combined County Authority (MCCA), with a transition to unitary local government structures anticipated from 2028. Given the scale of the proposed changes, this Review is likely to be the final Local Plan prepared by Tendring District Council in its current form. Adoption of a new Local Plan will ensure that an up-to-date, locally prepared framework for managing growth in Tendring is in place for the successor unitary authority.

1.35 Once adopted, the updated Local Plan will continue to guide planning decisions in the District and will also inform the preparation of the MCCA's first 30-year Spatial Development Strategy. Strategic proposals such as the Garden Villages at Hare Green and Horsley Cross will therefore play an important role in shaping long-term growth across the wider Greater Essex area.

Other Necessary Assessments

1.36 Given the scale of development required through this Plan and the environmental, infrastructure and geographical constraints affecting the District, the Council has placed particular emphasis on maintaining a robust and proportionate evidence base. The spatial strategy and site allocations proposed in this Local Plan have been informed by a wide range of technical studies including the Sustainability Appraisal, Strategic Housing Land Availability Assessment, settlement hierarchy evidence, landscape character assessment, transport and infrastructure evidence, environmental assessments and consultation responses received throughout the review process. Together, this evidence has informed the assessment of reasonable alternatives and the selection of the most appropriate strategy for accommodating future growth.

1.37 The Council has a statutory requirement to carry out a number of assessments, in accordance with European and national legislation to ensure

that the implications of policies and proposals in the Local Plan have been fully understood. Such assessments include:

Sustainability Appraisal (SA): This helps to ensure that Local Plans and other planning documents have a sound understanding of the environmental, social and economic characteristics and priorities of the area. The Sustainability Appraisal for this version of the draft Local Plan will be consulted upon.

Strategic Environmental Assessment (SEA): The SEA is required by a European Directive to assess the environmental effects of policies and proposals in Local Plans. The SEA is incorporated into the SA in English law.

Habitats Regulation Assessment (HRA): An HRA is a requirement of the European Habitats Directive and for Tendring District is necessary to assess the impact of Local Plan's policies and proposals on our three sites of international importance for wildlife – Hamford Water, the Colne Estuary and the Stour Estuary. An HRA has been prepared for the Preferred Options version of the Local Plan.

Equality Impact Assessment (EqIA): An Equality Impact Assessment is designed to ensure that plan makers think carefully about the likely impacts of their plans on different groups of society to ensure that people are not being discriminated against and the needs of all the population are being addressed. An EqIA has been prepared for the Preferred Options version of the Local Plan.

2 Vision and Objectives

2.1 Having considered the unique characteristics of the District and the challenges that it faces, this chapter sets out the vision and objectives for the District. These underpin many of the policies and proposals in this Local Plan that the Council will work with partners to implement between now and 2043 and it reflects the Council's own corporate priorities.

Vision for the Tendring District

VISION

In 2043, 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, police, fire and rescue, ambulance service and retail/leisure provision. Active travel networks will be promoted across the District, encouraging healthier, more sustainable methods of transportation for residents. Residents and visitors will be able to enjoy a variety of landscapes, including two designated National Landscapes, a dynamic coast, the open countryside, a diverse range of attractive historic settlements, green and blue infrastructure assets, and an integrated and expanding network of protected wildlife-rich areas which are conserved and enhanced and provide opportunities for the community to be physically active. The District will be home to and welcome people of all ages, abilities and genders, providing a range of activities, attractions and facilities that will appeal to the retired, the young and residents of working ages; 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 a popular place 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, urban greening, 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 in 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 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 offshore wind farms with more jobs to come in the long-term through the

construction and completion of a new container terminal 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.

Garden Villages

In order to meet the needs of a growing population, new strategically located and comprehensively planned Garden Village developments will be developed at Hare Green, Horsley Cross and Weeley in accordance with detailed masterplanning and site-specific planning policies.

Our Garden Villages will provide necessary infrastructure and services, enabling residents to meet their day to day needs locally with active and sustainable travel modes prioritised, reducing reliance on car travel. Designed to the highest standards, these villages will embody best practices in urban design and place-making, setting a benchmark for future developments in Tendring.

These exemplar communities will not only provide high-quality housing but also foster a sense of community and well-being, with green spaces, recreational facilities, and community infrastructure. By integrating innovative and sustainable design, our Garden Villages will create flourishing, resilient communities that enhance the quality of life for all residents.

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 prosperous 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 in accordance with the adopted, site specific 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, taking a landscape-led approach. 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 continue to 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 response to market demand and need 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 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 with an integrated network of active travel routes, 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 of 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 active and sustainable ways to travel;*
6. *Opportunities for local communities to be healthy and physically active*
7. *Vibrant, well-designed*, well-connected town and productive countryside*;*
8. *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 and contributing to local nature recovery, protecting and enhancing the natural environment while capitalising on these features;*
9. *Stronger, more self-reliant town and countryside with thriving centres;*
10. *Enhanced and inclusive quality of life for all residents;*
11. *Working with partners and residents to develop a place where people really matter;*
12. *All new developments should reduce the causes of, adapt to and mitigate against climate change.*

Objectives for the Plan

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

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

Living Places

Housing Delivery

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

Objective 1: Housing Delivery

To provide new dwellings and other forms of specialist accommodation within Tendring District up to 2043 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 and extensions to existing communities which prioritise development near to amenities, transportation networks, and every-day facilities.

Prosperous Places / Sustainable Places

Employment/Commercial

2.5 The Local Plan's strategic objectives for Employment delivery are:

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 2043.

Prosperous Places

Retail Development

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

Objective 3: Town Centre Development

To promote the vitality and viability of the town centres through the promotion of retail and other appropriate and adaptable 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.

Connected Places / Sustainable Places

Infrastructure Provision

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

Objective 4: Infrastructure Provision

To safeguard and make efficient use of existing transport infrastructure.

To promote sustainable and active travel opportunities in all new development to ensure neighbourhoods and services are walkable and cyclable for the majority of people's daily needs.

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. Where additional capacity is required in the form of new or upgraded infrastructure, to ensure this is provided in a phased and timely way in connection with new development.

To provide an integrated and connected network of Green and Blue Infrastructure, aligning with the objectives of the Essex Local Nature Recovery Strategy.

To ensure that flood risk management infrastructure is considered so that future developments take into consideration the impacts of climate change and can accommodate adaptation where necessary.

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.

Healthy Places / Prosperous Places

Education and Health

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

Objective 5: Education and Health

To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of the 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 partners in Essex Police, Essex County Fire and Rescue Service and the East of England Ambulance Service NHS Trust, to provide for community safety, cohesion, wellbeing and resilience in the creation of sustainable and resilient new communities.

To work with Public Health and other partners, such as the NHS and neighbouring local authorities, 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.

Healthy Places / Sustainable Places

Sustainability

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

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, leisure and other services and facilities locally or in locations which minimise the need to travel and where there are modes of transport available which maximise opportunities for active and sustainable travel and minimise the need for car travel.

To prioritise brownfield or low-value sites and protect, where possible, the most versatile agricultural land.

To encourage sustainable design principles with regard to construction, landscaping, and access.

Protected Places / Sustainable Places

The Historic Environment

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

Objective 7: The Historic Environment

To conserve and enhance Tendring District's historic environment, including heritage; respecting historic buildings and their settings; heritage assets; designated National Landscapes; other landscapes; links; and views.

Protected Places

Biodiversity

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

Objective 8: Biodiversity and green and blue infrastructure

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

Protected Places

Water and Climate Change

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

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, including coastal change.

To encourage water efficient development and the sustainable use of water resources.

Prosperous Places / Protected Places

Tourism Promotion

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

Objective 10: Tourism Promotion

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

Protected Places

Climate Change

2.14 The Local Plan's strategic objective for Climate Change is:

> Objective 11: Climate Change
>
> To provide resilient developments that reduce carbon emissions and are ready to adapt to and mitigate the effects of climate change.

3 Sustainable Places

3.1 The Local Plan's strategic objective for Sustainability is "To locate development within Tendring District where it will provide the opportunity for people to satisfy their 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 which maximise opportunities for active and sustainable travel and minimise the need for car travel."

Spatial Portrait

General Characteristics

3.2 Within our District, the 2021 Census puts the population at approximately 148,300, with a population density of 441 usual residents per square kilometre. This is an increase of 7.4% since 2011. The predominant ethnic group is White British with a high percentage of the population describing themselves as such. The ethnic minority population was lower than the estimates for both the East of England and Essex.

3.3 Recent decades have seen an upward trend towards an ageing population in the District, and this is projected to continue in the future. The population of people aged 65 and over in the District increased by 17.8% between 2011 and 2021. The percentage of over 65s in Tendring District is higher than both the East of England and Essex percentages. In comparison, the number of people aged 15 to 64 grew by 3.2%, while the population of children under 15 grew by 5.1%.

3.4 Based on the 2021 Census, there were 67,450 households in the Tendring District, the majority of which were within privately owned housing. Average household size in the District was 2.2 people, slightly lower than the national, regional and county averages. The average property price in August 2025 in Tendring District was £271,00; this is noticeably lower than average prices for England and Essex.

Economy

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

3.6 Transportation provision in the District includes 14 railway stations with connections to Colchester, Ipswich and further afield. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 29 minutes and the journey time from Manningtree to London is just over 1 hour.

3.7 There are numerous bus routes throughout the District, including frequent inter-urban routes linking villages to the larger urban areas of the District and

the large town of Colchester in the adjoining borough. The dispersed geography of the District means that there is a reliance on the use of private cars.

3.8 The District includes Harwich International Port, a major deep-water facility that operates as a highly efficient, multi-purpose hub for freight and passenger services. The port handles container and bulk cargo, roll-on/roll-off traffic, and accommodates cruise ships, making it a key gateway for international trade and tourism. It also plays a strategic role in supporting the offshore renewable energy sector, providing operational and maintenance facilities for wind farms such as London Array, Gunfleet Sands, Greater Gabbard, Galloper, and the consented Five Estuaries project, alongside other potential future offshore renewable energy projects and grid upgrade initiatives.

3.9 A state-of-the-art operations and maintenance base is already established within the port, and planning permission has been granted for a temporary Green Energy Hub at the planned and yet to be constructed Bathside Bay Container Terminal to the east of Harwich International Port. This hub will enable wind turbine storage, assembly, and servicing for a period of up to 15 years, reinforcing the port's role in delivering renewable energy infrastructure.

3.10 Freeport East developments are central to Tendring's economic future, creating opportunities in clean energy, advanced manufacturing, and logistics. Harwich International Port and Bathside Bay remain strategic assets, with planned investments to enhance container handling and offshore energy capabilities. The Freeport designation offers tax and customs benefits, government funding, and retention of business rates, incentivising inward investment and supporting infrastructure costs. The Ports & Logistics sector has seen a 12.5% increase in employment between 2018–2023, reflecting the strategic importance of Freeport East and associated developments.

3.11 Health and Care is the largest employment sector in Tendring, with over 6,500 jobs, including approximately 3,000 jobs in Care and Assisted Living, the vast majority in care homes (Economic Strategy, 2019). Tendring has more than 130 care homes, equating to 9.1 care homes per 10,000 population, the highest concentration in the UK. Future strategies focus on workforce development and integration with health services, particularly as the population aged 65+ is projected to rise by more than a third during the plan period (Tendring Economic Strategy Review, 2025).

3.12 The Cultural, Visitor and Tourism sector continues to play a vital role in Tendring's economy. Tourism is now worth approximately £450 million per annum to the District (Economic Impact Report, 2024). Many jobs are linked either directly to tourism, such as within hotels, caravan/chalet parks, visitor attractions or indirectly via shops, cafés, and restaurants. Recent investments (Clacton Pier £4m; Brook Park West £75m; Clacton Pavilion Water Park £1m) strengthen the visitor proposition.

3.13 Retail remains a key contributor to local employment, with around 7,500 jobs in Tendring (ONS Business Register and Employment Survey, 2023, cited in Tendring Economic Strategy Review, 2025). However, the sector faces challenges from changing consumer habits and online shopping. Evidence indicates limited quantitative need for additional retail floorspace overall, while highlighting targeted capacity for convenience goods in specific towns and the importance of qualitative improvements to sustain vitality and viability (Retail Study Update, 2017; Retail and Town Centre Uses Study, 2020).

3.14 Model-based unemployment figures for the District show that the unemployment rate was 5.1% in the year ending December 2023. This is an increase from the previous year ending December 2022 where the unemployment rate was 4.6%. These figures are based on a proportion of the District's economically active population.

Social Characteristics

3.15 In 2023 there were 1,214 births in the Tendring District. 2023 figures show life expectancy at birth in the District has been estimated as 77.4 years for men and 81.5 years for women, this is slightly lower than the estimates for England and Essex.

3.16 For the school year 2026/27 it is estimated there will be 18,627 pupils attending mainstream schools in Tendring District. This comprises 10,168 primary pupils and 8,459 secondary pupils. The Essex School Organisation Service's 10 Year Plan for Essex School Places 2026-2035, published in January 2026, sets out the requirement, supply and demand for places in mainstream primary and secondary schools and is updated annually.

3.17 The latest forecast data from Essex County Council indicate that demand for mainstream school places in Tendring is expected to remain relatively stable over the plan period. Primary pupil numbers are forecast to be 10,050 by the 2030/31 academic year, compared with 10,168 in 2025/26, although localised pressure is forecast in some areas, particularly the Clacton planning group towards the end of the plan period. Secondary pupil numbers are forecast to be 8,138 by the 2030/31 academic year, compared with 8459 in 2025/26. Although overall pupil numbers are projected to decrease slightly, the scale and location of planned housing growth across the District will create demand for additional school places. Growth in the Clacton area, the Tendring Colchester Borders Garden Community and the proposed Garden Villages will therefore require ongoing monitoring of school place provision and may necessitate additional capacity in some locations.

3.18 The District rates relatively highly on the Index of Multiple Deprivation, and Jaywick Sands ranks first within England. Education, skills and training levels are low in relation to other districts. The rate of households assessed as homeless in Tendring District was 7.4 per 1,000 in the period between April

2024 and March 2025. Households assessed as threatened with homelessness within the District is 4.6 per 1,000.

3.19 According to Essex Police's *Performance Summary to August 2024*, overall crime in Tendring District fell by 4.6%, and incidents of anti-social behaviour dropped by 13.5% between 2023 and 2024.

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

Ecological Characteristics

3.21 The District has large areas of unspoilt open countryside and a wealth of attractive natural and historic landscapes including areas of importance to nature conservation, particularly around our coast and estuaries. The District also contains many buildings of historic and architectural importance, many of which are within designated conservation areas. These assets are key to the District's attractiveness and its tourism economy but, at the same time, are sensitive to the development pressures stemming from new jobs and homes needed to meet local demands and address the social and economic issues facing the District.

3.22 In the northwest of the District is the Dedham Vale National Landscape, designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. The Suffolk Coast and Heaths National Landscape now covers parts of Tendring on the south side of the Stour Estuary. The District also has the Orwell and Stour Estuaries which are designated as a Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI). The Colne Estuary is designated as Essex Estuaries Special Area of Conservation (SAC) as well as SPA, Ramsar, and SSSI. The Hamford Water area is designated as SPA and SAC. The above sites are all key for the natural environment in regard to protection of habitats of migratory animals, endangered birds, scarce plants and invertebrates as well as the conservation of wetlands.

3.23 The Naze at Walton, the most easterly peninsular in Essex, is a stunning and increasingly rare example of natural and wild coastline of geological and biological importance which benefits both visitors and wildlife alike. It is an important site for migrating and nesting birds including many rarities, with harbour porpoises out to sea, grey seals in the backwaters and a whole host of species to be found on the beaches and in the mud pools. The 70 foot (21m) high cliffs are an internationally important SSSI. These cliffs are made up of

London Clay, Red Crag and Thames sands and contain many fossils, such as shark's teeth, shells and wood, which can frequently be found on the beaches. The Naze is rich in history and is dominated by the Naze Tower, built in 1720 by Trinity House to mark the premonitory to shipping approaching Harwich Harbour. The Tower is now open to the public during the summer months and provides a gallery for the display of works by local artists and craftspeople and boasts a 360-degree view of the surrounding land and seascapes from its viewing platform.

3.24 The District has a rich geodiversity which is varied and largely irreplaceable. There are 10 Sites of Special Scientific Interest (SSSIs) in the District, notified specifically for their geological value.

3.25 The countryside in the District is one of its key assets both in terms of tourism and the living environment for our residents. The Council, working with the Essex Wildlife Trust, has identified over 100 Local Wildlife Sites (LoWS) in the Tendring District including meadowland, grasslands, churchyards and ancient woodlands. LoWS are areas of land with significant wildlife value which provide important wildlife refuges and a green infrastructure network and, although these sites are not protected by law, they are worthy of nature conservation and are protected by planning policy.

3.26 With over 37 miles (60 Km) of coastline, the District contains a number of areas at high risk from tidal flooding and coastal erosion. There is risk of fluvial flooding or surface water flooding elsewhere in the District. The Essex and South Suffolk Shoreline Management Plan (SMP), prepared in partnership between the Environment Agency, Essex County Council and District Councils, is a strategy for managing flooding and coastal erosion over the next 100 years, in three time periods. The main aims of the SMP are to protect all dwellings and key infrastructure against flooding and erosion, to sustain the quality of the natural and historic environment and to allow natural shoreline evolution where possible to take place.

3.27 The 'Hold the Line' strategy, maintaining the existing defence line, can be seen in the Coastal Protection Scheme between Clacton and Holland-on-Sea. In 2014 the Clacton to Holland-on-Sea Coastal Protection Scheme was implemented to provide protection to more than 3,000 homes and commercial premises which would otherwise be at serious risk from erosion by the sea during the next 100 years.

Heritage Characteristics

3.28 Our District has more than 960 Listed Buildings. The District also benefits from 27 Scheduled Monuments which include above and below ground features, 4 Registered Historic Parks and Gardens as designated by Historic England and 9 Protected Lanes, preserved for their historic indication of ancient road patterns in the District. The District also contains 20 Conservation Areas.

3.29 The historic centres of Harwich, Manningtree, Mistley and St Osyth contain many impressive and unique historic buildings and monuments. Within these areas there is a greater likelihood of archaeological remains due to their complex history and development of their communities over many centuries. These centres are sensitive to development in much the same way as is the ecology of an environmentally important area. Outside of these designated areas, the District's largely rural character and long history of occupation results in many areas of high archaeological importance as well as a range of listed buildings, conservation areas and scheduled monuments.

3.30 Some of the more notable heritage assets within our District include the St Osyth Priory Gatehouse (Scheduled monument, grade I listed building) an important example of monastic building of the Augustinian Order whose façade has one of the best-preserved examples of knapped flint and stone flushwork in East Anglia. The impressive 18th century Mistley Towers (Scheduled monument, grade I listed building), the remains of a church designed by Robert Adam. The Harwich Redoubt (Scheduled monument, grade ll* listed building) a circular fort which supported 10 gun embrasures, completed in 1810 to defend the harbour against invasion during the Napoleonic War. These are just a few examples of the heritage assets within the District.

Socio-Environmental Characteristics

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

3.32 In 2022/23, the Council's total Carbon Dioxide emission were 3,909 tonnes The Council has aligned its targets with the UK's national objectives to achieve Net Zero by 2050 as mentioned in the *Climate Action Plan 2024-2027*.

3.33 Increase in development and use of renewable energy has seen the installation of both off and onshore wind farms in the District. The Orsted Gunfleet Sands 48 turbine offshore Wind Farm has the capacity to provide approximately 100,000 homes with 'clean electricity' in the years to come making a considerable reduction in Carbon Dioxide emissions. Its sister operation, Galloper Offshore Wind Farm became fully operational in March 2018. Galloper is maintained from the Operations & Maintenance facility at Harwich International Port. Galloper alone generates enough energy to power up to 380,000 average UK households per year. The 5-turbine onshore Wind Farm at Earls Hall has the capacity to generate 'clean electricity' for approximately 6,300 homes and will reduce Carbon Dioxide emissions by 15,000 tonnes per year. Approval was granted for Solar Farms in Wix and Bradfield, these have been delivered, which together will have the capacity to generate 'clean electricity' for approximately 3,409 homes.

3.34 The Five Estuaries Offshore Wind Farm, recently granted a Development Consent Order by the Government, is yet to be constructed but will comprise up to 79 turbines with the capacity to generate clean electricity for approximately 800,000 typical UK homes each year. Similarly, the planned North Falls Offshore Wind Farm, located off the Tendring coastline to the north-east of Clacton, will consist of up to 57 turbines and is expected to supply clean electricity to around 400,000 homes annually.

3.35 National Grid is progressing a major infrastructure initiative known as the Norwich to Tilbury Project, which aims to upgrade and reinforce the electricity transmission network to accommodate increased renewable generation and improve grid resilience. This project, which includes new high-voltage transmission lines and substations, is as of 2026 at the proposal stage and has not yet received consent.

Neighbourhood Planning

3.36 The 2011 Localism Act introduced the concept of *Neighbourhood Planning,* giving communities a greater say in shaping development in their area. Under this legislation, Town and Parish Councils, or other 'qualifying bodies', can prepare Neighbourhood Plans to complement the policies and proposals in this Local Plan. These plans provide an opportunity for local communities to influence how growth happens in their area and, where appropriate, to allow additional development that meets locally identified needs.

3.37 To be accepted, Neighbourhood Plans must meet a set of basic conditions. They must:

- have appropriate regard to national policy;
- contribute to the achievement of sustainable development;
- be in general conformity with strategic policies in the Local Plan; and
- be compatible with legal obligations, including habitats and human rights requirements.

3.38 Once adopted, a Neighbourhood Plan becomes part of the statutory development plan for the District, sitting alongside the Local Plan and carrying legal weight in the determination of planning applications. Tendring District Council will continue to advise and support Town and Parish Councils and other qualifying bodies throughout the process of preparing Neighbourhood Plans, ensuring they are robust, deliverable and aligned with wider planning objectives.

Presumption in Favour of Sustainable Development

3.39 As required by the Government, the Council will apply a presumption in favour of sustainable development in accordance with guidance in the National Planning Policy Framework.

Strategic Policy SPL1a

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

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

Development that complies with the Plan will be approved without delay, unless material considerations indicate otherwise.

This Policy contributes towards achieving Objective 6.

Spatial Strategy

3.40 Growth in employment, housing and other development needs to be carefully managed to achieve an appropriate balance between economic, social and environmental considerations; ensure alignment with infrastructure provision; and to avoid, where possible, unsustainable developments in remote and poorly accessible locations.

3.41 The settlement hierarchy set out in Policy SPL1 below prioritises locations with access to public transport and/or the strategic road network and which have the potential to offer the widest range of services, infrastructure and facilities. It also identifies locations where new settlements (Garden Communities or Garden Villages) can be developed at a scale, supported by growth in employment opportunities, that will justify and deliver their own services, infrastructure and facilities to minimise pressure on other towns and villages and the necessity for new residents to travel long distances for work and every-day services.

3.42 The Council's previous Local Plan included a spatial strategy for delivering 11,000 new homes and 37 hectares of new employment land over the 20-year period 2013-2033. The Plan notably included proposals for major long-term growth on land around Clacton and the establishment of the Tendring Colchester Borders Garden Community as a joint project with Colchester City Council and which is the subject of its own Development Plan Document (DPD). However, following the change in Government in 2024 and the introduction of significant changes to the National Planning Policy Framework (NPPF), Councils are now required to plan for significantly larger increases in housing development in line with new mandatory housebuilding targets calculated using a revised standard methodology.

3.43 In reviewing the Local Plan, as required every five years, the Council has needed to revisit the spatial strategy for growth to accommodate a substantial increase in housebuilding in order to comply with the Government's new mandatory targets. The Council must now plan for a total of just over 18,000 new homes between 2026 and 2043. Approximately 10,700 of these homes are expected to be delivered on developments carried forward from the last Local Plan, sites that, in 2025, had already obtained planning permission for housing or were otherwise already under construction, and homes that are anticipated to come forward on small sites and through windfall development.

3.44 To accommodate and deliver the additional 7,300+ homes and further sites for employment, it has been necessary for the Council to update the spatial strategy in the Local Plan to identify new locations for growth – including major growth in the Harwich area, the establishment of new 'Garden Villages' in three locations (Hare Green, Horsley Cross and Weeley) alongside further proportionate levels of additional housing growth in and around the District's other towns and villages.

3.45 The settlement hierarchy in Policy SPL1 categorises settlements and locations in respect of their role in accommodating future growth and provides the overarching framework for achieving a sustainable pattern of growth across the District which, in turn, underpins decisions on the location and scale of development proposed for different locations

Settlement Hierarchy

Strategic Urban Settlements and Garden Community

3.46 'Strategic Urban settlements' have the largest existing populations and areas of economic activity along with the widest range of existing infrastructure and facilities, making them the most sustainable locations for potential future 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 – and which can assist in addressing local issues of deprivation.

3.47 For the Tendring District, the settlements that fall within this category are Clacton-on-Sea (including the Jaywick Sands and Holland on Sea areas), Harwich and Dovercourt (including Parkeston, Little Oakley village and part of Ramsey) and, in part, our neighbouring City of Colchester which partially extends into the administrative area of Tendring within the Parish of Ardleigh. To deliver economic growth in each of these areas, this Local Plan contains proposals for new employment sites, investment in town centres and improvements to the infrastructure.

3.48 To deliver economic growth in each of these principal locations, this Local Plan (and that of Colchester City Council in respect of Colchester's wider urban area) contains proposals for new employment sites, investment in town centres and improvements to infrastructure. In applying a sustainable approach to the distribution of housing growth that addresses the government's mandatory targets, there are limits to how much additional housing development these locations can realistically deliver, but Clacton, Harwich and the Tendring Colchester Borders Garden Community (described below) are expected to accommodate around half of the District's increase in housing stock over the plan period to 2043 – with the likelihood that some development in these locations will continue beyond 2043 to contribute towards longer-term requirements.

3.49 The Garden Community and the strategic housing and mixed-use developments proposed for Clacton are carried forward as proposals from the Council's last Local Plan. However, the housing and employment growth for the Harwich area has been increased substantially to reflect the need to sustainably deliver higher housing targets, the increasing opportunity for employment growth following the designation of 'Freeport East' and associated progress towards the development of a container port, the interim Green Energy Hub at Bathside Bay and other growing business interest.

Garden Communities and Garden Villages

3.50 Outside of Clacton, Harwich and the Tendring Colchester Borders Garden Community, the potential for other towns and villages in Tendring to expand to meet the substantially increased targets for housebuilding and employment growth is more constrained by limitations on the availability of suitable land (including the coast); the adequacy and range of transport and other infrastructure; and the nature of the economy and realistic potential for business growth and job creation.

3.51 Therefore, in addition to the new Garden Community on the border with Colchester, this Local Plan also identifies locations for the establishment of three new 'Garden Villages' in central parts of the District that can achieve a scale of development planned in a comprehensive manner to incorporate and support the delivery of new employment opportunities and the delivery of key improvements to the strategic transport network; as well as new services and infrastructure including utilities, shops, schools, open spaces and other community facilities. The three new Garden Village locations are Hare Green at the interchange of the A120 and A133 (extending across the parishes of Frating and Great Bromley); Horsley Cross on the A120/B1035 interchange; and Weeley at the A133/B1034 interchange.

3.52 Because of the critical mass of development required to necessitate, justify and fund brand new infrastructure such as schools and major transport improvements, and the time needed in the planning phase to properly develop masterplans with meaningful community involvement, it is only realistic to

expect a proportion of the total development envisaged in these locations to be achievable within the Local Plan period to 2043. The larger Garden Villages proposed at Hare Green and Horsley Cross in particularly will take a number of years to plan, and development is likely to continue past 2043 to address longer-term growth requirements that will carry forward into future Local Plan reviews.

3.53 Together, the Garden Villages at Hare Green, Horsley Cross and Weeley could deliver around 10,000 homes in total over 20-30 years, of which between 4,000 and 5,000 could be built within the Local Plan period to 2043. This represents around a quarter of the total housing development proposed across the District to meet the requirement up to 2043, alongside new employment sites, key facilities and infrastructure.

Smaller Urban Settlements

3.54 Following the District's Strategic Urban Settlements and the proposed Garden Communities and Garden Villages in strategically important locations, the next logical step in identifying location for accommodating growth is to consider Smaller Urban Settlements, of which Tendring has three.

3.55 Although smaller in size than the Strategic Urban Settlements, the Smaller Urban Settlements of Frinton, Walton and Kirby Cross; Manningtree Lawford and Mistley; and Brightlingsea have large populations in comparison to rural settlements and benefit from a range of existing infrastructure and facilities. These settlements provide a range of opportunities for the use of public transport, walking and cycling and because they have established town centres, employment areas and infrastructure, they provide locations where, with the right action, it is possible to create a significant number of additional new jobs and deliver sustainable housing growth on a large scale.

3.56 However, these urban areas saw significant growth over the period of the last Local Plan, and there are practical limits to how much additional growth could be accommodated (particularly given their sensitive coastal locations) – but there will be a need and demand for new homes in these areas and some scope for a proportionate amount of additional development in contributing towards the overall growth of the District.

3.57 In applying a sustainable and proportionate approach to the distribution of housing growth outside of the Strategic Urban Settlements, Garden Community and Garden Villages, the Smaller Urban Settlements will between them deliver around 2,200 new homes (around 12% of all homes in Tendring over the plan period 2026-2043 – many of which were already under construction in 2025. Any additional development will be of scale that is proportionate - having regard to the existing size and character of each settlement; their range of jobs, shops, services and facilities; and any physical, environmental or infrastructure constraints.

Rural Service Centres

3.58 Six villages are classed as 'Rural Service Centres', these are Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth, and Thorpe-le-Soken. For these larger villages, the Local Plan identifies opportunities for proportionate, achievable and sustainable levels of growth that reflect the existing size and character of each settlement; the existence of some, albeit a more limited range of jobs, shops, services and facilities; and any physical, environmental or infrastructure constraints.

3.59 Over the period of the last Local Plan, some of these villages accommodated a significant and higher than expected amount of new housing development, particularly following a number of planning appeal decisions, with some developments still underway in 2025 and expected to deliver homes in the early part of this Local Plan period.

3.60 Such is the scale of housing growth required in Tendring up to 2043 however, these villages will need to accommodate a proportion of this growth and a sensible level of additional development is proposed through this Local Plan – with more focused on those villages with railway stations. Together with current developments that are already underway, these additional homes will make a meaningful contribution toward addressing local housing needs, supporting the village economy and assisting with the overall housing growth proposed for the District.

3.61 It is anticipated that the Rural Service Centres will, between them, deliver around 1,600 homes (around 9% of new homes in Tendring) over the plan period to 2043.

Smaller Rural Settlements

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

3.63 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 – unless development is of a scale, as proposed for the Garden Community and Garden Villages, that will deliver their own shops, jobs, services, facilities and infrastructure.

3.64 Smaller villages are still under pressure to grow, and some small-scale development that is sympathetic to the rural and often historic character of the

settlement might help younger people to continue to live in the village or area in which they grew up, keep local shops and services viable and help bring balance to an ageing population. Particular attention in these instances must be given to school travel and any expansion needs of existing rural schools.

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

3.66 Developments proposed in these areas will be smaller than elsewhere in the District and should be accommodated in respectful way that maintains the character of the village whilst still making an important contribution to meeting housing targets and which can deliver quickly, offering work opportunities for local housebuilders and tradespersons. Where it is needed, additional housing on the edge of smaller rural settlements can be delivered through the rural exceptions policy (LP6) to deliver affordable housing and through the self-build and custom-built policy (LP7) which offers a means by which people can build their own home.

3.67 Some settlements in the settlement hierarchy may be affected by coastal change over the next 100 years. The Council, in partnership with the Environment Agency, will continue to assess the extent and significance of this risk, including whether the designation of Coastal Change Management Areas is justified. Whilst this Local Plan does not propose any such designations, future reviews of the Plan may need to consider the implications of coast change and the designation of Coastal Change Management Areas, which could influence the location and scale of future growth.

Strategic Policy SPL1

MANAGING GROWTH

The overall spatial strategy for growth across the District is underpinned by a 'Settlement Hierarchy'. The scale and nature of growth proposed in this Local Plan and how it is will differ across the locations identified in different tiers of this hierarchy is described in the supporting text above. The Settlement Hierarchy in Tendring is as follows:

Strategic Urban Settlements:

- *Clacton-on-Sea (comprising Central Clacton, Jaywick Sands, West Clacton, Great Clacton (North), East Clacton and Holland-on-Sea)*
- *Harwich and Dovercourt (including Parkeston, Little Oakley village, and part of Ramsey)*

- *Colchester (of which part of the urban area falls within Tendring)*

Garden Communities and Garden Villages

- *The Tendring Colchester Borders Garden Community (see Policy SAMU1)*
- *Hare Green Garden Village (see Policy SAMU8)*
- *Horsley Cross Garden Village (see Policy SAMU9)*
- *Weeley Green Garden Village (See Policy SAMU6)*

Smaller Urban Settlements

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

Rural Service Centres

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

Smaller Rural Settlements

- *Ardleigh*
- *Beaumont-Cum-Moze*
- *Bradfield*
- *Frating*
- *Fox Street*
- *Great Bromley*
- *Great Holland*
- *Great Oakley*
- *Kirby-le-Soken*
- *Lanswood, Elmstead Market*
- *Little Bentley*
- *Little Bromley*
- *Point Clear*
- *Ramsey Village*
- *Tendring Village*
- *Tendring Heath*
- *Thorrington*
- *Weeley Heath*
- *Wix*
- *Wrabness*

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

Settlement Development Boundaries

3.68 To achieve a sustainable increase in housing stock, a significant number of new homes will come forward on sites which in April 2025 already had extant planning permission for new housing. The remaining requirement will be delivered on sites that are specifically allocated for housing or mixed-use development, supplemented by other suitable sites within the Settlement Development Boundaries in this Local Plan. Alongside the planned developments, it is likely that a number of currently unidentified 'windfall' sites will obtain planning permission for housing in accordance with the policies in this Local Plan during the plan period. In general terms, development outside of defined Settlement Development Boundaries will be the subject of strict control to protect and enhance the character and openness of the countryside. However, there are certain forms of development, specifically supported by relevant policies in this Local Plan, that can and sometimes need to take place in these areas, some of which can bring about positive outcomes for the rural economy.

Strategic Policy SPL2

SETTLEMENT DEVELOPMENT BOUNDARIES

To encourage sustainable patterns of growth and carefully control urban sprawl, each settlement listed in Policy SPL1 (with the exception of the Tendring Colchester Borders Garden Community, Hare Green Garden Village and Horsley Cross Garden Village) is defined within a 'Settlement Development Boundary' as shown on the relevant Policies Map and Local Map. Within the Settlement Development Boundaries, there will be a general presumption in favour of new development subject to detailed consideration against other relevant Local Plan policies and any approved Neighbourhood Plans.

Outside of Settlement Development Boundaries, the Council will generally look to refuse planning permission for new development unless there are specific policies in this Local Plan or other material considerations that either allow or would justify otherwise. When this is the case and the Council is considering the grant of planning permission for development outside of the Settlement Development Boundaries, it will have regard to the pattern and scales of growth for different locations promoted through the Settlement Hierarchy in Policy SPL1 and any other relevant policies in this plan.

An exception to this policy is provided through the Rural Exception Site Policy LP6 and Self-build and Custom Housebuilding Policy LP7, and other site-specific policies within the Local Plan.

The Tendring Colchester Borders Garden Community is the subject of a separate Development Plan Document (DPD) containing its own policies designed to guide the location of development in the broad location identified on Diagram SAMU1

and Map B.7. The Hare Green and Garden Villages will also be the subject of comprehensive planning frameworks, prepared through Supplementary Plans, a future review of the Local Plan, or any successor development plan mechanism, which will contain their own policies designed to guide the location of development in the broad location identified on Diagrams SAMU8 and SAMU9 and Maps B.14a and B.15a.

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

Sustainable Design

3.69 Policy SPL3 contains the design criteria against which every planning application for development will be considered. Part A of the policy provides the local planning criteria for ensuring development is well designed and relates well to its surroundings. Part B ensures that practical requirements have been addressed, and Part C ensures that any potential impacts on surrounding uses and/or the local environment are identified and measures are put in place to ensure any adverse impacts are minimised.

3.70 Well-designed development should contribute towards the creation of healthy, inclusive and sustainable places that encourage active lifestyles, support walking, wheeling and cycling, provide access to green infrastructure and public open space, and promote positive health and wellbeing outcomes. Applicants should have regard to relevant guidance including Sport England's Active Design Principles, the Essex Design Guide and Essex Healthy Places guidance.

3.71 Development should also incorporate sensitive and appropriate lighting design, having regard to impacts on landscape character, tranquillity, biodiversity, dark skies and residential amenity.

3.72 The Council encourages early use of design review tools and frameworks, particularly in large scale and mixed-use developments, including Building for a Healthy Life, Sport England's Active Design Principles, Essex Design Guide's Healthy Places checklist, and Homes England's toolkit, to ensure high-quality, healthy and sustainable design outcomes. In assessing applications, the Council will have regard to the outcome from these processes, including any recommendations made by design review panels.

3.73 Applicants should also have regard to relevant Green Infrastructure standards and guidance where applicable, including Natural England's Green Infrastructure Framework, the Essex Green Infrastructure Standards and the Essex Local Nature Recovery Strategy. Multifunctional green infrastructure can contribute towards biodiversity enhancement, ecological connectivity,

climate resilience, recreation, active lifestyles, sustainable drainage and wider place-making objectives.

3.74 The Council will seek to safeguard the operation of existing infrastructure, including water and wastewater infrastructure such as pumping stations and water recycling centres, by ensuring that new development is appropriately designed and located and does not introduce sensitive receptors in locations where unacceptable amenity impacts may arise.

3.75 Applicants should also have regard to the requirements of Policies PPL1 (Development and Flood Risk) and PPL5 (Water Conservation, Drainage and Sewerage) in delivering climate resilient and sustainable development. Where appropriate, opportunities should be taken to incorporate nature-based solutions, sustainable drainage features and the restoration or enhancement of watercourses.

3.76 Where land contamination is known or suspected, development proposals should demonstrate that land is suitable for its intended use and that any necessary investigation, remediation and risk management measures have been undertaken in accordance with relevant legislation and national guidance.

Non-strategic Policy SPL3

SUSTAINABLE DESIGN

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

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

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

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

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

e. *boundary treatments and hard and soft landscaping are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Council will encourage the use of locally distinctive materials and/or locally occurring and characteristic hedge species.*

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

f. *access to the site is safe and practicable, and the highway network will, following any required mitigation, be able to safely accommodate the additional traffic the proposal will generate and not lead to severe traffic impact;*

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

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

i. *the applicant/developer can demonstrate how the proposal will minimise the production of greenhouse gases and impact on climate change as per the Building Regulations prevailing at the time and policies and requirements in this plan;*

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

k. *development must provide appropriately sized and well-designed private amenity space that meets residents' needs and reflects the dwelling size and local character, together with adequate waste and recycling storage, and vehicle and cycle parking (including electric vehicle provision) in accordance with the latest EPOA Parking Guidance; and*

l. *development must not increase flood risk elsewhere and should, wherever practicable, reduce overall flood risk. Proposals should incorporate sustainable drainage systems (SuDS) appropriate to the scale and nature of the development, delivering multifunctional benefits including flood risk management, biodiversity enhancement and high-quality amenity spaces.*

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

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

n. *the development, including any additional road traffic arising, will not have unacceptable levels of pollution on: air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance;*

o. *the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use; and*

p. *all new development should have regard to the most up to date adopted Essex Mineral Local Plan; and*

q. *during the construction phase, developers must comply with a 'considerate constructors' scheme' which employs reasonable measures and techniques to minimise and mitigate impacts and disturbance to neighbours and the existing wider community and any damage to public and private property.*

All new development (including changes of use) should incorporate climate change adaptation measures and technology from the outset including reduction of emissions, renewable and low carbon energy production, passive design, and through green infrastructure techniques as required by policies PPL10a and PPL10b in this Local Plan.

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

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

This Policy contributes towards achieving Objectives 6, 7, 8 and 9 of this Local Plan.

4 Healthy Places

Improving Health and Wellbeing

4.1 Spatial Planning and health and wellbeing are intrinsically linked. Health and wellbeing are fundamental priorities, encompassing both physical and mental health. Good health is important not only for individuals and improving quality and length of life, but also for communities, as it underpins social cohesion, mobility and prosperity. There is longstanding evidence of the complex relationship between health and the wider determinants of health, including the environments in which people live, work and play. Health and wellbeing objectives include ensuring people start well in life, stay well, and age well. Planning plays a vital role in preventing ill-health, improving health and wellbeing, and reducing health inequalities shaped by socioeconomic factors and the built and natural environment.

4.2 The Tendring Health and Wellbeing Strategy, the Sport and Activity for Tendring Strategy, and the Essex Joint Health and Wellbeing Strategy set out priorities to address the wider determinants of health, including physical activity, housing, skills and employment, and social isolation, through a collaborative, place-based approach. The Essex Design Guide also emphasises health and wellbeing, with its ten health focused areas including: access to open green and blue spaces, encouraging active travel, energy efficient homes, supporting communities, inclusive communities, environmental sustainability, promoting access to healthy food, skills, and employment. Tendring District Council is committed to improving the health and wellbeing of our residents and communities by promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through projects such as the Livewell accreditation scheme.

4.3 Tendring has the lowest life expectancy in Essex for both men and women. Healthy life expectancy is a key public health measure that estimates the average numbers of years a person born today can expect to live in “good” health, considering both illness and disability. There is a disparity of more than 25-years in healthy life expectancy in Essex, with Clacton Central at 51.7 years, compared to Billericay Northeast at 75.2 years. The percentage of physically inactive adults in Tendring in 2023/24 was 24.2%, which is higher than both the Essex and England averages.

4.4 Diseases linked to physical inactivity are major contributors to the life expectancy gap between different socioeconomic groups. By focusing on increasing physical activity levels in deprived communities and embedding healthy placemaking principles, we can help reduce this gap.

4.5 Policy HP1 promotes good health and seeks to prevent ill health. Placemaking has an integral role to play in ensuring that people can make healthy choices in their day-to-day life, whether through active travel, such as walking,

wheeling and cycling, or through the provision of accessible green spaces. Our policy aims to create environments that support healthy lifestyles. By integrating health considerations into planning and development, we can foster communities where individuals have the resources and opportunities to maintain and improve their health.

Non-strategic Policy HP1

IMPROVING HEALTH AND WELLBEING

Part A: Healthy and active lifestyles and long-term prevention of avoidable illness

An objective of this Local Plan is 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. In line with the Suffolk & North East Essex (SNEE) Joint Forward Plan and Alliance Delivery Plan, Tendring Health and Wellbeing Strategy, Sport and Activity for Tendring Strategy and the Essex Joint Health and Wellbeing Strategy, the Council will work closely with its partners through the North East Essex Alliance to explore and deliver a range of measures aimed at improving health and reducing inequalities affecting health and wellbeing outcomes for the District's people and communities.

As well as tackling deprivation through the promotion of healthier and more active lifestyles, these measures will assist in the long-term prevention of avoidable illness, reduce pressure on the District's vital medical and healthcare services and allow them to diversify and modernise to provide high quality, effective and efficient services targeted at best meeting the specific health needs of Tendring's population and that of the wider North East Essex area.

To promote and support healthy active lifestyles and the long-term prevention of avoidable illness, new developments will be expected to be located, designed and laid out in a way that creates and supports safe and healthy environments. The Council expects to see evidence of the principles that are set out in the Essex Healthy Places Guidance including the Sport England Active Design checklist.

In addition:

a. a Health Impact Assessment (HIA) will be required for all development sites delivering 50 or more dwellings, all development in Use Class C2 (Residential Institutions) and all non-residential developments delivering 1,000 square metres or more gross internal floor space. The HIA should be carried out in accordance with the advice and best practice published by Public Health England and locally through the Essex Planning Officers Association. Where HIA has been carried out, developments are required to deliver any on-site and off-site measures identified;

b. *developments are expected to support the Council's objectives to maintain, expand and improve the quality and accessibility of public open space, sports and recreational facilities and comply with Policy HP5 – to give people maximum opportunity to enjoy fresh air, exercise and physical activity;*

c. *developments are required to prioritise walking, wheeling, cycling and access to public transport in line with Policy CP1 both as a means of tackling climate change, delivering a safe and efficient transport network and promoting active travel;*

d. *developments should contribute towards expansion of the biodiversity network and protection and enhancement of the environment as appropriate to further promote health and wellbeing;*

e. *development should have good access to services and facilities to support daily life and provide for the needs of their communities including education, employment, retail, public transport, healthcare, social and community facilities;*

f. *development should be well designed to create safe, inclusive and accessible places for all users, including older people and those with disabilities and encourage social interaction and wellbeing in line with Environments for Ageing and Dementia Design Assessment Toolkit (EADDAT, 2024), and,*

g. *development should provide good quality housing both externally and internally, to promote a healthy living environment now and in the future.*

Part B: Health services and infrastructure

Alongside measures aimed at promoting healthy and active lifestyles and the long-term prevention of avoidable illnesses, the Council will work with its partners and the development industry to ensure that infrastructure for the provision of medical and other healthcare services of the right type is provided in the right locations and at the right time to best meet the needs of the growing population.

The spatial strategy for growth in Tendring as set out in this Local Plan proposes that the majority of new homes needed in the District are built on large developments focused in and around the Strategic Urban Settlements of Clacton on Sea and Harwich and Dovercourt; and through the establishment of new settlements at the Tendring Colchester Borders Garden Community and the Hare Green and Horsley Cross Garden Villages. Growth of the scale envisaged in these locations will maximise access to existing infrastructure and facilitate the delivery of new and improved medical and healthcare facilities and services in the most efficient way to serve both new and existing communities. The co-location of health care facilities with other community facilities will be supported. Providing a

stronger focus on public services for local communities, enabling greater integration with voluntary organisations and promoting linked trips.

The Council will support proposals for the delivery of new care homes and specialist accommodation with integrated medical and healthcare facilities that meet the needs of older and disabled residents, with particular care needs in accordance with Policy LP10.

Elsewhere across the District, the Council will secure developer contributions either through s106 legal agreements or Community Infrastructure Levy (CIL) to be used to deliver either new medical or healthcare facilities or the expansion, improvement or amalgamation of existing facilities to best serve the needs of growing communities and mitigate the impact of population growth arising from those developments. The need for developer contributions will be determined through consultation with relevant health partners and/or through the findings of Health Impact Assessments (HIA). The Health Impact Assessment should include an assessment of the capacity of existing healthcare facilities to accommodate the needs arising from the proposed development and recommendations on how positive health impacts could be maximised and negative impacts on health and inequalities avoided or mitigated. Early engagement with the Council's development management and public health teams is recommended prior to commencement of an HIA to help ensure that the HIA can inform proposals effectively.

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

Managing the Location of Hot Food Takeaways

4.6 Research shows that frequent consumption of food prepared outside the home is associated with a range of poorer health outcomes. Meals from hot food takeaways often contain higher levels of salt, saturated fat, and calories than meals prepared in domestic settings, which can contribute to long-term health conditions such as cardiovascular disease and type 2 diabetes. National guidance the Tendring Health and Wellbeing Strategy and the Essex Healthy Weight Strategy (2024 – 2034) recognise the role that the local environment plays in shaping dietary habits, particularly for children and young people.

4.7 In Essex, there are on average 69.5 fast food outlets per 100,000 people, with notable variations across districts. Tendring has the highest density, at 96.3 per 100,000, while Rochford has the lowest, at 25.7 per 100,000. A high concentration of hot food takeaways in certain neighbourhoods can influence eating patterns, particularly in areas that children and young people regularly pass through or spend time in.

4.8 To support healthier neighbourhoods and limit the concentration of hot food takeaways in sensitive locations, Policy HP1a seeks to reduce the clustering of hot food takeaways near places where children and young people congregate. It also requires proposals in other areas to demonstrate, through proportionate assessment, that they will not give rise to adverse health, environmental, or community impacts.

Non-strategic Policy HP1a

MANAGING THE LOCATION OF HOT FOOD TAKEAWAYS

To support public health objectives and reduce the cumulative impact of hot food takeaways on local communities, proposals for new hot food takeaway uses for the sale of hot food where consumption of that food can be undertaken off the premises will be assessed as follows:

1. Proximity to Educational and Youth Facilities

Planning permission for new hot food takeaways (Use Class E(b) or Sui Generis) will be refused where the site is located within an 800-metre walking route (measured along the public highway) of any pedestrian access to:

- *Children Nurseries*
- *Primary and secondary schools*
- *Colleges*
- *Designated playgrounds, sport grounds aimed at young people and/or youth centres*

This restriction does not apply within defined town centre boundaries, subject to the provisions in section 2 below.

2. Town Centres

Within town centres, proposals for hot food takeaways will generally be supported unless there is robust evidence that the clustering or cumulative impact of such uses is causing demonstrable harm to local health, air quality, or contributing to anti-social behaviour. Evidence may include local health data, environmental monitoring, or crime statistics.

3. Other Locations

Outside town centres and beyond the exclusion zones of 800 metres in section 1, proposals for hot food takeaways must be accompanied by a Health Impact Assessment (HIA).

The HIA shall:

- *Assess potential impacts on health, pollution, and anti-social behaviour.*

- *Identify cumulative impacts within the catchment area.*
- *Set out mitigation measures where adverse impacts are identified.*

Where impacts cannot be satisfactorily mitigated, permission will be refused.

Definitions and Clarifications

800 metres: Measured as the shortest safe direct walking route along the public highway, not "as the crow flies". Where necessary crossings and footway upgrades may be required.

Young People: For clarity, this policy applies to facilities primarily serving children and adolescents (under 18 years).

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

Community Facilities

4.9 Community facilities (sometimes referred to as community assets) provide for health and wellbeing, recreation and leisure, and education, and culture. They can include, for example, community halls, libraries, museums, arts venues, post offices, public houses, places of worship, sports halls, health and fitness facilities, swimming pools and other facilities of community value including police, fire & rescue and ambulance facilities. They are a key part of sustainable communities and contribute to their self-reliance.

4.10 It is important that local communities are supported by a range of community facilities as they provide local employment opportunities, are a focal point for community life and can help reduce the need for people to travel long distances for essential goods and services. These facilities can also provide an opportunity for socialisation and reduce loneliness and isolation of residents within the local community.

Retention, Improvement and New Community Facilities Provision

4.11 The loss of community facilities can have a substantial impact on people's quality of life, wellbeing and the overall vitality of the local area. With the growing number of older people in Tendring District, access to locally based facilities will become increasingly important to ensure sustainable communities.

4.12 The Council will expect new development to retain and, where possible, improve existing local community facilities. It is important that these are integrated into the design of new development where possible.

4.13 For existing community facilities, the Council will work with its partners to secure future improvements and will protect them against redevelopments for alternative uses, particularly housing. Public houses, in particular, perform a useful social role in rural communities and are a source of local employment. They frequently occupy historic buildings and make a significant contribution to the character of the locality. The Council will therefore seek to protect these important assets.

4.14 The viability of community facilities is an important consideration for a sustainable local area. Planning applications that would result in loss of community facilities should be accompanied by marketing information to show why the existing use is not viable and information to show why the facility is no longer needed by the community it serves or that the facility is being suitably relocated to meet local needs. Further guidance on this can be found at Appendix E.

Assets of Community Value

4.15 Part 5 Chapter 3 of the Localism Act 2011(the Act) provides for a scheme called 'assets of community value'. This requires district and unitary councils to maintain a list of 'community assets'. It has also become known as the 'community right to bid'.

4.16 Under the Act and through the Community Rights to Challenge and Build, parish councils, voluntary groups, neighbourhood forums, and other community organisations can consider the opportunity to develop or establish new community facilities. Local groups have the right to nominate a building or land for listing by the Council as an Asset of Community Value.

4.17 The National Planning Policy Framework (NPPF) paragraph 98 states that planning policies and decisions should:

- plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; and,
- ensure that established shops, facilities and services are able to develop and modernise and are retained for the benefit of the community.

Non-strategic Policy HP2

COMMUNITY FACILITIES

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

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

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

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

c. *it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site,* as per the guidance within Appendix E.

Where healthcare facilities are formally declared surplus to the operational healthcare requirements of the NHS or identified as surplus as part of a published estates strategy or service transformation plan, there will be no requirement to retain any part of the site in an alternative community use.

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

Open Space, Sports and Recreation Facilities

4.18 The National Planning Policy Framework (Annex 2) defines open space as 'all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and act as a visual amenity'.

4.19 The Council's Open Space Strategy (2017), prepared by Knight, Kavanagh and Page Ltd, identified the following typologies of open spaces across the District:

- parks and gardens;
- natural and semi-natural greenspaces; and
- amenity greenspace.

4.20 Amenity space including:

- provision for children and young people;
- allotments;
- cemeteries/churchyards; and
- playing pitches and outdoor sports facilities.

4.21 The above typologies are protected by Policy HP5 and are shown on the Policies and Local Maps collectively as Safeguarded Open Space. The Neighbourhood Planning process allows Town and Parish Councils or other nominated bodies to identify open spaces of particular local value as 'Local Green Space' which are afforded an additional level of protection, ruling out new development other than in very special circumstances. In line with the requirements of the National Planning Policy Framework, this additional level of protection can only be applied to green spaces where they are in reasonably close proximity to the community they serve, are demonstrably special to the local community and hold a particular significance and are local in character, rather than an extensive tract of land. In Tendring, Local Green Spaces are designated through adopted Neighbourhood Plans, and the Alresford, Ardleigh and Elmstead Neighbourhood Plans each include policies identifying and protecting Local Green Spaces within their respective areas.

4.22 Open Spaces in towns and rural areas are essential in improving public health, well-being and quality of life. Attractive, safe and accessible parks and green spaces contribute positively to social, economic and environmental benefits and promote sustainable communities. Major new housing and mixed-use developments should include new and improved access to schools, to enable children to walk or cycle from their homes.

4.23 Well-used and maintained open spaces make considerable contribution to the quality of life of residents and visitors and promote sustainable communities. Each type of open space has various benefits, for example parks for recreation and play and social events, children's play and playing pitches for formal sports events and allotments for growing produce.

4.24 It is important to provide a balance between different types of open space in order to meet local needs. For example, not all residents living in every area will have a demand for open space in the form of playing pitches or allotments. In some areas, there will be a specific local demand for 'green corridors' such as nature walks or bridleways.

4.25 The National Planning Policy Framework, and Planning Policy Guidance provide a context for the protection of existing open space. The NPPF (paragraph 104) suggests that existing open space, sports and recreational buildings and land, including outdoor playing facilities should be protected unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity, quality and in a suitable location; or
- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

4.26 Cemeteries, churchyards and burial grounds represent a distinct element of the District's wider open space network. As spaces that fulfil important cultural, ceremonial and environmental roles, they require careful long-term planning to ensure they remain respectful, accessible and well-integrated within local communities. Unlike more recreational forms of open space, burial land has specific operational and design considerations, including landscape character, groundwater protection and future capacity for expansion. Policy HP4 therefore sets out a specific approach to the protection, management and creation of new burial spaces.

Non-strategic Policy HP4

CEMETERIES, CREMATORIUMS AND BURIAL SITES

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

All new burial sites and extensions must undertake groundwater risk assessments in accordance with Environment Agency (EA) requirements and current government guidance on cemetery and burial groundwater protection.

Burial and crematorium development must protect and, where possible, enhance local landscape character, visual amenity and biodiversity, aligning with wider Healthy Places and Green Infrastructure objectives. Woodland and natural burial areas should be designed to deliver landscape enhancement and ecological benefits.

All new development shall ensure sites are conveniently accessible to the communities they serve, integrating with existing settlement patterns and transport networks. Sites shall support opportunities to improve pedestrian and cycle access where possible, consistent with wider Healthy Places principles.

Long-term management and maintenance arrangements must be secured through appropriate mechanisms (e.g., s106 or stewardship models) if land is transferred or managed by third parties.

Proposals affecting existing cemeteries with historic or cultural value must respect their significance and setting. Any expansion should preserve and, where possible, enhance heritage assets.

This policy contributes towards achieving Objectives 4, 6 and 7 of the Local Plan

4.27 The Tendring Open Spaces Strategy sets locally specific standards for the quantity, quality and accessibility of different types of open space across the District. New residential and mixed-use developments are expected to contribute towards meeting these standards, either through the provision of new open space or by enhancing existing provision where this would deliver the greatest community benefit. Contributions may be secured on-site or off-site, depending on the scale of development, local needs and the availability and condition of existing facilities.

4.28 Policy HP5 establishes a tiered approach to the provision of open space as part of new development. All schemes are required to make proportionate contributions, while larger sites of 3 hectares or more must also provide on-site public open space. The minimum proportion of open space required increases with the size of the site, ensuring that major developments deliver a balanced mix of play space, allotments, sports facilities and informal recreation areas. On-site open space must be usable, well-designed and appropriately located within the development.

4.29 Although the evidence base identifies deficits in some open space typologies, addressing these solely through new provision can be challenging, particularly where land availability is constrained or where new facilities would not significantly improve accessibility. Accordingly, the Local Plan encourages a pragmatic approach that prioritises enhancing the quality, connectivity and usability of existing spaces, ensuring they remain accessible and fit for purpose. Opportunities to improve walking and cycling links to existing open spaces are strongly supported.

4.30 Within the ‘parks and gardens’ typology, it is important to recognise that sites vary significantly in scale, character and function. Larger “destination” parks, such as Marine Parade West in Clacton, provide extensive recreational facilities and attract visitors from wider catchments. Smaller, more formal sites, such as Fronks Road War Memorial, offer localised amenity and contribute to townscape quality and heritage.

4.31 Destination parks often serve more urban areas and may compensate for quantitative shortfalls identified in certain localities. As such, a simple comparison with national benchmarks does not always provide an accurate picture of provision. When considering local needs, accessibility, quality and the role of each space within the wider open space network are essential factors.

Non-strategic Policy HP5

OPEN SPACE, SPORTS AND RECREATION FACILITIES

The Council will work with partners and sports providers across the District, in accordance with the Council's Sport and Activity Strategy for Tendring, to maintain, expand and improve the quality and accessibility of public open space, sports and recreational facilities of different types and will aim to achieve and exceed standards set out in the Council's latest Open Spaces Strategy.

Development that would result in the loss of the whole or part of areas designated as Safeguarded Open Space, as defined on the Policies Map and Local Maps (or new open spaces created on site as a part of residential and mixed-use new development or off-site utilising financial contributions secured from new development) will not be permitted unless the following criteria are met:

a. the site is replaced by the provision of a new site at least equal in quality and size and accessible to the community, which the existing site serves;

b. it is demonstrated that there is no longer a demand for the existing site;

c the site is not appropriate for other open space functions; and

d. the development of the site would not result in the loss of an area important to visual amenity.

Where safeguarded Open Space is additionally shown as 'Local Green Space' on the Policies Map and Local Maps or in an adopted Neighbourhood Plan, it will be given extra protection and its loss in whole or part will not be permitted over the timeframe of this Local Plan. The Council will seek to plan positively to enhance the beneficial use of Open Spaces, including looking for opportunities to provide access; to provide outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity (in line with the most recent Local Nature Recovery Strategy) and to improve damaged and derelict land.

The Council will also support the delivery of the Essex Local Nature Recovery Strategy, providing protection and enhancement to the Areas of Particular Importance for Biodiversity identified within the Strategy. The Council will ensure that land identified as Strategic Combined Opportunity Areas is safeguarded and

enhanced to deliver the additional nature recovery benefits proposed, including improved ecological connectivity, strengthened habitat networks and opportunities for landscape-scale biodiversity enhancement.

Sports and recreational facilities will be protected in line with the requirements of Policy HP2.

All new residential or mixed-use developments will contribute proportionately towards the provision, improvement and maintenance of public open space and play equipment through:

- *financial contributions secured via Community Infrastructure Levy (CIL), s106 legal agreements or an appropriate alternative mechanism; and,*
- *with on-site provision where developments fall within the site-size thresholds set out below.*

All new residential or mixed-use developments will provide Green and Blue Infrastructure in line with Policy PPL4, with appropriate management arrangements put in place for their ongoing management and maintenance.

Developments on sites of 3 hectares or larger will additionally be required to provide on-site public open space. This provision must include usable public open space and, where specified, play equipment, allotments, outdoor playing facilities and built community sports facilities. The minimum proportion of the gross site area to be provided as open space is as follows, unless otherwise specified in any site-specific policies in this Local Plan:

- *Sites of 3 hectares and over, but less than 10 hectares: at least 10% of the gross site area as public open space, which will include play equipment;*
- *Sites of 10 hectares and over, but less than 30 hectares: at least 20% of the gross site area as public open space, which will include play equipment and allotments;*
- *Sites of 30 hectares and over, but less than 70 hectares: at least 30% of the gross site area as public open space, which will include play equipment and allotments, and an element of outdoor playing facilities and/or built community sports provision; and*
- *Sites of 70 hectares or more: at least 40% of the gross site area as public open space, which will include play equipment and allotments, and both outdoor playing facilities and built community sports facilities.*

All public open space, play areas, outdoor playing facilities and indoor sports facilities shall be laid out in accordance with a specification agreed by the Council and avoid adverse impact on existing and future amenity. This specification will include appropriate provision for hard and soft landscaping, seating and other furniture, and waste bins. No single area of usable open space may be smaller than 0.3 hectares in size.

The areas of open space required shall not include landscape buffers within 2 metres of any boundary, areas for wildlife mitigation or similar designations/requirements nor include areas for SUDs.

Long-term management and maintenance arrangements must be secured through a s106 legal agreement, or other appropriate mechanism. These arrangements must provide for either:

- *the transfer of the land to the Council, with a financial contribution towards ongoing maintenance, to be agreed by the Council; or*
- *an alternative management or stewardship arrangement that ensures the ongoing maintenance of the space in perpetuity.*

If new development would be better served by existing or proposed open spaces within an accessible distance (having regard to the standards set out in the latest Open Spaces Strategy), a financial contribution in lieu of on-site provision may be sought towards any necessary improvement or expansion of existing, or the delivery of new, open spaces and/or sports facilities.

This Policy contributes towards achieving Objectives 5 and 8 of the Local Plan

5 Living Places

5.1 The Local Plan's strategic objectives for Housing Delivery are "To provide new dwellings and other forms of specialist accommodation within Tendring District up to 2043 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" and "to deliver high quality sustainable new communities and extensions to existing communities which prioritise development near to amenities, transportation networks, and every-day facilities".

Housing Supply

5.2 One of the government's main objectives, as set out in the National Planning Policy Framework, is to significantly boost the supply of homes across the country. To achieve this objective, in 2024 the government introduced mandatory housing targets for all local planning authorities calculated using a standard method that generates a local housing need figure for each area. For Tendring, the housing target set by the government is 1,069 homes a year – almost double the level of development the Council was planning for in our previous Local Plan (an increase of approximately 94%). This figure applies from 2026.

5.3 Between 2013 and 2026, the District grew by around 8,000 homes – meeting and comfortably exceeding the previous Local Plan's housing target of 550 a year. However, for the period of this Local Plan (2026 to 2043), the total housebuilding requirement resulting from the government's mandatory targets will be 18,173, which is 1,069 homes a year over the 17-year period 1 April 2026 to 31 March 2043.

5.4 This is a minimum requirement, and Councils are no longer permitted to argue for a lower target – except in very exceptional circumstances where there is insufficient land in their area to deliver the required homes. In those cases, Councils are required to work with neighbouring authorities to ensure any unmet requirements are planned for over a wider area. Because Tendring District Council and Colchester City Council are already working together to deliver the Tendring Colchester Borders Garden Community crossing the Tendring/Colchester border and both authorities have very challenging targets (1,069 homes a year for Tendring and 1,279 for Colchester), the Councils have concluded through strategic cross-boundary discussions that each authority will plan to meet its own identified housing target within its administrative area.

5.5 The Council estimates that around 10,200 of the new requirement of 18,173 homes can be built across sites that had already been allocated for development in the last Local Plan (including at the Tendring Colchester Borders Garden Community and the Hartley Gardens, Rouses Farm and Oakwood Park developments on the edge of Clacton); as well as sites that have already obtained planning permission, are under construction, or are

otherwise committed development together with an expected contribution of housing development on small 'windfall sites' across the District.

5.6 This means that the residual requirement for new homes for which additional land must be identified in this Local Plan is therefore around 8,000. To meet this additional requirement, the spatial strategy for growth in this Plan, which had already made provision for substantial growth around Clacton and at the Tendring Colchester Borders Garden Community in the previous Local Plan, has been adjusted to promote significant additional growth in the Harwich area, the establishment of Garden Villages at Hare Green, Horsley Cross, and Weeley and through additional proportionate growth around other towns and villages in Tendring – particularly larger villages with railway stations. This reflects their strategic transport connectivity, economic potential and ability to support associated infrastructure investment. The Council has sought to ensure that housing growth is aligned with infrastructure delivery, informed by ongoing work on transport modelling, the Infrastructure Delivery Plan, Water Cycle Study, Strategic Flood Risk Assessment, Habitat Regulations Assessment and other supporting evidence.

5.7 In identifying land for new homes, the government's National Planning Policy Framework requires Councils to identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. It requires planning policies to identify a supply of:

a. specific, 'deliverable' sites for five years following the intended date of adoption of the Local Plan; and

b. specific, 'developable' sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan period.

5.8 In line with the NPPF, for housing sites to be considered 'deliverable' in years 1-5 they should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a. sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b. where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

5.9 Further to the above, the government requires Councils to maintain an ongoing five-year supply of 'deliverable' sites, assessed annually.

5.10 Because the mandatory housing target introduced by the Government in 2024 marks such a sharp increase in the housing growth expected in Tendring, the Council has needed to identify a number of small to medium sized sites in this Local Plan with the potential to deliver homes in the shorter-term to ensure housing targets can be met in the early years of the Plan period. These sites are spread throughout the District and include land on the edge of existing towns and villages. As well as helping to bolster housing delivery in the short-term, some of these smaller developments will also enable the Council to fulfil the NPPF requirement to accommodate at least 10% of local housing targets on sites no larger than one hectare. Smaller and medium-sized development sites provide opportunities for local housebuilders and tradespersons and ensure the market is not dominated by the larger volume house builders. This approach supports housing market diversity, contributes towards national policy objectives relating to smaller sites, assists in maintaining housing delivery throughout the plan period and reduces reliance on a limited number of strategic developments.

5.11 For the longer-term, however, the Council is required to identify 'developable sites' or 'broad locations for growth'. The NPPF says that, for a site to be considered 'developable,' it should be a suitable location for housing development with a reasonable prospect that it will be available and could be viably developed at the point envisaged. Given the significant scale of housing now required to meet the government's mandatory housing targets, the Council has needed to identify additional large-scale development opportunities in strategically important locations along the A120 transport corridor and of a scale that will justify and support the delivery of new business and employment opportunities as well as new and improved infrastructure, including public transport and highway junctions, new schools, green infrastructure, biodiversity enhancements, active travel infrastructure and other community facilities.

5.12 As with the Tendring Colchester Borders Garden Community, these more strategic developments around Harwich and the Garden Villages proposed at Hare Green and Horsley Cross will take a number of years of masterplanning, technical assessment, infrastructure planning and stakeholder engagement before development can commence at scale, and to ensure they are delivered in a coordinated way. The Garden Villages, in particular, are identified in the Plan as 'broad locations for growth' as opposed to specific allocations, reflecting their longer-term nature and the need for further masterplanning and infrastructure planning. More detail will follow through future planning documents, master plans and planning applications. Delivery of these more strategic developments will likely be from 2033 onwards with development expected to continue beyond 2043 and into the next Local Plan period.

5.13 Across the full plan period, the SHLAA demonstrates that land is available for 18,334 dwellings, providing a surplus of 161 dwellings above the identified requirement of 18,173. The Council considers this to be an appropriate and proportionate level of resilience, particularly given the unprecedented increase in housing targets resulting from the Government's standard method, when viewed alongside ongoing monitoring arrangements, the mix of site sizes and locations across the District, and the ability to respond through future plan reviews should circumstances change.. .

5.14 Table LP1 makes provision for the homes required as calculated using the standard method. The supply consists of large sites (10 or more homes) with planning permission or a resolution to grant planning permission, an allowance for small sites (of 9 or fewer homes) based on past trends and sites for 10 or more homes allocated in the Local Plan. The housing trajectory has been prepared using site-specific evidence relating to ownership, planning status, infrastructure requirements, anticipated lead-in times and expected build-out rates, and is set out within the Strategic Housing Land Availability Assessment (SHLAA). For larger strategic allocations and Garden Village proposals, assumptions have been informed by discussions with promoters, infrastructure providers and published good practice relating to the delivery of new settlements.

Table LP1 Local Plan Housing Allocations

Reference	Site	2026/27 to 2030/31	2031/32 to 2035/36	2036/37 to 2042/43	Beyond 2043	Total
	Non-allocated sites of 10 or more homes with planning permission	2,349	491	36	0	2,876
	Sites of 9 or less homes/windfall	580	455	427	0	1,462
SAMU1	Tendring/Colchester Borders Garden Community	450	625	875	1,800	3,750
SAMU2	Hartley Gardens, Clacton	120	540	1,210	0	1,870
SAMU3	Oakwood Park, Clacton	120	320	485	0	925
SAMU4	Rouses Farm, Clacton	240	400	310	0	950
SAMU5	Land off Deane's Lane and Oakley Road, Dovercourt	0	450	1,200	0	1,650

SAMU6	Weeley Green Garden Village	40	300	560	0	900
SAMU7	Saltings Quarter, Riverside Avenue, Manningtree	40	0	0	0	40
SAMU8	Hare Green Garden Village	0	200	1,500	2,800	4,500
SAMU9	Horsley Cross Garden Village	0	200	1,500	4,300	6,000
SAH1	Land at Vicarage Farm, Dovercourt	60	90	0	0	150
SAH2	Land North of Thorpe Road, Kirby Cross	80	200	170	0	450
SAH6	Land east of Cockaynes Lane, Alresford	100	0	0	0	100
SAH7	Land east of Admirals Green and north of Weeley Road, Great Bentley	120	0	0	0	120
SAH8	Land East of Amerells Road, Little Clacton	80	0	0	0	80
SAH9	Land South of Clacton Road, St Osyth	100	0	0	0	100
SAH11	Land North of Lifehouse Spa & Hotel, Thorpe-le-Soken	70	0	0	0	70
MSA1	Durite Works, Valley Road	50	32	0	0	82
MSA2	Land adjacent Branscombe Close, Frinton	40	0	0	0	40
MSA3	Affinity Water, Mill Hill, Manningtree	80	0	0	0	80
MSA4	Crisp Malting, School Lane, Mistley	50	0	0	0	50
MSA5	Brightlingsea Telephone Exchange, 16 New Street, Brightlingsea	0	15	0	0	15

MSA6	Land at Pannell Place, Brightlingsea	20	0	0	0	20
MSA7	Land south-west of Colchester Main Road, Alresford	40	0	0	0	40
MSA8	Land adj Village Hall, Harwich Road, Beaumont	12	0	0	0	12
MSA9	Land west of Windmill Road, Bradfield	20	0	0	0	20
MSA10	Land South of Weeley Road, Great Bentley	80	0	0	0	80
MSA11	Land west of Parsons Hill, Great Bromley	15	0	0	0	15
MSA12	Land south of Hall Road, Great Bromley	10	0	0	0	10
MSA13	Land west of Main Road, Great Holland	10	0	0	0	10
MSA14	Land east of Kirby Road, Great Holland	10	0	0	0	10
MSA15	Land north-east of Wix Road, Great Oakley	50	0	0	0	50
MSA16	Land south of Orchard Close, Great Oakley	50	0	0	0	50
MSA17	Land north of Walton Road, Kirby-le-Soken	10	0	0	0	10
MSA19	Land west of Manningtree Road, Little Bentley	12	0	0	0	12
MSA20	Land south of Shop Road, Little Bromley	10	0	0	0	10
MSA21	Lane East of Heckfords Road, Great Bentley	80	0	0	0	80
MSA22	Haulage Depot, Heath Road, Tendring Heath	10	0	0	0	10
MSA23	Land at Avocet Place, Thorrington	60	0	0	0	60

MSA24	Land east of Bentley Road, Weeley Heath	60	0	0	0	60
MSA25	Land south of Mill Lane, Weeley Heath	17	0	0	0	17
MSA26	Land south of Colchester Road, Wix	20	0	0	0	20
MSA28	Land North of Rectory Road, Wrabness	30	0	0	0	30
MSA29	Land at Weeley Council Offices Thorpe Road	24	0	0	0	24
MSA30	Former Tendring Hundred Waterworks Site, Clacton	0	90	0	0	90
MSA31	Land adjoining Harwich & Parkeston Football Club, Main Road, Dovercourt	24	0	0	0	24
MSA32	Station Yard and Former Avon Works, off Station Road	40	0	0	0	40
MSA33	Well House Site, Chestnut Way, Brightlingsea	60	0	0	0	60
MSA34	Vicarage Field, Church Road, Brightlingsea	30	0	0	0	30
MSA35	Land North of Robinson Road, Brightlingsea	25	0	0	0	25
MSA36	Land North of Wix Road, Bradfield	25	0	0	0	25
MSA37	Land East of The Street, Bradfield	30	0	0	0	30
TOTALS		**5,653**	**4,408**	**8,273**	**8,900**	**27,234**
Total in Plan Period		**18,334**				

Strategic Policy LP1

HOUSING SUPPLY

The Council will work with the development industry and other partners to deliver a minimum new homes increase of 18,173 (net) between 1 April 2026 and 31 March 2043 to support economic growth and meet objectively assessed requirements for future housing in the District. This supply of new homes will be delivered from the following sources:

Supply Source to March 2043	**Totals**
Net Dwelling Completions since April 2026	*0*
Non-allocated Large Sites with Planning Consents	*2,876*
Small Sites with Planning Consents (with Trend Based Completions)	*1,462*
Strategic Allocations - Mixed Use (SAMU Policies)	*6,335*
Strategic Allocations – Housing (SAH Policies)	*1,070*
Medium Sized Allocations (MSA Policies)	*1,241*
Tendring Colchester Borders Garden Community *(SAMU1)*	*1,950*
Hare Green Garden Village *(SAMU8)*	*1,700*
Horsley Cross Garden Village *(SAMU9)*	*1,700*
Total	***18,334***

The Council will maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing plus an appropriate buffer in accordance with national policy and will work proactively with applicants to bring forward sites that accord with the overall spatial strategy and relevant policies in the plan. The annual housing requirement of 1,069 dwellings per annum, calculated using the Standard Methodology in accordance with national policy, will be used as the basis for assessing the five-year housing land supply, subject to any adjustments to address any undersupply since 2026.

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

5.15 The supply of housing throughout the Local Plan period will be supplemented by proposals for rural exception schemes, and self and custom build

developments. Together with the allocations identified in this Local Plan, these sources provide a robust, realistic and deliverable strategy for meeting the District's housing needs over the period 2026-2043. The Council is satisfied that the strategy is supported by appropriate evidence relating to infrastructure provision, transport impacts, flood risk, habitat mitigation, viability, landscape and heritage considerations. The broad areas allocated for housing and mixed-use development in this Local Plan are shown on the relevant Policies Map Insets and supported by locality-based maps in the appendices of this document.

5.16 In accordance with the National Planning Policy Framework, the Council will monitor the delivery of new housing on an annual basis and publish the results in its Authority Monitoring Report. The Council will seek to ensure that, in any one year, there is sufficient land available to deliver a minimum of the next 5-years' worth of new housing plus the appropriate buffer to allow flexibility in the market for land, taking into account any under-provision or over-provision from the previous year(s).

Housing Choice

5.17 As well as planning for a significant increase in housing development, the National Planning Policy Framework requires Councils to plan for a mix of new housing based on current and future demographic trends, market trends and different groups within the community. The Housing and Economic Development Needs Assessments section of the National Planning Practice Guidance details how affordable housing need should be calculated. It defines affordable housing need as the 'number of households and projected households who lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market.'

5.18 The assessment consists of four broad stages to calculate affordable housing need:

- an assessment of the current gross unmet need for affordable housing;
- an assessment of the newly arising need for housing;
- an assessment of the current affordable housing supply;
- an assessment of future affordable housing supply.

5.19 Within each of the four stages, there are a number of detailed calculations, many of which themselves have a number of components. The Tendring Strategic Housing Market Assessment (SHMA), published in March 2025, updates the evidence on the type, tenure and size of homes required. The SHMA identifies a net annual affordable housing need of 275 homes per year, taking into account current unmet need, newly-forming households and the anticipated supply of affordable homes. This represents around a quarter of the overall annual housing target and demonstrates a sustained and pressing need for affordable housing in the District.

5.20 The update suggests there is likely to be a demand for a range of dwelling size, type and tenure over the plan period. It is estimated that around 74.1 % of the need for new housing up to 2043 will be for 'market housing' available to buy or rent at open market values, and around 25.9 % of the need for housing will be for 'affordable housing' (made up of Social/Affordable Rent, Shared Ownership and First Homes), to be made available by the Council or other registered providers at lower than market prices to meet the needs of people and families with lower incomes that cannot afford to buy or rent property on the open market.

5.21 The tenure profile from the update, suggests there will be a need for 69.3% of all homes to be owner occupied, 20.0% private rented, 1.2% shared ownership and 9.5 % social/affordable rented. To meet this tenure distribution the proportion of tenure completions would be 60.8% owner occupied, 20.5% private rented, 4.1% shared ownership and 14.6% social/affordable rent.

5.22 In terms of dwelling size, for owner occupied, the share required for the new housing stock is 23.1% one bedroom, 27.1% two bedroom, 23.1% three bedroom and 26.7% four or more bedrooms. For private rented, the change required is 24.7% one bedroom, 26.1% two bedroom, 25.2% three bedroom and 24.1% four plus bedrooms.

5.23 The Council's evidence base also identifies an increasing need for specialist and supported accommodation arising from demographic change, an ageing population and the diverse needs of local communities. The Essex Supported and Specialist and Supported Housing and Accommodation Needs Assessment (SSHANA) identifies the need for a broad range of accommodation solutions, including housing for older people, people with disabilities, those requiring supported living arrangements, armed forces veterans and other groups with specific housing and support needs. The Council will seek to ensure that the overall housing stock delivered through this Local Plan contributes towards meeting these identified needs alongside the requirements identified in the Strategic Housing Market Assessment (SHMA).

5.24 The Council also supports the delivery of homes that enable residents to remain independent within their communities for longer. Developers are encouraged to have regard to recognised good practice, including ECCs Supported and Specialist and Supported Housing and Accommodation Needs Assessment (SSHANA 2025) relating to accessible, adaptable and dementia-friendly housing design, particularly within developments intended to meet the needs of older residents and those with additional support requirements.

Strategic Policy LP2

HOUSING CHOICE

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

For developments comprising 10 or more dwellings, the Council will require a mix of dwelling sizes, types, and tenures that is informed by with the housing needs identified in the most recent Strategic Housing Market Assessment and, where relevant, evidence contained within the Essex Supported and Specialist and Supported Housing and Accommodation Needs Assessment (SSHANA). In determining an appropriate housing mix, regard will also be had to the location, characteristics and nature of the site and the type of development proposed. This requirement applies unless site-specific policies within this Local Plan prescribe an alternative mix. A housing mix that differs from that indicated in the Strategic Housing Market Assessment will be supported where it can be satisfactorily justified by reference to site-specific circumstances and market evidence. Furthermore, the Council will also require that a proportion of the new homes be delivered as affordable housing, in accordance with the provisions set out in Policy LP5.

The Council will support the delivery of a diverse range of housing types and tenures to meet identified needs across the community, including bungalows, retirement housing, extra care housing, independent living accommodation, starter homes, self-build and custom-build housing, family housing and accommodation for armed forces veterans and other groups with specific housing and support needs. Support will also be given to park homes, modular homes and other innovative forms of residential development, provided they comply with other policies of this Local Plan.

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

Housing Density

5.25 It is important that the density of housing development supports a high quality of life for residents, reflects the location's accessibility to local services, provides appropriate internal floor space and private outdoor amenity space, delivers a suitable mix of housing types and sizes, and responds positively to the character of the surrounding area. Applicants should clearly demonstrate how they have engaged with and applied relevant guidance from the following documents: *Building for a Healthy Life (2020)*, *Active Design Principles (2023)*, *Essex Healthy Places (2023)*, and *Livewell Accreditation (2019)*. Proposals should reflect the principles set out in these frameworks to promote healthier,

more inclusive and sustainable communities**.** Higher densities may be appropriate in town centres to support retail, public transport, walking and cycling and minimising greenfield development. The Council recognises that development density can also play a role in supporting the delivery of community-scale water efficiency and rainwater reuse systems. Evidence indicates that such systems may become increasingly viable at higher densities, potentially from around 60 dwellings per hectare, subject to site-specific considerations and appropriate technical assessment.

Non-strategic Policy LP3

HOUSING DENSITY AND STANDARDS

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

a. *Good accessibility to local services by all users regardless of mobility;*

b. *Compliance with the government's latest 'Technical housing standards - nationally described space standard';*

c. *the required mix of housing;*

d. *the development is in keeping with the context and character (and the opportunity to enhance that character) of the immediate area;*

e. *for the edge of greenfield/settlement sites, the need for an appropriate transition and good layout between built development and the open countryside;*

f. *on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green and blue infrastructure, electric charging, utilities infrastructure and associated easements, sub stations, highways and footpaths built to adoptable standards, public rights of way and any community facilities);*

g. *Active Design principles as published by Sport England and Active Travel England; and*

h. *Healthy Home principles as set out by National Guidance: Healthy Homes Standard and Essex Design Guide Checklist.*

On housing developments of 10 or more dwellings, 40% of of all dwellings should be provided to Building Regulations Part M4(2) 'accessible and adaptable dwellings' standard (or successor standards). In addition, 5% of affordable homes should be provided to Part M4(3)b 'wheelchair user dwellings' standard (or successor standards).. All dwellings required to meet Part M4(2) or Part M4(3)b

standards shall also comply with the relevant Nationally Described Space Standard requirements for accessible and adaptable homes. Where affordable housing is provided, the Part M4(2) requirement will be met through the affordable housing provision in the first instance, with any remaining requirement delivered through market housing where necessary.

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

Development Layout & Design

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

5.27 Due to the lack of available brownfield land, the Council has no choice but to promote the expansion of towns and villages onto greenfield land to deliver the District's future housing targets. The Council wants to embrace the principles of the Garden City movement as a means of bringing about social and economic improvements in the District. The Council will therefore only support large scale housing and mixed-use developments if they are well designed, integrated with the existing environment and contribute positively towards the 'sense of place'.

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

5.29 The Council expects development to create inclusive and accessible environments that can be used safely and independently by all members of the community. In preparing development proposals, applicants should have regard to relevant inclusive design guidance, including the Essex Design Guide and, where appropriate, principles relating to dementia-friendly design and age-friendly environments.

5.30 Green infrastructure should be planned as multifunctional infrastructure delivering benefits for health and wellbeing, biodiversity, climate resilience, sustainable drainage, recreation and place-making. Development should have regard to relevant local green infrastructure standards and strategies where applicable.

5.31 Where flood risk exists within a site, the layout of development should be informed by a sequential approach that directs the most vulnerable uses towards areas of lowest flood risk, taking account of climate change and the requirements of national policy.

Non-strategic Policy LP4

DEVELOPMENT LAYOUT & DESIGN

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

a. *actively promote health and wellbeing through the integration and enhancement of green infrastructure. This includes delivering biodiversity net gain in accordance with Strategic Policy PPL4a and the statutory Biodiversity Net Gain framework, whilst encouraging on-site provision wherever practicable, and ensuring green infrastructure is meaningfully connected to existing and proposed green infrastructure both within and beyond the site boundary. New verges, tree-lined streets and other forms of vegetation should be incorporated to strengthen ecological networks and contribute to placemaking;*

b. *locate new public open space where it can be conveniently and safely accessed by all members of the community, especially children, by walking and cycling; and ensuring it is directly overlooked on all sides and not located to the rear of properties;*

c. *incorporate surface water management considerations from the earliest stages of site layout and masterplanning. Surface water issues must be fully addressed and effectively managed across all development proposals. For housing schemes comprising 10 or more dwellings, surface water must be managed through the implementation of Sustainable Drainage Systems (SuDS), in line with the latest best practice and current policy requirements, including any future updates or revisions to such standards;*

d. *development proposals should incorporate high-quality, inclusive design and layout principles that create safe, accessible and welcoming places for all users. Schemes should minimise opportunities for crime and anti-social behaviour by ensuring good natural surveillance of both public and private spaces from buildings and streets, providing clear definition between public and private spaces and convenient access for emergency services. Development should demonstrate how the needs of a diverse range of users have informed site design, including gender-inclusive considerations relating to personal safety and movement through places, and neuro-inclusive considerations relating to legibility, navigation, movement, accessibility and sensory environment.*

e. *ensure that the overall highway network is legible and permeable, with all roads connected wherever possible and fit for purpose by all road and pedestrian users;*

f. *ensure internal road layouts can safely and comfortably accommodate emergency services, waste collection services, buses (where necessary) and other large vehicles;*

g. *design and provide residential, visitor, and business (in the case of mixed-use development) parking in accordance with the EPOA Parking Guidance and any successor adopted parking guidance/standards;*

h. *deliver new dwellings that are designed to high standards of architecture, which respect local character and which together with a well-considered site layout, create a unique sense of place;*

i. *be of a density that reflects the factors set out in Policy LP3;*

j. *provide for private amenity space of a size and configuration that meets the needs and expectations of residents, and which is commensurate to the size of dwelling and the character of the area; and*

k. *meet all other requirements of the Local Plan.*

To ensure that new developments comply with the requirements of this Local Plan and its associated policies, the Council may collaborate with landowners, developers, and other stakeholders, particularly in relation to larger schemes, to prepare masterplans or development briefs ahead of any planning application submissions.

In assessing planning applications, the Council will have regard to relevant national, county and local design guidance, where applicable. This may include the Essex Design Guide, Building for a Healthy Life, Active Design Principles, Essex Healthy Places, Livewell Accreditation, Manual for Streets, adopted Masterplans, Place Plans, Neighbourhood Plans and Village Design Statements, together with any subsequent updates or successor documents.

The Council will also have regard to guidance relating to inclusive design, age-friendly environments, dementia-friendly design and relevant local green infrastructure standards where appropriate to the nature and scale of development proposed.

For new residential development in Jaywick Sands, specific regard will also be given to the adopted Supplementary Planning Document (SPD) to guide development.

This Policy contributes towards achieving Objectives 1, 5, 6 and 8 of this Local Plan.

Affordable Housing

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

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

5.34 The latest viability evidence prepared to inform this Local Plan Review demonstrates that, when all policy requirements are taken into account (including contributions to infrastructure, design and environmental standards, and the provision of green and blue infrastructure) a requirement of 20% affordable housing on all sites of 10 or more dwellings represents an appropriate and deliverable level across the District. This approach ensures that sites remain viable while continuing to make a meaningful contribution to meeting identified affordable housing needs. Reflecting their strategic scale and masterplanned approach to delivery, the two new proposed Garden Villages are expected to provide 30% affordable housing, consistent with the wider objectives for these developments to deliver comprehensive, infrastructure-led communities over the long term.

5.35 Policy LP5 requires that, outside of the Tendring Colchester Borders Garden Community and the proposed Garden Villages at Hare Green and Horsley Cross, any development creating 10 or more net new homes, or any housing development on a site of one hectare or more, must provide 20% of new dwellings (including conversions) as affordable housing. These homes must be made available for Tendring District Council, or a nominated partner such

as a registered provider or trust, to acquire at a discounted rate for affordable housing use.

5.36 To guard against the possibility of sites being split or developed in phases to avoid the above size thresholds and the requirement to provide affordable housing, the 20% requirement will also apply in instances where two or more adjoining developments, when taken together, exceed the thresholds; and where it would be reasonable to consider the developments in combination.

5.37 A lesser amount of affordable housing than required by Policy LP5 will only be considered where robust evidence is provided to demonstrate that the development would not be economically viable as a result of the affordable housing requirement. Such evidence will be independently tested, at the applicant's cost, as necessary. In certain exceptional circumstances, the Council might also consider alternative approaches to the provision of affordable housing such as financial contributions towards off-site provision, the transfer of a low number of homes to the Council or a local housing trust at nominal cost or a combination of the two.

Strategic Policy LP5

AFFORDABLE HOUSING

To promote a mix of housing tenure in the District and address the housing needs of people and families with lower incomes who cannot afford to buy or rent housing on the open market, the Council will work with the development industry to provide new affordable housing.

For developments outside the Tendring Colchester Borders Garden Community, the new Garden Village proposals at Hare Green and Horsley Cross, any scheme delivering 10 or more net homes or occupy sites of one hectare or more, the Council requires 20% of new dwellings (including conversions) to be offered to Tendring District Council or its nominated partners at a proportionate discounted value for affordable housing.

This requirement will also apply in instances where two or more adjoining developments, when taken together, would exceed the above policy threshold of 10 or more (net homes) or one hectare or more; or where development is being proposed on part of what could reasonably be considered as a wider site where the wider development would exceed that policy threshold.

To avoid an over-concentration of affordable housing in one location and to promote positive integration between affordable housing and market housing, affordable housing should generally be distributed throughout a development and, where practicable, no single group of affordable housing should exceed ten dwellings. Exceptions may be accepted where site-specific constraints, the scale of development, management considerations or Registered Provider

requirements justify an alternative approach. There should be no material difference in the appearance or quality between dwellings to be sold on the open market and those to be acquired and managed by the Council or its nominated partner(s).

The size and type of affordable housing will be specified by the Council on a case-by-case basis having regard to the latest Strategic Housing Market Assessment (SHMA) and housing needs register and, where relevant, the Essex Supported and Specialist and Supported Housing and Accommodation Needs Assessment (SSHANA) or successor evidence and will be the subject of negotiation between the Council and the developer or applicant.

Where supported by the latest evidence of need, affordable housing provision should include appropriate specialist and supported housing to meet identified needs within the District.

At least 40% of all dwellings within a development should meet Building Regulations Part M4(2) 'accessible and adaptable dwellings' standards (or successor standards). In addition, 5% of affordable homes should meet Building Regulations Part M4(3)(b) 'wheelchair user dwellings' standards (or successor standards). All homes required to meet Part M4(2) or Part M4(3)b standards shall also comply with the relevant Nationally Descripted Space Standard requirements for accessible and adaptable dwellings. Where affordable housing is provided, the Part M4(2) requirement will be met through the affordable housing provision in the first instance, with any remaining requirement delivered through market housing as necessary.

For sites where an alternative level of affordable housing is proposed below the requirement, it will need to be supported by evidence in the form of a viability appraisal. In such cases the Council may seek a review of the viability of a scheme with the aim of achieving policy compliance over time. This may include securing a review mechanism by legal agreement specifying trigger points for undertaking a review such as later phases of a scheme or reserved matters applications with the aim of achieving policy compliance and improving the affordable housing contributions. In such cases, the Council will have regard to the guidance in Appendix F of this Local Plan.

In exceptional circumstances, other alternative approaches to the provision of affordable housing, such as financial contributions towards off-site provision, the transfer of homes to the Council or a local housing trust at nominal cost or a combination of those approaches, may be accepted and will be determined on a case-by-case basis. In such cases, the Council will have regard to the guidance in Appendix F of this Local Plan.

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

Rural Exception Sites

5.38 To enable the delivery of affordable housing in rural areas, the Rural Exception Scheme allows small developments on a site which abuts or is well-related to the Settlement Development Boundary of a 'Rural Service Centre' or 'Smaller Rural Settlement' as defined by the spatial hierarchy. Such sites should be located so as to provide future occupiers with reasonable access to local services and facilities and, wherever practicable, opportunities for walking, wheeling, cycling and access to public transport, consistent with the wider objectives of the Local Plan. These can come forward as an exception to normal settlement policy. Such schemes are intended to meet the housing needs of local people unable to afford accommodation in the villages where they live or have close local family or employment ties. The rural exception policy will be particularly useful in delivering additional housing in rural settlements where only limited growth (relative to the overall housing need as set out above) is proposed and where the affordable housing is not likely to be otherwise delivered. Where Parishes have identified a need for local housing in an area, it can still be difficult to encourage landowners to sell their land below open market residential values. To address this, there is a provision for a maximum of one open market home in three homes on sites put forward by the Parish Council or through the Community Right to Build; or a maximum of two in three dwellings can be as open market homes where at least half of those open market homes (rounded up if necessary) is for self and custom-build in line with Policy LP7.

5.39 In selecting Rural Exception Sites, applicants should have regard to the accessibility of the site for future residents and its relationship to the existing settlement. Proposals should, wherever practicable, be located where safe and suitable access can be achieved for all users and where the development would not give rise to unacceptable highway safety issues. The Council will also have regard to the provisions of Policies CP1, CP2 and other relevant policies relating to sustainable transport, accessibility and place-making.

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

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

5.42 It is essential to demonstrate that the proposed housing realistically meets or contributes to the identified local need and will be exclusively reserved and managed in perpetuity as affordable housing for the long-term benefit of the

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

Non-strategic Policy LP6

RURAL EXCEPTION SITES

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

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

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

Evidence of Local Need

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

The Content of Schemes

A proposal shall cater primarily for local needs. However, to assist with the economic viability of the overall development and provide an incentive to landowners to release their land, a maximum of one in three dwellings in the overall development can be provided for sale or rent on the open market. Alternatively, a maximum of two in three dwellings can be provided as market housing where at least half of those market homes (rounded up where necessary) are self-build or custom-built homes meeting the requirements of Policy LP7.

Secure Arrangements

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

a. *ensure that all the affordable homes within the scheme remain exclusively for local need through control of occupation during the lifetime of the development and that the low-cost benefits of the housing provision pass on to subsequent occupants meeting the criteria of local need;*

b. *ensure that the necessary long-term management of the scheme is permanently secured; and*

c. *provide that where a vacated affordable home within the scheme cannot be filled by persons in local need from within the Parish, the home shall be made available to those in housing need in adjoining parishes, moving outward sequentially, on the same basis of need to secure its occupation'*

Location and Environmental Considerations

The proposal shall have no significant material adverse impact on biodiversity and geodiversity (including designated sites), landscape (including designated landscapes), the historic environment, residential amenity, highway safety, or the form and character of the settlement to which it adjoins. The site must also provide safe and suitable access for all users and be reasonably related to local services and facilities having regard to opportunities for active and sustainable travel.

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

Self-Build and Custom-Built Homes

5.43 The National Planning Policy Framework requires Councils to plan for a mix of housing based on the needs of different groups in the community which includes people wishing to build their own homes as a Self-Build or Custom-Built home. The majority of the new homes that will be built in Tendring up to 2043 will be on sites specifically allocated for development which tend to be acquired by volume house builders and local developers who will aim to deliver new housing to meet the needs of the mass market. However, this leaves few opportunities for the construction of individual properties of high-quality and locally distinctive design, larger more spacious properties for the higher end of the market and self-build 'grand designs' for people wanting to build a home to live in themselves.

5.44 The strategic priorities of this Local Plan focus heavily on the need to deliver economic growth, tackle unemployment and deprivation and improve the long-

term prospects of future generations. Alongside measures to attract businesses, rejuvenate town centres and create more jobs, the Council's Economic Development Strategy suggests that delivering the right mix of housing is critical to the future of the District's economy. By enabling opportunities to deliver self-build homes within the overall mix of new housing over the plan period, the District can go some way in providing attractive high-quality properties that local people can aspire to live in and stay close to their family. The opportunities to build such properties could also help to encourage high-earners and people with entrepreneurial spirit to live in the District who will have disposable income to spend in the local economy and who have the potential to invest in local business opportunities.

5.45 The Council maintains a Self-Build and Custom Housebuilding Register in accordance with national legislation, to monitor local demand for self-build and custom-built homes. The register provides the primary source of evidence on the demand for self-build housing in the District, and current monitoring shows that the Council is not presently meeting the level of demand indicated by entries on the register within the statutory timeframe. Policy LP7 therefore sets out the circumstances under which aspirational or self-build homes may be supported outside of settlement development boundaries but within reasonable proximity of the District's defined settlements. For larger developments of 150 dwellings or more, the policy requires a small proportion (2%) of serviced plots to be made available for self-build or custom-build housing, helping to diversify the local housing supply and respond to evidenced demand.

5.46 Paragraph 84 of the National Planning Policy Framework requires Councils to avoid the development of isolated homes in the countryside unless there are special circumstances which, amongst others, can include a "design of exceptional quality, in that it is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas". Policy LP7 therefore sets out the circumstances under which aspirational or self-build homes could be built outside of settlement development boundaries but within a reasonable proximity of the District's defined settlements.

Non-strategic Policy LP7

SELF-BUILD AND CUSTOM-BUILT HOMES

The Council will encourage the provision of opportunities for constructing Self-Build and Custom-Built Homes as part of the mix of housing on large residential developments and the one-for-one replacement of an existing dwelling, of any size, in the countryside outside of settlement development boundaries, provided

the impacts of development do not conflict with other policy requirements in this Local Plan.

The Council will also consider, on their merits, proposals for small-scale developments (see Glossary) of new Self-Build and Custom-Built Homes on land outside of, but within a reasonable proximity to, settlement development boundaries, where they contribute to a sustainable pattern of growth in the District and are brought forward by individuals or associations of individuals who intend to occupy those homes. All new dwellings on such developments must meet one or more of the following locational criteria:*

a. *Be safely accessible on foot* (see Glossary) within 600 metres of the edge of the settlement development boundary of one of the District's 'strategic urban settlements' or 'smaller urban settlements';*

b. *Be safely accessible on foot* (see Glossary) within 400 metres of the edge of the settlement development boundary of one of the District's 'rural service centres';*

c. *be located directly adjacent to the development boundary of a smaller rural settlement. In all cases, the site must be safely accessible on foot* (see Glossary) from the nearest settlement boundary.*

d. *form at least half of the market homes being proposed as part of a rural exception scheme in line with Policy LP6; or*

e. *Involve the redevelopment of vacant or redundant previously developed land that can be demonstrated, with robust evidence, to be unviable for current and/or future employment use;*

To ensure delivery of genuine self-build and custom-build housing, the Council will seek to use appropriate mechanisms, such as planning conditions or legal agreements, to secure that any planning permissions granted for self-build or custom-built housing are occupied initially by the individuals or associations who have commissioned the build.

In all proposals of 150 dwellings or more, there shall be provided serviced plots to deliver at least 2% (rounded up) of the total number of dwellings on site as self-build or custom build homes, provided the Council's self-build register identifies a need at the time an application is submitted. All plots must meet the definition of a serviced plot as per national policy. Serviced Plots should be made available to households on the Self-Build Register for a period of 12 months. If after that time, plots have not been purchased or reserved by those on the Self Build Register, they may either remain on the open market as self-build or be built out as market housing.

All proposals must be of a high-quality design that is appropriate to its site and surroundings, uses durable and appropriate materials, and accords with the requirements of Policies SPL3, LP3 and LP4.

All proposals must have no significant material adverse impact on the landscape, residential amenity, highway safety, or the form and character of nearby settlements, and must be appropriate in scale and design for their location, having regard to other policies in this Local Plan.

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

Backland Residential Development

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

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

5.48 Typical sites include the back gardens of existing dwellings, "tandem" development sites of the kind found in Jaywick Sands, smallholdings, yards, or small vacant sites. On these sites, it will often be difficult to achieve the design requirements of this Local Plan due to a combination of location, restricted access and intensity of residential use in the vicinity.

5.49 The main problems that can arise as a result of backland development include: undermining the established character of an area (especially if similar schemes were to be repeated elsewhere in a locality); dwelling plots appearing cramped relative to their surroundings; the fragmentation of established gardens with a loss of mature landscaping; and the infringement of neighbouring residents' amenities. Development behind an established building line can also appear incongruous, particularly isolated dwellings. To avoid these problems, backland development requires particularly thorough planning, and Policy LP8 provides specific criteria that the Council will apply in such proposals. The policy is not intended to prevent backland development in principle. Rather, it seeks to ensure that proposals are responsive to their particular context and achieve high standards of design whilst safeguarding residential amenity, local character, accessibility and functionality. Well-designed backland development can make an important contribution towards housing delivery and the efficient use of land where it can be accommodated without giving rise to unacceptable impacts.

5.50 There must also be proper means of access to backland development, which is safe and convenient for both drivers and pedestrians, with a turning area where necessary to avoid the need for vehicles to reverse onto a public highway. A proposed access that is uncharacteristically elongated or constrained in width can often result in poor integration with the surrounding built environment. Such driveways can appear visually intrusive, undermine

the established grain of development, and signal harmful overdevelopment by forcing new dwellings into confined plots. Whether an access is considered unacceptably long, narrow or constrained will depend on the individual circumstances of the site and its surroundings. The Council will have regard to matters including highway safety, pedestrian accessibility, servicing requirements, emergency access, the character of the area and the quality of the overall design solution. The presence of a longer access route will not, in itself, necessarily indicate that a proposal is unacceptable.

5.51 Narrow driveways may also pose safety concerns, particularly for pedestrians and people with disabilities, due to limited visibility, lack of dedicated walking space, and inadequate separation from vehicles. Policy LP8 seeks to discourage these forms of access where they are out of keeping with the local character, compromise safety, or suggest an inappropriate intensity of development. Moreover, new access arrangement should avoid excessive disturbance or loss of privacy to neighbouring residents through, for example, an access drive passing unreasonably close to an adjoining dwelling. The likely frequency of use by vehicular traffic and the suitability of the access for service vehicles and the emergency services will also be relevant material considerations. In applying Policy LP8, the Council will take a proportionate and site-specific approach. Proposals that demonstrate safe and suitable access arrangements, provide satisfactory conditions for all users, and integrate successfully with their surroundings will be considered on their individual merits.

5.52 "Tandem" development consists of a dwelling or dwellings immediately behind an existing residential frontage which are served by a shared access. Such forms of development can often be unsatisfactory due to access constraints, as well as the potential for increased disturbance, loss of privacy and conflicts between the occupiers of the frontage and rear properties. However, the acceptability of tandem or other forms of backland development will often depend on the specific characteristics of the site and the extent to which the proposal satisfies the criteria set out in Policy LP8. In reaching a balanced planning judgement, the Council will have regard to matters including access arrangements, plot layout, residential amenity, landscaping, design quality, and the prevailing character and grain of development within the surrounding area.

Non-strategic Policy LP8

BACKLAND RESIDENTIAL DEVELOPMENT

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

a. where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space that meets the needs and expectations of residents, and which is commensurate to the size of dwelling and the character of the area;

b. a safe and convenient means of vehicular and pedestrian access/egress must be provided that does not cause undue disturbance or loss of privacy to neighbouring residents or visual detriment to the street scene. Long or narrow driveways will not be permitted;

c. the proposal must avoid "tandem" development using a shared access;

d. the site must not comprise an awkwardly shaped or fragmented parcel of land likely to be difficult to develop in isolation or involve development which could prejudice a more appropriate comprehensive development solution;

e. the site must not be on the edge of defined settlements where likely to produce a hard urban edge or other form of development out of character in its particular setting; and

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

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

Gypsy and Traveller Sites

5.53 The latest Gypsy and Traveller Accommodation Assessment (GTAA) for all local planning authorities in Essex was commissioned jointly by the Councils in line with the legal duty to cooperate and follows a consistent methodology. The findings for Tendring were updated through the Pitch Delivery Assessment prepared in 2026. The current and projected future need for Gypsy and Traveller accommodation up to 2043 is 45 pitches.

5.54 The GTAA expresses accommodation needs and site capacity in terms of pitches (or "pitch equivalents"). Whilst the identified need is quantified as a number of pitches for consistency with national planning policy and guidance, the GTAA recognises that in some circumstances accommodation needs can be met through alternative forms of provision, including the intensification or reconfiguration of existing sites, additional mobile homes on existing pitches, or the provision of additional touring caravans where appropriate. Accordingly, the capacity identified for allocated sites in this Local Plan represents the

additional accommodation capacity that can reasonably be achieved and does not necessarily require the provision of an equivalent number of physically separate new pitches.

5.55 Longer-term provision will be delivered as part of major strategic growth locations, including the Colchester Tendring Borders Garden Community (Policy SAMU1) and the proposed Garden Villages at Hare Green (Policy SAMU8) and Horsley Cross (Policy SAMU9), all of which benefit from proximity to the A120 and the strategic road network. Unlike the existing site allocations, which are expressed as pitches or pitch equivalents and may be delivered through a variety of forms of additional accommodation, provision at the Colchester Tendring Borders Garden Community will comprise new purpose-built pitches delivered as part of a dedicated Gypsy and Traveller site. The GTAA confirms that there is no current or future need for plots for Travelling Showpeople in Tendring; therefore, no land is allocated for this purpose.

5.56 National planning policy, as set out in the Planning Policy for Traveller Sites (PPTS, 2024), requires local authorities to adopt a criteria-based approach in their Local Plans to guide decisions on planning applications for Gypsy and Traveller sites, even where there is no identified need. Such policies should be fair and should facilitate the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

5.57 Accordingly, apart from the specific allocations, any proposals for new sites or additional pitches will be assessed against the criteria in Policy LP9 and other relevant policies in this Local Plan. These criteria ensure that sites are appropriately located, well-designed, and provide a good standard of residential amenity while avoiding harm to the environment and ensuring safe access to services and infrastructure.

Strategic Policy LP9

GYPSY AND TRAVELLER SITES

The current and projected future need for Gypsy and Traveller accommodation in Tendring up to 2043 is 45 pitches, as identified in the Gypsy and Traveller Accommodation Assessment (GTAA) and the updated Pitch Delivery Assessment (PDA). This comprises 38 pitches for households that meet the definition in the Government's Planning Policy for Traveller Sites (PPTS), and 7 pitches for Undetermined Households where it was not possible to complete interviews who are likely to meet the PPTS planning definition. There is no current or future need for any plots for Travelling Showpeople in Tendring and therefore no land is allocated for this purpose.

Allocations towards meeting the identified need have been made through the expansion, intensification or reconfiguration of existing Gypsy and Traveller sites and are listed in the table below. The figures shown represent additional accommodation capacity expressed as pitches or pitch equivalents and may be delivered through new pitches, site intensification, site reconfiguration, additional mobiles homes, touring caravans, or a combination thereof, where appropriate.

Site Name	Number of Additional Pitches or Pitch Equivalents
Coppice View, Great Bromley	*3*
Esther Lee Stables, Ardleigh	*3*
Summer View, Gutteridge Hall Lane, Weeley	*1*
The Pines, Straight Road, Bradfield	*12*
Spring Stables, Gutteridge Hall Lane, Weeley	*7*
The Rose, Kirby-le-Soken	*1*
Total	***27***

Further longer-term provision will be made as part of the Tendring Colchester Borders Garden Community (Policy SAMU1) which will provide 18 new Gypsy and Traveller pitches, of which 9 will contribute towards meeting the need identified in Tendring. Additional longer-term provision will also be delivered through the Garden Village proposals at Hare Green (SAMU8) and Horsley Cross (SAMU9), all of which are located close to the A120 and the strategic road network.

Any residual need will be met through windfall applications using the criteria set out below.

Any proposals for additional pitches to meet the needs of gypsies and travellers will be considered against criteria a) to e) below alongside other requirements in the Local Plan:

a. sites must avoid any adverse impacts on any internationally, nationally or locally designated protected areas and must avoid areas prone to flooding;

b. sites must have reasonable access to key facilities including schools, doctors' surgeries, convenience shops, and employment sites;

c. sites must include suitable circulation and amenity space;

d. sites must comprise well drained ground and achieve safe access for large vehicles from the local road network and access to utilities; and

e. sites must be of a high-quality design and landscaping, providing a good standard of residential amenity for their occupiers.

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

Care, Independent and Assisted Living, and Secure Institutions

5.58 Demographic projections suggest that by the end of the plan period in 2043, over 62% of our residents could be over the age of 65. The District is already a very popular area for retirement, particularly in the coastal towns of Clacton and Frinton, with much of the demand for new housing driven by the migration of older people from other parts of the country. Generally, thanks to advancements in medical care and healthier lifestyles, people are living longer, and the Council is actively promoting the District's leisure offer to the 'active retired' who make a valuable contribution toward our local economy.

5.59 The latest Essex Supported and Specialist and Supported Housing and Accommodation Needs Assessment 2025 (SSHANA) identifies a need for a broad range of supported and Specialist and Supported Housing and accommodation across Tendring, including residential care and nursing homes, extra care housing, assisted living, retirement living, supported living for people with disabilities and mental health needs, and other accommodation designed to meet care and support requirements. The Council will support the delivery of an appropriate range of accommodation types to help meet these identified needs over the plan period.

5.60 Providing specialist and supported housing in sustainable locations will enable residents to remain independent for longer, reduce pressure on health and social care services, and support the Council's objectives for healthy, inclusive communities. Integration within settlements ensures access to local services and reduces isolation, while high design standards and amenity provision safeguard quality of life.

5.61 The Council also recognises the importance of enabling people to live independently for as long as possible within their communities. Proposals for supported and specialist accommodation should therefore seek to incorporate accessible and adaptable design principles from the outset, supporting residents' physical and mental wellbeing, independence and quality of life, whilst responding to changing care needs over time.

5.62 The Local Plan encourages development of care, independent and assisted living homes in appropriate locations. This will ensure future generations of older and disabled residents get the highest quality of care and future

generations of working age residents can access a range of job opportunities in a diverse and growing sector of the economy. As well as jobs for care assistants, growth in this sector will generate job opportunities for medical professionals, caterers and managers as well as jobs in supply chain industries dealing with matters such as maintenance, gardening, specialist training, security and construction. Consideration of staffing capacity/availability must be considered by applicants prior to submission of planning applications.

5.63 Residential institutions have the potential to accommodate a significant number of residents, employ substantial numbers of staff and receive visits from friends and family. Therefore, they are best located in accessible locations, ideally within the settlement development boundaries of the District's more sustainable Urban Settlements and Rural Service Centres, as opposed to the Smaller Rural Settlements or remote countryside locations where there tend to be fewer local services and facilities, limited access to public transport and where the introduction of such development can often have a detrimental impact on the rural character of that community.

5.64 However, the Council does recognise that it is often difficult to find areas of land large enough to accommodate larger, high quality care homes set within open grounds with gardens, landscapes and trees – which, for the quality of life for residents, is very important. Therefore, the policy encourages the development of care homes and extra-care housing within the larger residential and mixed-use allocations across the District.

5.65 Secure Residential Institutions, which come under use class C2a, can include secure hospitals, detention centres and prisons. These institutions also have the potential to employ significant numbers of people but in some instances can have a detrimental impact on their immediate surroundings in terms of noise and disturbance. A more remote location may therefore be appropriate, and proposals for these kinds of institutions will be considered on their own merits, subject to meeting the requirements of other policies in this document and demonstrating a local need.

5.66 Specialist and Supported Housing and accommodation can form an appropriate component of residential and mixed-use developments and allocations, where compatible with the overall design, character and function of the site and where residents have appropriate access to services, facilities, healthcare and public transport.

Non-strategic Policy LP10

CARE, INDEPENDENT AND ASSISTED LIVING, SECURE INSTITUTIONS

To meet the care needs of our future generations and generate growth in the care, independent and assisted living sector in line with the Economic Development Strategy, the Council will support the construction of high-quality care homes, extra-care housing and other forms of specialist accommodation in sustainable locations. This includes:

- *Residential care homes and nursing homes (Use Class C2)*
- *Extra-care housing and assisted living schemes*
- *Retirement living or sheltered housing*
- *Supported living for people with disabilities or mental health needs*
- *Other housing for people with care needs (including C3(b) Use Class)*
- *Hospices and palliative care facilities*

The Council will also work with the NHS, Essex County Council, care providers, educational establishments and businesses to promote technological advancements in the provision of care, improvements in training and qualifications for care professionals and support growth in the 'supply chain' industries related to care and assisted living.

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

Specialist and Supported Housing and accommodation will be supported within residential and mixed-use developments and allocations where the scale, design and operation of the proposal are compatible with the surrounding development and where suitable access to services and facilities can be achieved.

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

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

b. *be located on a site safely accessible on foot within 400 metres of the edge of the settlement development boundary of one of the District's 'rural service centres'.*

Development must pay particular attention to landscape character if located outside of settlement development boundaries.

Development must provide a high-quality, safe, inclusive and accessible environment that supports residents' independence, wellbeing and dignity through the application of appropriate accessible and adaptable design principles, Where relevant, proposals should have regard to the Essex Design Guide, the ECC Extra Care Design Guide (2023), supported living design guidance and other relevant good practice relating to inclusive and dementia-friendly design.

. Proposals shall have no significant material adverse impact on the landscape, residential amenity, highway safety, or the form and character of nearby settlements and shall be otherwise appropriate in scale and design for their location, having regard to other policies in this Local Plan.

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

The Council will support proposals to extend existing care homes beyond defined settlement development boundaries, provided they maintain a sustainable pattern of growth and comply with all other relevant Local Plan policies. Development that would result in the loss of all, or part, of an existing care home will not be permitted unless the applicants can demonstrate, with robust evidence, that the site or premises are no longer economically viable.

Proposals must demonstrate compliance with Policy HP1 (Improving Health and Wellbeing), including the submission of a Health Impact Assessment where required, and secure any necessary mitigation in accordance with Policy DI1 (Infrastructure Delivery and Impact Mitigation).

The approach used to demonstrate that the requirements of this policy have been met may vary from site to site and so must be agreed between the Council and the applicant in advance of any planning application being submitted.

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

This Policy contributes towards achieving Objective 1 and 5 of this Local Plan.

HMO and Bedsits

5.67 A House in Multiple Occupation (HMO) is a house occupied by three or more unrelated individuals as their only or main residence where they have individual lockable bedrooms, but where basic amenities such as a kitchen or bathroom are shared. HMOs with between three and six bedrooms fall under Class C4 of the Use Classes Order. HMOs with seven or more bedrooms are

classed as ‘sui generis’. Each individual bedroom within an HMO is classed as a ‘tenancy unit’. For the purposes of Policy LP11, an HMO will generally be taken to mean accommodation falling within Use Class C4 or any Sui Generis HMO use, unless superseded by changes to national legislation or guidance.

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

5.69 Whilst HMOs and bedsits can provide an important source of lower-cost and flexible accommodation, particularly for single people and smaller households, the Council recognises that high concentrations of such uses can have adverse impacts on residential amenity, community balance, local character and the perception of an area if not carefully managed. Policy LP11 therefore seeks to strike an appropriate balance between supporting housing choice and maintaining the quality and sustainability of local communities.

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

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

5.72 Furthermore, the concentration of low-cost accommodation, particularly within town centre areas can result in a high proportion of people with personal, financial or health issues moving into the area (often from outside of the District) and being concentrated together in one area, placing undue pressure on the public services within those areas (such as doctors’ surgeries); detracting from the public perception of the area (which is all important for the purposes of attracting visitors, tourists and investors to spend money in the local economy); and, in turn, making the owners of houses, hotels and

guesthouses within the area consider converting their premises into HMOs and bedsits, for rental income, rather than retaining them in their existing use.

5.73 The Council maintains and regularly updates information relating to licensed HMOs across the District, working closely with its Housing and Licensing teams. This information forms part of the evidence base supporting Policy LP11 and will continue to be monitored and updated throughout the Plan period to assist the consistent application of the policy.

5.74 For the purposes of this policy, the 10% concentration threshold will be assessed by reference to the proportion of HMO and bedsit units within a 100-metre radius of the application site. The radius will be measured from the centre point of the application property. Further guidance on the interpretation and application of this requirement may be provided by the Council from time to time to ensure consistency and transparency in decision-making.

Non-strategic Policy LP11

HMO AND BEDSITS

All proposals involving the creation of Houses in Multiple Occupation (HMOs) or bedsits (including new-build, subdivisions and conversions) will require planning permission and will only be permitted within defined town centres. The Council will have regard to both the individual and cumulative impacts of HMOs and bedsits when determining planning applications.

Proposals for HMOs or bedsits should meet all of the following criteria:

a. *within a 100 metre radius of the property or site in question (drawn as a circle from the centre of the property or site), the total number of existing and proposed HMO tenancy units and bedsits, as a proportion of all residential accommodation (tenancy units plus bedsits and dwelling houses that are not HMOs), would not exceed 10%;*

b. *the proposed tenancy units have a minimum internal floor area of 12 square metres and bedsits have a minimum internal floor area of 16 square metres;*

c. *each individual tenancy unit or bedsit has direct physical access to communal facilities without the need to rely on access via another tenancy unit or bedsit;*

d. *no more than six tenancy units or bedsits will be served by a single indoor communal facility such as a living room, dining room or kitchen;*

e. a minimum of 1 off-street car parking space per tenancy unit or bedsit is provided and each parking space must be capable of being used independently of one another;

f. cycle parking provision in accordance with EPOA cycle parking guidance and standards for HMOs or bedsits;

g. all residents of the HMO or block of bedsits have access to adequate space for the storage of waste and recycling bins which will be provided within the curtilage of the block;

h. all external alterations to existing buildings are in keeping with the character of the building and the wider area;

i. proposals must demonstrate that they will provide a satisfactory standard of accommodation for future occupiers and will not result in unacceptable impacts on neighbouring residents through noise, disturbance, activity levels, refuse storage requirements, parking demand or general operational impacts.

j. an area of communal open space is provided that has sufficient space and facilities for drying clothes; and

k. proposals should demonstrate that suitable management arrangements are in place for the maintenance of communal facilities, waste storage areas and external spaces.

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

6 Prosperous Places

6.1 The Local Plan's strategic objectives for Employment/Commercial are "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" and "To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2043".

6.2 Promoting balanced economic growth is one of the key elements of delivering sustainable development. This Local Plan aims to make Tendring District more self-reliant by achieving a sustainable balance between jobs, retail development, tourism, leisure, hotel and guesthouse development and associated facilities and to improve education and skills for our District's residents. Balancing growth will ensure that our natural and built environment, especially our countryside, are preserved and protected against unsustainable growth.

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

6.4 The Economic Development Strategy was refreshed in 2019 to reflect updated baseline evidence and evolving strategic priorities. While the established principles and ambitions remain consistent with the 2013 version, the 2019 strategy adopts a refined structure and approach to better align with current challenges and opportunities. The refreshed strategy is structured around five key objectives:

Objective 1: Supporting Tendring's Growth Locations
This objective outlines the vision for targeted investment and development in key areas identified for growth. Based on evidence and stakeholder consultation, the initial target locations are Clacton & Jaywick Sands, Harwich & Dovercourt, and the Tendring/Colchester border.

Objective 2: Targeting Growth Sectors
The strategy prioritises support for two key growth sectors—Clean Energy and Care & Assisted Living—while also recognising wider sector opportunities across the District.

Objective 3: Ensuring Residents Have the Skills and Information to Participate
This objective emphasises the importance of equipping residents with the skills and aspirations needed to engage with emerging opportunities. It includes recommendations on education, skills provision, and employment support.

Objective 4: Supporting Growth & Innovation in Tendring's Businesses
The strategy aims to foster a more dynamic, diverse, and future-facing business base through improved business engagement, innovation, and inward investment.

Objective 5: Delivering Housing to Support Economic Objectives
Recognising the interdependence between population growth and economic development, this objective outlines how housing delivery can stimulate future economic growth.

6.5 This updated strategy continues to inform the Local Plan's policies and proposals for employment, housing, infrastructure, and regeneration, ensuring that Tendring District remains resilient, competitive, and inclusive in its economic development.

Delivering Retail

6.6 The Local Plan's strategic objective for Town Centre Development is "To promote the vitality and viability of the town centres through the promotion of retail and other appropriate and adaptable 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."

6.7 The National Planning Policy Framework (NPPF) promotes planning policies that help create the conditions in which businesses can invest, expand and indicates that significant weight should be placed on the need to support economic growth through the planning system.

6.8 The NPPF requires local planning authorities to support the role that town centres play at the heart of their communities and pursue policies to promote their viability and vitality. In addition, local planning authorities are expected to allocate a range of suitable sites in town centres to meet the scale and type of anticipated needs for retail uses. Ensuring town centres are recognised and protected and sufficient land can be brought forward to meet the retail needs of the District is a crucial element of this Local Plan.

6.9 References in the Local Plan to “town centres” or “centres” apply to town centres, District centres and local centres but exclude small parades of shops of purely neighbourhood significance.

6.10 Town centres act as key locations for a diverse range of uses such as retail, leisure, commercial, office, tourism, cultural activities, community facilities and also provide an important, sustainable location for housing.

6.11 Retail is split into comparison and convenience shopping. Convenience shops provide for the everyday essential items including milk and newspapers, food and drinks and confectionery. These shops are usually close to people’s homes so people can make many visits during the week. Comparison shops provide items not purchased on a frequent basis such as clothing, footwear or household items.

6.12 The Town Centre First principle requires applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

6.13 The NPPF sets out that when assessing large applications for retail and leisure development outside of town centres, which are not in accordance with an up-to-date Local Plan, local authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.

6.14 Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on the town centre, it should be refused. Local planning authorities are required to ensure that sequential test and impact test have been properly applied, and that the "town centre first" approach has been followed. This does not mean that out-of-centre development is necessarily inappropriate.

6.15 Tendring District Council commissioned WYG Planning and Environment (WYG) to undertake a Retail Study in 2016 to inform the preparation of Local Plan policies. An updated Retail and Town Centre Uses Study was subsequently undertaken by Lambert Smith Hampton (LSH) in 2020. The Study provides the most recent comprehensive assessment of retail and town centre needs within the District and includes consideration of retail capacity, commercial leisure provision and wider trends affecting the retail sector. The Council will continue to monitor the performance of its centres and retail sector throughout the plan period.

Additional Retail Floorspace Provision

6.16 The NPPF requires that LPAs should allocate a range of suitable sites to meet the scale and type of town centre uses needed in town centres and that it is important that the need for retail, leisure, office and other main town centre

uses are met in full and are not compromised by limited site availability. Town centre boundaries should be kept under review where necessary.

Convenience Shopping

6.17 The quantitative assessment in LSH Retail and Town Centre Uses Study (2020) estimates that turnover for convenience goods sales in the District could increase from around £348.5million in 2020 to around £390.6milllion by 2033, potentially generating capacity for around 2,347sq.m of additional convenience goods in the plan period – the equivalent of an additional food store. However, these findings need to be assessed against market demand, and, in 2020, there was limited commercial appetite amongst mainstream grocers to establish new stores, with demand for new store openings mostly confined to the discount food market. Most of the major food store operators are already represented in the District. The assessment notes that opportunities to enhance Clacton's convenience retail offer are likely to be limited to improving existing food store provision but that, if market conditions support it, any new provision should be directed to Clacton Town Centre as a priority, in line with the sequential approach and to support the Council's objectives for rejuvenation of that centre.

Comparison Shopping

6.18 The LSH Retail and Town Centre Uses Study (2020) estimates that turnover for comparison goods sales in the District could increase from around £291.6million to around £441.3million by 2033, however taking into account the emergence and success of on-line retailers in meeting comparison goods demands, the capacity for increasing physical comparison goods floorspace is likely to be much lower than for convenience goods. With a predicted increase in capacity of around 54sq.m by 2033, the need for additional comparison goods floorspace in the District is likely to be negligible and easily accommodated within either existing vacant town centre units or retail schemes that already benefit from planning permission.

6.19 The Study highlighted that Clacton is a vital and viable centre, albeit one that is vulnerable to changing economic conditions and wider structural changes within the retail sector. Council initiatives, alongside public and private sector investment in recent years, have resulted in significant improvements to the built environment and visitor experience. The Council continues to work with its partners on a programme of measures to support the regeneration and diversification of Clacton Town Centre.

6.20 The Council recognises that retailing and town centres continue to evolve in response to changes in consumer behaviour, technology and market conditions. Retail and town centre evidence will continue to be reviewed and updated as necessary to inform plan implementation and future decision-making.

Non-strategic Policy PP1

NEW RETAIL DEVELOPMENT

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

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

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

Retail Hierarchy

6.21 The NPPF requires planning policies to define a network and hierarchy of centres that promotes their long-term vitality and viability. It states that, planning policies should support the role that town centres play at the heart of their community's vitality by taking a positive approach to their growth, management and adaptation.

6.22 The NPPF continues the government's commitment to place a high level of importance on the 'town centre first' approach to the delivery of retail, leisure, office, tourism and business development.

6.23 The NPPF (Annex 2) defines the town centre as follows:

'Area defined on the local authority's policy map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres'.

6.24 The district centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

6.25 Local centres include a range of small shops of a local nature, serving a small catchment. This might include, amongst other shops, a small supermarket,

newsagent, a sub-post office and pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre.

6.26 Small parades of shops of purely neighbourhood significance are not regarded as centres for the purposes of this policy statement.

6.27 In order to plan positively to promote the vitality and viability of the town centres, the Council has identified a local retail hierarchy for the District that sets out the role and function of centres. The presumption would be that any proposals for a main town use would only be permitted if firstly every effort had been made to locate it in the defined centres as a preference (following the application of the 'sequential test').

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

6.29 The nature of retail is changing, with the emergence of on-line shopping along with the popularity and convenience of large superstores. The Council wishes to promote the vitality and viability of these centres and accepts that with changes in shopping habits, they will need to move with the times to remain a focus for economic activity and community life.

6.30 Therefore, our centres will need to change too by becoming more diverse in their offer. This includes embracing more leisure-based activities such as eating, drinking and socialising, promoting a vibrant evening economy, and utilising the internet as a promotional tool rather than seeing it as a threat to business. Additionally, centres should provide safe, attractive environments that people choose to visit for enjoyment rather than mere convenience and ensure accessibility through multiple modes of transport. The Council and local businesses both have an important role to play in bringing about this change.

6.31 The WYG Retail Study (2016) recommends that Clacton should continue to be classified as a major town centre and the following retail areas are classified as a town centres: Dovercourt, Walton-on-the-Naze, Frinton-on-Sea, Brightlingsea and Manningtree. This study classified Harwich as a District centre due to its level of retail provision and role it plays within the network of centres. The health check shows that Harwich has a total of 3,810sq.m retail and leisure floorspace and has a disjointed centre with a high level of non-town centre uses at ground-floor level.

6.32 As well as the defined centres listed in Policy PP2, the District also contains a number of large modern retail parks or stand-alone supermarkets/retail outlets that are located in out-of-town centre (or edge-of-town centre) locations that often fulfil a need for bulky-goods retail that cannot be accommodated in town centres. The national planning policy is for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.

Strategic Policy PP2

RETAIL HIERARCHY

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

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

Major Town Centre

- *Clacton*

Town Centres

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

District Centres

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

These centres will be the focus for 'Main town centre uses' as defined in the NPPF which include retail, leisure, entertainment, and more intensive sport and recreation uses; offices, tourism and cultural and arts, community and residential development. The Council will promote a mix of appropriate town centre uses within these defined centres with 'active street frontages' at ground floor level.

Proposals must be properly related in their scale and nature having regard to the above hierarchy.

This Policy contributes towards achieving Objectives 3, 6, 9 and 10 of this Local Plan.

6.33 There are other small parades of shops across the towns and rural areas that are purely of neighbourhood significance but do not meet the definition of a centre. However, they contribute to the function of the local communities. The NPPF requires local planning authorities to plan positively for the provision of community facilities such as local shops and guard against the unnecessary loss of valued facilities and services. It is therefore appropriate to include an additional policy to protect and enhance these local facilities.

Strategic Policy PP3

VILLAGE AND NEIGHBOURHOOD CENTRES

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

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

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

Village Centres

- *Alresford Village Centre*
- *Elmstead Market Village Centre*
- *Great Bentley Village Centre*
- *Little Clacton Village Centre*
- *St Osyth Village Centre*
- *Thorpe-le-Soken Village Centre*

Existing and Proposed Neighbourhood Centres

- *Bluehouse Avenue, Clacton*
- *Bockings Elm, Clacton*
- *Broadway, Jaywick Sands*
- *Woodlands Close, Clacton*
- *Upper Dovercourt*
- *Frinton Road, Holland-on-Sea*

- *Burrs Road, Clacton*
- *Cambridge Road, Clacton*
- *Coopers Lane, Clacton*
- *Coppins Road, Clacton*
- *Gravel Hill Way, Harwich*
- *Junction of Tamarisk Way/ Broadway*
- *and Sunspot, Jaywick Sands*
- *Thorpe Road, Kirby Cross*
- *Tudor Parade, Marlowe Road, Jaywick Sands*
- *Waterside, Brightlingsea*
- *Neighbourhood centre at St. John's Road, Clacton*
- *New neighbourhood centre proposed for Oakwood Park Development, Clacton*
- *New neighbourhood centre proposed for Rouses Farm Development, Clacton*
- *New neighbourhood centre proposed for Hartley Gardens Development, Clacton*
- *New neighbourhood centre proposed for Deane's Lane and Oakley Road Development, Dovercourt,*
- *New neighbourhood centres proposed for Hare Green, Horsley Cross and Weeley Green Garden Villages*

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

Local Impact Threshold

6.34 In accordance with national planning policy, it is appropriate to identify locally set thresholds for the scale of edge-of-centre and out-of-centre retail, office and leisure development which should be subject to the assessment of the impact criteria set out by paragraph 94 of the NPPF.

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

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

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

6.37 The NPPF states that:

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

- the impact of the proposal of existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment (as applicable to the scale and nature of the scheme).'

6.38 Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in NPPF paragraph 94, it should be refused.

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

Non-strategic Policy PP4

LOCAL IMPACT THRESHOLD

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

a. Clacton - 929sq.m gross floorspace

b. Frinton-on-Sea - 929sq.m gross floorspace

c. Dovercourt - 250sq.m gross floorspace

d. Walton-on-the-Naze - 250sq.m gross floorspace

e. Brightlingsea - 250sq.m gross floorspace

f. Manningtree - 250sq.m gross floorspace

g. Harwich - 250sq.m gross floorspace

In determining planning applications, the Council will consider quantitative and qualitative impacts of the development on town centre vitality and viability, measures aimed at mitigating and minimising impacts and opportunities to claw back trade lost to other town centres both within and outside of the District.

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

Town Centre Uses

6.40 The NPPF requires that planning policy should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Therefore, it is vital that the future needs of the District's town centres are addressed through the Local Plan.

6.41 With regard to the location for new retail, leisure and other town centre development (as defined in the NPPF), the Council will adopt the 'sequential approach' as set out in the NPPF. This states that for retail development the first preference should be for town, district or local centre sites, where suitable sites are available, followed by edge-of-centre sites, and only then out-of-centre sites. With regard to edge-of-centre and out-of-centre, a preference should be given to accessible sites which are well connected to the town centre.

6.42 The NPPF states that local authorities should define areas within their town centres as primary shopping areas. These areas comprise the parts of the town centre where retail development is concentrated. It is the primary shopping areas of the town centres which are the preferred location for new retail development.

6.43 The NPPF states that the planning authorities should define the extent of the town centres and primary shopping areas and set policies that make clear which uses will be permitted in such locations.

6.44 Use Class E, which came into effect in September 2020, incorporates not only those uses which the NPPF defines as 'Main town centre uses', but also certain other uses such as medical services and some industrial. Changes between uses within this class will not be subject to a planning application, which will promote further diversification of town centres.

Primary Shopping Area

6.45 The Primary Shopping Areas (PSA) shown on the Policies Maps and Local Maps are the defined areas where retail development is concentrated.

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

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

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the defined centres and wider retail catchment (as applicable to the scale and nature of the scheme).

Non-strategic Policy PP5

TOWN CENTRE USES

Within Town Centre boundaries (as shown on the Policies Maps and Local Maps), proposals for development or change of use for 'main town centre uses' (as defined in Policy PP2 and the National Planning Policy Framework) as well as residential development will be permitted where they comply with other relevant policies in this Local Plan and support the vitality and viability of the town centre.

Within the 'Primary Shopping Area', the use of ground floor shop units will be restricted to uses within Use Class E (commercial, business and service uses). Applications for residential development will be supported on upper floors above shop units where they provide an adequate level of parking and amenity space that takes into account access to shops, services and facilities, public transport provision and proximity to public open space.

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

Delivering Economic Prosperity

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

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

6.50 Tendring District's economy is closely linked to the maritime industry, although it has a diverse economy with local employment across a range of activities. However, like many coastal areas, residents in some parts of the District choose or have to commute out of the area for work, especially to neighbouring Colchester. So, creating new and better-paid jobs for existing and future generations of residents is, and will continue to be, one of the Council's top priorities. A key requirement of this Local Plan is to provide for appropriate sustainable employment opportunities for residents in Tendring and to support the growth of local businesses and attract investment in the District.

6.51 The primary objective of this Local Plan is to support and diversify the economy while maintaining a broad balance between homes and jobs in order to achieve self-reliance. Strategic Policies PP6 and PP7 provide a strategic policy framework for achieving this. It seeks to ensure that sufficient high-quality sites are identified to support the delivery of job targets; gives priority to the enhancement of existing employment sites and regeneration of previously developed land; safeguarding existing and committed sites; supports initiatives which promote skills and training and safeguards and enhances tourism and cultural assets of the District.

6.52 Essex County Council has undertaken a 'Grow on Space Feasibility Study' to explore the need for employment 'Grow-On Space' within the county. Such flexible employment space, between 100 – 300 sqm in scale, is required to enable flexible premises for businesses to move on from incubation/enterprise centres/start-up spaces, and free up these units for other start-ups. The Essex Economic Commission also identified an inadequate supply of flexible tenures (e.g. Grow-on Space), which is holding back successful businesses that want to expand and grow. Tendring District Council will consider which interventions are the most appropriate and viable to ensure the provision of flexible local employment space (by tenure) in the plan area.

6.53 The Tendring Employment Land Review (2025) highlights the importance of promoting Tendring District as a vibrant and sustainable location to live, work, and invest. The study identifies key growth sectors including port and logistics, advanced manufacturing, and high-tech/knowledge-driven industries, while also recognising the continued potential of sectors such as offshore wind, care and assisted living, agri-tech, engineering, hospitality, and retail to contribute to job creation across the District.

6.54 The Employment Land Review Addendum (2026) updates the findings of the October 2025 Employment Land Review to reflect the extension of the Local Plan period to 2043. Under the higher growth 'policy on' scenario, which takes account of planned economic growth opportunities and interventions, employment floorspace requirements between 2024 and 2043 are projected to total approximately 169,010 square metres. This equates to a requirement for around 35.03 hectares of employment land, comprising 3.72 hectares for office, light industrial and research and development uses, 18.38 hectares for industrial uses and 12.93 hectares for storage and distribution uses. This represents an increase on the 30.69 hectares identified in the original Employment Land Review and reflects the extension of the plan period to 2043.

6.55 The employment land allocations in this Local Plan have been informed by both the quantitative and qualitative findings of the Employment Land Review and its addendum. In accordance with the recommendations of the study, the Council has planned positively using the higher growth 'policy on' scenario in recognition of the significant economic opportunities associated with Freeport East, Bathside Bay, the A120 corridor, the clean energy sector, advanced manufacturing, logistics and the planned Garden Villages. The Council has therefore identified a supply of employment land that exceeds the minimum forecast requirement in order to provide flexibility, choice and resilience within the market. This approach will help address qualitative deficiencies in the employment land portfolio, provide a range of sites capable of meeting differing business needs, support inward investment and business expansion, and ensure sufficient capacity exists to accommodate longer-term economic growth opportunities beyond the end of the plan period.

6.56 The Employment Land Review continues to support the Tendring Colchester Borders Garden Community as a strategic employment location, citing its strong transport connectivity and proximity to Colchester and Essex University as key advantages. This area is expected to deliver medium- to long-term employment opportunities and contribute significantly to the District's economic strategy. In line with the recommendation within the Employment Land Review, the Council may consider Article 4 Directions to safeguard strategic employment areas from residential conversion and will only release employment land when robust evidence shows it is no longer viable or needed.

6.57 The Council will ensure that the right amount and type of employment land is available in locations that balance the demands of the market with the capacity of infrastructure and the need to protect, and where possible enhance the environment. This includes policies within this Local Plan on:

- Safeguarding existing and committed employment sites, including Royal Mail sorting and delivery offices, which are of the right quality and suitably located in relation to infrastructure. This will include safeguarding employment land allocations for a range of uses in support of a balanced economy;
- Providing for additional sites in sustainable locations to meet the business needs of the growing District;
- Supporting the enhancement of skills in the local workforce through improved opportunities for education and training to provide a more dynamic and flexible labour market;
- Promoting the provision of infrastructure and services needed to provide a competitive business environment, including support and electronic communications infrastructure notably enhanced broadband provision; and,
- Promoting the diversification of the rural economy, in particular by supporting the retention and development of local services and community facilities in villages; supporting farm diversification including the conversion of existing farm buildings and infrastructure for employment and other commercial developments such as tourism.

Protecting Existing Employment Sites

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

6.59 Policy PP6 recognises the valuable role of locally important existing employment areas and establishes the need to protect them from loss to alternative uses. The identification of locally important existing employment sites has arisen through joint work with the Council's Economic Development and Regeneration team.

Strategic Policy PP6

EMPLOYMENT SITES

The Council will seek to protect existing employment sites, as shown on the relevant Policies Maps and Local Maps. Sites within use classes B2 and B8 will be safeguarded for these purposes. Employment sites falling within Use Class

E(g) will be retained and will continue to provide for the employment needs of the District.

Proposals for employment uses falling outside of use classes B2, B8, Eg(ii) and Eg(iii) or other established activities (such as retail, offices, other town centre uses, or other 'sui generis' uses) on protected employment sites will be considered on their merits and against other relevant policies within the Local Plan.

Proposals for non-employment uses on these sites will only be permitted if:

a. it can be demonstrated that the land or premises have become inherently unsuitable for any form of employment use and there is clear and robust evidence of appropriate marketing with registered commercial agents at a reasonable price to demonstrate no realistic prospect for continued employment use; or

b. the alternative use will either facilitate or result in wider economic regeneration benefits that outweigh the loss of employment land or premises on the protected site for existing or potential employment use; or

c. the alternative use will ease or resolve demonstrable longstanding and otherwise irresolvable harmful conflicts between land uses.

If criteria a) b) or c) are met, the proposal must not have an adverse impact on the operation of any remaining businesses on the protected site and must not give rise to any incompatibility between land uses.

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

Supporting Growth of Existing Employment Sites in the Countryside

6.60 The Tendring District contains extensive areas of countryside that contribute to its rural character, landscape quality, biodiversity, and sense of place. While the countryside is primarily protected for its openness and environmental value, it is also home to a number of established employment sites that play an important role in supporting the local economy and providing jobs.

6.61 This policy seeks to enable the sustainable growth of these existing businesses by allowing proportionate extensions where they are necessary for operational continuity or expansion. However, any development in the countryside must be carefully managed to ensure that it does not harm the character of the landscape, lead to unsustainable patterns of development, or compromise environmental quality.

6.62 Proposals for extensions to existing employment sites in the countryside will therefore need to demonstrate:

- A clear operational or economic need;
- That the extension is physically well-related to the existing site and proportionate in scale;
- That impacts on landscape, biodiversity, and rural character are minimised; and
- That appropriate design, access, and infrastructure measures can be accommodated.

6.63 This approach aligns with the NPPF, which supports sustainable economic growth while safeguarding the intrinsic character and beauty of the countryside.

Non-strategic Policy PP6a

EXTENSIONS TO EXISTING EMPLOYMENT SITES IN THE COUNTRYSIDE

To support sustainable economic growth while safeguarding the character and function of the countryside, proposals for the extension of existing employment sites (the area of use and any works) located outside defined settlement boundaries will be supported where the following criteria are met.

Demonstrated Need and Economic Benefit

a. *The proposal is justified by robust evidence of business growth, operational constraints, or market demand that cannot be met within existing urban areas or allocated employment land; and*

b. *The development contributes positively to local employment provision or business retention.*

c. *A sequential assessment shall be provided that demonstrates why alternative sites within settlement boundaries are unsuitable or unavailable.*

Relationship to Existing Site

d. *The extension is physically well-related to the existing employment site and does not result in an isolated or fragmented form of development; and*

e. *The scale and nature of the extension are proportionate to the existing operation and do not create a dominant or intrusive feature in the landscape.*

f. *The proposal includes a clear masterplan or phasing strategy where multiple extensions are anticipated.*

Design and Environmental Quality

g. *The development respects the rural character and landscape setting, incorporating materials, scale, and layout that harmonise with the surrounding environment;*

h. *Proposals must ensure that there is no unacceptable impact on residential amenity. This includes minimising adverse effects on visual character, noise, air quality, and the enjoyment of neighbouring properties through appropriate design, layout, landscaping, and operational controls;*

i. *A Landscape and Visual Impact Assessment demonstrates how the proposal will preserve or enhance countryside character, including mitigation measures such as planting, screening, and sensitive siting; and*

j. *Sustainable drainage and climate resilience measures are included in accordance with Policy SPL3 and PPL10.*

Access and Infrastructure

k. *Transport and accessibility evidence demonstrates safe and sustainable access, with minimal reliance on private vehicles; walking, cycling, and public transport measures are clearly demonstrated in the design and business operation;*

l. *The proposal does not result in a severe impact on the local or strategic highway network, with mitigation provided where necessary; and*

m. *The development can be accommodated within existing infrastructure capacity or includes appropriate mitigation.*

Protection of Countryside Character and Sensitive Areas

n. *The proposal minimises harm to the openness, character, and function of the countryside;*

o. *Where located adjacent to sensitive landscapes, such as Strategic Green Gaps, Local Wildlife Sites, a National Landscape, Habitat Sites or areas of historic significance, applicants must show how adverse impacts will be avoided, mitigated, or, where necessary, compensated; and*

p. *Proposals demonstrate compliance with dark skies principles to minimise light pollution in rural areas.*

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

New Employment Sites Allocations

6.64 Only a certain proportion of jobs are located in employment areas and fall within the uses classes B2 general industrial**;** B8 storage and distribution; Eg (ii) research and development and Eg (iii) industrial processes; and uses that are classified as sui generis if they are akin to employment type uses which accord with the caveats set out in Policy PP6. The rest of the jobs in the local economy consist of 'services' such as retail, health, education and leisure, amongst others. Therefore, when making provision for jobs in Policy PP7 only jobs falling into the B, Eg (ii) and Eg(iii) use classes (and appropriate sui generis uses) will be acceptable unless the site allocation policies for Policy PP7, in Chapter 9 - Delivering Places state otherwise.

6.65 To ensure resilience and flexibility, the Council proposes a qualitative approach to additional employment land allocations. This approach prioritises sites that:

- Are strategically located along key transport corridors (A120, A133, A12) and near major growth areas.
- Support identified growth sectors, including clean energy, logistics, advanced manufacturing, care and assisted living, and innovation.
- Offer opportunities for mixed-use development integrated with housing growth, reducing the need to travel and promoting sustainable communities.
- Provide modern employment space to address gaps in the current market, such as grow-on space for SMEs and high-quality logistics hubs.
- Enable the planning and delivery of new Garden Communities, ensuring employment land is integrated with housing and infrastructure.

6.66 These sites are intended to provide flexibility and choice in the market to meet occupier demand. It is anticipated that many of these sites will be delivered beyond the current Local Plan period, forming part of a long-term strategy for economic resilience and sustainable growth.

Strategic Policy PP7

EMPLOYMENT ALLOCATIONS

To support sustainable economic growth and deliver the strategic objectives of this Local Plan, the Council is proposing the allocation of additional employment land in locations that offer strong connectivity, integration with housing growth, and alignment with identified growth sectors. These allocations are proposed on

a qualitative basis, reflecting their strategic importance rather than solely on quantitative need.

104ha of land is allocated for new development in use classes B2 (General Industry) B8 (storage and Distribution), Eg(ii) (Research and Development) and Eg(iii) (Light Industrial Processes) to support a diversity of employment opportunities, many of which has already obtained planning permission. The allocated sites are listed in Table 6.1 below and are identified on the Policies Maps and relevant Local Maps.

Table 6.1

Name of Site	*Local Plan Allocation (ha)*
Extension to Gorse Lane Industrial Estate, Telford Road, Clacton	*6.8ha*
Land at Stanton Europark, Parkeston	*3.3ha*
Land at Harwich Valley, East of Pond Hall Farm, Dovercourt	*6.3ha (as part of a wider mixed-use development)*
Crown Business Centre, Old Ipswich Road, Ardleigh/Colchester	*2.3ha*
Collierswood Farm, Land North of the A120 and proposed Tendring Colchester Borders Garden Community (See policy SAE3)	*78ha*
Land North of the A120, Harwich Road, Parkeston	*5.3ha*
Land to the North of Colchester Rd, Weeley (Weeley Car boot site)	*2ha*
Total Employment Land Area	*104ha*

N.B Some sites have permission in part for B1 use, now Class E(g).

On these sites, proposals for development in use classes B2, B8, Eg(ii) and Eg(iii) will be supported. Proposals for employment uses falling outside of use classes B2 B8, Eg(ii) and Eg(iii) (such as retail, offices, other town centre uses, or other

'sui generis' uses) will be considered against other relevant policies within the Local Plan.

Applications for alternative non-employment uses will only be considered if it can be demonstrated that there is no reasonable prospect of a site being used for the allocated employment use. Such applications will be treated having regard to market signals and the relative need for different land uses to support sustainable local communities.

Proposals for new employment-related development on land outside of these allocations will be considered having regard to their potential to support economic growth in the District and the requirements of other policies in this Local Plan.

Additional employment land has also been identified as part of the mix of uses proposed at the Colchester Tendring Borders Garden Community within the separate Development Plan Document (DPD) for that area. In addition, employment land will also be allocated within the Strategic Allocated Mixed-Use (SAMU) sites to help create balanced and sustainable communities. This is alongside long-term employment land that will be identified as part of the mix of uses proposed at the new Garden Villages at Hare Green and Horsley Cross which will be developed through a masterplanning process.

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

Tourism, Leisure and Hotel Development

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

Tourism

6.68 Tourism is worth approximately £450 million to Tendring District (Economic Impact Report, 2024). Many of our district's jobs are related in some way to tourism, whether that is directly in hotels, caravan and chalet parks and tourist attractions or indirectly in shops, cafés and restaurants. A significant proportion of new jobs in our district could come from tourism if the right action is taken by providing an appropriate range of tourist attractions and holiday accommodation. With that in mind, the Council's Tourism Strategy identifies the following core objectives to develop tourism in Tendring District:

- increase visitor numbers - annually, day trips and overnight stays;
- increase economic benefit;
- improve the Tendring's tourism profile via digital and social media;
- improve partnership working – working with local communities to set up localised tourism boards to drive promotion; and

- improve the visitor offer – supporting current high-quality visitor offer and visitor accommodation and work towards increasing available high quality bed space.

6.69 To achieve these objectives, the Tourism Strategy sets out ten priorities for action:

1. **Develop individual brand identity:** Recognise, embrace and promote the unique nature and selling points of the individual towns and destinations around the District. Where appropriate promote and develop existing brands, for example Essex Sunshine Coast, Love Clacton and Historic Harwich
2. **Develop an Events Programme:** Develop and sustain a quality District wide programme to attract visitors, extend the tourism season and to increase brand awareness through:
    a. quality in-house managed events for example Clacton Airshow, Tendring4Growth, Beside the Seaside, Tour de Tendring, Illuminate Festival, the seasonal pantomime and events at the Princes Theatre
    b. attract, facilitate and support quality externally delivered events
3. **Promotion of the District/Digital Marketing:** Promote the District as a great place to visit. Develop resources to focus on digital marketing, through appropriate websites and social media channels.
4. **Improve tourism infrastructure:** Work to develop the resident & visitor experience by improving presentation of key areas, wayfinding and enforcement where appropriate. Support and facilitate the private sector to invest in new opportunities which meet the objectives of this strategy.
5. **Develop/Improve the Seafront Offer:** Ensure the 27 miles of coastline in the District is maintained to the highest standards achievable within available resources and seek opportunities to develop seafront attractions to improve the resident and visitor offer.
6. **Private Sector Support:** Provide guidance to private sector tourism providers/investors to support job creation. Work with partners to encourage new tourism attractions and improve existing facilities.
7. **Promotion of the District as an area for Outdoor Activities:** Work with partners to improve infrastructure and raise the profile of the District as a destination for walking, cycling, water sports, dog walking and other outdoor activities.
8. **Manage Resources**: In order to focus long term planning, set up partnership boards of public, private and voluntary sector partners in key locations around the District. Actively seek external funding opportunities for projects which meet the aspirations set out in this strategy.

9. **Planning:** Use the Tourism Strategy to guide Planning Policy to protect quality visitor attractions and visitor accommodation. Work with the private sector to attract new high quality tangible assets in our towns to attract and retain visitors. Work with the private sector to increase the number of high-quality bed spaces.

10. **Develop/Improve Heritage Offer:** Work to create a tangible, bookable product to enhance and improve the resident & visitor experience.

6.70 This Local Plan has an important role to play in facilitating the kinds of development that will contribute positively toward economic growth in the tourism sector. The Council's approach to the development of tourism and visitors' attraction is in line with Priorities 4,5,6,7and 9 set out above. Whilst the Council is keen to promote the area as a tourist destination by making best use of its assets, it is important to ensure that such assets are not exploited and potentially harmed or lost altogether. The relevant policies in this Local Plan will help to ensure that growth in the tourism industry in Tendring District is carried out in a sustainable manner that respects the wider environment and protects it for future generations to enjoy.

6.71 Another important aspect of promoting Tendring District's tourism economy will be to ensure that the District offers a range of visitor accommodation in different locations that will appeal to different people's tastes, budgets and interests. As the nature of tourism has changed so much over the years, Tendring District cannot rely purely on the provision of traditional holiday accommodation provided at seaside holiday parks, hotels, guesthouses and bed & breakfasts. Increasingly people will visit Tendring District for short weekend breaks, to visit friends and family, to attend weddings and other family functions or even for business purposes. Policies PP8-PP11 set out the Council's approach to the creation, improvement and the protection of potential loss of different types of visitor accommodation.

Strategic Policy PP8

TOURISM

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

- *new and improved attractions and leisure activities at the District's pleasure piers, amusement parks and holiday parks;*
- *a major new tourist attraction with good access to the A133 or A120;*
- *marinas, boat harbours, yacht havens and other facilities associated with boating and sailing;*

- *educational field centres or facilities associated with renewable energy, nature conservation, heritage, coastal protection, maritime activities and/or the enjoyment of the countryside and coast;*
- *conference facilities for business and educational purposes or to be used for functions such as weddings and other celebratory events;*
- *the provision of leisure and tourism facilities and sustainable accommodation as part of farm diversification schemes;*
- *high quality restaurants, cafes and other appropriate commercial outlets on the seafront within the District's coastal towns; and*
- *outdoor recreational activities that would strengthen the function and protection of the undeveloped countryside.*

To maintain and deliver a range of accommodation that meets the varying needs, demands and expectations of potential visitors to the Tendring District, proposals that involve the creation, improvement or potential loss of visitor accommodation will be assessed based on policies set out in this Local Plan.

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

Hotels and Guesthouses

6.72 Hotels and guesthouses provide accommodation to visitors who come to the area for a variety of reasons including holidays, weekend trips, business, visiting friends and family or attending family events or other functions. There had been a steady decline in the number of hotels and guesthouses in the District, many of which were either converted or redeveloped for residential use or care. However, to bring about growth in the District's tourism economy, a diverse range of visitor accommodation is essential and Policy PP9 below sets out the Council's approach to protecting hotels and guesthouses from being lost to alternative uses and supporting the provision of new and improved facilities.

Non-strategic Policy PP9

HOTELS AND GUESTHOUSES

The Council will support proposals for:

- *new hotels and guesthouses within defined centres (as listed in Policy PP2) and along the seafront within the District's coastal towns or on allocated mixed-use development sites where such accommodation is proposed as part of the mix of uses;*

- *visitor accommodation to be provided in the upper floors of public houses, at residential health and beauty facilities, educational field centres and function/conference venues; and*
- *proposals to improve guest facilities or increase the number of rooms at existing hotels and guesthouses.*

Within defined centres and along the seafront within the District's coastal towns, the Council will seek to retain the accommodation provided within existing hotels and guesthouses. Outside of these areas, the change of use or redevelopment of existing hotels and guesthouses to alternative uses will only be permitted if the applicant can demonstrate that the current use is no longer economically viable.

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

Holiday Parks, Camping and Caravanning

Camping and Caravanning

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

Non-strategic Policy PP10

CAMPING AND TOURING CARAVAN SITES

Outside of holiday parks (considered under Policy PP11 in this Local Plan) and subject to consideration against other relevant Local Plan policies, if the necessary tests are met in regard to any known flood risk, the Council will support proposals for:

- *new camping and / or touring caravan/motorhome sites; and*
- *extensions to existing camping and/or touring caravan/motorhome sites.*

Applications will only be permitted where they are in accordance with the Biodiversity Policy PPL4 in this Local Plan. Prior to submission of proposals for new or extended sites in the vicinity of designated sites (which should be taken to mean holiday parks within 1.5 km of such sites) applicants should seek the advice of Natural England as to the likely requirements for Appropriate Assessment and the tests of the Habitats Regulations.

Within or affecting the setting of a National Landscape, proposals for new camping and touring caravan sites or extensions to existing sites, must conserve and enhance the natural beauty, landscape character and special qualities of the designated area. Development should be appropriately located, designed and landscaped to avoid adverse impacts on important views, tranquillity, dark skies and the wider landscape setting. Proposals for the use of land as a camping and/or touring caravan/motorhome site (which may incorporate recreational vehicles) must include an electricity hook-up point for each touring caravan/motorhome and facilities for potable water, toilets, showers, washing and wastewater disposal. The Council will support proposals for ancillary recreational facilities subject to consideration under other relevant policies in this Local Plan.

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

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

Holiday Parks

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

6.75 The Council has reviewed the District's stock of holiday parks and has identified a number of 'safeguarded sites' on the Policies Maps that play a significant role in supporting the local tourism economy and that will therefore be protected from redevelopment for alternative uses. Not all of the District's parks are shown as safeguarded sites because the Council recognises that changing economic conditions and tourism trends could have a negative effect on some of the smaller sites being able to remain viable and, in some cases, redevelopment for an alternative use might be more beneficial to the local economy.

6.76 One trend that is having a significant impact on some of the District's caravan parks are that modern static caravans are becoming increasingly large, luxurious and technologically advanced. The modern caravan owner also demands better standards of layout and spaciousness. Many of the District's safeguarded and other existing sites either have pitches that are too small to accommodate these modern caravans or layouts that are too dense to take the larger vans and achieve reasonable areas of space between them. For this reason, the Council will support proposals for both safeguarded and any other existing sites to extend onto adjoining undeveloped land outside of defined Settlement Development Boundaries as long as it ensures that the

overall layout, amenity, appearance and quality of accommodation will be improved for the entire site (both the existing site and the area proposed for expansion) as part of a comprehensive programme. The Council will have regard to other policies in the Local Plan to ensure the impacts of development are minimised and/or mitigated and may use planning conditions or legal agreements to ensure that the extension of a site is carried out alongside comprehensive improvements to the overall site layout.

6.77 Given that Tendring District already accommodates a significant number of static caravan parks and the Council is committed to promoting a diverse range of visitor accommodation, the Council will not support any proposals to establish new static caravan parks in the District. The Council will however support proposals for new high quality holiday villages comprising well designed timber chalets set on plinths and with pitched roofs, located preferably in a predominantly wooded and undulating landscape setting with water features with high quality leisure facilities and activities. There is also potential to upgrade existing holiday parks to improve their quality and their facilities and/or to provide similar or alternative accommodation typologies such as chalets or cabins. ‘Center Parcs’ at Elveden Forest in Suffolk provides a good indication of the type of facility and the level of quality that the Council wants to establish in Tendring District.

6.78 The loss of holiday accommodation to permanent residential use displaces accommodation intended for tourism use, which has a knock-on effect on the District’s economy. The Council will therefore use planning conditions/legal agreements to ensure that this does not occur, and in order for a site to comply with its licence, the site owner/operator will be expected to share the responsibility of managing and enforcing this requirement. Additionally, because holiday accommodation is often unsuitable for permanent occupation and located in areas that often lack the necessary and appropriate infrastructure and services for longer occupation, the Council will restrict the holiday occupancy period and; where sites are located in an area vulnerable to flooding, the period of restricted occupancy will be expected to take place during the winter months when there is a greater likelihood of higher tides and severe weather. The length of occupancy period set will take 'into account the site's location and the character and merits of the proposal such as the degree of flood risk, its relationship to an existing site (e.g. if it is a proposed extension), proposals for flood risk mitigation, design, the quality of accommodation provided and emergency planning. Change of use to permanent residential and extended periods of holiday occupation can also impact on protected wildlife sites, which are often located close to existing holiday parks.

6.79 Where parks are proposed to be expanded to increase their level of provision, an element of park home provision to support the overall viability of the park might be considered so long as an appropriate mix is maintained which ensures the focus is firmly on tourism uses, rather than residential uses, and

other policy requirements around flood risk, quality, infrastructure provision and sustainability are met.

Non-strategic Policy PP11

HOLIDAY PARKS

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

On 'other sites' that are operating as holiday parks but are not specifically shown as safeguarded sites or allocated for an alternative use, proposals for redevelopment, including the change of use of caravans and chalets to permanent residential dwellings, will only be considered favourably if the applicant can demonstrate all of the following:

- *the current use is no longer economically viable or that the economic benefits of the proposed development would outweigh the loss of the existing operation, having regard to other policies in this Local Plan;*
- *the proposals will not materially harm the provision of tourist accommodation in the District;*
- *for residential proposals, the new development will provide acceptable living conditions; and*
- *the development will not cause material harm (including cumulatively) to local services and facilities, flooding, and wildlife.*

Subject to consideration against other relevant Local Plan policies, if necessary, tests are met in regard to any known flood risk, the Council will support proposals for:

- *the extension of safeguarded sites or other existing sites onto adjoining land provided that the development would result in improvements to the overall layout, amenity, appearance, mix of renting and touring capacity and quality of accommodation over the whole site; and*
- *improvements to the range and quality of attractions and facilities at safeguarded sites and other sites.*

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

Applications will only be permitted where they are in accordance with the Biodiversity Policy PPL4 in this Local Plan. Prior to submission of proposals for new or extended sites in the vicinity of designated sites (which should be taken to mean holiday parks within 1.5km of such sites), applicants should seek the advice

of Natural England as to the likely requirements for Appropriate Assessment and the tests of the Habitats Regulations.

Within or affecting the setting of a National Landscape, development proposals must conserve and enhance its natural beauty, landscape character and special qualities of the designated area. Development should be sensitively located, designed and landscaped to avoid adverse impacts on important views, tranquillity and the wider landscape setting.

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

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

Improving Education and Skills

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

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

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

6.83 Alongside primary and secondary education, the Council supports investment in sixth-form, adult education and training centre facilities and the planned growth of Essex University, which is close to the Tendring border with

Colchester. In addition, the emergence of digital technology and renewable energy technology is expected to yield significant job opportunities in the coming years, so the Council will work with education providers and the industries involved to set up vocational training courses and will support appropriate proposals for dedicated training facilities.

6.84 Existing educational facilities will be protected from potential loss through the Community Facilities Policy of this Local Plan and support will be given to proposals that will result in improved facilities, including proposals to expand existing facilities or create new facilities. Given the importance of education to the future prosperity of our District and the limited public funding available to deliver necessary improvements, the Council will also consider proposals for the redevelopment of existing educational facilities or ancillary land for housing or other appropriate uses where that development will fund the delivery of new and/or improved facilities within a reasonable proximity to the original facility. The Council may consider using legal agreements to ensure that the new or improved facilities are delivered alongside any redevelopment proposal.

6.85 Alongside the development and improvement of educational facilities, the Council is keen that any development projects provide employment and training prospects for local people. To do this, the Council will require applicants for residential and non-residential development to prepare and sign an Employment and Skills Plan - also referred to as a Local Labour Agreement - with Essex County Council and Tendring District Council (see The Essex County Council Developers' Guide to Infrastructure Contributions). This will require developers to recruit and train Tendring residents as an integral part of the construction process, as well as for longer term opportunities (including apprenticeships) resulting from the operation of the development. Developers will also be required to work with small and medium size businesses, and the Council will use planning conditions (or legal agreements) to ensure that, as far as is possible and practical, local people are employed.

Strategic Policy PP12

IMPROVING EDUCATION AND SKILLS

To improve education and employment prospects for Tendring District's residents, the Council will work with its partners including Essex University, Colchester Institute, local schools and academies, and Essex County Council as the education authority and other educational establishments, to deliver new and improved facilities for early years, primary, secondary, further and higher education. The Council will support proposals that will result in new, expanded or improved education facilities and facilities for vocational training, particularly in the growing care and assisted living and renewable energy sectors. This will include

expansion of the University as part of the Garden Community development. New educational facilities that include indoor or outdoor sports and recreational facilities should be designed to facilitate community use outside normal educational hours. Where appropriate, long-term community use agreements will be expected to secure ongoing public access to such facilities.

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

Proposals involving the redevelopment of educational facilities for alternative uses will be considered against Policy HP 2: Community Facilities of this Local Plan.

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

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

Rural Economy

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

6.87 It is also acknowledged that the District's rural areas and countryside are used for certain activities that need to take place in these areas, some of which can bring about positive outcomes for the rural economy, and so the Council will support proposals for appropriate development in the countryside that would help strengthen the rural economy, subject to meeting other policies in this Local Plan and national planning policy.

Strategic Policy PP13

THE RURAL ECONOMY

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

a. *Where appropriate to the historic environment, conversion or re-use of rural buildings in the countryside to employment use, leisure use or tourism use;*

b. *business and domestic equine related activities;*

c. *agricultural and key workers' dwellings;*

d. *buildings that are essential to support agricultural, aquaculture, horticulture and forestry; and farm diversification schemes; and*

e. *extension and enhancement of rural services and community facilities, including shops, pubs, post offices, and village halls.*

The Council will permit sustainable development proposals for farm diversification schemes that benefit the rural area. Proposals for re-use or redevelopment of rural buildings will be considered against the following criteria:

f. *the building is structurally sound and capable of accommodating the proposed use without the need for significant extension or alteration or reconstruction;*

g. *the proposed use (including any proposed alteration or extensions to the building), its associated operational area, the provision of any services, and/or any amenity space or outbuildings, would not harm its appearance as a rural building or adversely affect the rural setting of the building in the locality;*

h. *the proposed use would not create severe levels of traffic, particularly lorries, on rural roads (proposals for employment uses will be required to provide a sustainability assessment which may include a Travel Plan designed to maximise the opportunities to reduce the need to travel by private car);*

i. *proposals which would create a significant number of jobs should be readily accessible by public transport; and,*

j. *it will not lead to unacceptable levels or types of traffic or problems of road safety or amenity and will not require highway improvements which will harm the character of rural roads in the area.*

All proposals should demonstrate how they will support the long-term sustainability and vitality of rural communities.

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

Priority Areas for Regeneration

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

Strategic Policy PP14

PRIORITY AREAS FOR REGENERATION

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

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

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

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

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

This Policy contributes towards achieving Objectives 3, 4, 5 and 7 of this Local Plan.

6.89 The Current progress of the Priority Areas for Regeneration is as follows:

Clacton Town Centre and Seafront:

6.90 The Council has been working with local businesses and other stakeholders to develop a vision and action plan for rejuvenating Clacton Town Centre and Seafront in the face of declining footfall, shop closures and issues with social-economic deprivation. The positive vision for Clacton in 2030 (the 'Love Clacton' vision) is for it to become a well-loved, year-round destination positively promoting the town's seaside heritage, the beaches and famous attractions. The Council and its partners are seeking to deliver short-term improvements in the town centre around transport and the public realm to support local businesses and improve footfall whilst developing a longer-term spatial plan for development of new homes, more modern business space, community facilities, improved transport access and space for arts and entertainment which will guide planning decisions to attract private investment and government funding. The Council's objectives for Clacton Town Centre and the Seafront are to:

- Make the town centre a destination associated with fun and enjoyment where people are just as likely to go to meet socially and be entertained, as for shopping;
- Turn the town centre into an all-weather shopping and leisure destination where, come rain or shine, there are things to enjoy and reasons to visit, and to stay longer;
- Make the town centre vibrant - concentrating activity in its central core and increasing the resident population through quality housing above shops and in side streets;
- Make sure the town centre works in seamless harmony with the town's beaches and seaside attractions with activity and trade in both areas extending into the evenings;
- Actively promote the 'Love Clacton' brand both physically throughout the town centre and through a variety of digital and other communication channels;
- Positively promote the town's unique history and seaside heritage through its branding, public realm, architecture, events and activities – to set it apart from other places;
- Make the town centre a place that people can get to easily and conveniently by all forms of transport and prepare it for the predicted rise in the ownership of electric cars;
- Make the town centre safe, easy and convenient to navigate for pedestrians of all ages and physical abilities and improve connectivity to surrounding assets;
- Bring the town centre into the digital age to enable people to work remotely and access online and app-based services and information; and
- Make the town centre a hub for education, public services, community activities and clubs and manage the transition from a retail destination to a more varied and mixed offer.

6.91 The Council is currently developing the Pride in Place Regeneration Plan and a Cultural Masterplan for Clacton Town Centre.

Jaywick Sands:

6.92 Jaywick Sands was originally built as a seaside resort for Londoners in the 1930's with small chalets built on private un-adopted roads; this being a classic example of plot land development. Over time, many of the holiday homes were converted to permanent dwellings, partly as a result of people moving from bombed out homes in the Second World War. As they were never intended as permanent homes, many being of wooden construction, the housing does not meet building regulation requirements, and the infrastructure is substandard. While Jaywick Sands suffers from considerable social and economic problems, it also has a core of longstanding residents with a strong sense of community who are extremely keen to see improvements to the area. The Council's objectives are to:

- Transform housing quality and the built environment;
- Ensure long term flood resilience;
- Create greater connectivity to neighbouring areas;
- Attract commerce & new economic opportunities; and
- Improve people's life chances, access to public services & health & wellbeing.

6.93 To deliver these objectives, the Council adopted the Jaywick Sands Place Plan in 2024 – a comprehensive 20-year vision developed collaboratively with the local community and key stakeholders. This plan promotes sustainable development and resilience, setting out a bold programme of action:

- **Delivering high-quality homes** that are affordable, energy-efficient, and designed to withstand flood risk, supporting climate adaptation and inclusive growth.
- **Enhancing public spaces and streetscapes** to create attractive, accessible, and safe environments that foster social interaction and wellbeing.
- **Implementing robust flood defence measures** to protect residents, businesses, and the natural environment, ensuring long-term resilience.
- **Improving transport connectivity and digital infrastructure**, reducing reliance on private vehicles and supporting sustainable travel choices.
- **Stimulating the local economy** by creating opportunities for business, tourism, and employment, encouraging entrepreneurship and inward investment.
- **Promoting health and wellbeing** through improved access to public services and high-quality green spaces.

6.94 Progress is already visible. The Sunspot is a landmark, purpose-built business centre on the Jaywick Sands seafront, offering 24 affordable units for retail,

office, studio, and workshop use, alongside shared facilities. It provides an ideal base for entrepreneurs, start-ups, and established businesses seeking to grow in a prime coastal location.

6.95 Funding for the Sunspot was secured through strong partnership working:

- Essex County Council: £2.03m
- Getting Building Fund (administered by SELEP): £1.972m
- Tendring District Council: £405,000

6.96 This investment builds on earlier proposals for a covered market and commercial space, delivering a vibrant hub for local enterprise.

6.97 The Healthy Homes Team is working to raise housing standards and improve living conditions across Jaywick Sands. This includes tackling poor-quality housing, supporting energy efficiency upgrades, and ensuring homes meet modern safety and accessibility standards.

6.98 On 17 February 2023, Tendring District Council adopted the Jaywick Sands Design Guide as a Supplementary Planning Document (SPD). This guide forms part of the planning policy framework and sets clear standards for new development, including replacement dwellings and infill schemes. It addresses:

- Character and sense of place
- Flood safety and climate resilience
- Scale and building form
- Streetscape quality
- Sustainability and accessibility

6.99 This ensures regeneration benefits the community while managing flood risk through bespoke design solutions rather than restricting development.

6.100 Significant investment underpins this vision. Through a Community Regeneration Partnership with Government, the Council and Essex County Council secured £20 million for regeneration in Clacton and Jaywick Sands. This funding is delivering projects such as:

- Revitalising parks and play areas and creating a memorial garden
- Installing solar panels at Sunspot to reduce carbon emissions
- Expanding the Healthy Homes initiative and clearing derelict sites

6.101 Connectivity improvements include a new asphalt cycle path linking Jaywick Sands to Clacton, opened in May 2023. Running along the sea wall, it provides a safer alternative to narrow roads and better access for commuters and leisure cyclists. The route incorporates:

- Revetment stabilisation to prevent sand drift
- Off-grid lighting powered by wind and solar
- Wayfinding signage and drainage systems

6.102 Future plans will build on this success with additional walking and cycling routes, supporting active travel and reducing carbon emissions.

6.103 These initiatives demonstrate how the Place Plan is already making a measurable difference. The Council aims to build on this momentum to deliver further improvements in housing, public spaces, connectivity, and economic opportunities – fully supporting the principles of CP1 and the Place Plan.

Harwich Old Town:

6.104 The Economic Development Strategy seeks to balance the evolution of Harwich as a port with the ongoing evolution of the visitor economy in the town and surrounding area. Aims for regeneration of Old Harwich include:

- Maximising the opportunity offered by 'Freeport' status and the proposals for expansion at Harwich International Port and Bathside Bay;
- Preserve and enhance the Conservation Area and heritage assets within it with public realm improvements and appropriate redevelopments of under-utilised and unsympathetic sites and premises close to the waterfront;
- Promote the town's history and association with the Mayflower voyages as a means of increasing tourist activity, footfall and economic activity;
- Deliver residential and commercial opportunities to support economic growth in the old town area; and
- Support opportunities to improve water-based recreation facilities in the area.

6.105 Freeport East was announced on the 3 March 2021 by the Chancellor of the Exchequer, in his budget speech. Freeport East offers a unique opportunity to build a truly global trade hub at the same time as accelerating opportunities in green energy and helping level-up the economy. Harwich is benefiting from significant investment through the Freeport East programme, which includes the delivery of the Harwich Innovation Hub. This facility provides flexible and scalable workspace designed to support businesses in key growth sectors such as clean energy, artificial intelligence, digital technologies, and maritime industries. The Hub offers office accommodation, networking and mentoring opportunities, and training for local entrepreneurs.

6.106 Delivered with support from the UK Shared Prosperity Fund and Volunteer It Yourself (VIY), the initiative also contributes to community skills development by engaging young people in trade-based projects. The Innovation Hub forms part of Freeport East's wider strategy to attract inward investment and promote Harwich as a centre for innovation, showcased at international events such as the World Hydrogen Summit and Global Offshore Wind.

6.107 This regeneration initiative will help diversify the local economy, create high-quality employment opportunities, and strengthen Harwich's role as a strategic

gateway, while complementing the town's historic character and maritime heritage.

6.108 Harwich Old Town is the focus of heritage-led regeneration initiatives that aim to preserve its historic character while enhancing its role as a cultural and visitor destination. A key project is the restoration of Ha'penny Pier, one of the UK's few surviving Victorian wooden piers. Investment by Harwich Haven Authority delivered essential structural repairs, safeguarding this landmark and improving its appeal for tourism and leisure.

6.109 Alongside this, Tendring District Council continues to apply heritage-led regeneration principles within Old Harwich, prioritising the conservation of listed buildings, improving the public realm along the quayside, and strengthening pedestrian connectivity. These measures will support the vitality of the town centre, attract visitors, and encourage investment, ensuring that Harwich's unique maritime heritage remains central to its future growth.

Dovercourt Town Centre and adjoining areas:

6.110 Dovercourt continues to make significant strides towards the vision set out in the Town Centre Masterplan, which aims to create a vibrant, attractive, and economically resilient town centre. The ambition remains to create a thriving town with a vibrant High Street, diverse retail and leisure offer, high-quality public spaces, and strong connections to its stunning coastal setting. Key Achievements and ongoing Initiatives include:

6.111 **Dovercourt Town Centre Improvement Corridor (£9 million investment):** Supported by £6.7 million from the Government's Capital Regeneration Projects Fund, alongside contributions from Tendring District Council and Essex County Council, this programme is transforming the Kingsway corridor from Dovercourt Railway Station to the seafront. Works include:

- Streetscape upgrades with new paving, lighting, and planting.
- Enhanced public spaces at the Queen Victoria statue (Marine Parade), Harwich Library forecourt, and Railway Station plaza.
- Improved pedestrian safety through a 20mph speed limit on Station Road, Kingsway, and Marine Parade.

6.112 **Milton Road Car Park Redevelopment:** The outdated multi-storey car park was demolished in October 2025 and will be replaced with a modern 23-space facility featuring electric vehicle charging points and decorative railings inspired by Dovercourt's maritime heritage.

6.113 **Harwich Library Refurbishment:** A £1.16 million upgrade has delivered a contemporary design, 182 sqm of new floorspace, a mezzanine level, and two new rooms. The library now hosts Adult Community Learning (ACL) facilities and community events, supporting skills development and local enterprise.

6.114 These improvements are central to creating a high-quality public realm and ensuring Dovercourt becomes an attractive place to live, work, shop, and visit. Further phases of the masterplan will continue to build on this momentum, reinforcing Dovercourt's role as a key regeneration area within Tendring.

Walton-on-the Naze:

6.115 Walton-on-the-Naze, like many traditional seaside towns, has experienced social and economic decline in recent decades. The Council remains committed to reversing this trend and delivering a comprehensive regeneration strategy that builds on the town's unique environmental and heritage assets. The overarching objectives for Walton's regeneration are to:

- Build a strong all year-round economy - diversifying and extending the local economy to create new business and employment opportunities;
- Create a unique destination which maximises its environmental and heritage assets - realising the largely untapped potential of Walton, presented by its natural environment and heritage, to create a destination unlike any other in the region;
- Make Walton a place where people will choose to live and realise their potential - a town with a good range of housing, retail, community and leisure facilities which will attract people of all ages and encourage them to stay; and
- Ensure a sustainable future for Walton - maintaining a balance between economic growth and environmental management.

6.116 The Walton-on-the-Naze Regeneration Framework identifies a series of key projects to deliver these objectives. These include new tourist attractions, housing developments, commercial and leisure facilities, improved sea defences, enhanced parking provision, environmental improvements, and better pedestrian and cycle networks. Notable progress has already been made, including the redevelopment of the former Martello Caravan Park and the creation of Crag Walk. In November 2025, essential coastal protection and sea defence works were completed at The Naze. These works focused on replacing damaged gabion baskets and installing new ones behind Crag Walk. The £70,000 project, jointly funded by Tendring District Council and the Naze Protection Society, is designed to prevent tidal erosion and safeguard the fragile cliffs and habitats for at least the next decade. This investment forms part of the Council's ongoing commitment to climate resilience and environmental management, ensuring that Walton-on-the-Naze remains protected while supporting its long-term regeneration objectives.

Development at Walton Mere

6.117 Walton Mere, originally constructed as a mill pond in the 17th Century, was used as a popular boating lake from the 1930s until its closure in 1976. Since then, the Mere has remained disused, but there has long remained an aspiration to bring about restoration to support recreation and tourism activities in the town as part of a wider programme of regeneration –

acknowledging that an element of residential or commercial enabling development might be necessary to make any project economically viable; but that any development would need to recognise and address important environmental considerations and flood risk issues.

6.118 In 2009, the Council adopted a Regeneration Framework for Walton-on-the-Naze which included proposals for the Mere and surrounding sites. The proposals in the Regeneration Framework for the Mere were specifically aimed at delivering new water sports and associated education facilities, spectator viewing amphitheatre, enabling residential development and a new inner promenade. A planning application for a major scheme at the Mere was submitted 2011 including a large yacht haven, a supermarket and other commercial units, a health centre, residential development and a care home – but this was withdrawn following the grant of planning permission for a food store on the neighbouring Martello Caravan Park site and a significant level of local objection to the scale of the development proposed at that time and potential impacts on the wider area.

6.119 At a similar time, the Mere was the subject of an ecological survey that led to it being identified as a Local Wildlife Site (LoWS). This followed a change in policy allowing intertidal habitat to be included within the network of LoWS sites. Thie site was identified as a Local Wildlife Site at the time because it consisted of an area of saltmarsh providing a useful sheltered roosting and resting site for coastal wildfowl and waders as well as supporting the notable plants. However, the ecological value of the Mere has declined over the years having been affected by natural processes of silting up and extensive growth in invasive spartina.

6.120 The owners of the Mere have indicated a desire to bring forward an appropriate scheme for the restoration of the Mere that could include the re-introduction of a boating area and/or a fish nursery, significant saltmarsh habitat creation, improvements to sea defences and some residential enabling development in the form of high-quality floating homes or houseboats. The Town Council and the local community they represent are keen to see something positive happen with the Mere along these lines, and with new legislation in place around Biodiversity Net Gain (BNG) (see Policies PPL4 and PPL 4a), there is now the scope, and a legal requirement to enhance the overall ecological value of the site as part of any proposal.

6.121 Policy PP15 below therefore sets out the Council's support, in principle, for an appropriate package of development that brings about the positive restoration of the Mere and its expectations that, alongside other relevant policies in this Local Plan, against which proposals will be considered on their merits.

Non-strategic Policy PP15

WALTON MERE

The Council supports the restoration of Walton Mere off Mill Street, Walton-on-the-Naze, and the site is therefore allocated for mixed-use development comprising a new boating lake and or fish nursery with tidal sluice, a new and improved saltmarsh wildlife habitat, a new sea wall, new pedestrian links with appropriate marine-related commercial and community uses and an appropriate level of residential accommodation in the form of high-quality floating homes and houseboats that will help fund and enable the wider scheme.

Any proposal will be expected to support nature recovery by delivering any requirements around Biodiversity Net Gain (BNG) within the site itself and ensure no wider adverse impacts on the internationally important wildlife designations in the adjoining Backwaters and Hamford Water in accordance with the Habitat Regulations and the Essex Coast Recreational Disturbance Avoidance Mitigation Strategy (RAMS) and any subsequent updated or successor strategy. The delivery of Biodiversity Net Gain, new saltmarsh habitat and other ecological enhancements should support the objectives of the Essex Local Nature Recovery Strategy, including opportunities for coastal habitat creation, nature recovery and strengthened ecological connectivity. The development must also put measures in place to better the level of coastal protection for the community of Walton on the Naze from the risk of flooding via the Backwaters and bring about the removal or restoration of any derelict structures.

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

Delivery of a Village Car Park at St Osyth

6.122 The centre of St. Osyth is historic in its character and tightly constrained, offering very limited car parking space for visitors to the shops and services in the village centre. Whilst the village has a small car park, it has limited capacity. In previous years, the Bury at St. Osyth Priory was used informally for additional parking, but with the restoration of the Priory and its recent use as a wedding and events venue, the Bury is no longer available for that use. St. Osyth Parish Council has identified an urgent need for additional parking space close to the centre of the village to maintain access to local shops, services and community facilities and to support the village centre economy. Policy PP16 below provides criteria under which proposals for a new public car park could be considered, including the potential for a mixed development incorporating parking and a moderate level of housing located and designed in a sensitive manner.

Non-strategic Policy PP16

ST OSYTH CAR PARK

The Council will support the delivery of a new public car park close to St Osyth village centre to improve access to local shops, services, and community facilities.

To assist in funding the provision of the car park, the Council will accept a moderate amount of new housing on land adjacent to the settlement development boundary and, in exceptional circumstances, within the Coastal Protection Belt, provided that:

a. *the development is directly linked to the delivery of the car park through a legally binding mechanism (such as a Section 106 agreement);*

b. *the scale and design of the housing is appropriate to the character of St Osyth and its setting; and*

c. *the proposal satisfies all other relevant policies in this Local Plan, including those relating to design, heritage, landscape and infrastructure; and*

d. *where development is proposed within the Coast Protection Belt, the Council is satisfied that the public benefits of delivering the car park and associated improvements clearly outweigh any harm to the landscape, character or function of the Coastal Protection Belt.*

The Council will assess proposals on their merits, ensuring that the enabling development is proportionate and that the public benefits of delivering the car park outweigh any potential harm arising from development outside the settlement boundary or within the Coastal Protection Belt.

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

7 Protected Places

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

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

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

Development and Flood Risk

7.3 The Local Plan's strategic objective for Water and Climate Change is "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, including coastal change" and "to encourage water efficient development and the sustainable use of water resources."

7.4 As a peninsula, Tendring District has coastal and estuarine water on three sides. With over 37miles/60km of coastline, many parts of the District are at risk of tidal flooding, including some very built-up areas. The National Planning Policy Framework makes it clear that inappropriate development in areas at risk of flooding should be avoided. New development should be directed away

from areas at highest risk of flooding, but where such development is necessary it should be made safe – without increasing flood risk elsewhere now or in the future. The policies and proposals in this Local Plan have therefore been informed by the national planning policy requirements, the findings of the Strategic Flood Risk Assessments (SFRA) and advice from the Environment Agency.

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

7.6 Where safe access cannot be achieved, or if the development would be at residual risk of flooding in a breach, an emergency flood plan that deals with matters of evacuation and refuge should demonstrate that people will not be exposed to flood hazards. The emergency flood plan should be submitted as part of an FRA and will need to be agreed with TDC. Refuge should ideally be located 300mm above the 0.1% (1 in 1000) annual probability event flood level including allowances for climate change.

7.7 New development proposals should:

- retain at least an 8m wide undeveloped buffer strip alongside main rivers and explore opportunities for riverside restoration. Any proposed development within 8m of a main river will require an environmental permit from the Environment Agency.
- retain at least a 3m buffer strip on at least one side of an ordinary watercourse. Any development that could impact the flow within an ordinary watercourse will require consent from Essex County Council (as Lead Local Flood Authority).

Strategic Policy PPL1

DEVELOPMENT AND FLOOD RISK

All development proposals should include appropriate measures to respond to the risk of flooding on and/or off site. Within the Flood Zone (which includes Flood Zones 2 and 3, as defined by the Environment Agency) shown on the Policies Map and Local Maps, or elsewhere involving sites of 1ha or more, development

proposals must be accompanied by a Flood Risk Assessment. Where development is classified as "more vulnerable" the Flood Risk Assessment (FRA) should demonstrate that there will be no internal flooding in the event of a "design event flood now or in the future". The FRA should demonstrate that in the event of a breach or failure of flood defence infrastructure, refuge will be available above flood levels and that a means of escape is possible from first floor level.

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

The area for this test will relate to the catchment area of the development proposed and should always be appropriate in nature and scale. Usually, this area will not extend beyond the town, city or local villages it relates to. Alternative sites could be two or more sites and do not need to be owned by the applicant.

Where new development cannot be located in an area of lower flood risk and is otherwise sustainable, the Exception Test will be applied in accordance with the National Planning Policy Framework so that it is safe and meets wider sustainability needs.

All development classified as "More Vulnerable" or "Highly Vulnerable" within Flood Zone 2 and 3 should set finished floor levels 300mm above the known or modelled 1 in 100 annual probability (1% AEP) flood level including an allowance for climate change.

All new development within Flood Zones 2 and 3 must not result in a net loss of flood storage capacity, unless there is compensation on site or, if not possible, adjacent off-site capacity. Where possible, opportunities should be sought to achieve an increase in floodplain storage.

All major development proposals must consider the potential for new Green and Blue Infrastructure to help mitigate potential flood risk and include such Green and Blue Infrastructure and nature-based solutions where appropriate, in accordance with Policy PPL4 of this Local Plan.

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

Coastal Protection

7.8 The National Planning Policy Framework states that local planning authorities should avoid inappropriate development in vulnerable areas. Tendring District contains areas which are under threat from coastal erosion and, although the Coastal Protection Belt (as shown on the Policies Maps and Local Maps) in this Local Plan was originally intended to protect landscape character, it now serves a further purpose in regard to helping ensure that any new

development which does not need to be located within that area is directed to more sustainable locations.

7.9 The undeveloped coast of Tendring District plays an important role in terms of quality of life for residents and visitors, providing not only visual amenity but also opportunities to access and enjoy the natural environment. Natural England is progressing proposals for the King Charles III England Coast Path in Essex, which are intended to improve public access to the District's coastline. Whilst the three sections affecting Tendring have been approved, they are not yet fully open to the public. The Council will support appropriate proposals that improve and encourage suitable access to the coast, providing they are compatible with the protection of the District's environmental assets.

7.10 In considering proposals for new development affecting the coast, the Council will have regard to the latest Shoreline Management Plan to assess their compatibility. National Planning Practice Guidance provides guidance on what sort of development is appropriate in a Coastal Change Management Area. This guidance is considered to have relevance to development proposals within the Tendring Coastal Protection Belt.

Strategic Policy PPL2

COASTAL PROTECTION BELT

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

a. protect the open character of the undeveloped coastline and refuse planning permission for development which does not have a compelling functional or operational requirement to be located there; and

b. where development does have a compelling functional or operational requirement to be there, its design should respond appropriately to the landscape and historic character of its context and applicants will be required to demonstrate that any development proposals will be safe over their planned lifetime.

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

This Policy contributes towards achieving Objective 7 and 9 of this Local Plan.

The Rural Landscape

7.11 In order to promote sustainable development, in considering where to select sites for new development in this Local Plan, the Council has taken particular care to assess the value of the landscape and, where practical, allocate sites with the lowest sensitivity, thereby helping to protect valued landscapes and the best and most versatile agricultural land.

7.12 The Landscape Character Assessment (2001) identified 30 areas with different landscape characteristics and highlighted key sensitivities which need to be considered when assessing development proposals in the rural area. Proposals within the rural landscape should have regard to the Landscape Character Assessment (and any subsequent updates) and protect and reinforce historic landscape features and important characteristics identified within it.

7.13 As a largely rural area, Tendring District's countryside is one of its main assets and maintaining an attractive rural environment is important to the quality of life experienced by both residents and visitors. It can also be an important consideration for the location of some businesses and help to expand the tourist economy and related services.

7.14 Parts of the District to the north are designated as National Landscapes (previously Areas of Outstanding Natural Beauty) – The Dedham Vale and the recently extended Suffolk Coast & Heaths which are therefore subject to special landscape protection. The National Landscapes can be seen as a designation on the proposal's maps within this Local Plan. These National Landscapes have been designated for their national importance in terms of landscape quality, biodiversity and cultural heritage and are further enhanced through the close association with the works of artist John Constable. Potential impacts on the National Landscape will be considered in relation to their individual or cumulative, adverse impact on the landscape. As a typically rural landscape, the skies above are of regional importance to residents within and surrounding the landscape. It is important to protect skies that could qualify for International Dark-Sky Association (IDA) accreditation at a later date.

7.15 Tendring has four Registered Parks and Gardens (see Appendix D) which lie within the rural area and are particularly sensitive to change. Planning proposals which might affect them and any other Registered Park and Garden that is designated during the plan period should therefore have regard to their history and the reason for inclusion on the Historic England Register.

Strategic Policy PPL3

THE RURAL LANDSCAPE

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

a. estuaries, rivers and undeveloped coast;

b. skylines and prominent views including ridge-tops and plateau edges;

c. traditional buildings and settlement settings;

d. native hedgerows, trees and woodlands;

e. protected lanes, other rural lanes, bridleways and footpaths; and

f. designated and non-designated heritage assets and historic landscapes including registered parks and gardens.

Development proposals affecting protected landscapes must further the purpose of the Dedham Vale, and Suffolk & Essex Coast & Heaths National Landscapes and their settings, including any relevant Management Plan objectives.

The scale and extent of development within all National Landscapes should be limited. Proposals for new development within the National Landscapes should be supported by a Landscape and Visual Impact Assessment or Landscape Appraisal.

Proposals in or near the National Landscape must underground new infrastructure associated with electricity schemes or communication equipment to help protect the landscape qualities.

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

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

In considering impacts on the rural landscape, development proposals must have regard to the Essex Local Nature Recovery Strategy (LNRS) and should support its identified priorities for nature recovery wherever appropriate. Development across the District should consider nature in a holistic and integrated manner.

Measures may include, where appropriate, the preparation of a countryside management plan, participation in recognised nature-positive accreditation schemes, or other approaches that demonstrate long-term stewardship of the natural environment.

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

Biodiversity and Geodiversity

7.16 Tendring District includes a wide range of habitats, including (in part) the Stour, Orwell and Colne Estuaries and Hamford Water which are recognised as wetlands of international importance for endangered and migrating birds. Hamford Water is a designated Special Area of Conservation for Fisher's Estuarine Moth. At the international level, the Ramsar Convention requires the conservation and wise use of wetlands, as a contribution towards achieving sustainable development. European legislation requires the establishment of Special Protection Areas (SPAs) for birds, under the Birds Directive, and Special Areas of Conservation (SACs) for other species and habitats, under the Habitats Directive. SPAs and SACs together form 'Natura 2000' sites, which themselves create a European-wide network. The Conservation of Habitats and Species Regulations 2010 (the 'Habitats Regulations') apply both in the terrestrial environment and territorial waters out to 12 nautical miles. Marine Protected Areas (MPA) exist offshore beyond 12 nautical miles. The Blackwater, Crouch, Roach and Colne Marine Conservation Zone include the Clacton Cliffs and foreshore, a geological feature of international importance.

7.17 It is necessary to apply the 'precautionary principle' to new development, as a matter of law, and assess new projects or plans for any impacts upon any of the above sites – both alone and in combination. Proposals and plans with the potential to have a significant impact upon such sites will need to be supported by a Habitats Regulation Assessment (HRA) to provide the information necessary for the decision makers to establish the likelihood and nature of impacts before a decision is taken. If significant impacts are identified, an 'Appropriate Assessment' may be necessary to assess whether the proposals would adversely affect the integrity of a site, having regard to its conservation objectives. The Council will only grant planning permission where there would be no adverse effects on biodiversity (including any mitigation), unless there is considered to be an overriding public interest (such as the port expansion at Bathside Bay, Harwich) – in which case a compensatory habitat must be provided.

7.18 The updated Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) was adopted in 2026. The Essex Coast RAMS aims to

deliver the mitigation necessary to avoid adverse effects on integrity from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all residential development within the Zones of Influence.

Suitable Alternative Natural Green Space

7.19 Habitats Regulations Assessment (HRA) and Suitable Alternative Natural Greenspace (SANG) Suitable Alternative Natural Greenspace (SANG) is a concept developed almost 20 years ago as part of the South East Regional Plan Examination in Public, to mitigate for recreational pressure impacts caused by planned new development, by providing alternative semi-natural greenspaces that are less sensitive, aimed at deflecting visitors, especially dog walkers, away from Habitat Sites where a significant increase in visitors is predicted. The Natural England SANG Guidelines (updated in 2021) arose from that Examination in Public. SANG are a tool to mitigate the 'alone' impact of residential development on Internationally designated sites (Habitat Sites): Special Protection Areas (SPA), Special Area of Conservation (SAC) and Ramsar sites, and can also mitigate recreational pressure on Nationally designated sites: Sites of Special Scientific Interest (SSSI).

7.20 SANG may be created from:

- existing open space of SANG quality with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;
- existing open space, which is already accessible, but which could be changed in character so that it is more attractive to the specific group of visitors who might otherwise visit the SPA; or
- land in other uses which could be converted into SANG.

7.21 Natural England has produced SANG Guidelines (2021) which are expected to be adhered to. These guidelines include, but are not limited to, 8ha per 1000 individuals' of SANG being required for formal SANG delivery, provision of 2.3km circular walks and a car park for all dwellings further than 400m from the SANG boundary (1 space per hectare). SANG must be managed in perpetuity (taken to be a minimum of 80 years). The requirement for SANGs reflect the evidence from the recent Visitor Survey update undertaken by Footprint Ecology in relation to the Essex RAMS review. For developments with an 'alone' impact, payment of the Essex Coast RAMS tariff will mitigate for residual effects of recreational disturbance. This is because no amount of on- or off-site SANG can prevent all visits to the Essex Coast Habitats Sites by new residents, nor would this be a desirable outcome.

Functionally Linked Land

7.22 Functionally Linked Land is a term used to describe areas of land or sea occurring outside a designated site and which are critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which a Special Area of Conservation (SAC)/Special Protection Area (SPA)/Ramsar site has been designated. In most instances, Functionally Linked Land will include large areas of open arable land and grassland within Tendring, which can provide important foraging, loafing and roosting habitat for overwintering birds. These birds may include qualifying features of these designated sites, as well as species that form part of the wider waterbird assemblage. Consequently, where development proposals have the potential to affect such habitats, applicants may be required to undertake overwintering bird surveys to assess whether significant numbers of overwintering birds occupy the site and to determine any likely impacts on the relevant designated sites and their associated qualifying features.

7.23 Sites of Special Scientific Interest (SSSI) are protected under the Wildlife and Countryside Act 1981, as amended, and the Countryside and Rights of Way Act 2000 and are shown on the Policies Map.

7.24 The Colne Estuary and Hamford Water are designated as National Nature Reserves (NNR). At the local level, the Council has worked with the Essex Wildlife Trust to identify over 100 ‘Local Wildlife Sites’ (LoWS) within the District, along with ‘Special Roadside Verges’, managed by Essex County Council specifically to conserve rare plant species and support a wider variety of plants. This benefits local fauna, providing food and shelter and can help to create ‘wildlife corridors’, allowing species to move between different sites. LoWS are not protected by law but, being worthy of conservation, are protected by this Local Plan, along with irreplaceable habitats, including unimproved grasslands and veteran trees.

7.25 All areas designated for their value to biodiversity and/or geodiversity are shown on the Policies Maps. A site does not have to be designated, however, to have importance to nature conservation. All new development proposals should have regard to a ‘mitigation hierarchy’ approach, which requires consideration to be given: firstly, to avoiding environmental harm; then mitigating for any adverse impacts; and then, as a last resort; compensating for residual impacts alongside the need to seek environmental enhancement and a ‘net gain’ in biodiversity in accordance with the Environment Act 2021 and the NPPF and using the latest Natural England guidance and metrics. The need to consider alternative options, particularly options that are less damaging to the environment, is relevant to all these steps, as options can be either strategic or more detailed in nature. Where a proposed development might harm biodiversity on the site, an Ecological Appraisal will be required to be undertaken and the potential for harm should be considered and addressed

in the application. Appraisals should be undertaken in accordance with nationally recognised guidance, by a suitably qualified ecologist.

7.26 Conservation work now considers whole landscapes as the way to conserve biodiversity, and the Council is working with Essex County Council, Essex Wildlife Trust and other partners on projects to benefit habitats and species across Essex. The Biodiversity Framework and Living Landscapes Project seek to improve the wider countryside for wildlife, rather than just concentrating on small nature reserves, and this will bring benefits for Priority Habitats and Priority Species. There is a general duty to conserve and enhance biodiversity, established under the Natural Environment and Rural Communities Act 2006, as amended by the Environment Act 2021

Water Quality

7.27 The Water Cycle Study has identified that several Wastewater Recycling Centres (WRCs) within the district do not currently have sufficient capacity to accommodate the additional growth proposed through the Local Plan. These include Clacton Holland Haven WRC, Great Bromley WRC, Manningtree WRC and St Osyth WRC.

7.28 With the exception of Clacton Holland Haven WRC, all of these WRCs discharge treated effluent directly into coastal Habitats sites (including the Stour and Orwell Estuaries SPA and Ramsar site, the Colne Estuary SPA and Ramsar site, and the Essex Estuaries SAC). PPL5, later in the Plan therefore requires development proposals within the catchments of these WRCs to demonstrate that adequate wastewater treatment capacity can be provided to accommodate the additional demand generated by the development.

7.29 As a result, this embedded mitigation ensures no development within these catchments will be permitted unless an appropriate mitigation strategy is secured to ensure that increased wastewater flows will not result in adverse effects on water quality within the coastal Habitats Sites.

Strategic Policy PPL4

BIODIVERSITY AND GEODIVERSITY

Sites designated for their international, European and national importance to nature conservation, including Ramsar sites; Special Protection Areas (SPAs); Special Areas of Conservation (SACs); Marine Conservation Zones (MCZs); National Nature Reserves (NNRs); and Sites of Special Scientific Interest (SSSIs) will be protected from development likely to have an adverse effect on their integrity.

Where proposals for development are likely to significantly impact International and European sites, applications must be supported by a Habitats Regulation Assessment (HRA) to provide sufficient information to the Council to establish the likelihood and nature of impacts before a decision can be made. If necessary, this may need to be followed by a more detailed 'Appropriate Assessment' of the impacts.

For any major development within 10km of a Habitats Site, a Habitats Regulations Assessment will be required to assess the likelihood of the application site and adjacent land being Functionally Linked Land for designated bird species and/or assemblages of a Habitats Site, to avoid adverse effect on the integrity of the Habitats Sites.

In accordance with Natural England's most recent guidance a desk-based study covering the last 5 years of bird surveys, using local records, shall be undertaken and unless FLL can be ruled out, a wintering bird survey (including nocturnal surveys) will be required for all suitable adjacent fields both within the application site and adjacent, to either rule out FLL or inform the requirement for mitigation. Mitigation will require an equivalent amount of land to be managed for the relevant SPA/Ramsar bird species/assemblages in perpetuity and without public access.

An Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) (delivered via Bird Aware Essex Coast) has been completed in compliance with the Habitats Regulations. Contributions will be secured, within the Zones of Influence, towards mitigation measures in-combination impacts only identified in RAMS and any subsequent updated or successor strategy.

There will be a formal requirement for Suitable Alternative Greenspace (SANG) where necessary to avoid adverse effects on Habitat Sites. Any SANG provision must accord with Natural England's SANG Guidelines 2021 (or any subsequent replacement guidance).

Where the Habitats Regulations Assessment process identifies that a development is likely to result in significant recreational impacts on a Habitat Site, appropriate mitigation will be required. Where SANG is identified as necessary mitigation, it shall be provided either on-site and/or through financial contributions towards suitable off-site provision within a reasonable proximity of the development.

As a guide, SANG provision will normally be required in the following circumstances:

- ***1 to 9 dwellings**: no SANG required;*
- ***10 to 499 dwellings**: SANG required where the site is within 1km of a Habitat Site; and*
- ***500 or more dwellings**: SANG required.*

Whilst SANG is not an automatic delivery mechanism for BNG, the two can exist on the same site. BNG on SANG is only attributable to such habitat creation or enhancement that proves measurable additionality over and above the minimum requirements of the SANG, demonstrated using the Biodiversity Metric.

As a minimum, there should be no significant impacts upon any protected species, including European Protected Species and schemes should consider (and include provision, as may be relevant for) the preservation, restoration or re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations.

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

All new development must be designed to include new green and blue infrastructure and protect and enhance existing green and blue Infrastructure in the local area. Proposals will be expected to demonstrate:

- *how opportunities for preservation, restoration, enhancements and connection of natural habitat as set out in Essex Local Nature Recovery Strategy (LNRS) have been maximised; and*
- *how biodiversity enhancement and net gain measures will be incorporated, including the use of habitat restoration and natural regeneration.*

Any new or existing green and blue Infrastructure will be protected, managed and where necessary enhanced by:

a. aligning GI design with the LNRS on development proposals and managing development to secure a net gain in green infrastructure;

b. supporting projects set out in the Essex Green Infrastructure Strategy;

c. not permitting development that compromises the integrity of the overall Green Infrastructure networks;

d. investing in enhancement and restoration where opportunities exist; and

e. using developer contributions to facilitate improvements to their quality and accessibility.

f. the production of long-term management plans and monitoring

Proposals for new development should be supported by an appropriate ecological assessment Where new development would harm biodiversity or geodiversity,

planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation or, as a last resort, compensation measures are included, to ensure a net gain, in biodiversity.

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

Any proposed development on sites which may support protected species will require relevant survey(s), in accordance with current guidelines from The Chartered Institute of Ecology and Environmental Management (CIEEM) and undertaken by a suitably qualified ecologist. If protected species are present, a suitable mitigation plan will be required prior to planning permission being granted.

To help with the increase in biodiversity, all new development should consider the installation of bird and bat boxes, swift and bee bricks, log piles, hibernacula, and hedgehog highways/fencing and houses.

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

Biodiversity Net Gain in Tendring

7.30 Biodiversity Net Gain (BNG) is an approach to development that ensures habitats for wildlife are left in a measurably better state than they were before the development. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under this legislation, developments are required, as a minimum, to deliver a BNG of 10% to meet the biodiversity gain objective (save where exemptions apply).

7.31 Relevant developments are deemed to have been granted subject to a pre-commencement condition that the biodiversity gain objective is met (the biodiversity gain condition). To discharge this condition, developers will need to demonstrate that proposals can deliver a minimum 10% uplift in biodiversity value, when compared to the pre-development biodiversity value of the application site. Uplift is calculated with the statutory biodiversity metric, with biodiversity measured in standardised biodiversity units. Development cannot commence until BNG has been demonstrated and secured.

7.32 To achieve this, and discharge the biodiversity gain condition, developers will need to submit a biodiversity gain plan (BGP) to local planning authorities for approval prior to the commencement of development. The BGP document will evidence what measures are being provided to achieve the required uplift in biodiversity value demonstrating that the biodiversity gain objective is met. There are special modifications for phased development and the treatment of onsite irreplaceable habitats.

7.33 The Biodiversity Gain Hierarchy (which does not apply to irreplaceable habitats) sets out a list of priority actions to deliver BNG:

- first, in relation to onsite habitats which have a medium, high and very high distinctiveness (a score of four or more according to the statutory biodiversity metric), the avoidance of adverse effects from the development and, if they cannot be avoided, the mitigation of those effects; and
- then, in relation to all onsite habitats which are adversely affected by the development, the adverse effect should be compensated by prioritising in order, where possible, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains and finally the purchase from the government of statutory biodiversity credits.

7.34 Both significant onsite enhancements and registered offsite biodiversity gain must be maintained for 30 years and secured through planning condition, planning obligations or conservation covenant (as appropriate).

7.35 Local planning authorities must take into account how the biodiversity gain hierarchy has been applied when determining whether to approve the BGP.

7.36 The Council is committed to improving the natural environment of the District and contributing to nature's recovery more widely. Consistent with Council's corporate objectives and statutory duties placed on local authorities, the Council is taking action to facilitate the creation and enhancement of natural habitats where possible and appropriate.

7.37 Establishing Habitat Banks within the District will provide an efficient planning process, ensure best value for developers looking to discharge mandatory planning requirements, and deliver habitat creation and enhancement in areas subject to development pressure. Tendring District Council will support the creation of habitat banks to sell off-site biodiversity units within the District. Those that encourage connectivity between existing sites in the Local Nature Recovery Strategy (LNRS) will be supported.

7.38 In the delivery of off-site BNG and the setting up of Habitat Banks, the Council will work with landowners and developers with the aim of delivering as much BNG as is possible within the Tendring District, recognising that BNG outside of Tendring, but within the same wider 'National Character Area' identified by Natural England can be achieved where options for BNG in Tendring are not available.

Strategic Policy PPL4a

BIODIVERSITY NET GAIN IN TENDRING

Alongside the requirements in relation to Biodiversity and Geodiversity set out in Policy PPL4, development in Tendring will be subject to the legal and national requirements for 'Biodiversity Net Gain' (BNG). The national minimum requirement is 10% increase in biodiversity value relative to the predevelopment biodiversity of onsite habitat within the development site. It has been determined in Tendring that development proposals that qualify for BNG will be expected to deliver the higher rate of 20%. within the development site. In line with the statutory hierarchy, this may be met at an off-site location or via the purchase of credits towards off-site provision to meet the biodiversity objective set out by this council.

The method by which developers are required to calculate the existing biodiversity value of a site, and thereafter calculate and deliver BNG, are set out in full within national guidance.

In line with the Biodiversity Gain Hierarchy as set out in legislation and national guidance, the Council will expect as much of the necessary BNG as possible to be delivered on-site (within the red line boundary of a development site), through measures that will be secured through legal agreement and/or planning condition.

Any residual BNG requirement that cannot be met on-site can be delivered off-site, either on land in the control of the developer/landowner outside of the development site (to be tied into a legal agreement and registered), or by the purchase of offsite biodiversity units from a registered site. In both cases, the offsite BNG must be allocated to the development, and the Council would need to be provided with official certification of registration of that allocation to the development.

If developers cannot achieve on-site or off-site BNG, for example because the site becomes demonstrably unviable, they must buy statutory biodiversity credits from the government as a last resort. The government may then use the revenue to invest in habitat creation anywhere in England.

To enable off-site BNG provision to be delivered in a coordinated way that brings about the creation of bigger, better and more connected habitats that are resilient, manageable and contribute effectively to the aims and objectives of the Essex Local Nature Recovery Strategy; the Council will support the setting up of 'Habitat Banks' in the District from which biodiversity units can be bought – so long as:

i. the applicant has the legal right to sell biodiversity units for the purpose of mandatory BNG;

ii. the habitat creation/enhancement proposals are appropriate and likely to succeed;

iii. *the uplift in biodiversity units is genuinely additional (i.e. there is no double-counting with conservation schemes in place or funded by other means):*

iv. *the applicant enters into a legal agreement with the Council or a conservation covenant with a responsible body, detailing the arrangements for provision, management, monitoring, remediation and enforcement;*

v. *the location would not prejudice either the integrity of existing habits or the planned growth of the District proposed in the Local Plan; and*

vi. *the site meets the criteria for registration and is subsequently registered on the biodiversity gain site register.*

The Council will give particular support to the establishment of Habitat Banks in the following locations:

a. *on land adjoining existing sites designated for their international, national or local importance that will bring about expansion of and/or connectivity between those habitats;*

b. *on land within the District's 'Strategic Green Gaps' (see Policy PPL6);*

c. *on land at or adjoining the District's Registered Parks and Gardens, Local Green Spaces and safeguarded open spaces; and*

d. *sites within locations identified in the Essex Local Nature Recovery Strategy as strategic opportunities for habitat creation.*

To formalise these Habitat Banks, they need to be officially registered with Natural England, which would first require landowners to either enter into a legal agreement with the Council (that, amongst other things, will define the nature of proposed habitat creation and put in place long-term arrangements for management and monitoring); or enter into a 'conservation covenant' with another responsible body recognised by Natural England.

Any legal agreements or covenants required, either to discharge the BNG requirements for individual planning permissions or to establish Habitat Banks where the Council is the responsible for monitoring and enforcement, will include the provision for the payment of monitoring fees which will be used by the Council, or a nominated body, to cover the cost of monitoring BNG over a minimum 30-year period, in line with legislative requirements.

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

Water Conservation, Drainage and Sewerage

7.39 Although Tendring District has to manage issues of 'excess' water causing coastal erosion and flooding, it also experiences the lowest average level of annual rainfall in the country and therefore maintaining a supply of fresh water for drinking and the irrigation of crops is a high priority. It follows that the provision of an adequate water supply, and appropriate methods of disposal of water and sewage, are very important considerations when planning for growth and central to the need to deliver sustainable development. Changes in climate also can cause sudden and intense rainfall causing localised flooding which will be made worse if new development does not take account of the need to lessen its impact.

7.40 Major new developments may require upgrades to existing sewage treatment works, known as Water Recycling Centres, which may be funded by Anglian Water. Such works will need to be planned and funded through Anglian Water's 5-year business plans and approved by the regulator (OFWAT). The Council is committed to ensuring that critical infrastructure is delivered at the right time to support development on allocated sites, in particular at Hartley Gardens (Policy SAMU2) and Oakwood Park (Policy SAMU3) where reinforcements and additional infrastructure will be required.

7.41 The National Planning Policy Framework requires local planning authorities to mitigate and adapt to climate change, which includes having pro-active strategies in respect of water supply and demand. Development proposals should therefore include a plan to conserve water supplies by managing demand and ensure its appropriate disposal at all stages of development, including construction and after occupation, using Sustainable Drainage Systems (SuDS) where possible. SuDS are designed to replicate natural drainage systems, to drain surface water run-off, ideally as part of a green and blue infrastructure network and can also have significant benefits for amenity and biodiversity.

7.42 Infiltration may not be appropriate in those particular circumstances where this may cause a hazard to groundwater quality, such as groundwater source protection zones, on known contaminated land and on sites with a shallow water table. The Environment Agency's Source Protection Zone maps should be checked to ensure there is no risk to groundwater quality. Surface water treatment will be required before infiltration to groundwater is permitted. A risk assessment should be undertaken when using infiltration components in areas of contaminated land.

Strategic Policy PPL5

WATER CONSERVATION, DRAINAGE AND SEWERAGE

In accordance with the following criteria, development proposals should demonstrate the following measures have been incorporated into their design and use to ensure sustainable use of water resources:

1. All development will demonstrate water efficient design. This is to be achieved by ensuring that:

a. New residential development is designed to utilise no more than 100 litres per person per day of mains supplied water / potable water per person per day (l/p/d).

b. New, extended or redeveloped non-residential buildings aim to achieve full credits within the 4 water categories (WAT01, WAT02, WAT03, and WAT04) for BREAAM standard within a minimum score of 3 credits within WAT01 Water Consumption issue category, or an equivalent standard set out in any future update to BREAAM. The applicant will be required to justify and evidence why full credits is not possible/viable for the development.

2. A Water Efficient Design Statement must be submitted with the application to demonstrate how policy requirements have been met and will be maintained in relation to water efficient design. The statement shall provide, as a minimum, the following:

c. Baseline information relating to existing water use within a development site; and

d. Full calculations relating to expected water use within a proposed development (such as water efficient fixtures and fittings, rainwater/stormwater harvesting and reuse, or greywater recycling).

3. Prior to the first occupation of development a completion certificate shall be submitted to the Local Planning Authority confirming the design standard under part 1 a or b (as relevant) has been verified and fully implemented.

4. If Government policy or legislation relating to 1 to 3 is more stringent or at significant variance with above, after the adoption of this Local Plan, the most stringent standard will be adopted.

5. Contact the relevant water company to find out if they require a water resources assessment for new non-domestic supplies and if they offer environmental incentive schemes to fund water efficiency measures in new developments. ('non-

domestic' excludes public buildings such as schools and hospitals, and those where the primary use is for domestic purposes, as well as residential dwellings.)

New development should include Sustainable Drainage Systems (SuDS) as a means of reducing flood risk, improving water quality, enhancing the green and blue infrastructure network and providing amenity and biodiversity benefits in line with the Essex Water Strategy and the Sustainable Drainage Systems Design Guide for Essex. Applicants should explain and justify the reasons for not using SuDS if not included in their proposals, which should include water inputs and outputs designed to protect and, where possible, enhance the natural environment.

Proposals for development must demonstrate that adequate provision exists, or can be provided in time, for sewage disposal to a public sewer and water recycling centre (sewage treatment works). Private sewage treatment facilities will not be permitted if there is an accessible public foul sewer. Where private sewage treatment facilities are the only practical option for sewage disposal, they will only be permitted if there is existing capacity and where there would be no harm to the environment, having regard to preventing pollution of groundwater and any watercourses and odour.

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

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

Strategic Green Gaps

7.43 Strategic Green Gaps have been identified in this local plan in specific locations between settlements. The Strategic Green Gaps are valued for the role they will play in preventing the coalescence of settlements and retaining the distinct identity of settlements. The areas identified have the following characteristics:

- The open and undeveloped character of the land;
- They form a visual break between settlements;
- Their boundaries follow physical features on the ground; and/or
- Only land required to secure the objectives of the Strategic Green Gaps has been included.

Strategic Policy PPL6

STRATEGIC GREEN GAPS

The Strategic Green Gaps as shown on the Policies Maps and Local Maps will be protected in order to retain the separate identity and prevent coalescence of settlements. Any development permitted must be consistent with other policies in the plan and must not (individually or cumulatively) lead to the coalescence of settlements.

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

The Historic Environment

7.44 The Local Plan's strategic objective for the Historic Environment is "To conserve and enhance Tendring District's heritage, respecting historic buildings and their settings; heritage assets; designated National Landscapes; other landscapes, links and views."

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

7.46 The Council has specific legal duties to preserve and enhance the historic environment. Proposals affecting buildings listed for their special architectural or historic interest ('listed buildings') or designated Conservation Areas, or their settings, Scheduled Monuments, archaeology, or Registered Historic Parks and Gardens will therefore be subject to particular scrutiny. The setting of a heritage asset may include sites or areas a considerable distance away from the boundary of an application site and it is necessary, therefore, to consider the potential for development to have an effect upon the wider setting of a Conservation Area or listed building. Protection of the District's heritage assets is crucial to its cultural identity and the quality of life and can help to sustain its economic attraction for new investment by both residents and businesses.

7.47 The Council will seek to reduce the number of heritage assets included in the Heritage at Risk Register and will consider designating additional heritage assets which are of local importance. The Council will seek to manage change within the Historic Environment by:

- requiring proposals to respond appropriately to the significance of any affected heritage assets;
- identifying where interventions within the Historic Environment would be beneficial to it; and,
- working with partners to secure sources of funding to aid delivery of enhancements to heritage assets.

7.48 The best way to ensure the future preservation of a listed building is often by ensuring an appropriate beneficial use of the heritage asset, which may be its original intended use. Sometimes an appropriate new use will be needed to ensure preservation, and this might also present opportunities for the enhancement of significance of the heritage asset. Historic buildings may also evolve over time and sometimes it can be those distinct elements of change which are particularly valued. Although the preservation of unique historic assets is crucial to connect with the past and maintain a high-quality environment there may be the opportunity for a well-designed and sensitive contemporary design solution in an historic context. It might, therefore, be appropriate in this Local Plan period to propose a development 'of its time' - much will depend on the expertise of the designer. However, the scope for a listed building to adapt to modern life and requirements will itself depend upon a number of considerations and it will not always be possible to incorporate modern design solutions without also causing harm to its special character, fabric, or appearance.

7.49 As with listed buildings, a contemporary design might, be appropriate in a Conservation Area. Such solutions can help to avoid pastiche or the potential 'confusion' of new and can misinform an understanding of place. However, particular skill is required of the designer to ensure that new development is appropriate to its site and setting. New development which would affect a Conservation Area should always pay regard to any relevant Conservation Area Character Appraisal and Conservation Area Management Plan. This includes proposals for new development within the District's four Registered Historic Parks and Gardens: Clacton Seafront (owned and managed by the Council); St Osyth Priory; Thorpe Hall and Beth Chatto Gardens all of which (except Beth Chatto) are within Conservation Areas.

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

7.51 The National Planning Policy Framework sets out government policy for conserving and enhancing the historic environment. The following policies PPL7, PPL8 and PPL9 will be applied alongside and having regard to the specific requirements of the Framework in respect of development affecting designated and non-designated heritage assets including Archaeology, Conservation Areas and Listed Buildings.

Buildings and Archaeology

Non-strategic Policy PPL7

ARCHAEOLOGY

Any new development which would affect, or might affect, designated or non-designated archaeological remains will only be considered where accompanied by an appropriate desk-based assessment. Where identified as necessary within that desk-based assessment, a written scheme of investigation including excavation, recording or protection and deposition of archaeological records in a public archive will be required to be submitted to, and approved by, the Local Planning Authority. This may also include investigations into the Historic Environment Record.

Proposals for new development affecting a heritage asset of archaeological importance or its setting will only be permitted where it will protect or, where appropriate, enhance the significance of the asset. Where a proposal will cause harm to the asset, the relevant paragraphs of the NPPF should be applied dependent on the level of the harm caused. Proposals will be treated favourably where they:

a. are explained and justified through an informed assessment and understanding of the significance of the heritage asset (including any contribution made to that significance by its setting); and

b. are of a scale, design and use materials and finishes that respect the heritage asset.

Within the District the Council keeps a record of scheduled monuments at risk of degradation. The Council will support proposals that protect and enhance heritage assets at risk.

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

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

Non-strategic Policy PPL8

CONSERVATION AREAS AND REGISTERED PARKS AND GARDENS

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

a. *scale and design, particularly in relation to neighbouring buildings and spaces;*

b. *materials and finishes, including boundary treatments appropriate to the context;*

c. *hard and soft landscaping;*

d. *the importance of spaces and trees to the character or appearance; and*

e. *any important views into, out of, or within the Conservation Area.*

Proposals should be explained and justified through an informed assessment and understanding of the significance of the heritage asset, including any contribution made to that significance by its setting. Where relevant, this assessment should reference information from the Historic Environment Record.

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

Where a proposal will cause harm to a Conservation Area, the relevant paragraphs of the NPPF should be applied dependent on the level of harm caused.

Within the District the Council keeps a record of conservation areas that are at risk of degradation. The Council will support proposals that protect and enhance the conservation areas at risk.

Development should conserve or enhance the significance of the registered parks and gardens (noting that significance may be harmed by development within the setting of an asset).

In collaboration with community groups and other interested parties, the Council will consider and support the designation of new Conservation Areas in line with the relevant criteria as set out within the NPPF and legislation. New Conservation Area Management Plans will be prepared in addition to updates to the existing Conservation Area Character Appraisals.

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

Non-strategic Policy PPL9

LISTED BUILDINGS

Proposals for new development affecting a listed building or its setting will only be permitted where they will protect its special architectural or historic interest, its character, appearance and fabric. Where a proposal will cause harm to a listed building, the relevant paragraphs of the NPPF should be applied dependent on the level of harm caused. Proposals will be treated favourably where they:

a. are explained and justified through an informed assessment and understanding of the significance of the heritage asset, including any contribution made to that significance by its setting (referencing information on the Historic Environment Record where relevant); and

b. are of a scale, design and use materials and finishes that respect the significance of the listed building (including any contribution made to that significance by its setting).

Within the District the Council keeps a record of listed structures and buildings that are at risk of degradation. The Council will support proposals that bring heritage assets into viable use.

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

Non-Designated Heritage Assets

7.52 The District benefits from a wealth of non-designated heritage assets that are locally significant and contribute positively to the area's character and distinctiveness. This may be due to their historic, aesthetic, evidential, or communal value, or a combination of these factors. Examples include houses, shops, schools, village halls, churches, protected lanes, and even smaller features such as important walls, railings or traditional fingerposts.

7.53 The Council is preparing a Local List of Heritage Assets to identify buildings and features that, while not statutorily listed, make an important architectural or historical contribution to the local area. Inclusion on the Local List will help ensure these assets are safeguarded from development that could harm their significance.

7.54 New local heritage assets may be identified at any stage of the planning process. Once identified, they will be treated as a material consideration in determining planning applications.

7.55 Development proposals that would cause unacceptable harm to the character, form and fabric of a locally important heritage asset, or adversely affect its setting, will be assessed on a case-by-case basis. Decisions will balance the scale and significance of any harm against the potential public benefits of the proposed development.

Non-strategic Policy PPL9a

NON-DESIGNATED HERITAGE ASSETS

The Council will seek to ensure the retention, enhancement, and viable use of heritage assets of local importance, including those present on the Council's emerging Local Heritage List. Permission for a proposal that would result in harm to, or the loss of, a non-designated heritage asset will only be granted provided that a balanced judgement has been made that takes into account the scale of harm to, or loss of significance of the non-designated asset.

The Council will apply this balanced judgement when also assessing proposals which affect the form, character, or setting of the 'Protected Lanes', as defined on the Policies Map.

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

Renewable Energy Generation and Energy Efficiency Measures

Operational Energy and Carbon In Homes and Buildings

7.56 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, as amended). The Climate Change Act also sets, through the Carbon Budgets, a further legal target of a 78% reduction in emissions by 2035, which builds upon the commitment to reduce emissions by 68% from 1990 levels by 2030. These 'Carbon Budgets' seek to limit carbon in the atmosphere to levels needed to stabilise the climate. They also set out the changes that need to occur in each sector to achieve that target, for example, continuing the successful transition to a clean energy system, and heating homes with more efficient systems that use renewable energy.

7.57 The Climate Change Committee, however, warns that the UK is off target and rapid and deep cuts to emissions must be made in all sectors. It also highlights that policies on energy efficiency in buildings are missing or incomplete.

7.58 It is therefore imperative that new homes and buildings in Greater Essex are built to achieve an operational energy balance on-site, where renewable energy generated on-site matches average annual energy demand at the

outset (also described as 'net zero energy and carbon in operation'). For a building to achieve this, it must be an ultra-low energy building that meets high building fabric and energy efficiency standards, and it must not use fossil fuel and should maximise renewable energy generation, for example through the use of rooftop solar photovoltaics (PV).

7.59 Except in some very special circumstance retrofitting new homes later down the line, to meet a better energy efficiency standard is more disruptive, costly and time consuming than designing buildings to achieve operational energy balance (and hence be 'net zero energy and carbon in operation') at the outset.

7.60 Evidence commissioned by EPOA on behalf of all the Greater Essex Local Authorities demonstrates that building to meet the requirements set out in Policy PPL11 (and be 'net zero energy and carbon in operation') is:

- Technically feasible;
- Financially viable; and
- Legally justified

7.61 The evidence underpinning Policy PPL11 for Essex is available on the Essex Energy & Carbon Policy page of the Essex Design Guide (EDG) and is supplemented by each Essex LPA's local plan evidence base.

7.62 To complement this evidence, practical design advice is provided (and being added to) on the EDG which focuses on how to design developments (of all scales and types) to meet the operational energy and carbon (net zero) standards, mitigate potential overheating risk and to address other inter-related sustainability issues. The aim is to ensure new development mitigates, adapts and is resilient to a changing climate.

7.63 The Building Regulations 2021 (including the proposed Future Homes Standard 2025) do not adequately address operational energy efficiency or operational carbon emissions from new development. Operational carbon emissions come from two categories of energy use - those that are regulated and unregulated. About 50% of a building's total operational energy use comes from 'unregulated' uses which the current Building Regulations do not address.

7.64 It is for this reason that the planning system, and local planning authorities through their local plans must address operational energy to ensure new development addresses operational energy efficiency and the associated carbon emissions, in a way that aligns with local and national climate targets, mitigates and adapts to climate change and delivers the best outcomes for people (e.g. lower energy bills, and healthier homes). This is supported through primary legislation, including the Planning and Compulsory Purchase Act 2004, and national policy (including the NPPF) which require local plans

to include policies to secure development that mitigates and adapts to climate change.

7.65 Taking forward Policy PPL11, will enable the Council to take a proactive approach to climate change which is in line with the objectives and provisions, and hence legally binding targets, of the Climate Change Act 2008 (NPPF Dec 2024, para 162, Footnote 61).

Strategic Policy PPL10a

OPERATIONAL ENERGY AND CARBON IN HOMES AND BUILDINGS

A) New build development (residential and non-residential)

All new buildings must be designed and built to be Net Zero Energy and Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match predicted annual energy use.

All new buildings (1 dwelling and above for residential; 100m2 floorspace and above for non-residential) are required to comply with requirements 1 to 5 as set out below:

1. Requirement 1: Space heating demand limits

- *a. Residential buildings (apart from 1 storey bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/m2 GIA (gross internal floor area)/year or less.*
- *b. Bungalows must achieve a space heating demand of 20 kWh/m2 GIA/year or less.*

2. Requirement 2: Fossil fuel free

- *a. No new buildings shall be connected to the gas grid; and*
- *b. Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.*

3. Requirement 3: Energy Use Intensity (EUI) limits

- *a. Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m2 GIA/year.*
- *b. On larger sites in exceptional circumstances this may be met on each individual phase as a site-wide residential average (weighted by floor area) provided that no single dwelling has an EUI greater than 45 kWh/m2 GIA/year.*

c. *The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:*

- *Offices – 70 kWh/m2 GIA/year*
- *Schools – 65 kWh/m2 GIA/year*
- *Light Industrial – 35 kWh/m2 GIA/year*

d. *For other residential and non-residential buildings, that are not covered by a) and c) above, applicants should report their energy use intensity but are not required to comply with a certain limit.*

4. Requirement 4: On-site renewable energy generation

*Renewable energy must be generated on-site for all new developments by rooftop solar PV energy (electricity) generation and the amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. Renewable energy generation (kWh/m2/year) = or > predicted annual energy use (kWh/m2/year)**

**For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible then renewable energy generation on-site should be maximised and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy use of the building in kWh/year) must be offset by a financial contribution (to cover the administration, purchasing and installation of a solar PV renewable energy (electricity) system elsewhere in the plan area or County, which is able to generate a similar amount of energy) and be paid into the Council's offset fund.*

*The offset price is set at £1.82 per kWh or the most recent updated version published on the Essex Design Guide** and the contribution shall be calculated at the time of planning application determination.*

*** https://www.essexdesignguide.co.uk/climate-change/essex-energy-carbonevidence/*

5. Requirement 5: As-built performance confirmation and in-use monitoring

a. *All developments must submit as-built performance information at completion and prior to occupation; and*

b. *In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.*

Development proposals must have regard to guidance, including Design Guide(s) and/or Design Code(s) produced to amplify the policy requirements.

Alternative routes to meeting policy requirements

Proposals that are built and certified to the Passivhaus Classic or higher PassivHaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

Minor residential development proposals (less than 10 dwellings) that are designed and built to the fabric and systems specifications (the 'minimum standards approach') set out in Table 2 within the EPOA Operational Energy & Carbon Planning Policy Statement – October 2025 (or successor) are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5a must also be met to achieve policy compliance.

B) Extensions and Conversions

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the 'minimum standards approach' fabric specifications set out in Table 2 within the EPOA Operational Energy & Carbon Planning Policy Statement – October 2025 (or successor) and maximise renewable energy generation where practical and feasible.

This Policy contributes towards achieving Objectives 6, 9 and 11 of this Local Plan.

Embodied Carbon and Circular Economy in Homes and Buildings

7.66 Policy PPL10b is a first step towards reducing upfront embodied carbon from the materials and construction of homes and buildings. Policies PPL10a and PPL10b are designed to be implemented alongside each other, and together, make progress on reducing the whole life carbon emissions of homes and buildings.

7.67 The "Essex Embodied Carbon Policy Study – Technical Evidence Base (Levitt Bernstein et al, 2025)" underpins Policy PPL10b and is available on the Essex Design Guide (EDG). The Study also contains information and guidance on how embodied carbon can be minimised, particularly through choice of materials and the construction techniques.

7.68 To complement this evidence, further practical design advice is provided (and being added to) on the EDG which focuses on how to design developments (of all scales and types) to minimise embodied carbon emissions and move towards a more circular economy (where materials are used efficiently and waste is minimised). The advice also covers designing to meet operational energy and carbon (net zero) standards (as required in Policy PPL10a) and addressing other inter-related sustainability issues, including the mitigation of potential overheating risk.

7.69 The Building Regulations 2021 (including the proposed Future Homes Standard 2025) do not currently address embodied carbon emissions from new development. It is for this reason that the planning system, and local planning authorities through their local plans, must ensure new development addresses embodied carbon emissions, in a way that aligns with local and national climate targets, mitigates and adapts to climate change and delivers the best outcomes for people. This is supported through primary legislation, including the Planning and Compulsory Purchase Act 2004, and national policy (including the NPPF) which require local plans to include policies to secure development that mitigates and adapts to climate change.

7.70 Policy PPL10b will enable the Council to take a proactive approach to climate change which is in line with the objectives and provisions, and hence legally binding targets, of the Climate Change Act 2008 (NPPF Dec 2024, para 162, Footnote 61).

Strategic Policy PPL10b

EMBODIED CARBON AND CIRCULAR ECONOMY IN HOMES AND BUILDINGS

All development proposals must demonstrate the measures taken to minimise embodied carbon (subject to meeting Policy PPL11 requirements first) and how circular economy principles have been embedded into the design. In doing so:

1. Re-using, renovating or retrofitting existing buildings and/or structures should be prioritised. Any demolition must be justified to the satisfaction of the Local Planning Authority.

2. Proposals for all new residential and non-residential buildings, and also proposals for extensions, renovations and conversions of existing buildings, must demonstrate that upfront embodied carbon has been considered and reduced as far as possible through lean design, sustainable material procurement and waste minimisation.*

3. Proposals for major residential and non-residential development are required to achieve the following set limits for upfront embodied carbon. This must be demonstrated through an embodied carbon assessment using a RICS and/or nationally recognised methodology which should be submitted at the same time as the full or reserved matters planning application (and with the outline planning application for residential schemes of 100 dwellings or more, and non-residential schemes of 5000m2 or more):

*a. Low rise residential (up to 11m): ≤500 kgCO2e/m2 (GIA**) or subsequent update;*

*b. Mid and high rise residential (over 11m): ≤500 kgCO2e/m2 (GIA) or follow NZCBS*** limits when available;*

c. Non-residential buildings: offices ≤600 kgCO2e/m2 (GIA); education ≤500 kgCO2e/m2 (GIA); and retail ≤550 kgCO2e/m2 (GIA); or follow NZCBS limits when available; and;

d. For building services, meet the global warming potential refrigerant limits set out in NZCBS.

** Upfront Embodied Carbon = emissions associated with the Building Life Cycle Stages A1-A5 and RIBA stages 2/3, 4 and 6) **GIA = Gross internal floor area ***NZCBS = UK Net Zero Carbon Building Standards (pilot launched September 2024).*

This Policy contributes towards achieving Objective 11 of this Local Plan.

Renewable Energy Installations

7.71 New standalone renewable energy generation will be needed to enable the transition of existing settlements, industry and transport away from fossil fuels and onto clean energy sources, as a necessary part of the local and national carbon budgets leading towards net zero carbon.

7.72 In general, solar energy development proposals, including both building-mounted and standalone ground-mounted installations and extensions or repowering of solar installations will be supported where they are focused on previously developed land and do not occupy the 'best and most versatile' ('BMV) agricultural land. The integration of solar photovoltaics onto roofs of all suitable development is required to ensure that 'net zero', including total operational energy balance on site, can be achieved.

7.73 For wind energy development, the NPPF requires that proposals for new turbines must be in an area identified as suitable for such development (in the Local Plan or an SPD), and that following consultation the planning impacts identified by the community have been appropriately addressed and that the proposal has community backing. Wind energy proposals will be generally supported in areas of lower landscape value and will be considered in relation to:

- **buildings**: the safe separation distance is described as the Fall over Distance being the height of the turbine to the tip of the blade plus 10%
- **power lines:** National Grid and/or the Distribution Network Operators advise on the required distance between wind turbines and overhead power lines

- **air traffic and safety:** there is a 15 km consultation zone and 30km/32km advisory zone around civilian air traffic radar, with a c.15km statutory safeguarding consultation zone around Ministry of Defence aerodromes. The Ministry of Defence must be consulted if a proposed turbine is 11m to blade tip or taller, and/or has a rotor diameter of 2m or more, and
- **shadow flicker:** under certain circumstances and times of day, the sun may pass behind the rotors of a wind turbine and cast a shadow over neighbouring properties. When the blades rotate, the shadow flicks on and off. Properties within 130 degrees either side of north relative to the turbines may be affected at UK latitudes (although this depends on simultaneously sunny and windy weather, requires a narrow window opening to create the 'flicker' indoors, is minimal at 500-1000m distance from the turbine or negligible beyond 10 rotor diameters.

7.74 In addition, developers are encouraged to explore and consider the use of Bio Solar, especially for larger commercial buildings and solar farms with dual benefits for energy and biodiversity such as habitat creation, water storage capacity, flood alleviation and energy saving potential. Biodiversity can be enhanced on solar farms in various ways including through the establishment of hedgerows, wildflower meadows, bird boxes, insect houses and ponds.

Strategic Policy PPL10c

RENEWABLE ENERGY INSTALLATIONS

The Council supports proposals for renewable and low carbon energy generation and distribution networks. Particular support will be given to community-led schemes with evidence of community support along with local energy sharing schemes, and battery storage.

Proposals for standalone new renewable energy capacity on greenfield sites must include a scheme outlining how and when the site will be restored when energy production or equipment lifetime ends. Where standalone renewable energy development is proposed, applicants are encouraged to consider and demonstrate how the finished scheme will be managed in the long-term for improved biodiversity outcomes.

Planning applications involving renewable energy development will be encouraged provided that any adverse impacts can be addressed satisfactorily, including cumulative impact on:

a. landscape, ecology and biodiversity including designations, protected habitats and species, and Conservation Target Areas, nature recovery areas

b. visual impacts on local landscapes

c. best and most versatile agricultural land

d. historic environment - designated and non-designated assets and settings

e. aviation activities

f. Public Rights of Way and pedestrians, cyclists and equestrians

g. highways and access issues, and

h. residential amenity.

Proposals for PV development on rooftops, carparks or other existing structures will be exempt from the requirement for provision of detail about site restoration at the end of the PV lifetime.

Proposals to create or expand heat networks will be supported provided that they are supplied by low-or zero-carbon heat sources (not fossil gas but may include waste heat). Proposals to connect a development to a heat network will be supported provided that the heat network is proven to be more efficient and lower-carbon than an alternative individual building-level low carbon heat delivery system.

Proposals should be accompanied by an Energy Statement that includes details for their maintenance, use of electricity so generated, and how they would contribute to renewable energy in new development e.g. as a percentage of total consumption.

This Policy contributes towards achieving Objective 11 of this Local Plan.

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

7.75 'The Avenues', to the west of Connaught Avenue shopping centre and north of the Esplanade, form a sedate residential area of outstanding Arcadian character, with wide, straight, tree and hedge lined avenues, grass verges and large, spacious detached houses set in mature gardens. This residential character forms an important quality of this part of the Frinton and Walton Conservation Area where new development affecting its character or appearance is subject to special scrutiny. If changes of use, subdivision to flats, or redevelopment for higher-density housing were to continue to occur, the area's outstanding character and the quiet enjoyment of residents in the locality would be eroded and therefore this Local Plan affords additional protection.

7.76 'The Avenues' was laid out originally with regular plots 50ft wide; as land was sold and developed some variations occurred but a minimum plot width of 15.24m remains highly characteristic of the area. Well-designed infill development might, exceptionally, be permitted on larger plots of at least 15.24m width, if the special character of the area would be safeguarded.

Non-strategic Policy PPL11

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

Within 'The Avenues' area of Frinton-on-Sea, new development must preserve or enhance the special character and appearance of the Conservation Area. Proposals must respect the special character and appearance of the area, including the scale, aspect and design of adjoining buildings and the density of existing development. To ensure that this special character is safeguarded new development must:

a. conform to the spacious residential character of development and not appear cramped or incongruous in the street scene;

b. not include any flats; and

c. not include any uses other than Use Class C3 'Dwelling Houses'.

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

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

7.77 'The Gardens' area of the seafront in east Clacton was laid out in the 1920's and 1930's as a low-density area of high-quality homes enhanced by long formal gardens which total 2.8 hectares. It is important that the Arcadian character of this area is preserved by ensuring that it remains an area of large, detached houses on spacious plots in a well landscaped setting.

Non-strategic Policy PPL12

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

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

a. conform generally to the existing building line;

b. be of two-storey scale;

c. conform to the existing density of development and not appear cramped or incongruous in the street scene;

d. not include any flats; and

e. be residential, or retain a residential appearance. Commercial uses, including private hotels, guesthouses and offices will not normally be considered appropriate.

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

Thorpe Station and Maltings

7.78 Thorpe Maltings is a heritage asset of considerable local significance, forming part of the Thorpe-le-Soken Station and Maltings Conservation Area. Originally constructed in the late 19th century, the maltings complex was closely associated with the arrival of the railway and played an important role in the District's industrial and agricultural history.

7.79 Over the decades, the maltings buildings have suffered extensive deterioration. Roofs have collapsed, brickwork has eroded, and structural integrity has been severely compromised, leaving only fragments of the original fabric. This decline has greatly diminished the architectural and historic prominence of the site, and without intervention, the remaining structures risk being lost entirely.

7.80 Unlike other heritage assets in the District, Thorpe Maltings has not benefited from significant investment or restoration in recent years. The site remains largely derelict, and the surrounding public realm, including Thorpe-le-Soken railway station, has seen little improvement, resulting in an area that is underutilised and visually degraded.

7.81 The Council recognises the urgent need for a positive and proactive approach to reverse this decline. The policy that follows seeks to encourage development that will deliver a comprehensive package of measures: restoring or sensitively replicating the maltings buildings, improving the station environment, and creating opportunities for mixed-use development that supports the local economy and enhances public access.

7.82 To achieve these aims, it may be necessary for the Council to consider proposals for enabling development, in line with national planning policy and Historic England guidance, where such development would secure the long-term conservation of the heritage asset. In assessing these proposals, the

Council will weigh the benefits of heritage-led regeneration against any potential conflicts with other planning policies.

Non-strategic Policy PPL12a

THORPE STATION AND MALTINGS

The Council will support development that facilitates the regeneration of the Thorpe Station and Maltings Conservation Area and enhances the public realm around Thorpe-le-Soken railway station.

The Council will work positively and constructively with landowners, partners, and statutory bodies (including Historic England) to seek opportunities for funding and investment.

Proposals for residential-led development will be supported where they deliver a comprehensive package of measures that will facilitate and deliver either the restoration or sympathetic replication of the derelict Thorpe Maltings and other associated buildings alongside local shops, services, and business units and secure improvements to the public realm and facilities at Thorpe station, including parking provision.

For any proposal, the Council will assess whether the benefits of enabling development, which might otherwise conflict with planning policies, but which would secure the future conservation of the heritage assets, outweigh the disbenefits of departing from those policies.

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

St Osyth Priory

7.83 The Priory at St. Osyth is recognised nationally as one of the most unique and significant collection of heritage assets including historic Listed Buildings Scheduled Ancient Monuments in the country, with its grounds designated as a Registered Park and Garden set within the wider Conservation Area.

7.84 Over the centuries, the Priory Estate has seen many changes and its periods of history can be traced through many of the historic buildings, ruins, architectural styles, materials and archaeological features. Following many decades of decline, the Priory's current generation of 21st Century owners are taking forward a positive programme of restoration and business activity aimed at reversing the decline of the Priory, opening it up for events and other commercial activities and increasing public access to ensure these unique heritage assets can be looked after and enjoyed for future generations.

7.85 Much of the restoration that has taken place in recent years has been funded through residential enabling development, including the completed West Field development off Mill Street to the west and the grant of planning permission for further residential development on the Wellwick field site to the north and selective residential and holiday homes within the parkland itself.

7.86 When planning permission for those enabling developments were granted in 2016, the associated s106 legal agreements helped establish the formation of the St. Osyth Priory and Parish Trust and the production of a comprehensive Business Strategy aimed at generating and securing additional charitable or commercial funding towards continued restoration, bringing the buildings into use, placing them into the management of the Trust and increasing opportunities for public access and community activity.

7.87 The Business Strategy, which was agreed with the Council in 2019 and updated in 2023 includes proposals to use parts of the Priory Estate for weddings and other events – increasing access to buildings and areas of the estate over time as they are restored. The St. Osyth Priory and Parish Trust has also been successful in securing funding through the Heritage Lottery Fund (HLF) to continue restoration for some of the older and most historically significant structures.

7.88 The Council, which is represented on the Trust, supports continued efforts to restore, bring into use and increase public access to the Priory Estate and the opportunities to attract visitors to support the tourism economy and create jobs.

7.89 The ultimate aim of the Trust and the owners is to reduce and eventually eliminate the ‘conservation deficit’ at the Priory – which is the financial cost of full restoration compared to the overall commercial value of the asset. However, to achieve that, it might be necessary for the Council to consider, in its role as the local planning authority, further proposals for development within the estate to support business activities or enabling development on land beyond the estate to fund restoration that might run contrary to other policies in this Local Plan.

7.90 In doing so, the Council will apply the requirements of national planning policy, weighing up the benefits and disbenefits of development both in terms of their heritage impacts and wider planning considerations; and having regard to the guidance and advice of Historic England and other advisors on heritage and economic viability.

Non-strategic Policy PPL12b

ST OSYTH PRIORY

The Council supports the work of the St. Osyth and Priory and Parish Trust and the owners of St. Osyth Priory to bring about the restoration, re-use and improved public access to St. Osyth Priory and its wider estate in line with the Business Strategy that was agreed with the Council in 2019 and updated in 2023.

The Council will work positively and constructively with the Trust, the owners and partners including Historic England to seek opportunities to secure funding towards continued restoration.

The Council will consider, on their merits, future proposals for 'enabling development' as a means of funding the continued restoration of the Priory and reducing the 'conservation deficit' in line with relevant national planning policy and having regard to Historic England guidance and the principles established through the previous s106 legal agreements relating to enabling development for the Priory and the associated Business Strategy.

For any enabling proposals, the Council will assess whether the benefits of the enabling development, which would otherwise conflict with planning policies, but which would secure the future conservation of the heritage assets, outweigh the disbenefits of departing from those policies.

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

Protection of the Naze

7.91 The Naze at Walton is a unique coastal landscape of outstanding geological and biological importance. As the most easterly peninsula in Essex with a delicate geology, the Naze is vulnerable to harsh tidal forces, prevailing winds and rain damage. The coastline remains under extreme threat of erosion with considerable amounts of land having been lost and continuing to be lost to the sea – at an alarming rate.

7.92 The area has significant importance as a site for migrating birds and boasts a number of different wildlife habitats, both terrestrial and marine; with its direct ecological relationship with the internationally important designated sites at Hamford Water and the backwaters. The Naze is home to the John Western Nature Reserve and the Essex Wildlife Trust's Discovery Centre as well as the Grade II Listed Naze Tower.

7.93 The Naze is key to numerous local employers providing up to 200 year-round jobs across a range of marine, leisure and tourism related activities. These include employment at marinas and other moorings that provide space for

more than 1,000 yachts and watercrafts, ancillary maritime engineering jobs, chandlery, boat agents and hospitality.

7.94 The Naze is the location for the local Water Recycling Centre (sewage treatment works) which is a key part of the District's utilities infrastructure that, if undermined through continued coastal erosion, would have catastrophic environmental, social and economic implications. The wider implications of coastal erosion also include the knock-on effects on the risk of coastal flooding further into the Walton backwaters and the community of Walton on the Naze, parts of which already fall within Flood Zone 3 in the Environment Agency's flood risk classification.

7.95 Policy PPL12c reflects the importance of the Naze for all the reasons above and sets out the Council's objective to work with other bodies to strengthen its long-term protection and to support appropriate development where it will positively contribute to the conservation, understanding and sustainable management of this highly sensitive and nationally and internationally significant landscape.

Non-strategic Policy PPL12c

PROTECTION OF THE NAZE

The Council will work with partners, landowners and other interest parties to continue to strengthen the current and future protection of the Naze at Walton from coastal erosion in recognition of its importance for heritage, geology, biodiversity and flood defence; and the location of critical utilities infrastructure and economic activity. This will involve:

a. promoting the Naze for formal recognition as a 'Heritage Coast' in respect of its natural beauty, its flora and fauna and heritage features;

b. promoting stronger protection for the Naze through input into future reviews of the Essex and South Suffolk Shoreline Management Plan (or their replacements);

c. supporting the continued protection and future expansion of the John Western Local Nature Reserve to promote nature recovery and the potential delivery of Biodiversity Net Gain in line with the Essex Local Nature Recovery Strategy;

d. supporting appropriate development proposals for eco-tourism that could assist in promoting awareness and generating funding for the future protection of the Naze;

e. giving the protection of the Naze a high priority in the Council's own coastal defence strategies and building the case for any grant or other external funding; and

f. resisting proposals for development that would threaten the protection of the Naze and its unique qualities.

This Policy contributes towards achieving Objective 7, 8 and 9 of this Local Plan.

Ardleigh Reservoir Catchment Area

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

Non-strategic Policy PPL13

ARDLEIGH RESERVOIR CATCHMENT AREA

The Council will support proposals which involve the role, function and operation of Ardleigh Reservoir, its Treatment Works and associated networks subject to consideration against other policies in this Local Plan.

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

This Policy contributes towards achieving Objective 4 and 9 of this Local Plan.

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

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

Non-strategic Policy PPL14

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

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

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

Safeguarding of Hazardous Operations Site, Bramble Island

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

Non-strategic Policy PPL15

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

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

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

a. the new development is required to ensure appropriate operation of the site;

b. development would not extend the area affected by the safeguarding zone;

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

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

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

8 Connected Places

8.1 The Local Plan's strategic objectives for Infrastructure Provision are:

- "To safeguard and make efficient use of existing transport infrastructure."
- "To promote sustainable and active travel opportunities in all new development to ensure neighbourhoods and services are walkable and cyclable for the majority of people's daily needs."
- "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. Where additional capacity is required in the form of new or upgraded infrastructure, to ensure this is provided in a phased and timely way in connection with new development."
- "To provide an integrated and connected network of Green and Blue Infrastructure, aligning with the objectives of the Essex Local Nature Recovery Strategy."
- "To ensure that flood risk management infrastructure is considered so that future developments take into consideration the impacts of climate change and can accommodate adaptation where necessary."
- "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."

8.2 The main growth objectives for this Local Plan period are to ensure delivery of new housing to meet demand and help to create new employment for the growing population. To help achieve these objectives, the policies in this chapter of the Local Plan focus upon tackling possible barriers to economic and housing growth caused by weaknesses in the transport and telecommunications networks. The policies are focused upon:

- protecting the main strategic roads in the District and improving these roads where the opportunity/need arises;
- supporting proposals which will enhance the strategic transport network;
- encouraging travel by sustainable modes of transport;
- promoting improved access to, and facilities for, public transport; and
- further developing the provision of higher speed broadband services.

8.3 In order to help support the principles of sustainable development, it is important to ensure that everyone living in, working in, or visiting the Tendring District is able to travel and communicate efficiently. Effective telecommunications can reduce the need to travel and thereby help to reduce congestion on the roads, making journeys more efficient and convenient. Where journeys are necessary, providing opportunities for alternative means of transport to the private car is an essential consideration for proposals for new development. Even small-scale developments can increase the likelihood

of more car journeys being made unless provision is made within schemes to encourage alternatives.

8.4 Although most journeys are made by car, most are over relatively short distances (sometimes as part of a much longer journey) and could often be made by other, more sustainable, modes of transport. Therefore, making good provision within the design of new developments to encourage walking, cycling and public transport use is crucial to achieving sustainable development. Such solutions can have wider public benefits, not only in terms of transportation choices but also for public health and safety, with increased physical activity, well-being and levels of use of public spaces.

8.5 New development can provide the opportunity to link places in a sustainable way and contribute to the development of a more efficient transport network. Equally important is to ensure that the existing transport network is protected from any proposed new development which would harm efficiency and safety.

Sustainable Transport and Accessibility

8.6 The National Planning Policy Framework promotes sustainable transport solutions. It states that transport issues should be considered from the earliest stages of plan-making, using a vision-led approach that identifies and pursues opportunities to promote walking, cycling and public transport use. The Council will work with its partners, including Essex County Council, bus and train operators and the development industry, to improve accessibility, promote sustainable means of transport and reduce dependence upon private car transport.

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

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

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

5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

8.9 The Local Transport Plan (LTP) is supported by a suite of more specific documents including the Bus Strategy, the Cycling Strategy, the Sustainable Modes of Travel Strategy, and implementation plans that are also periodically updated by Essex County Council. Essex County Council is preparing a new Local Transport Plan (LTP4) entitled "A Better Connected Essex Transport Strategy", which sets out a long-term vision for a safe, inclusive and sustainable transport system. The strategy aims to support economic growth and prosperity, provide access to homes, services, education, work and leisure, and enable more sustainable choices and journeys. It is structured around three key themes: supporting people, health, wellbeing and independence; creating sustainable places and communities; and connecting people, places and businesses.

8.10 For Tendring, the LTP4 Implementation Plan recognises the District's unique coastal and rural character, its ageing population, and the economic opportunities linked to tourism and Freeport East. The plan prioritises:

- **Improving access and affordability** for residents in areas of high deprivation and low car ownership, through enhanced bus services, demand-responsive transport, and affordable fares.
- **Active travel and health** by delivering new walking and cycling networks, including links to the England Coast Path and green spaces, and expanding initiatives such as Essex Pedal Power.
- **Sustainable growth** by ensuring new housing and employment developments are supported by integrated transport planning, including mobility hubs and improved interchange facilities.
- **Economic connectivity** through investment in strategic corridors such as the A120 and A133, improved rail services (including aspirations for two trains per hour to London from Clacton and Harwich), and better freight access to support Freeport East.
- **Environmental resilience** by reducing carbon emissions, introducing zero-emission buses, and planning for climate adaptation measures to protect the transport network from flooding and coastal erosion.

8.11 This is transitional period for Essex which will see the election of a Mayor for Greater Essex and changes to local governance, with a future Local Transport Plan required for the new Mayoral Combined County Authority. However, Essex County Council considers there are significant benefits in finalising LTP4 now to guide investment and delivery.

8.12 To reduce greenhouse gas emissions, the Council will support development which uses sustainable modes of transport. Whilst most journeys are made by road, Tendring District is served by 14 railway stations, providing a range of electrified London main line and local branch line services, with regular services from Clacton, Walton and Harwich/Dovercourt to the Colchester railway stations and beyond. The railway is important as both a public

transport mode which can provide a sustainable alternative to private car use for work and leisure purposes and an alternative to HGV use for freight transport to and from Harwich International Port.

8.13 The Council will support and encourage measures which will make rail use a more attractive and sustainable alternative to the use of private cars for both local journeys and longer commutes and to the use of HGVs for freight transportation. The Council will work with Network Rail to improve rail connectivity in the context of their Industrial Rail Strategy/Route Strategy. Specific infrastructure projects will be integrated into the Infrastructure Delivery Plan.

8.14 The main urban areas within the District are located along the coastal fringes and the area has a strong rural heartland where the main means of sustainable transport is by bus. Local buses running within and between settlements are crucial to providing access to jobs and services for many people in towns, villages and rural areas.

8.15 The Council will work with Essex County Council and bus operators to ensure coverage across the District, improve services and frequency and seek opportunities to improve bus-stop facilities and provide additional services to support new major development.

8.16 Cycling and walking should also be seen as transport modes in their own right and an integral part of the transport network. Increasing the options for travelling by those modes can benefit both the environment and public health, reducing pollution and increasing fitness levels. In this way, planning and transportation outcomes can help to support the wider health and wellbeing agenda. Many car journeys are over short distances which could be travelled on foot or by cycle if these are attractive options, possibly as part of longer journeys.

8.17 Proposals for new development will be required to take account of the need to ensure accessibility, having regard to its location in relation to existing services and facilities, and by providing safe pedestrian and cycle connections to existing networks. As the Tendring District is mainly rural, reliance upon private cars will be inevitable to some extent within its remoter parts. However, the Council will require that measures for sustainable travel at all new developments are investigated and implemented where practicable.

8.18 As the Highway Authority for the area, Essex County Council is a consultee in regard to many planning applications. New developments will be required to be acceptable in terms of highway capacity, safety and convenience and to meet the requirements for access and parking which are contained in the latest version of the Essex County Council Development Management Policies, Travel Plan and Parking Standards, or equivalent amended or replacement policies or standards, or any overriding policies in this Local Plan, along with relevant Essex accessibility strategies and design guides. To be

sustainable, developments should also be accessible by public transport, cycling and walking.

8.19 Parking standards can support measures which promote sustainable transport choices and help to protect amenity. The Council will work with Essex County Council to ensure that local parking standards are fit for purpose and that its assessment of planning applications takes account of factors such as the accessibility of development, the type, mix and use of development, and the availability of and opportunities for public transport.

8.20 Provision for Electric Vehicle (EV) charging infrastructure is governed by Building Regulations, specifically *Part S: Infrastructure for the Charging of Electric Vehicles*. This ensures that new residential and non-residential developments include appropriate EV charging facilities as part of compliance with national standards. Developers should refer to the latest Building Regulations guidance to confirm detailed requirements, as these may evolve over time. In line with the National Planning Policy Framework, proposals should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Strategic Policy CP1

SUSTAINABLE TRANSPORT AND ACTIVE TRAVEL

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

Planning applications for new major development likely to have significant transport implications will normally require a vision-led Transport Statement or, where appropriate, a Transport Assessment, the scope of which should be agreed in advance between the District Council and the applicant, in consultation with Essex County Council as the Highway Authority.

To reduce dependence upon private car transport, improve the quality of life for local residents, facilitate business and improve the experience for visitors, all such applications should:

- *include proposals for safe, direct and attractive walking and cycling routes that link to existing networks and are not impeded by infrastructure provided for other forms of transport;*
- *ensure enhanced connectivity to existing public rights of way, including footpaths and bridleways, and where possible create new links that improve*

access to the wider countryside and green infrastructure network with particular emphasis on connections to the Sunshine Coast Greenway;

- *provide good walking and cycling connections to public transport nodes and interchanges, ensuring integration between modes;*
- *demonstrate greater connectivity between places and modes of transport, including improvements to railway station passenger facilities where relevant;*
- *incorporate measures consistent with the Tendring District Cycling Action Plan, the Essex Walking Strategy 2021, the latest Essex County Council Local Cycling and Walking Infrastructure Plans (LCWIP) for Tendring, and the Sunshine Coast Greenway objectives, ensuring alignment with local and county-level priorities for active travel and safeguarding the phased delivery of identified LCWIP corridors, particularly those connecting Garden Villages, rail stations, coastal centres, schools, key employment sites and Healthy Streets priority areas; and recognise the health benefits of active travel, supporting the objectives of Policy HP1: Healthy Places, by creating environments that encourage physical activity and reduce car dependency.*

Travel Plans and Residential Travel Information Packs should be provided as appropriate and in accordance with Essex County Council published guidance. All major developments must secure monitored Travel Plans with enforceable remedial mechanisms, demonstrating quantified mode share and emission reduction trajectories where appropriate, building on the objectives of Essex County Council's current adopted Local Transport Plan, and emerging plan 'A Better Connected Essex (LTP4)', and relevant national transport policy.

Parking provision will be assessed having regard to EPOA Parking Guidance and Essex County Council's Electric Vehicle Strategy. Electric vehicle charging should follow Building Regulations Part S and the Essex County Council Electric Vehicle Charge Point Strategy, ensuring equitable provision for homes without off-street parking, mobility hub-based rapid charging, and commercial fleet and last-mile charging where relevant, and prioritising locations identified by On-Street Residential Chargepoint Scheme (ORCS) and Local Electric Vehicle Infrastructure funding assessments (LEVI). The Essex Cycling Strategy, any relevant Local Cycling and Walking Infrastructure Plan (LCWIP), and other relevant local strategies will also be used to ensure the provision of appropriate cycling and walking infrastructure.

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

Improving the Transport Network

8.21 An efficient and effective strategic transport network is critical for achieving economic growth, supporting trade and attracting inward investment, and reducing carbon emissions to help to reduce increases in global warming. Conversely, a network which is unsafe, slow or inconvenient can deter business investment and could harm the area's tourist economy, which

attracts many thousands of visitors, particularly during the main summer holidays.

8.22 The delivery of sustainable growth in Tendring District will be supported by the strategic priorities set out in the North East Essex Implementation Plan and the Tendring Coast Implementation Plan, which are part of Essex County Council's emerging LTP4 and complement this Local Plan by identifying targeted transport and accessibility improvements across the sub-region.

8.23 Both plans emphasise the need to improve inclusive and affordable access to key services, particularly in rural and coastal communities where reliance on public transport is high and car ownership is low. Key interventions include:

- Bus Service Improvement Plan (BSIP) measures to enhance reliability, frequency, and connectivity of bus services across Tendring, including upgrades to bus interchanges and roadside infrastructure.
- Expansion of demand-responsive transport options, such as DigiGo, to improve access for residents in rural areas and those with limited mobility.
- Investment in active travel networks, including new and improved walking and cycling routes linking town centres, railway stations, schools, and green spaces.
- Initiatives such as Essex Pedal Power in Clacton, Jaywick, Harwich, and Dovercourt will be extended to promote healthier lifestyles and affordable travel.
- Digital innovation and connectivity improvements, including faster broadband and 5G coverage, to support remote access to services and reduce the need for travel. Strategic highway enhancements, such as improvements to the A133 corridor and better integration with rail services, including proposals to increase train frequency between Clacton and London.

8.24 The Council will work with its partners, including National Highways, Essex County Council, bus and train operating companies, Network Rail and landowners, to safeguard and to explore opportunities to improve the District's strategic transport network. It will seek to make the transport network safer and more efficient, in order to: facilitate growth, trade and inward investment; help to improve the quality of life for local residents; and improve the experience for visitors to the District and will encourage improvements to the quality and frequency of rail and bus services and station facilities and their appearance.

8.25 The major roads forming part of the District's strategic transport network are the A120 and A133. Both routes include sections which require upgrading in order to improve safety and convenience and to function efficiently in the context of significant future housing growth. For the A133, between Colchester and Clacton, the Council will work with Essex County Council (the Highway Authority) to identify the nature and cost of improvements needed, seek sources of public funding and consider the use of the Community

Infrastructure Levy (CIL) to secure contributions towards these works. An upgrade of the A120 is a requirement of the planned port expansion at Bathside Bay, Harwich although this is not expected to take place early in the plan period. The Council will work with National Highways and other partners to investigate ways of funding and delivering possible early improvements and will resist any development proposals in the vicinity of the A120 which could jeopardise its upgrading, widening or re-routing.

8.26 Major growth areas in Tendring will require new strategic highway and public transport infrastructure, which will not only serve the development areas themselves but also provide for two major new roads, to ensure that traffic is able to move through and between settlements efficiently, thereby helping to ease traffic congestion that otherwise would occur. A strategic link road between the A120 and A133 and Rapid Transit System will be required to support the Tendring Colchester Borders Garden Community.

8.27 The Council will explore, in partnership with Essex County Council, Suffolk County Council, Babergh District Council and Network Rail, opportunities to improve the A137 and railway crossing/underpass at Manningtree Station. Any new developments likely to increase use of this route may be required to contribute towards such improvements. In addition, the Local Plan recognises the importance of appropriate facilities for freight and logistics, including lorry parking. Applications for dedicated lorry parks will be assessed against criteria set out in Policy CP2 to ensure they meet operational needs while safeguarding residential amenity, highway safety, and environmental quality.

Strategic Policy CP2

IMPROVING AND MAINTAINING THE TRANSPORT NETWORK

Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices will be supported. Major development proposals should include measures to prioritise cycle and pedestrian movements, including access to public transport.

Strategic development proposals in the District, including the Tendring Colchester Borders Garden Community (Policy SAMU1) and the proposed Garden Villages at Hare Green and Horsley Cross (Policies SAMMU8 and SAMU9), will require new junctions and other key improvements to the strategic highway network including the A120 and A133, as set out within relevant site-specific policies. This infrastructure will be secured, as necessary, through planning conditions, legal agreements and/or through Community Infrastructure Levy (CIL) as required, informed through necessary transport assessments, transport modelling and other material planning considerations.

Proposals will not be granted planning permission if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

When granting planning permission for new development, the Council will require, through planning conditions or approved Construction Management Plans, that developers repair any damage to the public highway or public realm caused during construction and restore it to a condition equal to or better than its pre-commencement state.

Where a development necessitates or would benefit from changes to highway speed limits, traffic restrictions, or on-street parking in the surrounding area, the Council will secure these measures through planning conditions and/or legal agreements. This may include financial contributions to cover the cost of implementing the necessary Traffic Regulation Orders (TROs).

The Local Plan recognises the importance of providing appropriate lorry parking facilities and related driver amenities to support the strategic road network and the freight industry. Applications for dedicated lorry parks will be assessed against the following criteria:

a. the applicant has demonstrated need supported by evidence of demand and lack of suitable existing provision;

b. the site is located in proximity to the strategic road network without causing harm to residential amenity;

c. the proposal provides safe and convenient access for HGVs without adverse impact on highway safety;

d. there is provision of essential facilities for drivers, including toilets, showers, food and rest areas;

e. the proposal includes measures to minimise environmental impacts, including noise, light pollution, and landscape screening; and

f. security at commercial vehicle parking locations should include adequate fencing and CCTV.

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

Improving the Telecommunications Network

8.28 The National Planning Policy Framework promotes the expansion of electronic communications networks, including both telecommunications and high-speed broadband. Smarter use of such technologies can reduce the need to travel and thereby contribute to sustainability objectives.

8.29 In recent years, major improvements in computer and mobile phone technology and the growing use of the internet have radically changed the way business is carried out and how people shop, learn and socialise. This technology has become essential for businesses and a fundamental part of everyday life. In the future, it will make geographic location less of a consideration for some types of businesses and for areas like the Tendring District. Where geography has been a disadvantage in attracting certain kinds of business in the past, embracing the digital revolution is one of the most positive things the District can do to make the area more viable as a place to do business, in offices, shops, factories and warehouses, or people's homes.

8.30 Ensuring that the Tendring District's communications network achieves wide coverage and is fast and reliable is critical to achieving growth of the local economy; helping existing businesses to expand and new businesses to establish, whilst improving access for residents to online shopping, services and information. The Council will work with the telecommunications industry to ensure that as many parts of the District as possible have access to the internet (particularly ultrafast broadband, wireless hotspots in public spaces and at least 5G mobile coverage) and to encourage the use of this technology (or superior new technology), not only for business but also Council and other public services, information and educational resources.

8.31 The District will see the evolution of digital provision in relation to Primary Care as a result of the 'Digital First' approach to primary care investment. Practices within Primary Care networks will enable digital first options to improve fast access to primary care, reducing waiting and travelling time for patients, services will include outpatient follow up appointments and medication reviews. Consequently, the need for high-speed broadband access and flexibility in terms of the provision of digital health infrastructure to any new housing development is crucial in order to ensure the success of the Digital First approach.

Strategic Policy CP3

IMPROVING THE TELECOMMUNICATIONS NETWORK

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

a. they will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and

b. *the possibility of other planned development in the area interfering with broadcast and telecommunications has been considered and addressed.*

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

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

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

All new dwellings and non-residential buildings must be served by gigabit-capable broadband to the premises and reliable mobile connectivity (4G/5G where practicable). Connections should include the installation of appropriate cabling within the homes and business units (or other buildings) as well as fully enabled connection of the developed areas to at least one open access fibre cable network carrier, enabling future occupiers to subscribe to fast broadband services without the need for further engineering work. Where this is not immediately possible, ducting and infrastructure for future upgrades must be provided and the Council may utilise s106 contributions or Community Infrastructure Levy (CIL) funds towards off-site works that would enable those properties access to gigabit-capable broadband or wireless technology in the future.*

New development that may cause interference to the broadcast and telecommunications network will not be permitted unless the applicant can demonstrate how such interference will be mitigated, at the developer's cost.

**As new versions of broadband become available, provision must be the best possible speed.*

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

9 Delivering Places

9.1 The Local Plan's strategic objectives for Employment/Commercial are:

"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" and "To provide for the development of employment land on a variety of sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2043."

9.2 and for Housing are:

"To provide new dwellings and other forms of specialist accommodation within Tendring District up to 2043 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" and "To deliver high quality sustainable new communities and extensions to existing communities which prioritise development near to amenities, transportation networks, and every-day facilities."

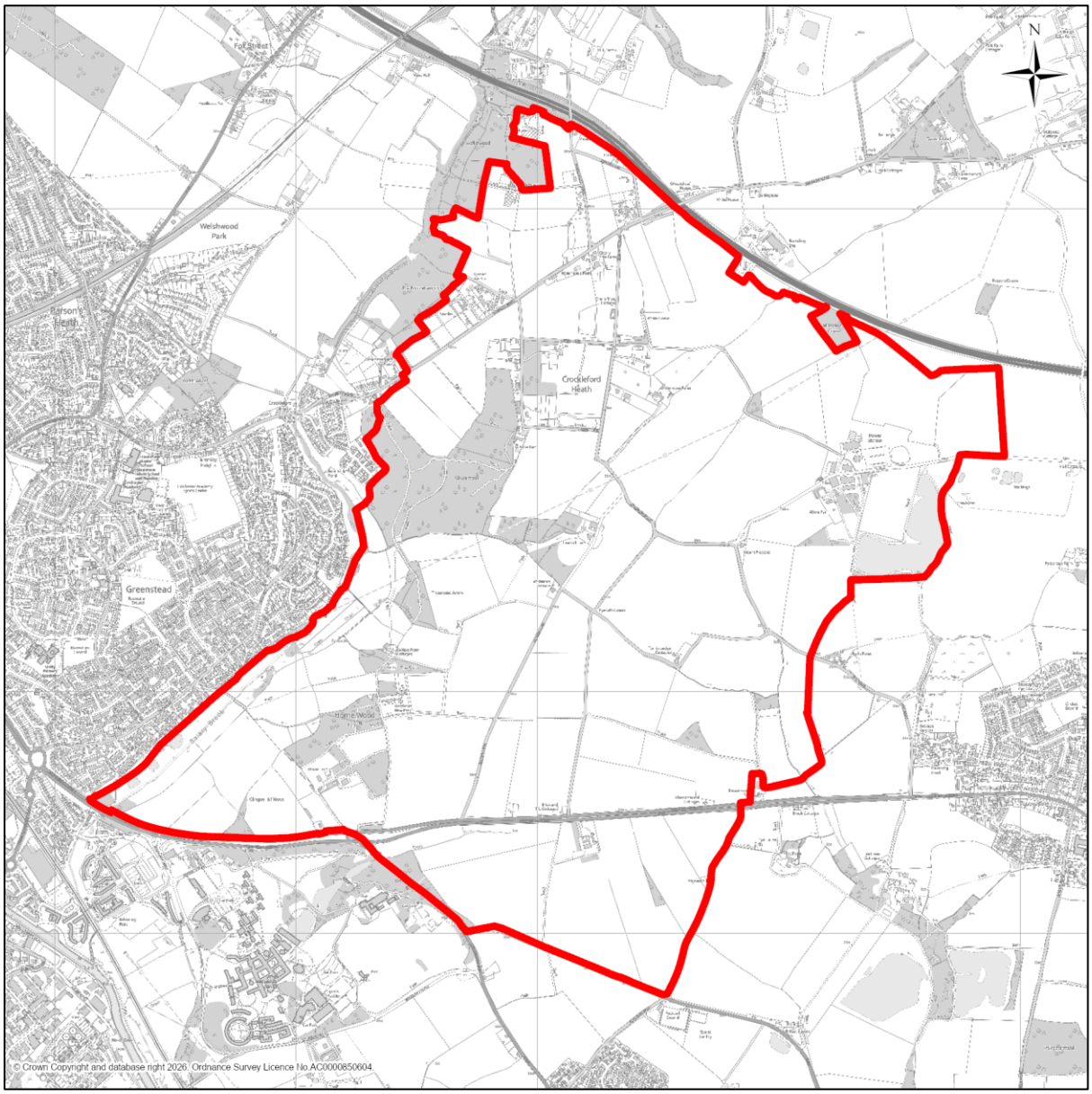
9.3 This chapter takes forward policies within Chapters 5 – Living Places and Chapter 6 – Prosperous Places, through site specific policies to achieve:

- **Strategic Allocation Mixed-Use Sites**: Sites that are expected to accommodate homes, jobs and community assets. These are listed as Policies SAMU1 – SAMU9;
- **Strategic Allocations for Housing**: Sites that are expected to principally deliver between 100-450 homes. See Policies SAH1 – SAH11
- **Medium Site Allocations**: Sites that are expected to principally deliver between 10 -99 homes; and
- **Strategic Allocations for Employment**: Sites expected to deliver jobs principally in the B category of the Use Class Order; namely office, light industrial, distribution and storage.

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

Strategic Allocations Mixed-use Development

SAMU1 Tendring/Colchester Borders Garden Community



9.5 Policy SAMU1 below sets out the specific requirements for the Tendring Colchester Borders Garden Community which will be developed over the next thirty or so years. This community will eventually comprise circa 7,500 homes, as well as employment spaces to accommodate new businesses and jobs.

9.6 The Garden Community will include all the services and facilities that people will need, including new nurseries, primary and secondary schools, health and wellbeing facilities, and community facilities, including sports and leisure. It will need to be carefully designed to fit into the existing landscape, whilst protecting important landscape, environmental and heritage assets and providing new and improved green spaces, parks and areas for play.

9.7 The principle of the Garden Community was established through policies SP8 and SP9 of Section 1 of the Tendring District Local Plan 2013-2033 and Beyond (which will be superseded upon adoption of this Local Plan). These policies will remain relevant in the determination of any future planning application for development at the Garden Community and are therefore 'saved' through this Local Plan and replicated within Appendix G. More detailed policies on the design and development of the Garden Community are included in the Tendring Colchester Borders Garden Community Development Plan Document (DPD), which was adopted in 2025. Policy SAMU1 below provides a summary of what will be included in the Garden Community and references housing numbers and the decision-making process.

Strategic Policy SAMU1

DEVELOPMENT AND DELIVERY OF TENDRING COLCHESTER BORDERS GARDEN COMMUNITY

Land identified in the adopted Tendring Colchester Borders Garden Community Development Plan Document (DPD) and shown on the Policies Map is allocated for the development of the Tendring Colchester Borders Garden Community.

The Development Plan Document (DPD) allocates and protects land for the following uses:

a. *delivery of circa 7,500 new homes including 30% affordable housing, together with a range of shops, jobs, services and community facilities, including education and health and wellbeing provision;*

b. *a new 'Salary Brook Country Park' incorporating land and woodland at and around the Salary Brook Local Nature Reserve in Colchester;*

c. *a 'Wivenhoe Strategic Green Gap' incorporating land north of Brightlingsea Road and west of Elmstead Road;*

d. *an 'Elmstead Strategic Green Gap' east of the new A1331 Link Road;*

e. *a Sports and Leisure Park to serve the local community and for the expansion of sports facilities for the University of Essex;*

f. *approximately 25 Hectares of employment land in the form of a new Business Park and a 'Knowledge-Based Employment' site;*

g. *provision for the Rapid Transit System;*

h. *an 18-pitch Gypsy and Traveller Site; and*

i. a Park and Choose Facility.

Proposals for development within the Site Allocation Boundary (as defined by the DPD Policies Map) will be determined in line with the policies and requirements set out in the Development Plan Document which itself will be the subject of a five-yearly review.

Decisions on planning applications for the Garden Community will be made by a Joint Committee containing representatives of Colchester City Council, Tendring District Council, and Essex County Council or successor organisations. Any proposed development within the Site Allocation Boundary that might prejudice the delivery or integrity of the Garden Community will be refused.

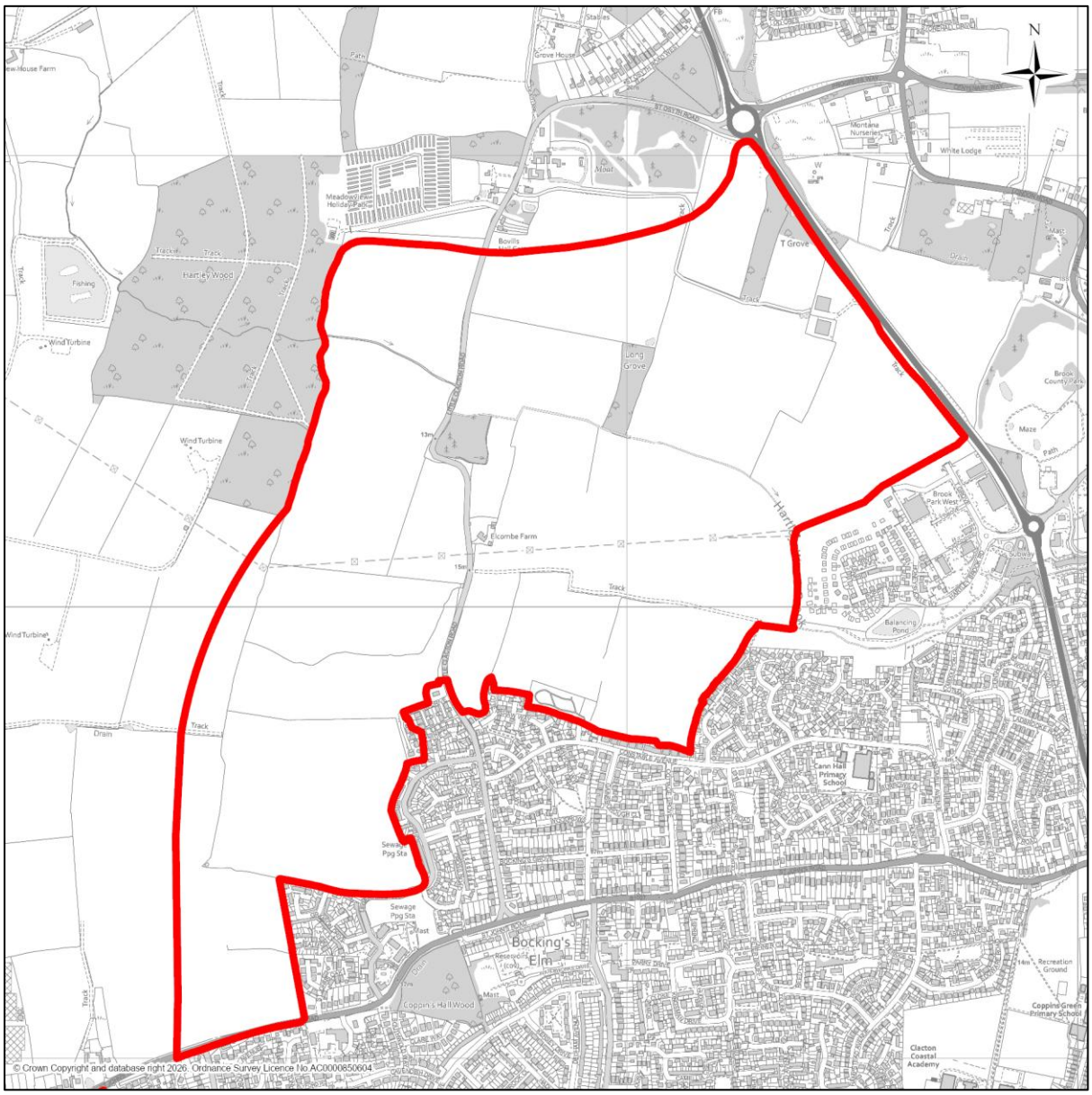
Within the Local Plan period up to 2043, the Garden Community is expected to deliver approximately 3,750 of the total 7,500 homes – with development continuing longer-term, beyond 2043, to completion. For this Local Plan period up to 2043, market and affordable housing delivery and employment land delivery from the Garden Community, irrespective of its actual location, will be distributed equally between Tendring District Council and Colchester City Council for the purposes of meeting respective housing and employment land requirements. Delivery of employment provision will also contribute to the supply for each of the authorities' requirements.

The delivery of 18 pitches for Gypsies and Travellers will also count equally, 9 pitches each, towards Tendring District Council and Colchester City Council's respective requirements. If, after considering its share of delivery from the Garden Community, either of the authorities has a shortfall in delivery against the housing or Gypsy and Traveller pitch requirement for its area, it will need to make up the shortfall within its own area. It may not use the other authority's share of delivery from the Garden Community to make up the shortfall.

Throughout the delivery of the Garden Community, Colchester City Council, Tendring District Council, and Essex County Council will continue to work together with developers and transport providers to maximise the potential opportunities and the reach of the Rapid Transit System and associated transport provision to serve communities in Colchester and Tendring.

Policies SP8 and SP9 of the North Essex Authorities Shared Strategic Section One Plan (Adopted January 2021) appended to this Plan will be saved and continue to apply to the Garden Community where appropriate. All other policies are replaced.

SAMU2 Hartley Gardens, Clacton



9.8 Hartley Gardens is one of the largest proposed areas for mixed use development in the Local Plan. It is anticipated that housing delivery on the site will not commence until years 2029-2030 of the plan period. The Council wishes to see the delivery of a sustainable urban extension on the site that is planned and delivered through a master-planned approach, set out in the site-specific Hartley Gardens Supplementary Planning Document (SPD) adopted by the Council in December 2025. The SPD sets out a comprehensive and co-ordinated approach that identifies the land use, design, environmental and infrastructure requirements for the site and will be used to inform, assess and determine planning applications and co-ordinate a comprehensive, integrated and sustainable development and a high-quality well-designed place.

9.9 The greenfield site comprises c. 163 hectares of arable land on the northwest edge of Clacton. The land is predominantly open arable farmland. There is an area of ancient woodland (Hartley Wood) to the northwest of the site and areas of woodland, hedges and trees within the site with both ecological and landscape value. Pickers Ditch is a notable site feature which runs along the south of the site and has been enhanced as a green infrastructure corridor through the Brook Park West development. The development of Hartley Gardens will need to both expand and integrate this green corridor. There are a number of footpaths that extend into the site and are used by local walkers. In terms of heritage assets, Bovills Hall contains Grade II listed buildings and archaeological remains to the direct north of the site. Bluehouse Farm, a Grade II listed building is located to the south of the site, and the Grade II listed farms or former farmhouses of Earls Hall Lodge and Duchess Farmhouse are to the south and west of the site.

9.10 Policy SAMU2 below sets out specific requirements for this development site including the matters addressed in further detail through the Hartley Gardens SPD. The overall vision for this location is to deliver a high quality comprehensively planned new sustainable neighbourhood including the delivery of around 1,870 new homes over the next two decades, based on evidence supporting the adopted SPD, along with employment land, community infrastructure, and open spaces. Any planning applications for development should be consistent with Policy SAMU2 and other requirements set out in the SPD. The SPD deals with the whole site and its integration with its surrounding communities, wider countryside and the town centre. The Council will work with relevant landowners, developers and other partners, in consultation with the local community, to ensure that the development is delivered in a way that brings the supporting economic, social and environmental benefits to the community and the wider district.

9.11 Given the current lack of capacity in the wider area for foul water treatment, it is essential that early engagement takes place with Anglian Water to ensure that adequate provision is made within the local foul water network to support the proposed development. In particular, this development must ensure increased capacity at the water recycling centres in Clacton or Jaywick to accommodate the additional growth. Development will be expected to be appropriately phased to align with the delivery of the necessary wastewater infrastructure and network upgrades.

9.12 A Transport Assessment must be submitted with any planning application to identify suitable means of access. Where necessary, appropriate highway capacity and/or safety enhancements; improvements to public transport services and infrastructure; cycle; pedestrian and bridleway infrastructure enhancements will be provided. The Council will work with Network Rail, bus and train operators, Essex County Council and developers to explore opportunities to make improvements to Clacton-on-Sea train station; including

improvements to facilities, frequency of services and the interchange between bus and rail transport.

Strategic Policy SAMU2

DEVELOPMENT AT HARTLEY GARDENS, CLACTON

Land north of Bockings Elm and west of A133 shown on the Map SAMU2 is allocated for long-term mixed-use development for the phased and comprehensive delivery of the following:

a. *Approximately 1,870 new homes of mixed sizes and types to meet evidenced local housing need within the Council's most up-to-date Strategic Housing Market Assessment including affordable housing.*

b. *Up to 7 hectares of land for employment.*

c. *Approximately 2.1 hectares of land for primary education provision (Use Class F1(a)) together with land for early years and childcare provision (Use Class E(f), and/or financial contributions towards primary school and secondary school provision as required by the Local Education Authority based on evidenced need.*

d. *New facilities and/or financial contributions to support new health provision based on evidenced need and other community infrastructure requirements, including emergency services infrastructure where justified.*

e. *Green infrastructure which should provide a multi-functional and connected network, including amenity green space, parks, allotments, and natural and semi-natural green space (meeting the standards set out in Policy HP5) and providing for attractive green walking and cycling routes.*

f. *To deliver the necessary level of biodiversity net gain in accordance with Policy PPL4a and any habitat mitigation measures required to address impacts on designated nature conservation sites.*

g. *A sustainable movement network, including principal points of highway access, a hierarchy of streets, facilitating public transport and prioritising the connection of walking and cycling routes within the site and beyond.*

h. *The provision of sufficient utility infrastructure working with the relevant infrastructure providers to ensure that such provision is achieved in a timely manner.*

Masterplanning Approach

The development will follow a comprehensively master-planned approach set out in the site-specific Supplementary Planning Document (SPD) adopted by the Council in 2025. All applications relating to land within the Hartley Gardens allocation will be determined in accordance with the requirements and guidance set out within the SPD. The purpose of the SPD is as follows:

i. *Provide further detail on the geographical extent and boundary of the allocation, ensuring a defensible and sensitive boundary to the open countryside beyond.*

ii. *Provide the means to inform, assess and determine planning applications and secure comprehensive, co-ordinated and integrated sustainable development.*

iii. *Facilitate and support the co-ordination and timely delivery of the green, social and physical infrastructure necessary to facilitate growth in this location.*

The above requirements aim to ensure the comprehensive and co-ordinated development of the site, to ensure the masterplanning principles below are addressed and to provide a clear delivery plan to ensure the right infrastructure is funded and delivered at the right place and at the right time.

Masterplanning Principles

The Hartley Gardens SPD provides further guidance to meet the following principles, and all development proposals should accord with these:

i. *Create a series of permeable and legible well-defined streets which prioritise cycle and pedestrian routes linking into the existing built-up area and local facilities (e.g., retail and schools).*

j. *Identify off-site highway works required to support new development, their phasing and funding.*

k. *Identify public transport measures to ensure sufficient access to the site by bus, rail, walking and cycling routes within the site with strong and positive linkages to the existing network.*

l. *Create a high-quality built and natural environment that respects the built and landscape character and context of the local area and which reflects the guidance in the National Design Guide and the Essex Design Guide.*

m. Incorporate in the design of new development measures to minimise the contribution to climate change and to ensure new development is resilient and adaptable to the effects of climate change.

n. Create a connected multi-functional green infrastructure network which protects and enhances existing site features of landscape and ecological value and any veteran trees, hedgerows and other important landscape features and habitats.

o. Ensure no net loss of biodiversity and deliver a net gain in accordance with Policy PPL4a, as well as securing positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks.

p. Establish a sustainable drainage system across the site that integrates with the green infrastructure network and utilises, where practicable, existing watercourses (e.g., Hartley Brook and Pickers Ditch), ponds, ditches and any greenways associated with retained hedgerows and maximised habitat value.

q. Create a landscape structure that retains and utilises existing landscape features (such as hedgerows, trees, Hartley Brook and Pickers Ditch) and uses new planting and landscaping to sensitively integrate new built development and provide an attractive green setting.

r. Use structural planting and the location, orientation and design of new buildings to maintain the landscape setting and separate identity of Little Clacton and to carefully screen and sensitively integrate new infrastructure and buildings from the open countryside to the west to minimise any visual impact.

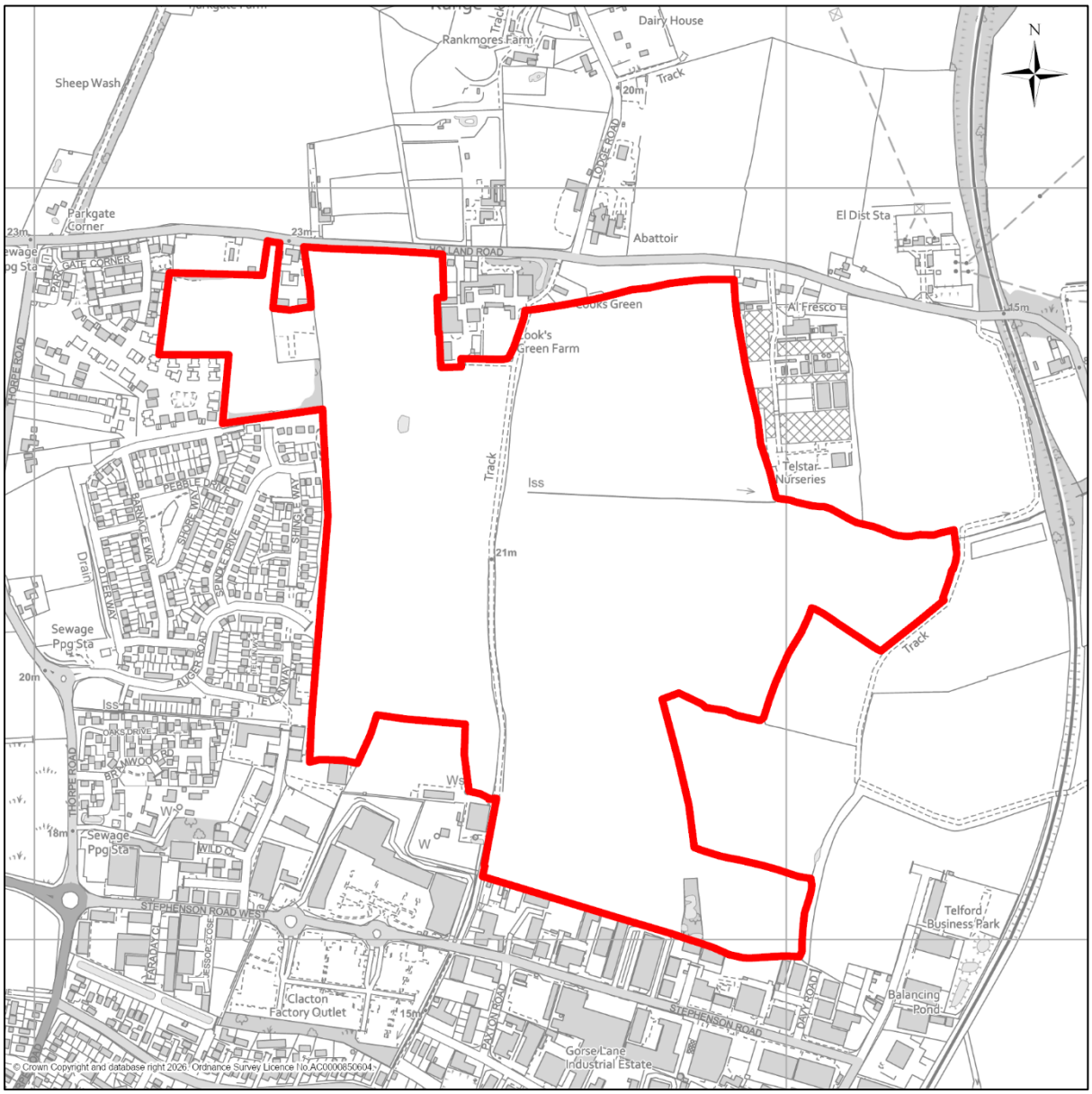
s. Identify opportunities to preserve and enhance the setting and significance of heritage assets, including at Bovills Hall, Earls Hall and Dutchess Farmhouse and Bluehouse Farm.

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

u. Demonstrate that no internationally designated sites would be adversely affected by the development either alone or in combination with other proposals as per the requirements of Policy PPL4, and future proposals will need to demonstrate no adverse impact on water quality, including the provision of appropriate avoidance, mitigation and compensation measures where required by the Habitats Regulations Assessment.

v. Demonstrate how a phased approach to development can deliver the required infrastructure in a coordinated and timely manner and create an integrated and sustainable community.

SAMU3 Oakwood Park, Clacton



9.13 Policy SAMU3 below sets out specific requirements for the extension of a recent housing development at Oakwood Park (planning approval reference number 15/01781/OUT). This extended mixed-use development includes a further 925 homes, which is the subject of a currently Outline planning application.

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

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

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

Strategic Policy SAMU3

DEVELOPMENT AT OAKWOOD PARK, CLACTON

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

a. approximately 925 new homes of mixed sizes and type to include affordable housing and dwellings designed to address the needs of older residents;

b. approximately 3 hectares of public open space;

c. approximately 2.1 hectares of land for primary education (Use Class F1(a)) and early years and childcare provision (Use Class E(f), and/or financial contributions towards primary and secondary education provision, as required by the Local Education Authority through Section 106 Planning Obligations;

d. approximately 2 hectares of land for care and extra care facilities;

e. approximately 2 hectares of land for a neighbourhood centre to include local shops, services and community facilities; and

f. land and/or floorspace, or financial contributions, for healthcare provision and related healthcare infrastructure, as required by the NHS and Integrated Care Board (ICB) based on evidenced need.;

Proposals must accord with the following:

g. inclusion of development at urban to suburban densities (average of 30 dph) and include a master planned approach which addresses the opportunities for further development post-2033 and does not preclude any future development on adjoining land;

h. the principal point of vehicular access should be off Thorpe Road through the approved housing development on land to the west utilising the recently constructed roundabout and only if necessary a secondary access off Holland Road to the north;

i. capacity and/or safety enhancements to the local highway network where necessary;

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

k. delivery of opportunities for the protection and enhancement of the historic environment features and settings including the built and archaeological environment as well as the rural character of the bridleway running through the centre of the site;

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

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

n. the provision of, or financial contributions towards education and community infrastructure, healthcare, emergency services and other community facilities as required by the Local Education Authority, NHS, Integrated Care Board (ICB), emergency service providers and other relevant infrastructure providers secured through Section 106 Planning Obligations and/or the Community Infrastructure Levy; and

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

SAMU4 Rouses Farm, Clacton



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

particularly in health and education. The overall increase in new households will help support growth in the wider economy including spending and investment in the town centre and other service-sector industries.

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

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

9.20 As there is currently insufficient capacity available in the wider area for the treatment of foul water, it is important that engagement with Anglian Water takes place at an early stage to ensure that sufficient capacity in the local foul water system is being created to accommodate the new development. In particular, it should be ensured that there is sufficient capacity at the water recycling centre in Jaywick to accommodate the additional growth. Development will be appropriately phased to align with the delivery of the necessary wastewater infrastructure and network upgrades.

9.21 Planning permission has already been granted for the development at the Rouses Farm site and it is anticipated that development will commence in the early part of the Plan Period. Policy SAMU4 is, however, retained within the Local Plan in the event that further planning applications are submitted for consideration.

Strategic Policy SAMU4

DEVELOPMENT AT ROUSES FARM, JAYWICK LANE, CLACTON

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

a. up to 950 new homes of mixed sizes and types to include affordable housing as per the Council's requirements, and features to support a range of housing sizes and types to reflect the needs of the area requirements;

b. Suitable land for education provision comprising approximately 2 hectares for a primary school (Use Class F1(a)) and approximately 0.13 hectares for early years and childcare provision (Use Class E(f). The land shall be provided in a serviced and developable condition, together with appropriate access and utility infrastructure, in accordance with the requirements of the Local Education Authority. Financial contributions towards education provision shall also be secured through planning obligations, with the timing and delivery of education infrastructure aligned with the phased development of the site and the requirements of the Local Education Authority;

c. a new neighbourhood centre;

d. infrastructure, land, floorspace and / or a financial contribution towards healthcare capacity and other community infrastructure, including emergency services infrastructure where justified, to meet the needs of the growing population in West Clacton;

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

Proposals must accord with the following:

f. inclusion of a master planned approach;

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

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

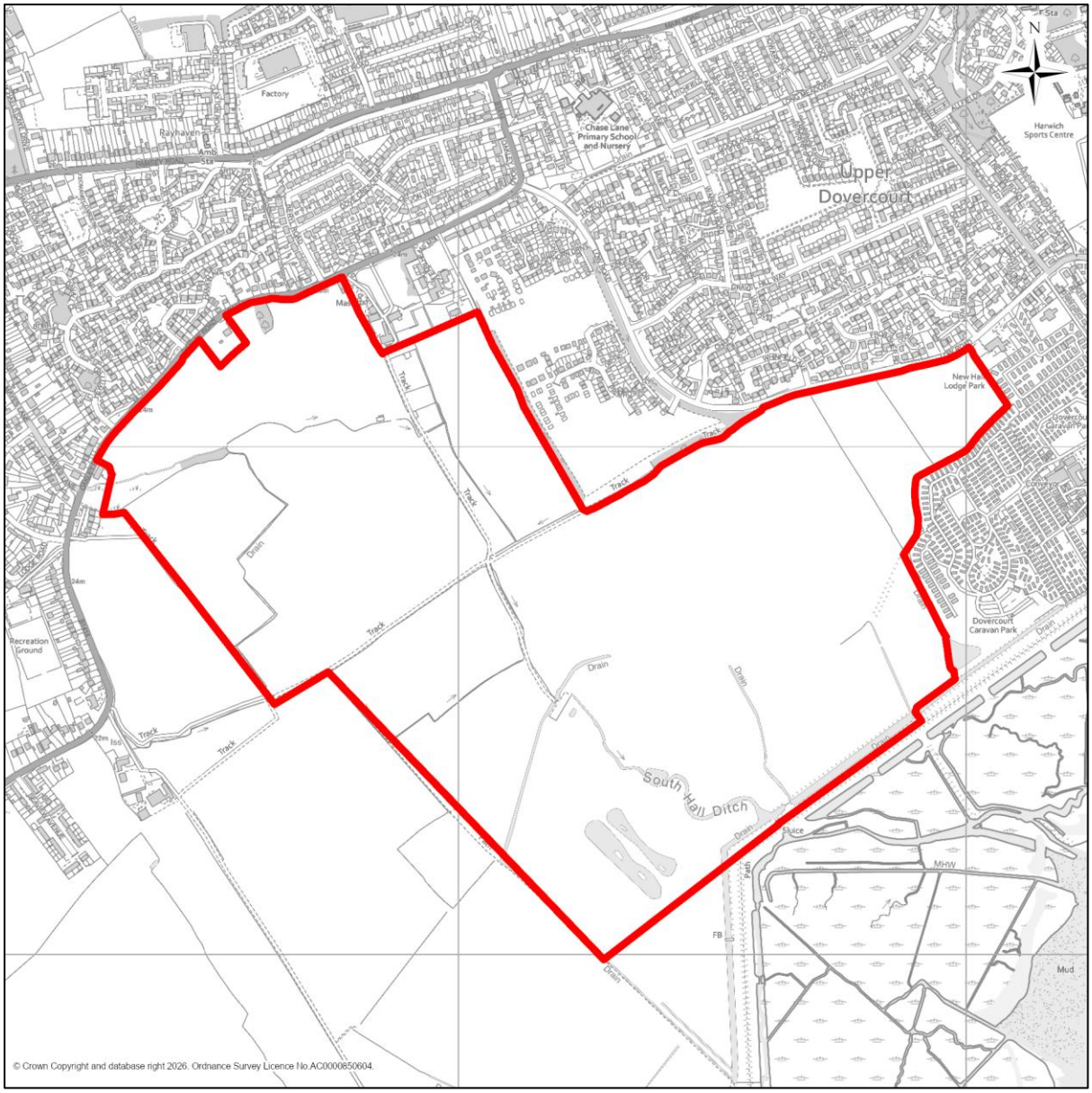
i. the layout of the site is expected to include a new spine road with a carriageway width of 6.75 metres, linking St John's Road and Jaywick Lane, which is capable of accommodating buses and other large vehicles, enabling traffic calming measures or access restrictions to be implemented in Jaywick Lane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

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

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

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

SAMU5 Land off Deane's Lane and Oakley Road, Dovercourt



9.22 The Harwich and Dovercourt area is identified as a Strategic Urban Settlement in Policy the SPL1 of this Local Plan which, alongside Clacton, the new Tendring Colchester Borders Garden Community, and the Hare Green and Horsley Cross Garden Villages will be a primary focus for growth in new jobs

and housing in the period to 2043 and beyond. With the establishment of Freeport East and related opportunities for significant investment in the economy and the creation of jobs at Bathside Bay and other locations along the A120 corridor, the demand for new housing is expected to grow.

9.23 This Local Plan makes provision for approximately 2,500 new homes in the Harwich and Dovercourt area over the period to 2043 of which 637 had already received planning permission or were under construction at 1st April 2025. There is a limited supply of previously developed brownfield land in the Harwich and Dovercourt area and elsewhere in the Tendring district and due to its sensitive coastal geography, there are very limited locations around the edge of Harwich and Dovercourt where expansion onto greenfield land can realistically take place.

9.24 The largest proposed allocation is an area of greenfield land south of Dovercourt, west of Deane's Lane, south of Oakley Road and to the west of the recent Languard View development off Low Road. Policy SAMU5 below allocates the land for a development of approximately 1,650 homes as part of a mixed-use development including community facilities and public open space. To ensure the development is carried out in a comprehensive manner and incorporates key infrastructure in the right place and at the right time, the development will be guided by an overarching masterplan and is also expected to be phased alongside the delivery of any necessary wastewater and utility infrastructure upgrades.

9.25 Given the site's proximity to the Stour and Orwell Estuaries and Hamford Water designated habitats, areas of coastal influence and potential tidal flood risk, the masterplan will need to demonstrate how environmental, ecological, flood risk, drainage, transport and infrastructure requirements are addressed in an integrated manner. Particular regard should be had to the provision and long-term management of Suitable Alternative Natural Greenspace (SANG), the protection of Functionally Linked Land where present, coastal and estuarine ecological interests, strategic open space provision, sustainable drainage, public rights of way, active travel connectivity and the timely delivery of infrastructure.

9.26 Infrastructure requirements, contributions and mitigation measures will be informed by the latest evidence, including the Infrastructure Delivery Plan, Habitats Regulations Assessment, Strategic Flood Risk Assessment, education, health and transport evidence, and the requirements of relevant statutory bodies and infrastructure providers.

Strategic Policy SAMU5

DEVELOPMENT OFF DEANE'S LANE AND OAKLEY ROAD, DOVERCOURT

Land to the south-west of Dovercourt, to the west of Deane's Land and to the south of Oakley Road, as shown on the Map SAMU5, is allocated for the future development of new housing, community facilities and public open space as follows:

a. *approximately 1,650 new homes of mixed sizes and type to include affordable housing in accordance with the Council's requirements as set out in policy LP5, and serviced land for self-build and custom-built homes;*

b. *strategic open space in accordance with policy HP5, incorporating connection between Little Oakley in the east west to the open space at the Languard View development off Low Road, Dovercourt;*

c. *development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

d. *Suitable land at the centre of the development for the provision of education (Use Class F1(a)) and early years and childcare (Use Class E(f), and/or financial contributions towards early years and childcare, primary and secondary education provision as required by the Local Education Authority based on evidenced need; and*

e. *approximately 2 hectares of land for a neighbourhood centre to include local shops, services and community facilities.*

Proposals must accord with an overarching masterplan either prepared by, or submitted to and approved by, the Council before or concurrently with any planning application. The masterplan and planning applications will be expected to address the following, alongside other relevant requirements of this Local Plan:

f. *a requirement for 20% biodiversity net gain;*

g. *the principal point of vehicular access should be off the B1414 Oakley Road;*

h. *capacity and/or safety enhancements to the local highway network where necessary;*

i. *development proposals must prioritise walking, cycling and public transport, reduce reliance on private car travel, and support healthier,*

more sustainable communities. Sustainable transport infrastructure should be delivered at an early stage of development, with appropriate phasing and occupation triggers where necessary;

j. where necessary, enhancements to public transport, cycle, pedestrian, and bridleway infrastructure, including the retention and enhancement of Bridleway 36, provision of a connected network of multi-user routes linked to surrounding Public Rights of Way, and incorporation of safe and attractive active travel connections both within the site and to adjoining communities and services;

k. delivery of opportunities for the protection and where appropriate, enhancement of the historic environment, including designated and non-designated heritage assets, their settings, and the built and archaeological environment, informed where necessary by a Heritage Impact Assessment and incorporating any identified mitigation measures;

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

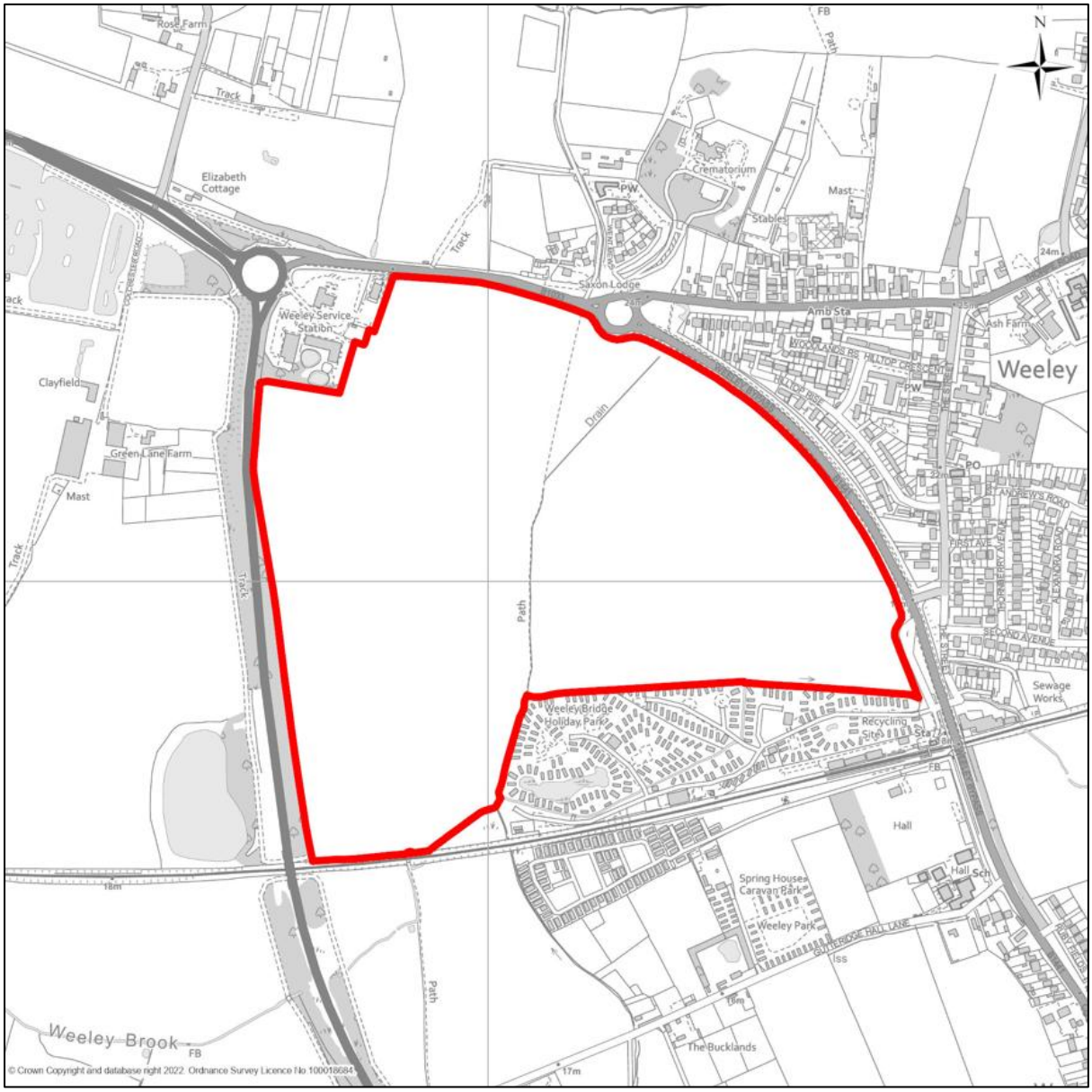
m. the design and layout of the development must have regard to the surrounding landscape, seeking to minimise visual impacts through the inclusion of mitigation measures to deliver links with the existing landscape and access features. As part of this, appropriate landscaping treatment along the southern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

n. development proposals must be designed to enable and support the habitat priority measures identified within the Strategic Opportunities set out in the Essex Local Nature Recovery Strategy (LNRS);

o. early engagement with Anglian Water, Affinity Water and other relevant utility providers to secure upgrades to treatment infrastructure, sewerage networks, potable water infrastructure and associated services, including preparation of foul and surface water drainage strategies, identification of sustainable points of connection, safeguarding of existing utility infrastructure and delivery of infrastructure in accordance with development phasing;

p. financial contributions towards social, community, health, education, emergency services, utilities, waste, transport, green and blue infrastructure, flood risk mitigation and environmental mitigation measures, including Suitable Alternative Natural Greenspace (SANG), Essex RAMS measures, biodiversity enhancements and any mitigation required for functionally linked land.

SAMU6 Weeley Green Garden Village



9.27 Land is allocated to the west of Weeley for the development of a Garden Village – which will take the form of a strategic expansion of the existing village. Weeley offers significant advantages as a location for strategic growth, including its central position within the District; excellent connectivity via the A133 to Clacton and the B1033 to Frinton and Walton; a railway station on the Walton to Colchester branch line; existing educational provision with a primary school and outline consent for a new two-form entry school at Barleyfields; and the availability of relatively unconstrained land with direct access to strategic transport infrastructure.

9.28 Given the physical and environmental constraints, the limited capacity for additional development in the Thorpe le Soken and Frinton, Walton and Kirby Cross areas, and the limitations of the B1033 to the east of Weeley, strategic

growth west of Weeley has the potential to address some of the demand for housing and employment in the wider area that would otherwise not be possible to meet, whilst keeping the impact of new development on the capacity of the B1033 to a more manageable level.

9.29 The scale of development envisaged at Weeley Green Garden Village is less than that of the Garden Villages proposed for Hare Green and Horsley Cross, comprising approximately 900 homes alongside associated facilities and open space. The development will be contained on the parcels of land bounded by Bypass Road, the B1033 Colchester Road, the A133, Tendring Park Services and Weeley Bridge Caravan Park. This scale reflects differences in housing demand and market strength further from Colchester, as well as land availability considerations. Additionally, land north of Colchester Road is allocated through Policy PPL7 for employment use.

9.30 Unlike the other Garden Villages proposed in this Local Plan, it is anticipated that the entire development at Weeley could be achieved within the current Local Plan period to 2043, with any additional longer-term development, if needed, being the subject of future Local Plan reviews.

9.31 To ensure the development of the new Garden Village is comprehensively planned from the outset to achieve the highest possible standard of quality, achieving positive integration with the existing village and the delivery of services, facilities and infrastructure in the right place at the right time, planning applications will be determined in accordance with a comprehensive masterplan following Garden Community principles. This will either be prepared by the Council or prepared for the Council's approval ahead of any decisions on planning applications and will identify the specific land use, design, environmental and infrastructure requirements for the development.

9.32 The masterplan will address matters including infrastructure delivery and phasing, education provision, healthcare provision, green infrastructure, Suitable Accessible Natural Greenspace (SANG), ecological mitigation, heritage considerations, flood risk, active travel connectivity, sport and recreation provision, utility infrastructure, inclusive design and long-term stewardship arrangements. Policy SAMU6 below sets out specific requirements for the Garden Village development, including the matters to be addressed through the masterplan.

9.33 A notable requirement of this development will be the need for a Transport Assessment to be submitted with any planning application to identify suitable means of access and necessary delivery of new, or upgrades to existing, transport infrastructure including comprehensive walking and cycling connections to new and existing services and facilities within the development and wider existing village; improvements to facilities and service provision at Weeley railway station; improvements to bus services; and improvements to the A133 and associated junctions between Weeley and Frating and the other

proposed Garden Village at Hare Green. The development will also be expected to be phased alongside the delivery of any necessary wastewater and utility infrastructure upgrades.

Strategic Policy SAMU6

DEVELOPMENT OF WEELEY GREEN GARDEN VILLAGE

Land west of Weeley is allocated for a major residential and mixed-use development that alongside the existing community and housing development already under construction to the east will establish a new Garden Village of a scale that will contribute significantly towards meeting the District's housing and employment needs and delivering new and improved infrastructure whilst benefitting from a central location with good access to road and rail infrastructure. The land identified on the Map SAMU6 and the Local Plan policies map is allocated for housing, community facilities and public open space as follows:

a. *approximately 900 new homes of mixed sizes and type to include affordable housing in accordance with the Council's requirements as set out in policy LP5, and serviced land for self-build and custom-built homes to be planned and delivered in line with Garden Community principles;*

b. *approximately 16 hectares of strategic open space in accordance with policy HP5, located mostly in the form of a large village green to serve the whole expanded village, visible and prominent to the west of Bypass Road close to its junction with The Street and forming wider connections throughout the development and to the existing community and local facilities including railway station and village hall;*

c. *development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for; and*

d. *approximately 2 hectares of land for a neighbourhood centre to include local shops, services and community facilities located to serve the whole expanded village.*

Proposals must accord with an overarching masterplan either prepared by, or submitted to and approved by the Council before or concurrently with any planning application. The masterplan and planning applications will be expected to address the following, alongside other relevant requirements of this Local Plan:

e. a requirement for 20% biodiversity net gain;

f. the principal points of vehicular access should be off the existing roundabout on the interchange of the B1033 and B1441, and via or close to the existing access to the railway station;

g. capacity and/or safety enhancements to the local highway network where necessary – including capacity and safety upgrades to the A133 between Weeley and Frating and junctions along it; traffic calming measures for the existing village and safe pedestrian crossings on Colchester Road and Bypass Road;

h. Development proposals must prioritise walking, cycling, public transport and other sustainable travel modes, reducing reliance on private car use and supporting healthy, sustainable communities. This will include enhancements to public transport, cycle, pedestrian, and bridleway infrastructure, safe and attractive connections to Weeley Railway Station (including station improvements where required), and the delivery of a comprehensive network of walking, cycling, and bridleway links that are integrated with the existing village and surrounding area. Sustainable transport infrastructure should be delivered at an early stage of development, with appropriate phasing and occupation triggers where necessary.

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

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

k. the development shall respond positively to the surrounding landscape and deliver high-quality, inclusive and safe design, promoting accessibility and legibility, supporting natural surveillance and community safety, and demonstrating consideration of the needs of diverse users, including gender-inclusive and neuro-inclusive design principles.

l. development proposals must be designed to enable and support the habitat priority measures identified within the Strategic Opportunities set out in the Essex Local Nature Recovery Strategy (LNRS);

m. financial contributions to early years and childcare, primary and secondary education provision, as required by the Local Education Authority primarily through Section 106 Planning Obligations or the Community Infrastructure Levy – which will include contributions towards the construction of the 2-form entry primary school at the

Barleyfields development to the east of Weeley which already has the benefit of outline planning permission;

n. *financial contributions towards the expansion and/or upgrade of Weeley village hall to serve an expanded community and to provide flexible accommodation for a range community activities that could include health services;*

o. *early engagement with Anglian Water to secure upgrades to both treatment infrastructure and network and to formulate a water and drainage strategy to serve the new development. Development shall be appropriately phased to align with the delivery of the necessary wastewater and utility infrastructure;*

p. *financial contributions towards social, community, health, education, emergency services, utilities, waste, transport, green and blue infrastructure, flood risk mitigation and environmental mitigation measures, including Suitable Alternative Natural Greenspace (SANG), Essex RAMS measures, biodiversity enhancements and any mitigation required for functionally linked land; and*

q. *Development proposals shall be accompanied by an infrastructure phasing, delivery, funding and monitoring strategy demonstrating how infrastructure necessary to support each phase of development will be secured and delivered. Development shall deliver its own infrastructure requirements and contribute proportionately to any shared strategic infrastructure where required.*

Through the use of planning conditions, legal obligations or other restrictions, the Council will seek to control the number of new homes that can be built and occupied until such time that key infrastructure and/or other requirements of this policy are met – in particular the construction of the primary school and early years facility at the Barleyfields development east of the village.

Land north of Colchester Road is separately allocated through Policy PPL7 for 2 hectares of employment land which will support the housing growth proposed for the Weeley Green Garden Village – subject to appropriate pedestrian and cycle connections between the employment and resident development being achieved.

SAMU7 Saltings Quarter, Riverside Avenue, Manningtree



9.34 The Saltings Quarter site is currently a predominantly industrial and commercial area, incorporating some rundown and underused industrial land alongside a food store and car park. Over the past decade, the area has steadily evolved, with more residential uses introduced to the south and east, extending towards the settlement nucleus of Manningtree.

9.35 Part of the site, particularly the western area, was a designated employment site in the previous Local Plan. Consequently, any redevelopment should retain provision for industrial and commercial uses to the west in order to deliver a truly sustainable, mixed-use development.

9.36 The site benefits from good access to Manningtree Station to the west, is located close to Manningtree town centre to the east and includes land that forms part of a designated Neighbourhood Centre. Moreover, the entire site is

constrained by flood risk due to its proximity to the River Stour. The site also lies adjacent to the Suffolk and Essex Coast and Heaths National Landscape and in close proximity to the Manningtree and Mistley Conservation Area, both of which are important considerations in determining the form, layout and design of redevelopment proposals.

9.37 Policy SAMU7 sets out specific requirements for development at this location. Any planning application will be expected to comply with this policy, alongside other relevant policies in the Local Plan. The Council will work collaboratively with landowners, developers, and other partners, in consultation with the local community, to ensure the development delivers economic, social, and environmental benefits for both the local area and the wider district.

9.38 As part of this process, the Council will support developers in relocating the existing food store to a more suitable position within the site, ensuring this valuable commercial function is retained in line with policy requirements. The site is anticipated to become vacant and available for redevelopment during the Plan period. In preparation for this, the Council will provide support to ensure that existing commercial and industrial businesses are successfully relocated to suitable locations within the area.

9.39 Development should adopt a comprehensive approach to regeneration, addressing key constraints such as flood risk, potential land contamination and car parking (including during construction). Given the sensitive setting of the site and its close proximity to the Manningtree and Mistley Conservation Area, particular emphasis must be placed on achieving high-quality design and ensuring that new development integrates seamlessly with the existing character and appearance of the village.

9.40 The site lies wholly within Flood Zone 3 and redevelopment will need to be informed by the findings of the Level 2 Strategic Flood Risk Assessment. Development will be required to demonstrate through a site-specific Flood Risk Assessment that it can be made safe for its lifetime, taking account of climate change, safe access and egress arrangements, emergency planning requirements and appropriate resilience measures. Land required for existing and future tidal defence infrastructure, together with associated maintenance access, should be safeguarded.

9.41 Early engagement with Anglian Water will be necessary to confirm wastewater treatment and network capacity requirements. Where redevelopment makes use of an existing combined sewer connection, proposals should deliver betterment through reduced flows to the combined sewer network wherever practicable.

Strategic Policy SAMU7

REDEVELOPMENT OF SALTINGS QUARTER, RIVERSIDE AVENUE, MANNINGTREE

Land at Saltings Quarter, Riverside Avenue, Manningtree, as defined on Map SAMU7, is allocated for a mix of residential development, commercial use, public open space, and public realm enhancements as follows:

a. *Delivery of approximately 40 new dwellings of varied size and type, including affordable housing in line with the Council's requirements under policy LP5. Development should follow a comprehensive, phased masterplan approach that addresses site constraints such as flood risk and land contamination.*

b. *Development should be at densities appropriate to an urban setting.*

c. *Provision of a compatible mix of commercial and industrial uses in suitable locations, with careful consideration of neighbouring amenity.*

d. *Successful relocation of the existing food store to an appropriate location on the site, maintaining a similar size and function.*

e. *Environmental enhancement along Station Road, the river frontage, and between residential, commercial and any industrial uses through the introduction of appropriate separation, green buffers, landscaped areas, and biodiversity zones. Across the site, enhanced green infrastructure should be provided to:*

- *a requirement for 20% biodiversity net gain including habitat creation by designing the development to actively enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);*
- *support nature conservation and landscape quality;*
- *enhance public connectivity, with a particular focus on creating safe, accessible, and attractive pedestrian and cycle links between Station Road and the river frontage of the site, as well as along the riverside corridor; and*
- *establish new public open spaces within the site.*

f. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

g. Development should respond positively to the character and setting of the nearby Manningtree and Mistley Conservation Area and conserve and, where possible, enhance the natural beauty and setting of the adjacent Suffolk and Essex Coast and Heaths National Landscape, including through careful consideration of building heights, massing, materials and important views.

h. Development must be informed by the findings of the Level 2 Strategic Flood Risk Assessment and supported by a site-specific Flood Risk Assessment demonstrating that the development will be safe for its lifetime, taking account of climate change, safe access and egress, flood resilience measures and emergency planning arrangements.

i. Proposals should explore opportunities to improve and enhance the river environment, including river restoration, ecological enhancement, and provision of flood storage areas.

j. Development proposals must prioritise walking, cycling and public transport, reduce reliance on private car travel, and support healthier, more sustainable communities. Sustainable transport infrastructure should be delivered at an early stage of development, with appropriate phasing and occupation triggers where necessary

k. Residential development should be located away from contaminated land. Where contamination is present, appropriate mitigation measures must be agreed with the Council.

l. Surface water from the development must be discharged in an attenuated form to a receiving waterbody, and not to the combined sewer network, unless no alternative is feasible. Where redevelopment utilises an existing combined sewer connection, betterment should be secured through a reduction in flows to the combined sewer network wherever practicable.

m. Adequate wastewater management capacity must be demonstrated, including proposed phasing or alternative solutions, to the satisfaction of the Council and in consultation with Anglian Water.

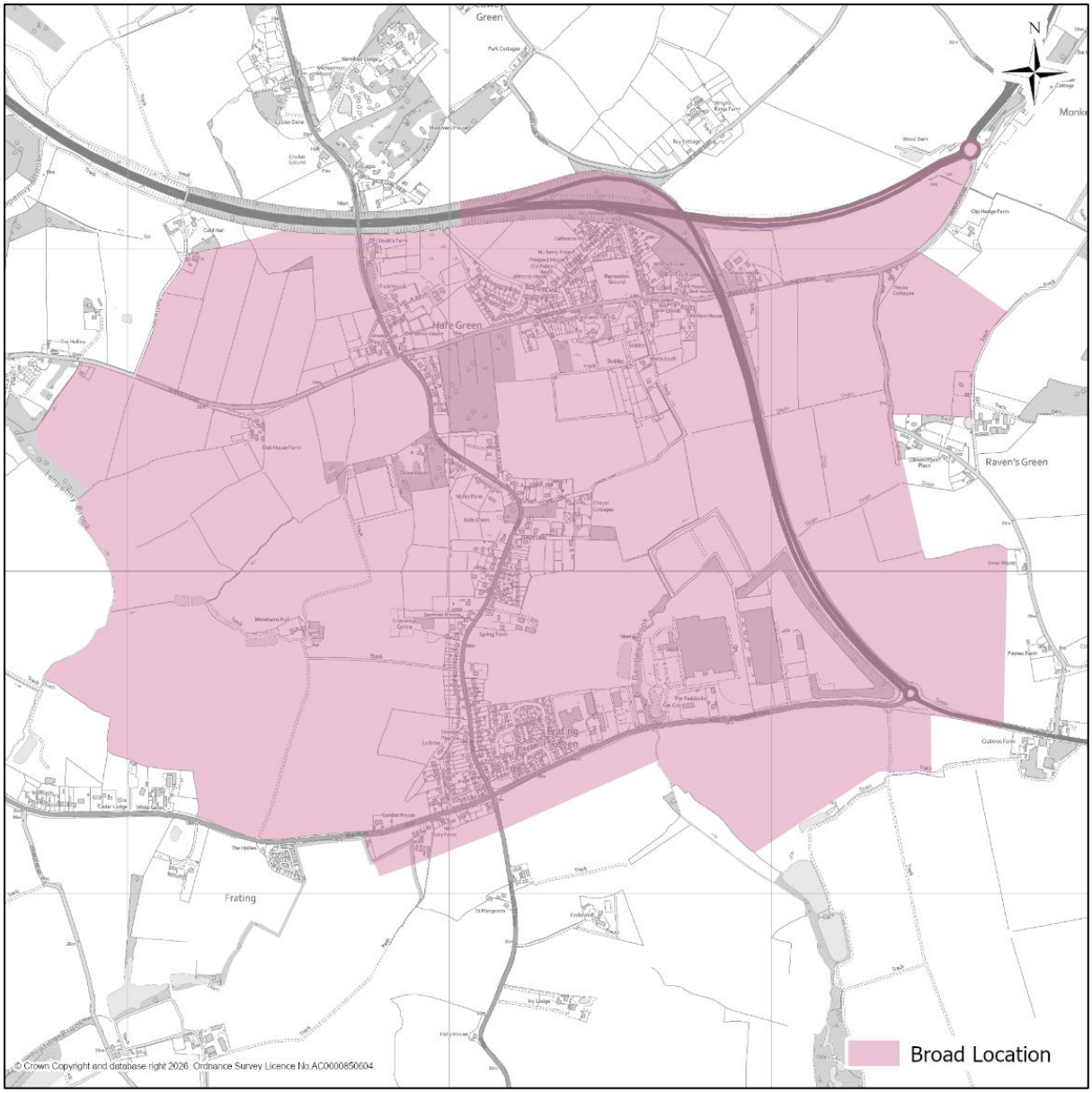
n. A range of measures should be implemented to reduce pressure on WRC capacity, in addition to prioritising SuDS and water efficiency, including:

- *Removal of unnecessary network flows*
- *Targeted education for new residents*
- *Potable water assessment and network modelling*

o. Land required for existing and future tidal defence infrastructure, together with associated maintenance access requirements, shall be safeguarded as part of the redevelopment of the site. ;

p. Financial contributions towards social, community, health, education, emergency services, utilities, waste, transport, green and blue infrastructure, flood risk mitigation and environmental mitigation measures, including Suitable Alternative Natural Greenspace (SANG), Essex RAMS measures, biodiversity enhancements and any mitigation required for functionally linked land. ….

SAMU8 Hare Green Garden Village



9.42 As set out in Policy LP1 of this Local Plan, the Council must plan for the development of 18,173 new homes between 2026 and 2043 to comply with government policy on housebuilding. Approximately 10,700 of these will be delivered from sites that were either already allocated for development in the Council's previous Local Plan or sites that have otherwise already obtained planning permission or are under construction – mainly on land around Clacton and at the Tendring Colchester Borders Garden Community. This has required the Council to identify land and locations to deliver an additional 7,400 homes.

9.43 Around half of this additional growth is to be accommodated through major expansion at Harwich (see Policies SAMU5 and SAH1) alongside modest and smaller-scale expansion of Tendring's other towns and villages. However, to

deliver the remainder of the requirement up to 2043 and place the District on a sound footing for longer-term growth beyond this period, the Council considers it necessary to establish three new communities in strategically important locations towards the centre of the District. These locations will accommodate growth on a scale that will require and deliver both new infrastructure and key improvements to existing infrastructure and that will be comprehensively planned from the outset to deliver growth for the long term. The three locations for new 'Garden Villages' are at Hare Green, Horsley Cross and Weeley.

9.44 The Hare Green Garden Village is proposed for land in and around Frating and the Hare Green area of Great Bromley at the important transport interchange between the A120 and the A133. The proposal reflects the 'Tendring Central Garden Village' concept put forward to the Council for consideration as part of the Local Plan review process by a consortium of local landowners. The benefits of this area as a location for strategic growth in the form of a new Garden Village include its proximity to both existing and potential centres of employment activity, the potential to connect to an extended Rapid Transit System to and from Colchester and the opportunity to facilitate the construction of an omni-directional junction that links the A120 and A133 in all directions, addressing poor north-south road links in the District and enabling faster and direct movement between Clacton and Harwich area.

9.45 To ensure the development of the new Garden Village is comprehensively planned from the outset, is served by the necessary infrastructure at the right time and does not prejudice either the operation of the A120 nor the delivery of the Tendring Colchester Borders Garden Community to the west, the development will be led through the preparation of a Masterplan and a comprehensive planning framework, to be brought forward through a Supplementary Plan, future review of the Local Plan, or any successor development plan mechanism.

9.46 The comprehensive planning framework will address matters including infrastructure delivery and phasing, education provision (including SEND requirements), healthcare provision, green infrastructure, ecological mitigation, heritage considerations, flood risk, active travel connectivity, sport and recreation provision, utility infrastructure and long-term stewardship arrangements.

9.47 The Council will also impose restrictions, either through the comprehensive planning framework, planning conditions or legal obligations to ensure that no new homes at the new Garden Village are occupied until the A120/A133 link road at the Tendring Colchester Borders Garden Community has been completed and is in operation, the omni-directional junction at the A120/A133 interchange has been delivered and the Rapid Transit System serving the Tendring Colchester Borders Garden Community has been extended to connect and serve the existing and new community.

9.48 The new Garden Village will be expected to embrace the 'Garden Community Principles' established through the planning and delivery of the Tendring Colchester Borders Garden Community. Policy SAMU8 below therefore outlines these expectations, in a similar way to how they were set out in the Council's previous Local Plan in respect of the Tendring Colchester Borders Garden Community. All development forming part of the new Hare Green Garden Village will therefore be expected to comply with these principles:

i. Community and stakeholder participation in the design and delivery of the Garden Village from the outset and a long-term community engagement and activation strategy.

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

iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Village is characterised as a distinctive place that capitalises on local assets, respects its context, and establishes an environment that promotes health, happiness and well-being, including the application of inclusive and accessible design principles, dementia-inclusive design, accessible routes and clear wayfinding.

iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new Garden Village, meet the needs of its residents and establish sustainable travel patterns. To ensure new development does not have an adverse effect on any European Protected or nationally important sites and complies with environmental legislation (notably the Water Framework Directive and the Habitats Directive),

the required wastewater treatment capacity must be available ahead of the occupation of dwellings.

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

vi. Provide and promote opportunities for employment within the new Garden Village and within sustainable commuting distance of it. The employment floorspace allocations are intended to support the delivery of sustainable economic growth alongside the new homes, helping to create balanced communities where people can live and work locally. They provide flexibility to accommodate a range of employment uses over the plan period, respond to changing business needs and market demand, and contribute to reducing the need to travel.

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

viii. Design the new community to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities, supported by an integrated network of accessible walking, wheeling, cycling, bridleway and multi-user routes.

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

x. Create distinctive environments based on comprehensive assessments of the surrounding environment that celebrate natural and historic environments and systems; utilise a multi-functional green-grid to create significant, connected networks of new green infrastructure including a new country park at the garden village; provide a high degree of connectivity to existing corridors, networks, and assets; and enhance biodiversity, support delivery of the Essex Local Nature Recovery Strategy; protect and enhance existing public rights of way; and provide Suitable Alternative Natural Greenspace

(SANG) at an appropriate scale to mitigate recreational impacts on protected habitats.

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

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

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

xiv. Establishment at an early stage in the development of the Garden Village, of appropriate and sustainable long-term governance and stewardship arrangements for community assets.

9.49 Whilst it is proposed that the new Garden Village could start delivering new homes from 2033 and could contribute between 1,500 and 2,000 new homes towards housing delivery in the District up to 2043, the Council will keep the trajectory for development under review through annual updates to its Strategic Housing Land Availability Assessment (SHLAA) and if it becomes apparent, for whatever reason, progress is delayed and necessary timescales are not being met in order to achieve the planned rate of development; alternative or interim measures could be considered and incorporated into the Local Plan when it is next reviewed – by what will be the future unitary authority for the North Essex area.

9.50 Because the Hare Green Garden Village is likely to be a long-term development of strategic significance, its inclusion in the Tendring District Local Plan will likely feature as a proposal in the future Spatial Development Strategy (SDS) for Greater Essex to be produced by the new Mayoral County Combined Authority (MCCA). Being a strategic proposal in the SDS will ensure the development is recognised as being of sub-regional importance, with the opportunity for assistance around delivery and funding for infrastructure channelled through the new powers that will be devolved from central government to the future Mayor.

Strategic Policy SAMU8

DEVELOPMENT OF HARE GREEN GARDEN VILLAGE

The Frating, Hare Green and Great Bromley area of Tendring, at the interchange between the A120 and A133, is identified as the location for a new 'Garden Village' to be delivered within the broad area shown on Map SAMU7. This Garden Village will create a new community, integrated with existing villages, that could deliver around 4,500 new homes, provision of suitably located Gypsy and Traveller accommodation to meet identified needs and 70-80 hectares of employment land.

The Garden Village will be holistically and comprehensively planned with a distinct identity that responds directly to its context and of a scale sufficient to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs. It will be comprehensively planned from the outset, with delivery phased to achieve the whole development, and will be underpinned by a comprehensive package of infrastructure.

A comprehensive planning framework for the Garden Village will be prepared through a Supplementary Plan, future review of the Local Plan, or other successor development plan mechanism. This will contain policies setting out how the new community will be designed, developed and delivered in phases. No planning consent for development forming part of the new Garden Village will be granted until such a framework has been adopted, unless the development in question is of a nature and scale that would not prejudice the achievement of a comprehensive development as envisaged through this policy. Such developments will be required, as appropriate, to contribute towards or otherwise help deliver key infrastructure required at the wider Garden Village either through s106 legal agreements, Community Infrastructure Levy or appropriate planning conditions.

The comprehensive planning framework will define the boundary of the new Garden Village and the amount of development it will contain. It will be produced in consultation with the local community and stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The comprehensive planning framework and any planning application will address the principles set out in i-xiv of the supporting text above, along with all of the following principles and requirements for the design, development and delivery of the new Garden Village:

A. Place-Making and Design Quality

1. *The development of the new Garden Village will be built to high standards of design and layout, drawing on its context and set within a strong green framework with a new neighbourhood centre at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to neighbouring villages and potential for connectivity to the future Tendring Colchester Borders Garden Community. It will secure appropriate integration with Frating, Hare Green and Great Bromley by the provision of suitable active travel routes including walking, cycling and wheeling links and rapid public transport systems and connections to enable residents of the new and existing communities to have convenient access to nearby settlements and the new services and facilities provided at the Tendring Colchester Borders Garden Community. Sustainable transport must be maximised to mitigate the impact of the new development on the highway network and embed healthy living opportunities for new and existing communities. Clear separation will be maintained between the new Garden Village and Elmstead Market through the designation of a Strategic Green Gap to include the provision of a new Country Park. The development must prioritise walking, cycling and public transport and shall incorporate a connected network of accessible walking, wheeling, cycling, bridleway and multi-user routes. This shall include the protection and enhancement of existing public rights of way and connections through the Country Park and wider green infrastructure network.*

2. *Detailed masterplans and design guidance, based on a robust assessment of historic and natural environmental constraints and opportunities for enhancement, will be adopted to inform and guide development proposals and planning applications for the Garden Village. This shall be informed by appropriate technical evidence including heritage, ecology, flood risk and green infrastructure assessments, and shall have regard to inclusive and accessible design principles.*

3. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for.*

B. Housing

4. *A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including 30% affordable housing and will be phased throughout the development.*

5. *New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around the neighbourhood centre.*

***C.* Gypsy and Traveller Accommodation**

6. *Provision of suitably located Gypsy and Traveller accommodation*, capable of providing appropriate and good quality accommodation to meet identified needs.

D. Employment and Jobs

7. *The Garden Village will make provision for a range of jobs, skills and training opportunities. The comprehensive planning framework will identify between 50 and 60 hectares of B use employment land east of the A133/A120 Hare Green interchange as well 20 hectares on land to the South of the A133 (some of which already benefits from planning permission). This may include provision for light industrial and/or other employment generating uses and provision for office, research & development, industrial, storage and distribution. Employment areas will be designed to ensure excellent accessibility via sustainable transport options, prioritising safe, direct, and convenient routes for walking, wheeling, and cycling.*

8. *High speed broadband will be provided across the site and the design of homes will make provision for working from home.*

E. Transportation

9. *A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and to maximise the opportunities for sustainable travel. No new homes forming part of the Garden Village will be occupied until:*

    a. *Highways improvements facilitating the connection of the A133 Spur and the A120 towards Harwich has been delivered as part of the Garden Village development and is operational;*

    b. *An additional connection to the Rapid Transit System (RTS) serving the Tendring Colchester Borders Garden Community has been made to Frating and Hare Green, and the system is operational;*

c. *The Park and Choose facility located at the Tendring Colchester Borders Garden Community has been completed and is operational; and*

d. *Traffic control measures are put in place on the A133 between Frating and Elmstead Market to manage vehicle movements and give priority to the Rapid Transit System and other bus services as well as cycling and walking.*

e. *Additional transport priorities include the provision of a network of footpaths, cycleways and bridleways and multi-user routes to enhance permeability within the site and to access the adjoining areas; and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local transport network and fully mitigate any environmental or traffic impacts arising from the development.*

10. *Primary vehicular access to the site will be provided off the A133 west of Frating Village and via the new omni-directional junction at the A120/A133 interchange. Any other improvements required to meet needs arising from the Garden Village will be set out in the comprehensive planning framework and further defined as part of the masterplanning process and Transport Assessment.*

11. *Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth directly or through financial contributions, including measures to promote sustainable travel. Transport Statements and Assessments will provide the evidence of how cumulative impacts are being addressed.*

12. *Other specific transport-related infrastructure requirements identified through the comprehensive planning framework and masterplans for the Garden Village and associated assessments will be delivered in a phased manner. Infrastructure delivery must align with each development phase and will appropriately mitigate the impacts of the development at all phases.*

F. Community Infrastructure and Contributions

13. *A new neighbourhood centre at the core of the Garden Village of an appropriate scale will be provided to serve the proposed development. The centre will be located where it will be easily accessible by walking, cycling and public transit to residents in the Garden Village.*

14. *Community facilities (in the form of a community building(s) or centre or equivalent) will be provided within the local centre. Buildings should be designed flexibly to ensure they are resilient to respond to changing needs over time and to ensure they can support a diverse range of uses.*

15. *Increased primary healthcare capacity will be provided to serve the new development. This could be by means of new on-site infrastructure; an improvement, reconfiguration, extension or relocation of existing medical facilities; or through financial contributions towards new or expanded healthcare facilities serving the local population, where agreed with the relevant health authorities.*

16. *Education land will be safeguarded and provided within the development comprising of:*

    - *Four new primary schools (Use Class F1(a)) co-located with early years and childcare facilities (Use Class E(f) each on 2.18 hectares;*

    - *One secondary school and sixth form site (Use Class F1(a)) on 10.1 hectares. The secondary school / sixth form site can be co-located with one of the primary school sites to facilitate the option of an all-through school campus. .*

    - *Standalone Early Years and Childcare facilities. where required by up-to-date evidence.*

    Provision shall include land for education uses, including any special educational needs and disabilities (SEND) requirements identified through the Infrastructure Delivery Plan and Education Authority evidence. Public transport links to existing education facilities must be provided before any dwellings at the new Hare Green Garden Village can be occupied, allowing for development to be phased in a way that ensures all children have access to education ahead of the completion of new schools.

17. *A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include a central village green and a country park to the west, along with community parks, allotments, the provision of well-connected and accessible sports areas with associated facilities and play facilities. The green infrastructure network shall be planned at a landscape scale, aligned with the Essex Local Nature Recovery Strategy, support ecological connectivity and include long-term management arrangements.*

18. *Indoor leisure and sports facilities will be provided within the new community or, when facilities cannot be accommodated on site, contributions made to the improvement of off-site leisure facilities (including those to be provided at the Tendring Colchester Borders Garden Community) to serve the new development. Any off-site provision will be linked by sustainable transport provision. An Open Space, Sport and Recreation Strategy shall be prepared as part of the masterplanning process and preparation of the comprehensive planning framework to provide a coordinated framework for indoor and outdoor provision.*

19. *Financial contributions towards social, community, health, education, emergency services, utilities, waste, transport, green and blue infrastructure, flood risk mitigation and environmental mitigation measures, including Suitable Alternative Natural Greenspace (SANG), Essex RAMS measures, biodiversity enhancements and any mitigation required for functionally linked land.*

G. Other Requirements

20. *The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and wastewater treatment and flood risk management. This will include the construction of a new Water Recycling Centre to serve the new community. Delivery of development shall be phased in accordance with provision of the necessary water and wastewater infrastructure.*

21. *Conserve and where appropriate enhance the significance of heritage assets (including any contribution made by their settings) both within and surrounding the site. A Heritage Impact Assessment shall inform the preparation of the comprehensive planning framework and masterplanning process, including consideration of site capacity, layout, mitigation measures and opportunities for enhancement*

22. *Avoidance, protection and/or enhancement of biodiversity assets within and surrounding the site with a Biodiversity Net Gain requirement of 20%. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS) and make enhancements through Green Infrastructure and Nature based solutions.*

23. *Wintering bird surveys will be undertaken at the appropriate time of year as part of the preparation of the comprehensive planning framework to identify any offsite functional habitat. The comprehensive planning framework shall be informed by appropriate ecological surveys, including assessment of Functionally Linked*

Land. Should any be identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

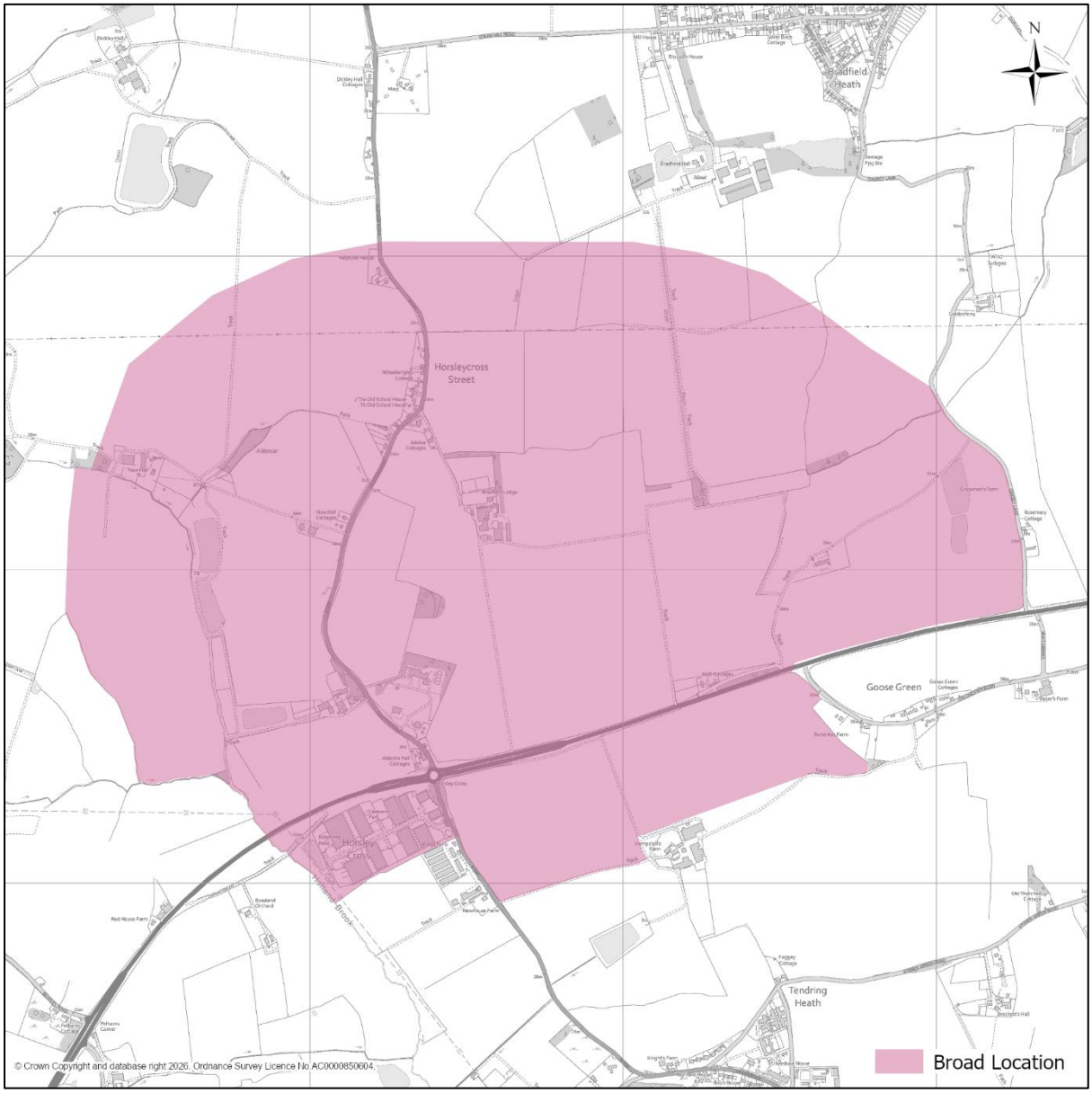
24. *Development shall incorporate appropriate buffers and mitigation measures to protect future occupiers from the impacts of the adjacent strategic road network whilst safeguarding the operation and future enhancement of strategic transport and utility infrastructure. Proposal shall have regard to relevant safeguarding and consultation requirements.*

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

26. *Provision of a dedicated community development role, funded by the developer for at least ten years from first occupation, to support resident engagement and effective governance structures.*

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

SAMU9 Horsley Cross Garden Village



9.51 Horsley Cross is the third of three locations identified for the establishment of a new Garden Village along with Hare Green and Weeley. The benefits of Horsley Cross as a location for a new Garden Village include its proximity to both new and potential future centres of employment activity; the availability of relatively flat and unconstrained land; and the potential for large-scale development to be achieved with very limited impacts on the character and amenities of existing established communities.

9.52 Its location on the A120 with relatively close proximity to the jobs, shops, services and facilities in Colchester, the proposed Tendring Colchester Borders Garden Community and Manningtree, Lawford and Mistley (and the potential to improve public transport and rapid transport links to those opportunities) also brings the potential to meet some of the significant demand

for new housing in the north west of the District which the Manningtree, Lawford and Mistley area is too physically constrained to meet. Development at Horsley Cross also has the potential to facilitate and help fund upgrades to the A120 to support Freeport East, the delivery of long-term port expansion at Bathside Bay and the wider objectives for economic growth and job creation in the District.

9.53 To ensure the development of the new Garden Village is comprehensively planned from the outset, is served by the necessary infrastructure at the right time and does not prejudice either the operation of the A120 or the delivery of the Tendring Colchester Borders Garden Community, the development will be led through the preparation of a masterplan and a comprehensive planning framework to be brought forward through a Supplementary Plan, future review of the Local Plan, or any successor development plan mechanism.

9.54 The comprehensive planning framework will address matters including infrastructure delivery and phasing, education provision (including SEND requirements), healthcare provision, green infrastructure, ecological mitigation, heritage considerations, flood risk, active travel connectivity, sport and recreation provision, utility infrastructure and long-term stewardship arrangements.

9.55 The Council will also impose restrictions, either through the comprehensive planning framework, planning conditions or legal obligations, to ensure that no new homes at the new Garden Village are occupied until the Rapid Transit System serving the Tendring Colchester Borders Garden Community has been extended from the Colchester Park and Ride to connect to Horsley Cross with either direct or indirect connections to Manningtree station and Bathside Bay in Harwich.

9.56 The new Garden Village will be expected to embrace the ‘Garden Community Principles’ established through the planning and delivery of the Tendring Colchester Borders Garden Community. Policy SAMU9 below therefore outlines these expectations, in a similar way to how they were set out in the Council’s previous Local Plan in respect of the Tendring Colchester Borders Garden Community. All development forming part of the new Horsley Cross Garden Village will therefore be expected to comply with these principles:

i. Community and stakeholder participation in the design and delivery of the Garden Village from the outset and a long-term community engagement and activation strategy.

ii. The public sector working pro-actively and collaboratively with the private sector to design, and bring forward the Garden Village, deploying new models of delivery where appropriate and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-

site infrastructure required to address the impact of the new community, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Where appropriate, developers will be expected to contribute towards any publicly funded infrastructure. Given the scale of and time period for development of the new Garden Village, the appropriate model of delivery will need to secure a comprehensive approach to delivery in order to achieve the outcomes outlined in points (a) - (c) above, avoid a piecemeal approach to development, provide the funding and phasing of both development and infrastructure, and be sustainable and accountable in the long term.

iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Village is characterised as a distinctive place that capitalises on local assets, respects its context, and establishes an environment that promotes health, happiness and well-being, including the application of inclusive and accessible design principles, dementia-inclusive design, accessible routes and clear wayfinding.

iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new Garden Village, meet the needs of its residents, to protect the amenity of nearby established communities and establish sustainable travel patterns. To ensure new development does not have an adverse effect on any European Protected or nationally important sites and complies with environmental legislation (notably the Water Framework Directive and the Habitats Directive), the required wastewater treatment capacity must be available ahead of the occupation of dwellings.

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

vi. Provide and promote opportunities for employment within the new Garden Village and within sustainable commuting distance of it. The employment floorspace allocations are intended to support the delivery of sustainable economic growth alongside the new homes, helping to create balanced communities where people can live and work locally. They provide flexibility to accommodate a range of employment uses over the plan period, respond to changing

business needs and market demand, and contribute to reducing the need to travel.

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

viii. Design the new community to create sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community services and facilities including health, education, retail, culture, community meeting spaces, multi-functional open space, sports and leisure facilities, supported by an integrated network of accessible walking, wheeling, cycling, bridleway and multi-user routes.

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

x. Create distinctive environments based on comprehensive assessments of the surrounding environment that celebrate natural and historic environments and systems; utilise a multi-functional green-grid to create significant, connected networks of new green infrastructure including a new country park at the garden community; provide a high degree of connectivity to existing corridors, networks, and assets; and enhance biodiversity, support delivery of the Essex Local Nature Recovery Strategy; protect and enhance existing public rights of way; and provide Suitable Alternative Natural Greenspace (SANG) at an appropriate scale to mitigate recreational impacts on protected habitats.

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

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

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

xiv. Establishment at an early stage in the development of the Garden Village, of appropriate and sustainable long-term governance and stewardship arrangements for community assets.

9.57 Whilst it is proposed that the new Garden Village could start delivering new homes from 2033 and could contribute between 1,500 and 2,000 new homes towards housing delivery in the District before 2043, the Council will keep the trajectory for development under review through annual updates to its Strategic Housing Land Availability Assessment (SHLAA) and if it becomes apparent, for whatever reason, progress is delayed and necessary timescales are not being met in order to achieve the planned rate of development; alternative or interim measures could be considered and incorporated into the Local Plan when it is next reviewed.

9.58 Because the Horsley Cross Garden Village is likely to be a long-term development of strategic significance, its inclusion in the Tendring District Local Plan will likely feature as a proposal in the future Spatial Development Strategy (SDS) for Greater Essex to be produced by the new Mayoral County Combined Authority (MCCA). Being a strategic proposal in the SDS will ensure the development is recognised as being of sub-regional importance, with the opportunity for assistance around delivery and funding for infrastructure channelled through the new powers that will be devolved from central government to the future Mayor.

Strategic Policy SAMU9

DEVELOPMENT OF HORSLEY CROSS GARDEN VILLAGE

Land at Horsley Cross on the interchange of the A120 and B1035, is identified as the location for a new 'Garden Village' to be delivered within the broad area shown on Map SAMU7. The Horsley Cross Garden Village will create a new community that will deliver up to 6,000 new homes, provision of suitably located Gypsy and Traveller accommodation to meet identified needs and 50-60 hectares of employment land in total – of which a proportion could potentially be built up to 2043, with the remainder continuing longer-term into future plan periods.

The Garden Village will be holistically and comprehensively planned with a distinct identity that responds directly to its context and of a scale sufficient to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs. It will be comprehensively planned from the outset, with delivery phased to achieve the whole development, and will be underpinned by a comprehensive package of infrastructure.

A comprehensive planning framework will be prepared for the Garden Village through a Supplementary Plan, future review of the Local Plan, or any successor development plan mechanism, containing policies setting out how the new

community will be designed, developed and delivered in phases. No planning consent for development forming part of the new Garden Village will be granted until the comprehensive planning framework has been adopted.

The comprehensive planning framework will define the boundary of the new Garden Village and the amount of development it will contain. It will be produced in consultation with the local community and stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The comprehensive planning framework and any planning application will address the principles set out in i-xiv of the supporting text above, along with all of the following principles and requirements for the design, development and delivery of the new Garden Village:

A. Place-Making and Design Quality

1. *The development of the new Garden Village will be built to high standards of design and layout, drawing on its context and set within a strong green framework with a new neighbourhood centre at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to neighbouring towns, villages and hamlets, and potential for connectivity to the future Tendring Colchester Borders Garden Community, Colchester and Manningtree, Lawford and Mistley. The development must prioritise walking, cycling and public transport and shall incorporate a connected network of accessible walking, wheeling, cycling, bridleway and multi-user routes. It will secure appropriate internal and external walking and cycling links together with protected and enhanced public rights of way, bridleways and multi-user routes, and rapid public transport connections that enable residents to have convenient access to nearby settlements and the new services and facilities provided at the Tendring Colchester Borders Garden Community and Hare Green Garden Village. Sustainable transport must be maximised to mitigate the impact of the new development on the highway network and embed healthy living opportunities for new and existing communities. Clear separation will be maintained between the new Garden Village and the communities within the Parishes of Tendring and Bradfield through the designation of Strategic Green Gaps, and the hamlet of Horsleycross Street through the strategic location of open space and landscaping buffers.*

2. *Detailed masterplans and design guidance, based on a robust assessment of historic and natural environmental constraints and opportunities for enhancement, will be adopted to inform and guide development proposals and planning applications for the Garden Village. This shall be informed by appropriate technical evidence including heritage, ecology, flood risk and green infrastructure assessments, and shall have regard to inclusive and accessible design principles.*

3. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for.*

B. Housing

4. *A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including 30% affordable housing and will be phased throughout the development.*

5. *New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around the neighbourhood centre.*

***C.* Gypsy and Traveller Accommodation**

6. *Provision of suitably located Gypsy and Traveller accommodation, capable of providing appropriate and good quality accommodation to meet identified needs.*

D. Employment and Jobs

7. *The Garden Village will make provision for a range of jobs, skills and training opportunities. Through Policy PPL7, this Local Plan allocates 14 hectares of land northwest of the Horsley Cross roundabout for B use employment land to help meet projected needs up to 2043 and the comprehensive planning framework will make provision for additional employment land for longer-term expansion southeast of the roundabout which could extend to a further 40-50 hectares. These sites may include provision for light industrial and/or other employment generating uses and provision for office, research & development, industrial, storage and distribution. Employment areas will be designed to ensure excellent accessibility via sustainable transport options, prioritising safe, direct, and convenient routes for walking, wheeling, and cycling.*

8. *High speed broadband will be provided across the site, and the design of homes will make provision for working from home.*

E. Transportation

9. *A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and to maximise the opportunities for sustainable travel. No new homes forming part of the Garden Village will be occupied until:*

    a. *An additional connection to the Rapid Transit System (RTS) serving the Tendring Colchester Borders Garden Community has been made to Horsley Cross, and the system is operational – with either an extended RTS or a connected frequent bus service both to Manningtree Station and to Bathside Bay in Harwich; and*

    b. *The Park and Choose facility located at the Tendring Colchester Borders Garden Community has been completed and is operational.*

    Additional transport priorities include the provision of a network of footpaths, cycleways and bridleways and multi-user routes to enhance permeability within the site and to access the adjoining areas; and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local transport network and fully mitigate any environmental or traffic impacts arising from the development.

10. *Primary vehicular access to the site will be provided off new junctions on the B1035. The development must incorporate a suitable and safe single-carriageway route, of a specification agreed with the relevant highways authority, designed to divert mainstream traffic away from the hamlet of Horsleycross Street. This measure should minimise disturbance and safeguard the character of Horsleycross Street as a distinct rural hamlet. Any other highway improvements required to meet needs arising from the Garden Village will be set out in the comprehensive planning framework and further defined as part of the masterplanning process and Transport Assessment.*

11. *Development will be expected to contribute to the delivery of sustainable transport strategies for managing the cumulative impacts of growth directly or through financial contributions, including measures to promote sustainable travel. Transport Statements and Assessments will provide the evidence of how cumulative impacts are being addressed.*

12. *Other specific transport-related infrastructure requirements identified through the comprehensive planning framework and masterplans for the Garden Village will be delivered in a phased manner. Infrastructure delivery must align with each development phase and will appropriately mitigate the impacts of the development at all phases.*

F. Community Infrastructure

13. *A new neighbourhood centre at the core of the Garden Village of an appropriate scale will be provided to serve the proposed development. The centre will be located where it will be easily accessible by walking, cycling and public transit to residents in the Garden Village.*

14. *Community facilities (in the form of a community building(s) or centre or equivalent) will be provided within the local centre. Buildings should be designed flexibly to ensure they are resilient to respond to the changing needs over time and to ensure they can support a diverse range of uses.*

15. *Increased primary healthcare capacity will be provided to serve the new development. This could be by means of new on-site infrastructure; an improvement, reconfiguration, extension or relocation of existing medical facilities; or through financial contributions towards new or expanded healthcare facilities serving the local population, informed by engagement with the NHS and the Infrastructure Delivery Plan.*

16. *Suitable land to be allocated for education and childcare use comprising of:*

    - *Three new primary schools (Use Class F1(a)) co-located with Early Years and Childcare facilities (Use Class E(f) each on 2.18 hectares;*

    - *One secondary school and sixth form site (Use Class F1(a)) on 7.9 hectares. The secondary school / sixth form site can be co-located with one of the primary school sites to facilitate the option of an all-through school campus.*

    - *Standalone Early Years and Childcare facilities. where required by up-to-date evidence.*

    - *Provision shall include sufficient land for education uses, including any special educational needs and disabilities (SEND) requirements identified through the Infrastructure Delivery Plan and Education Authority evidence. Public transport links to existing education facilities must be provided before any*

dwellings at the new Horsley Cross Garden Village can be occupied, allowing for development to be phased in a way that ensures all children have access to education ahead of the completion of new schools.

17. *A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include a central village green and a country park to the wert, along with community parks, allotments, the provision of well-connected and accessible sports areas with associated facilities and play facilities. The green infrastructure network shall be planned at a landscape scale, aligned with the Essex Local Nature Recovery Strategy, support ecological connectivity and include long-term management arrangements.*

18. *Indoor leisure and sports facilities will be provided within the new community. An Open Space, Sport and Recreation Strategy shall be prepared as part of the comprehensive planning framework and masterplanning process to provide a coordinated framework for indoor and outdoor sport, recreation and open space provision.*

19. *Financial contributions towards social, community, health, education, emergency services, utilities, waste, transport, green and blue infrastructure, flood risk mitigation and environmental mitigation measures, including Suitable Alternative Natural Greenspace (SANG), Essex RAMS measures, biodiversity enhancements and any mitigation required for functionally linked land.*

G. Other Requirements

20 *The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and wastewater treatment and flood risk management. This will include the construction of a new Water Recycling Centre to serve the new community. Delivery of development shall be phased in accordance with provision of the necessary water and wastewater infrastructure.*

21. *Conserve and where appropriate enhance the significance of heritage assets (including any contribution made by their settings) both within and surrounding the site. A Heritage Impact Assessment shall inform the comprehensive planning framework and masterplanning process, including consideration of site capacity, layout, mitigation measures and opportunities for enhancement*

22. *Avoidance, protection and/or enhancement of biodiversity assets within and surrounding the site with a Biodiversity Net Gain requirement of 20%. Development proposals must be designed to enable and support the priority habitat measures identified in the*

Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS) and make enhancements through Green Infrastructure and Nature based solutions. The comprehensive planning framework shall be informed by appropriate ecological surveys, including assessment of Functionally Linked Land.

23. *Wintering bird surveys will be undertaken at the appropriate time of year as part of the preparation of the comprehensive planning framework to identify any offsite functional habitat. Should any be identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.*

24. *Provision of appropriate buffers along strategic road infrastructure to protect new development, and development shall be designed having regard to any relevant infrastructure safeguarding, utility infrastructure and statutory consultation requirements where applicable.*

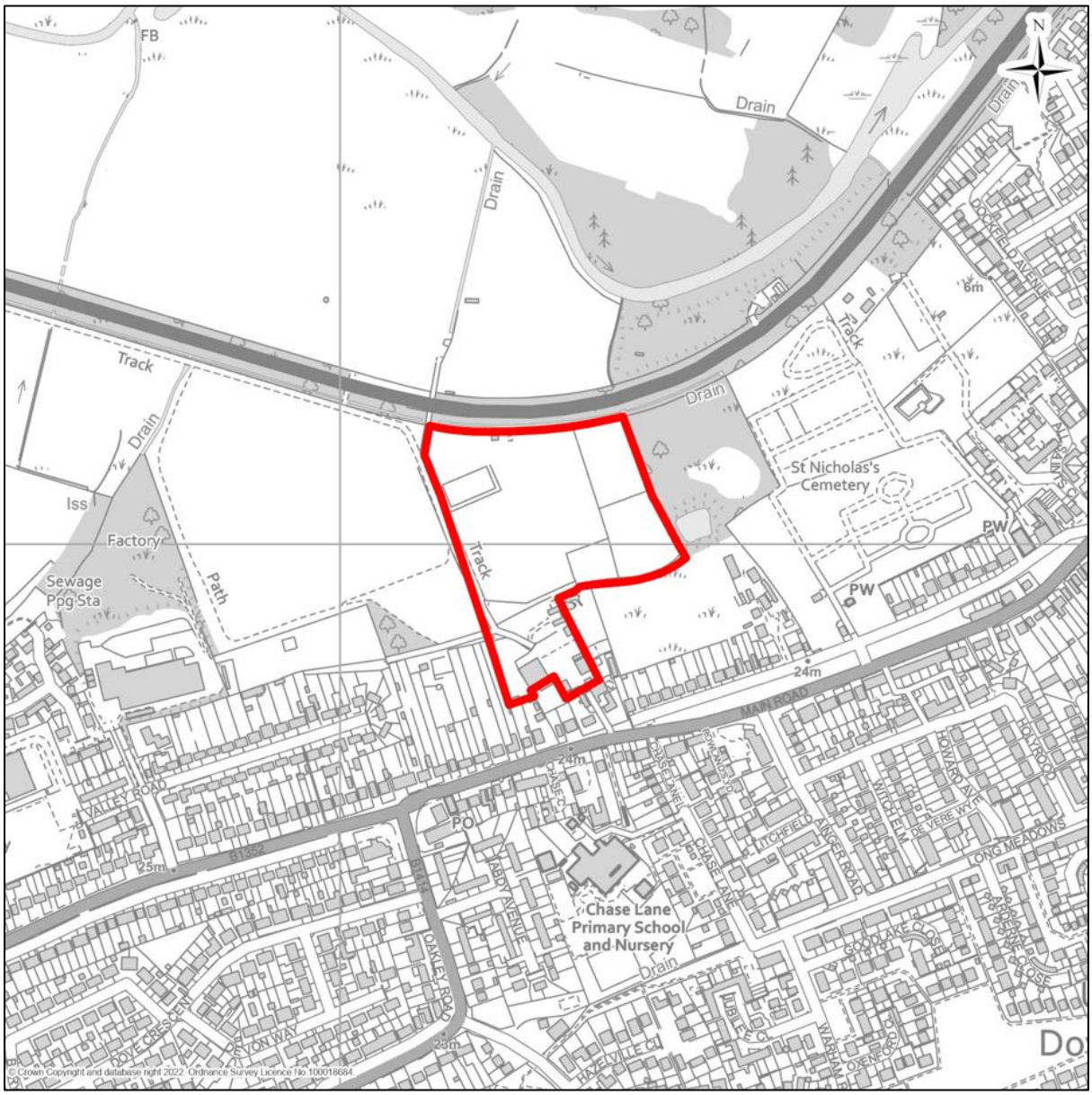
25. *Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling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

26. *Provision of a dedicated community development role, funded by the developer for at least ten years from first occupation, to support resident engagement and effective governance structures.*

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

Strategic Housing Allocations

SAH1 Land at Vicarage Farm Off Main Road and South of A120, Harwich



9.59 The Land at Vicarage Farm is located to the south of the A120 and to the east of the major mixed-use development known as the *Harwich Valley* scheme, for which planning permission has already been granted and where construction has commenced. Within this Local Plan, a separate parcel of land previously allocated for employment has now been designated for housing (see Policy MSA1), enabling a wider and more comprehensive residential-led development at the Harwich Valley site. Together, these developments will evolve into a vibrant, sustainably located mixed-use community and serve as an important gateway into Harwich and its international port.

9.60 The specific housing allocation at Vicarage Farm will deliver an additional 150 dwellings in a sustainable location, further supporting the significant growth in

jobs and housing envisaged for the area. This growth is underpinned by the designation of *Freeport East*, the advancement of proposals for development at Bathside Bay, and other major opportunities for economic expansion, education and skills, regeneration, and innovation in renewable energy technologies.

9.61 The existing planning permission for Harwich Valley to the west, originally granted in 2016, includes provision for a food store of approximately 6,000 square metres, 6,000 square metres of additional retail space for non-food goods, a petrol filling station, a multiplex cinema, restaurants and cafés, a hotel, and a public house. It also incorporates nearly 300 new homes and 6.3 hectares of land for business and industrial uses, providing up to 24,000 square metres of floorspace. Access to the development is to be secured via a new roundabout onto the A120, which has planning approval from National Highways and is already under construction.

9.62 This Strategic Allocation for Housing at Vicarage Farm will therefore rely on access through the Harwich Valley development, specifically via the new junction with the A120. Policy SAH1 below sets out the specific requirements for this site. Any planning applications will be expected to comply with, and contribute to, the delivery of these requirements, alongside other relevant policies in the Local Plan.

9.63 Development at Vicarage Farm presents an opportunity to deliver a landscape-led scheme that integrates Green and Blue Infrastructure throughout the site and connects with the wider area. In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, reinforce ecological connectivity, and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities and the wider countryside.

Strategic Policy SAH1

DEVELOPMENT AT VICARAGE FARM OFF MAIN ROAD AND SOUTH OF A120, HARWICH

Vicarage Farm, Harwich/Dovercourt, as shown on Map SAH1, is allocated for residential development. The site shall deliver:

a. A minimum of 150 new dwellings of mixed size and type, including affordable housing in accordance with the Council's requirements under policy LP5. The development must be compatible with the character and scale of surrounding properties;

b. *Provision of public open space in accordance with Policy HP5, designed to serve both new residents and the wider community;*

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. *The site must provide safe and suitable vehicular, pedestrian and cycle access via the Harwich Valley development and its new roundabout junction with the A120, that meets required highway design standards. Any planning submission needs to provide clear evidence that the proposal will not adversely affect highway capacity or safety;*

d. *Development should integrate Green and Blue Infrastructure and must provide safe and inclusive pedestrian and cycle routes throughout the site, including a permanent and clearly defined connection to Main Road/The Green to the south. Proposals should integrate with existing footways and seek opportunities to enhance walking and cycling links to surrounding neighbourhoods, services and facilities. Green infrastructure should be incorporated to support recreational access to the countryside and promote active travel.*

Landscape and Visual Impact

e. *The development must be compatible with the character and scale of surrounding properties. The design must give specific consideration to the site's topography, ensuring that layout and form respond appropriately to natural land features;*

f. *The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a comprehensive multi-functional Green and Blue Infrastructure network;*

g. *Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;*

Biodiversity, Ecology and Flood Risk Mitigation

h. *A minimum requirement for 20% biodiversity net gain including the improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat*

measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);

i. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for. The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;*

j. *Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option exist*;

k. *Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;*

l. *In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:*

1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents;
3) Measures to reduce demand for potable water.

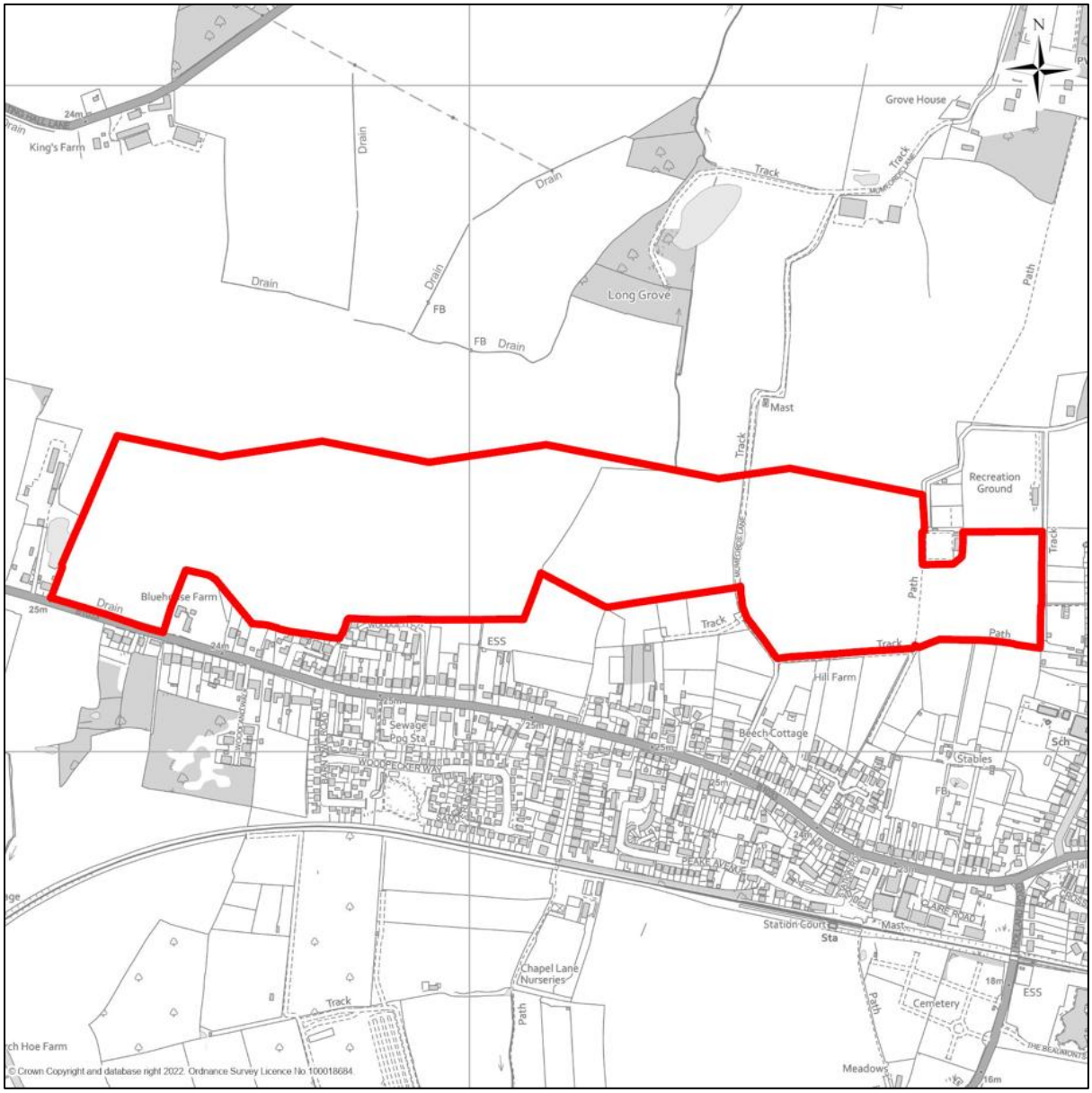
m. *Prior to planning approval, wintering bird surveys must be carried out at the appropriate time of year to identify any offsite functional habitat. If significant numbers of SPA birds are found, the development must first seek to avoid impacts. Where avoidance is not possible, the scheme must be phased to deliver habitat creation and management, either on-site or off-site, to mitigate any significant effects. Such habitat must be fully functional before any development that could affect SPA birds is permitted to proceed.*

<u>Infrastructure Contributions</u>

n. *The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision; healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highways, public transport and active travel improvements; water, wastewater and sustainable drainage*

infrastructure, and connection to services and utilities; and community and open space facilities.

SAH2 Land North of Thorpe Road, Kirby Cross



9.64 Policy SAH2 below sets out the specific requirements for this development site. Any planning applications will be expected to comply with, and contribute to, the delivery of these requirements, alongside other relevant policies in the Local Plan.

9.65 The Council will work collaboratively with the landowner, developers, and other partners, in consultation with the local community, to ensure that the development is delivered in a way that generates economic, social, and environmental benefits for both the local community and the wider district.

9.66 A Transport Assessment must accompany any planning application to identify suitable means of access along Thorpe Road. Where necessary, this will include appropriate highway capacity and safety enhancements,

improvements to public transport services and infrastructure, and upgrades to cycle, pedestrian, and bridleway networks.

9.67 The Council will also work with Network Rail, bus and train operators, and developers to explore opportunities for improvements at Kirby Cross station. These may include enhanced facilities, increased service frequency, better interchange between bus and rail transport, and support for development around the station that would help facilitate these improvements.

9.68 Given the scale of the allocation, development should adopt a landscape-led approach that integrates multifunctional Green and Blue Infrastructure throughout the site and connects with the surrounding countryside and existing Public Rights of Way network. Proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, promote active travel, and where feasible enhance existing recreational and sporting facilities, including Kirby Playing Fields.

Strategic Policy SAH2

DEVELOPMENT NORTH OF THORPE ROAD, KIRBY CROSS

Land north of Thorpe Road, Kirby Cross, shown on the Map SAH2 is allocated for residential development. The site shall deliver:

a. a minimum of 450 new dwellings comprising a mix of sizes and types, including affordable housing in accordance with the Council's requirements as set out in policy LP5;

b. Public open space as required by Policy HP5, with consideration given to how this integrates with and enhances the existing playing fields and sporting facilities at Kirby Playing Fields.

Development Requirements

Proposals must comply with the following criteria:

Access and Movement

c. The principal vehicular access shall be taken from Thorpe Road, at the point where the site adjoins the highway along its south-western boundary;

d. Where necessary, appropriate improvements to the capacity and/or safety of the local highway network shall be delivered to support the development;

e. Enhancements to public transport provision shall be secured where required, alongside improved pedestrian and cycle connectivity between the site, public transport nodes, surrounding

neighbourhoods, services and facilities, Kirby Playing Fields, and the wider existing active travel network, including bridleways.

f. *Development should integrate Green and Blue Infrastructure to facilitate recreational access to the countryside and promote active travel. Specifically it should retain and enhance Footpath 17 and its connections to the wider Public Rights of Way network, including provision for a multi-user route where appropriate.*

Landscape, Visual Impact and Amenity

g. *The design and layout of the development must respond sensitively to the surrounding landscape including the amenity of nearby residents, especially the residential occupiers to the south, incorporating mitigation measures to minimise visual impact and reinforce local character;*

h. *The development must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a multifunctional Green and Blue Infrastructure network;*

i. *Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;*

Heritage

j. *The development must conserve, and where appropriate, enhance the significant and setting of the nearby Grade II Listed Blue House Farmhouse.*

Biodiversity, Ecology and Flood Risk Mitigation

k. *A minimum requirement for 20% biodiversity net gain including the improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS), and maximise opportunities for the preservation, restoration, enhancement and connection of habitats.*

l. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected*

and any impacts appropriately avoided, mitigated or compensated for;

m. *The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;*

n. *Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option exist;*

o. *Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;*

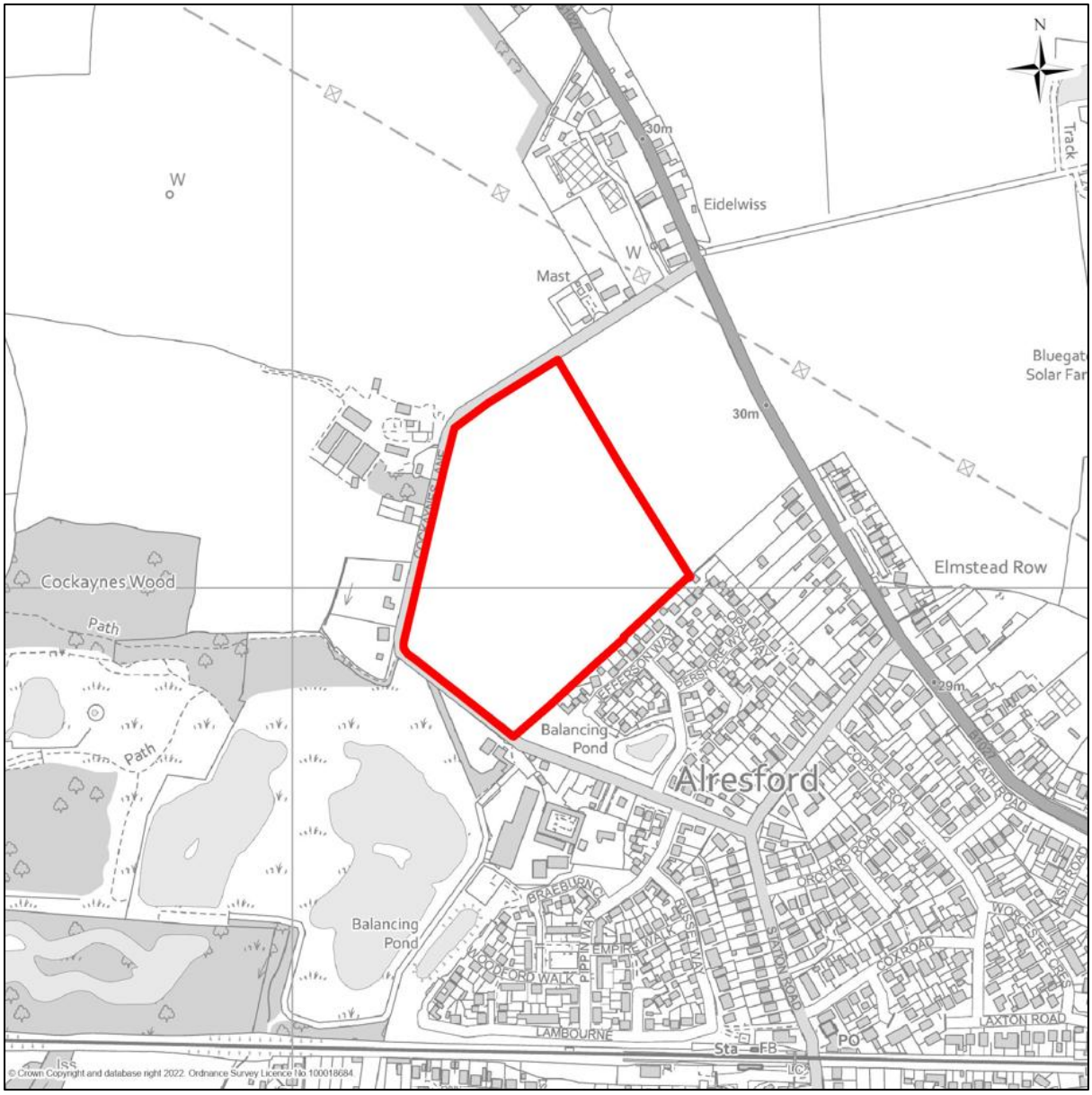
p. *In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:*

1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents;
3) Measures to reduce demand for potable water.

Infrastructure Contributions

q. *The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure IDP, which may include education provision; healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highways, public transport and active travel improvements; water, wastewater and sustainable drainage infrastructure and connection to services and utilities, and community and open space facilities.*

SAH6 Land east of Cockaynes Lane, Alresford



9.69 Further expansion of Alresford to the northwest, beyond the most recent development at Cockaynes Lane, represents the most appropriate and sustainable option for accommodating growth within the settlement. Policy SAH6 sets out the detailed requirements for this allocation. Any planning application for this site must demonstrate compliance with these requirements and contribute to their delivery, alongside other relevant policies within the Local Plan.

9.70 The site benefits from a committee resolution for up 10 100 dwellings (to include Specialist and Supported Housing for older people and custom/self-build homes(, and the Council will continue to work proactively and collaboratively with the landowner, the adjacent landowner to the north-east, developers, statutory bodies, and the local community to ensure that this

development, together with the neighbouring Medium Site Allocation, is delivered in a coordinated, integrated, and holistic manner. This approach will secure economic, social, and environmental benefits for Alresford and the wider district.

9.71 A comprehensive Transport Assessment will be required to accompany any planning application. This should identify suitable access arrangements and, where necessary, include measures to enhance highway capacity and safety, improve public transport provision and infrastructure, and upgrade walking, cycling, and bridleway networks.

9.72 The Council will also engage with Network Rail, bus and train operators, and developers to explore opportunities for improvements at Alresford Station. Potential enhancements may include upgraded passenger facilities, increased service frequency, improved interchange between bus and rail, and support for complementary development around the station to help facilitate these improvements.

9.73 Development at Cockaynes Lane also presents an opportunity to deliver a landscape-led scheme that integrates Green and Blue Infrastructure throughout the site and connects with the wider area. In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities.

Strategic Policy SAH6

DEVELOPMENT OF LAND EAST OF COCKAYNES LANE, ALRESFORD

Land east of Cockaynes Lane, as shown on Map SAH6, is allocated for residential development. The site shall deliver:

a. *Up to 100 new dwellings of mixed size and type, with a focus on provision of housing for the ageing population and opportunities for self-build development, and affordable housing in accordance with the Council's requirements as set out in Policy LP5 and having regard to the policies contained within the Alresford Neighbourhood Plan;*

b. *Provision of public open space in accordance with Policy HP5, designed to serve both new residents and the wider community.*

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. *The development must demonstrate the provision of safe, suitable, and deliverable access arrangements in accordance with adopted highway design standards. The location and design of vehicular access points must be agreed in consultation with the Highway Authority and supported by clear evidence that the scheme will not result in unacceptable impacts on highway safety, capacity, or efficiency, whilst having regard to the neighbouring Medium Site Allocation to the north-west. Where mitigation is necessary to ensure safe and suitable access for vehicles and pedestrians, such measures must be fully integrated into the design of the development. These measures must be secured through appropriate legal mechanisms, such as planning obligations or conditions, to ensure their delivery and long-term effectiveness;*

d. *The development must provide safe pedestrian connectivity within the site, to the neighbouring Medium Site Allocation (see MSA7), existing footways and nearby Public Rights of Way. Where feasible, proposals should enhance walking and cycling links, to surrounding neighbourhoods, services and facilities and integrate green and blue infrastructure to facilitate recreational access to the countryside and promote active travel*

Landscape and Visual Impact

e. *The development must adopt a coordinated and holistic design approach, ensuring a comprehensive and well-integrated scheme in close collaboration with the neighbouring Medium Site Allocation for 40 dwellings (see MSA7 below). Particular attention should be given to the site's topography, with the layout and built form responding sensitively to natural land features and creating a seamless relationship between the two sites;*

f. *The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a multifunctional Green and Blue Infrastructure network;*

g. *Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere on the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;*

Biodiversity, Ecology and Flood Risk Mitigation

h. *A minimum requirement for 20% biodiversity net gain including the improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat*

measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);

i. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

j. *The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;*

k. *Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option existl. Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;*

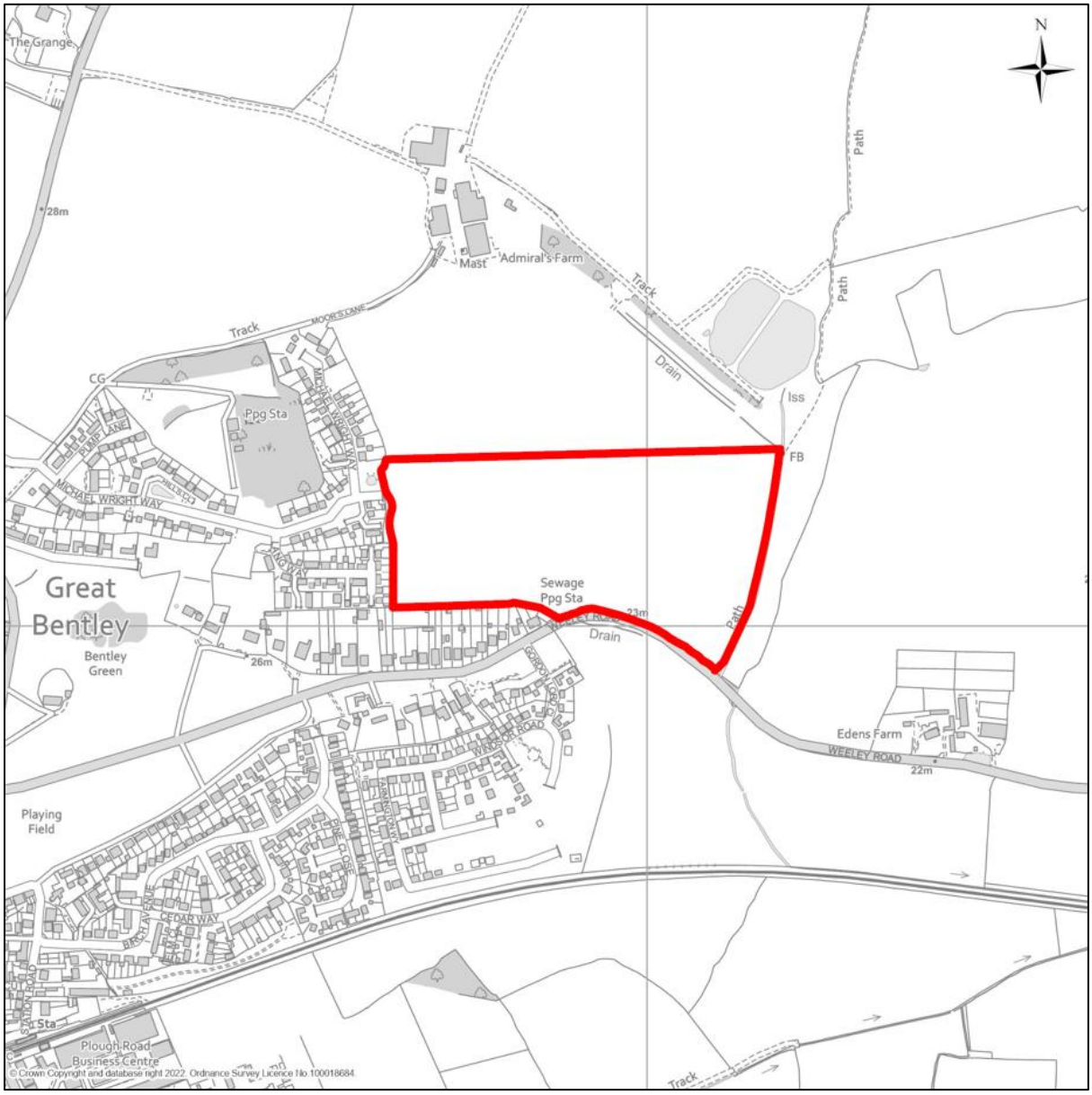
l. *In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:*

   1) Removal of unnecessary network flows;
   2) Targeted education initiatives for new residents;
   3) Measures to reduce demand for potable water.

Infrastructure Contributions

m. *The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision; healthcare and emergency services contribution; Essex Coast RAMS and environmental mitigations; highways, public transport and active travel improvements; water, wastewater and sustainable drainage infrastructure, and connection to services and utilities; and community and open space facilities.*

SAH7 Land east of Admirals Green and north of Weeley Road, Great Bentley



9.74 This peripheral area of Great Bentley is largely unconstrained by significant physical or environmental limitations, making it the most appropriate location for strategic housing growth. Its suitability is further reinforced by recent development on the opposite side of Weeley Road. Policy SAH7 sets out the detailed requirements for this allocation, and any planning application must demonstrate full compliance with these requirements alongside other relevant Local Plan policies.

9.75 In addition to delivering a balanced mix of new homes, the development will provide high-quality public open spaces designed to benefit both new residents and the wider community. The layout and design will respond sensitively to the surrounding landscape character, incorporating robust screening and mitigation measures along all site boundaries, together with

landscape enhancements along Weeley Road and the entire eastern edge of the site. The increase in households resulting from this allocation will help stimulate economic growth, supporting local businesses and services in Great Bentley and contributing to wider investment across nearby towns and villages.

9.76 Development at land east of Admirals Green and north of Weeley Road presents an opportunity to deliver a landscape-led scheme that integrates Green and Blue Infrastructure throughout the site and connects with the wider area. In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, reinforce ecological connectivity, and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities and the wider countryside.

9.77 The Council will work collaboratively with the landowner, developers, and key stakeholders, in consultation with the local community, to ensure the development delivers economic, social, and environmental benefits for both Great Bentley and the wider district.

9.78 A comprehensive Transport Assessment will be required to accompany any planning application. This must identify suitable access arrangements from Weeley Road and, where necessary, include measures to improve highway capacity and safety, enhance public transport services and infrastructure, and upgrade walking, cycling, and bridleway networks.

9.79 The Council will also engage with Network Rail, bus and train operators, and developers to explore opportunities for improvements at Great Bentley Station. Potential enhancements may include upgraded passenger facilities, increased service frequency, improved interchange between bus and rail, and support for complementary development around the station to help deliver these improvements.

Strategic Policy SAH7

DEVELOPMENT OF LAND EAST OF ADMIRALS GREEN AND NORTH OF WEELEY ROAD. GREAT BENTLEY

Land east of east of Admirals Green and north of Weeley Road, as identified on Map SAH7, is allocated for residential development. The site shall deliver:

a. Up to 120 new dwellings of varied size and type, including affordable housing in accordance with the Council's adopted requirements as set out in policy LP5;

b. Provision of public open space in accordance with Policy HP5 incorporating community sports facilities, designed to serve both new residents and the wider community;

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. Provision of safe and suitable vehicular access designed to meet highway standards, with the principal access point off Weeley Road. Proposals must demonstrate no adverse impact on highway capacity or safety;

d. Delivery of necessary improvements to the local highway network to address capacity, access and/or safety concerns;

e. Where appropriate, enhancements to public transport services. Proposals must also provide safe and accessible pedestrian and cycle routes throughout the site, ensuring integrated connectivity to existing footways and Public Rights of Way;

f. Development should also seek to improve walking and cycling connectivity to surrounding neighbourhoods, services and facilities and integrate green infrastructure to facilitate recreational access to the countryside and promote active travel.

Landscape and Visual Impact

g. The development must be compatible with the character and scale of surrounding properties. The design must give specific consideration to the site's topography, ensuring that layout and form respond appropriately to natural land features;

h. The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a comprehensive multi-functional Green and Blue Infrastructure network;

i. Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;

Biodiversity, Ecology and Flood Risk Mitigation

j. *A minimum 20% biodiversity net gain including improved hedgerow management and the creation of grassland habitats along road verges. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);*

k. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

k. *The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;*

l. *Surface water drainage must be attenuated and discharged to an appropriate receiving waterbody. Connection to the combined sewer network will only be permitted where no alternative solution exists;*

m. *Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;*

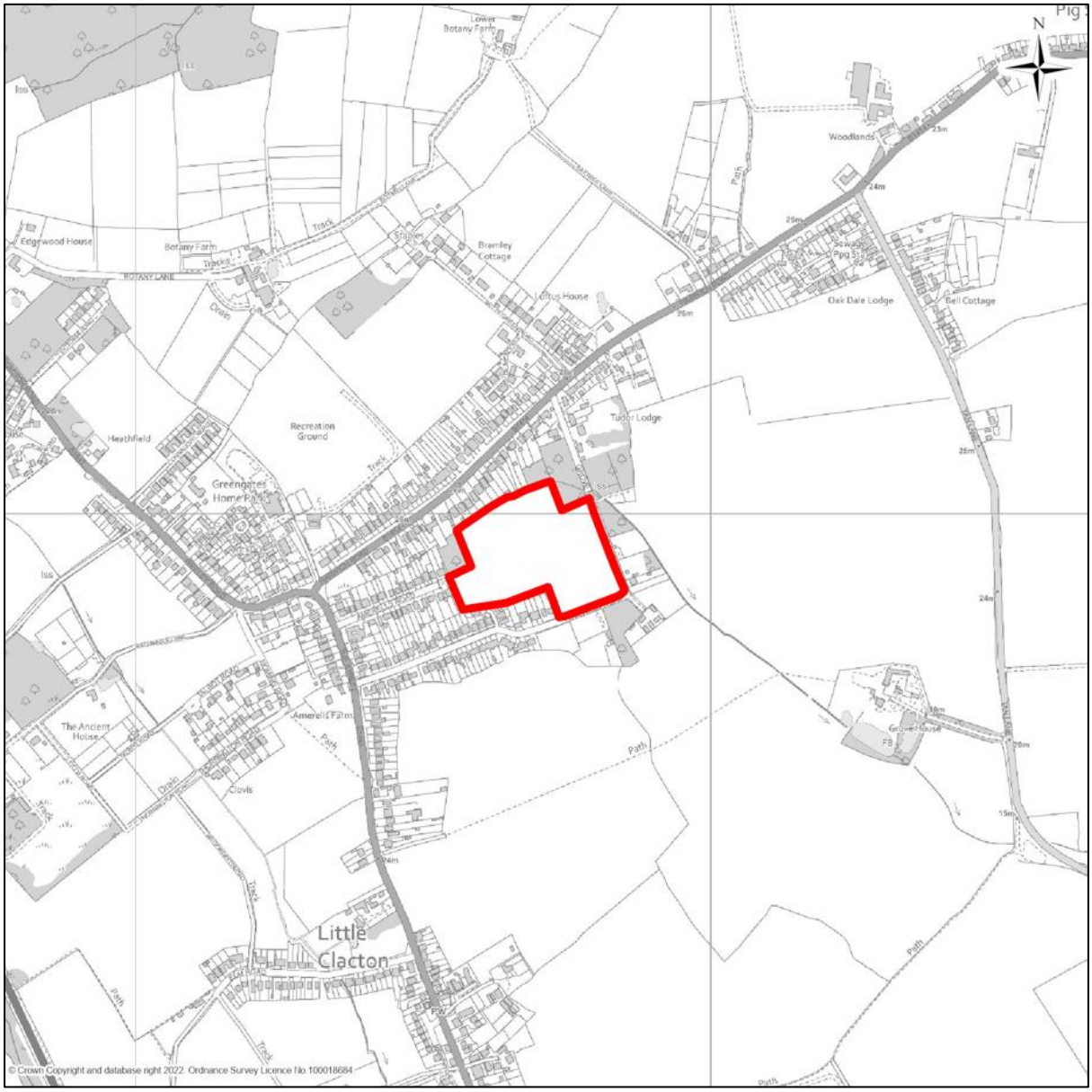
n. *In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:*

1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents;
3) Measures to reduce demand for potable water.

Infrastructure Contributions

o. *The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision, healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highways, public transport and active travel improvements; water, wastewater and sustainable drainage infrastructure, and connection to services and utilities; and community and open space facilities.*

SAH8 Land East of Amerells Road, Little Clacton



9.80 Policy SAH8 below sets out the detailed requirements for this allocation, and any planning application must demonstrate full compliance with these requirements alongside other relevant Local Plan policies.

9.81 In addition to delivering a balanced mix of new homes, the development will provide high-quality public open spaces designed to benefit both new residents and the wider community. The layout and design will respond sensitively to the surrounding landscape character, incorporating robust screening and mitigation measures along the northern edge of the site. It will also include landscape enhancements and ensure strong pedestrian and cycle permeability, creating an east–west connection between Amerells Road and Grove Road, as well as a link to Feverills Road to the south.

9.82 Development at land east of Amerells Road also presents an opportunity to deliver a landscape-led scheme that integrates Green and Blue Infrastructure throughout the site and connects with the wider area. In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, reinforce ecological connectivity, and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities and the wider countryside.

9.83 The increase in households resulting from this allocation will help stimulate economic growth, supporting local businesses and services in Little Clacton and contributing to wider investment across nearby towns and villages.

9.84 A comprehensive Transport Assessment will be required to accompany any planning application. This must identify suitable access arrangements from Amerells Road and, where necessary, include measures to improve highway capacity and safety, enhance public transport services and infrastructure, and upgrade walking, cycling, and bridleway networks.

9.85 The Council will work collaboratively with the landowner, developers, and key stakeholders, in consultation with the local community, to ensure the development delivers economic, social, and environmental benefits for both Little Clacton and the wider district.

Strategic Policy SAH8

DEVELOPMENT OF LAND EAST OF AMERELLS ROAD, LITTLE CLACTON

Land to the East of Amerells Road, as shown on Map SAH8, is allocated for residential development. The site shall deliver:

a. *Up to 100 new dwellings of mixed size and type, including affordable housing in accordance with the Council's requirements as set out in policy LP5.*

b. *Provision of public open space in accordance with Policy HP5, designed to serve both new residents and the wider community.*

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. *The site must offer safe and appropriate access from Amerells Road, in line with highway design standards, supported by clear evidence that it will not compromise highway capacity or safety;*

d. *The development must incorporate safe pedestrian access to ensure connectivity within the site and to existing footways along Amerells Road. Development should also seek to improve walking and cycling connectivity to surrounding neighbourhoods, services and facilities and integrate green infrastructure to facilitate recreational access to the countryside and promote active travel.*

Landscape and Visual Impact

e. *The development must be compatible with the character and scale of surrounding properties. The design must give specific consideration to the site's topography, ensuring that layout and form respond appropriately to natural land features;*

f. *The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a comprehensive multi-functional Green and Blue Infrastructure network;*

g, *Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;*

Biodiversity, Ecology and Flood Risk Mitigation

h. *A minimum 20% biodiversity net gain including improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);*

i. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

j. The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;

k. Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option exist;

l. Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;

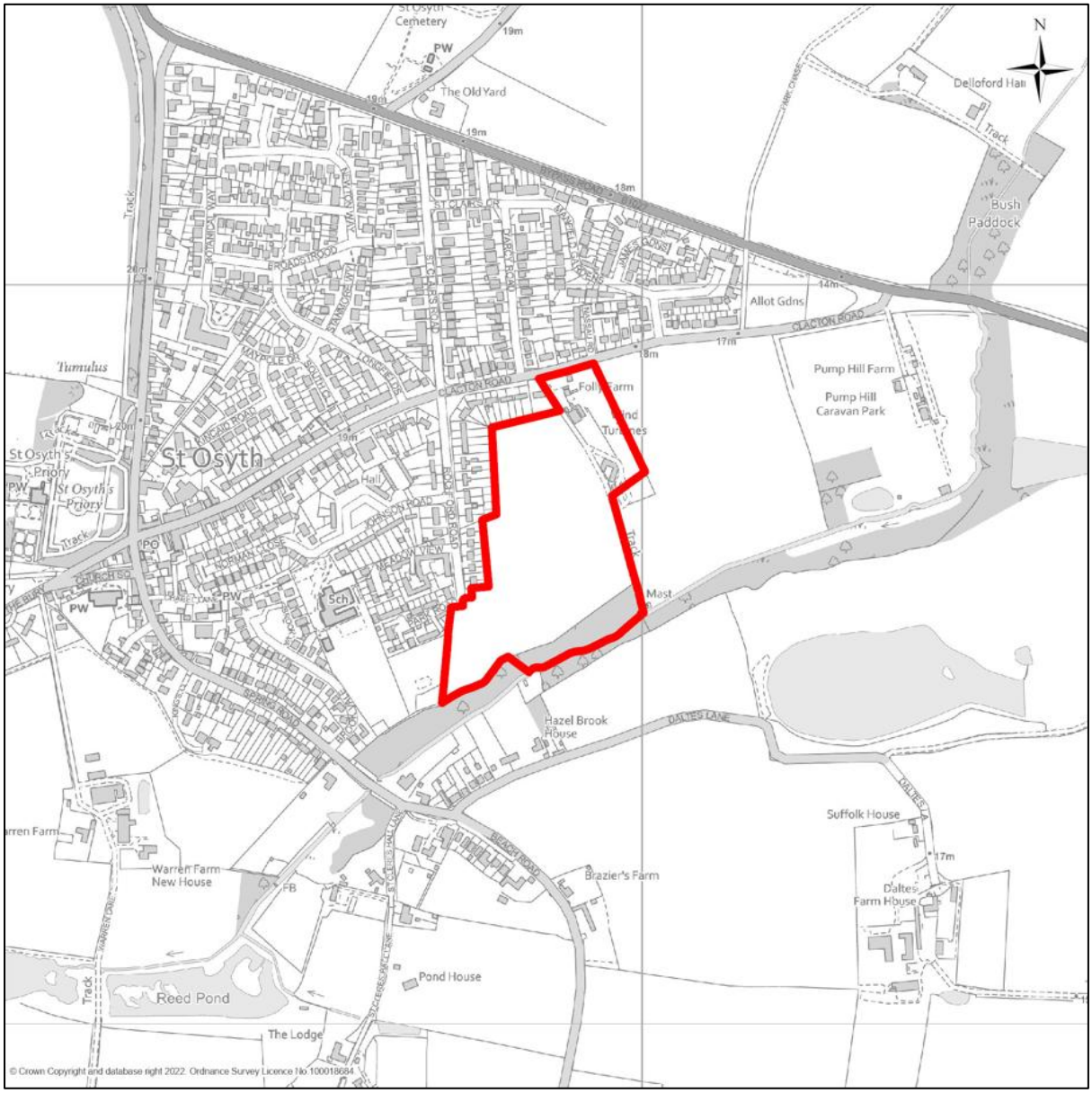
m. In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:

1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents; and
3) Measures to reduce demand for potable water.

<u>Infrastructure Contributions</u>

n. The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision, healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highway, public transport and active travel improvements, water, wastewater and sustainable drainage infrastructure, and connection to services and utilities; and community and open space facilities.

SAH9 Land South of Clacton Road, St Osyth



9.86 This site offers strong potential for a well-integrated development, benefiting from good connectivity to key local amenities, including the nearby primary school and the village centre to the west. The allocation of 100 new dwellings will deliver a proportionate and sustainable level of growth for St Osyth, consistent with the settlement's scale and capacity to accommodate new development.

9.87 Policy SAH9 sets out the detailed requirements for this allocation, and any planning application must demonstrate full compliance with these requirements alongside other relevant Local Plan policies.

9.88 In addition to providing a balanced mix of new homes, the development will incorporate high-quality public open spaces designed to serve both new residents and the wider community. The layout and design will respond

sensitively to the surrounding landscape character, with robust screening and mitigation measures along all site boundaries to ensure a well-defined and visually appropriate edge to the settlement. The increase in households resulting from this allocation will help stimulate economic growth, supporting local businesses and services in St Osyth and contributing to wider investment across nearby towns and villages.

9.89 Development at land south of Clacton Road also presents an opportunity to deliver a landscape-led scheme that integrates Green and Blue Infrastructure throughout the site and connects with the wider area. In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, reinforce ecological connectivity, and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities and the wider countryside.

9.90 A comprehensive Transport Assessment must be submitted with any planning application. This must identify suitable access arrangements and, where necessary, include measures to improve highway capacity and safety, enhance public transport services and infrastructure, and upgrade walking, cycling, and bridleway networks.

9.91 The Council will work collaboratively with the landowner, developers, and key stakeholders, in consultation with the local community, to ensure the development delivers economic, social, and environmental benefits for both St Osyth and the wider district.

Strategic Policy SAH9

DEVELOPMENT OF LAND SOUTH OF CLACTON ROAD, ST OSYTH

Land south of Clacton Road, as shown on Map SAH9, is allocated for residential development. The site shall deliver:

a. Up to 100 new dwellings of mixed size and type, including affordable housing in accordance with the Council's requirements as set out in policy LP5.

b. Provision of public open space in accordance with Policy HP5, designed to serve both new residents and the wider community.

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. *The site must provide safe and suitable access that meets required highway design standards. The location of vehicle access must be agreed with the Highway Authority, with clear evidence that the proposal will not adversely affect highway capacity or safety;*

d. *The development must incorporate safe pedestrian access to ensure connectivity within the site and to existing footways and where possible, any nearby Public Rights of Way. Where feasible, the scheme should include green infrastructure links, recreational access to the countryside, and active travel connections to the wider settlement of St Osyth.*

Landscape and Visual Impact

e. *The development must be compatible with the character and scale of surrounding properties. The design must give specific consideration to the site's topography, ensuring that layout and form respond appropriately to natural land features;*

f. *The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, ensuring opportunities are taken to retain, enhance and integrate such features within a comprehensive multi-functional Green and Blue Infrastructure network;*

g. *Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;*

Biodiversity, Ecology and Flood Risk Mitigation

h. *A minimum 20% biodiversity net gain including the improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);*

i. *Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;*

j. The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;

k. Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option exist;

l. Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;

m. In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:

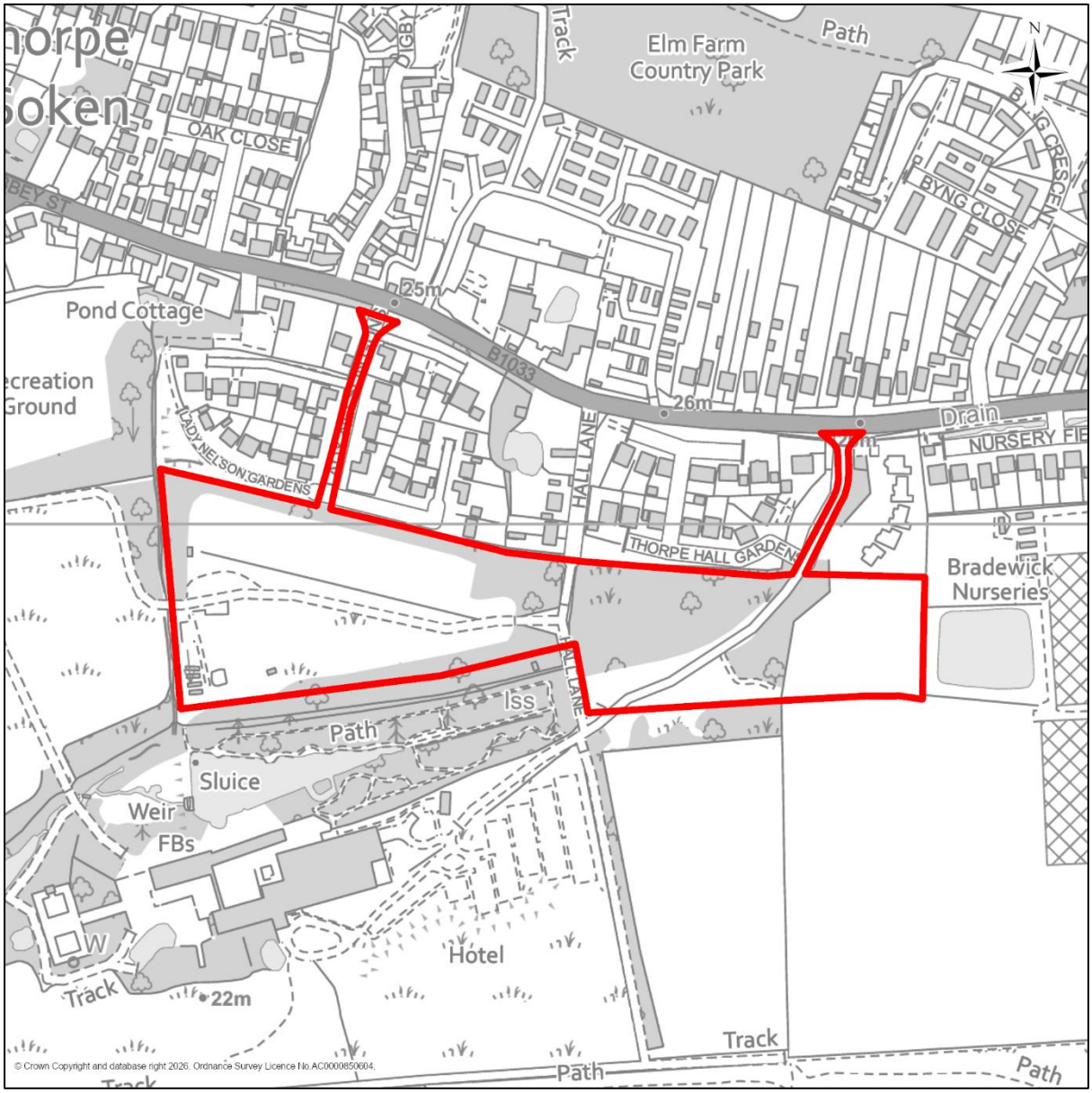
1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents; and
3) Measures to reduce demand for potable water.

n. Prior to planning approval, wintering bird surveys must be carried out at the appropriate time of year to identify any offsite functional habitat. If significant numbers of SPA birds are found, the development must first seek to avoid impacts. Where avoidance is not possible, the scheme must be phased to deliver habitat creation and management, either on-site or off-site, to mitigate any significant effects. Such habitat must be fully functional before any development that could affect SPA birds is permitted to proceed.

<u>Infrastructure Contributions</u>

o. The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision; healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highways, public transport and active travel improvements; water, wastewater and sustainable drainage infrastructure, and connection to services and utilities; and community and open space facilities.

SAH11 Land North of Lifehouse Spa & Hotel, Thorpe-le-Soken



9.92 This site benefits from strong connectivity to the established settlement of Thorpe-le-Soken. The allocation offers opportunities to improve safe pedestrian and cycle connections between the site and Thorpe-le-Soken railway station to the south, enhancing sustainable travel choices. The proposed level of development will be proportionate to the settlement's scale and capacity.

9.93 Policy SAH11 below sets out the detailed requirements for this allocation, and any planning application must demonstrate full compliance with these requirements alongside other relevant Local Plan policies.

9.94 In addition to delivering a balanced mix of new homes, the development will provide high-quality public open spaces and ensure strong pedestrian and cycle permeability throughout the site. These spaces will be designed to serve

both new residents and the wider community. The layout and design will respond sensitively to the surrounding landscape character, incorporating robust screening and mitigation measures along site boundaries, together with appropriate landscape enhancements that integrates Green and Blue Infrastructure throughout the site and connects with the wider area.. The increase in households resulting from this allocation will help stimulate economic growth, supporting local businesses and services in Thorpe-le-Soken and contributing to wider investment across nearby towns and villages.

9.95 In accordance with Policies PPL4 and PPL4a, proposals should seek to retain and enhance existing ecological and amenity features, support the priorities of the Essex Local Nature Recovery Strategy, reinforce ecological connectivity, and provide walking and cycling connections that promote active travel and improve links with surrounding neighbourhoods, services and facilities and the wider countryside.

9.96 A comprehensive Transport Assessment will be required to accompany any planning application. This must identify suitable access arrangements from Frinton Road via Lady Nelson Gardens and Lifehouse Drive and, where necessary, include measures to improve highway capacity and safety, enhance public transport services and infrastructure, and upgrade walking, cycling, and bridleway networks.

9.97 The Council will work collaboratively with the landowner, developers, and key stakeholders, in consultation with the local community, to ensure the development delivers economic, social, and environmental benefits for both Thorpe-le-Soken and the wider district.

9.98 The Council will also engage with Network Rail, bus and train operators, and developers to explore opportunities for improvements at Thorpe-le-Soken Station. Potential enhancements may include upgraded passenger facilities, increased service frequency, improved interchange between bus and rail, and support for complementary development around the station to help deliver these improvements.

Strategic Policy SAH11

DEVELOPMENT OF LAND NORTH OF LIFEHOUSE SPA & HOTEL, THORPE-LE-SOKEN

Land east of Station Road, Thorpe-le-Soken, as identified on Map SAH9/10, is allocated for residential development. The site shall deliver:

a. *Up to 70 new dwellings of varied size and type, including affordable housing in accordance with the Council's adopted requirements as set out in policy LP5;*

b. *Provision of public open space in accordance with Policy HP5, designed to serve both new residents and the wider community. This shall include the transfer of land to extend the Lady Nelson Playing Field through the provision of high-quality public open space, designed to support active recreation, enhance biodiversity, and promote community health and wellbeing;*

Development Requirements

Proposals must demonstrate compliance with the following criteria:

Access and Movement

c. *Provision of safe and suitable vehicular access designed to meet highway standards, with principal access points off Lifehouse Drive and Lady Nelson Gardens. Proposals must demonstrate no adverse impact on highway capacity or safety;*

d. *Delivery of necessary improvements to the local highway network to address capacity, access and/or safety concerns;*

e. *Proposals should include measures to enhance public transport services and improve pedestrian and cycle connectivity. This should ensure safe and convenient links between the site and key destinations, including Thorpe-le-Soken station to the south and the settlement nucleus of Thorpe-le-Soken to the north-west, and existing bridleways;*

f. *Integration of green infrastructure to facilitate recreational access to the countryside and promote active travel.*

Landscape and Visual Impact

g. *The development must be compatible with the character and scale of surrounding properties. The design must give specific consideration to the site's topography, ensuring that layout and form respond appropriately to natural land features;*

h. *The layout and design must retain and enhance existing site features of ecological or amenity value. Where such features are present, the applicant must follow a hierarchy of avoidance, mitigation, and compensation for any adverse impacts, whilst ensuring opportunities are taken to retain, enhance and integrate such features within a comprehensive multi-functional Green and Blue Infrastructure network;*

i. Screening measures, such as locally appropriate tree belts and/or hedgerows, must be provided along site boundaries and elsewhere within the site (where required) to ensure the development is sensitively integrated into the surrounding landscape;

Heritage

j. Preservation and enhancement of the significance of the Thorpe-le-Soken Conservation area and the Grade II Listed Thorpe Hall Park and Garden, including consideration of their respective settings.

Biodiversity, Ecology and Flood Risk Mitigation

k. A minimum requirement for 20% biodiversity net gain including the improvement of existing hedgerow conditions. Development proposals must be designed to enable and support the priority habitat measures identified in the Strategic Opportunities of the Essex Local Nature Recovery Strategy (LNRS);

l. Development shall provide Suitable Alternative Natural Greenspace (SANG) mitigation, where necessary, in accordance with Natural England guidance and Policy PPL4 of this Plan, and shall deliver any measures required to avoid or mitigate adverse effects on Habitats Sites. Where present, Functionally Linked Land shall be protected and any impacts appropriately avoided, mitigated or compensated for;

m. The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water;

n. Surface water must be attenuated and discharged to an on-site receiving waterbody, not to the combined sewer network, unless it can be robustly demonstrated that no alternative option exist;

o. Development must not result in any increase in flood risk either on-site or to adjacent land. Surface water drainage strategies should be designed to ensure that runoff rates and volumes are controlled to pre-development levels or better, with consideration given to sustainable drainage systems (SuDS) where feasible;

p. In addition to prioritising SuDS and water efficiency measures, the development must include a range of actions to reduce pressure on the Water Recycling Centre, such as:

1) Removal of unnecessary network flows;
2) Targeted education initiatives for new residents;
3) Measures to reduce demand for potable water.

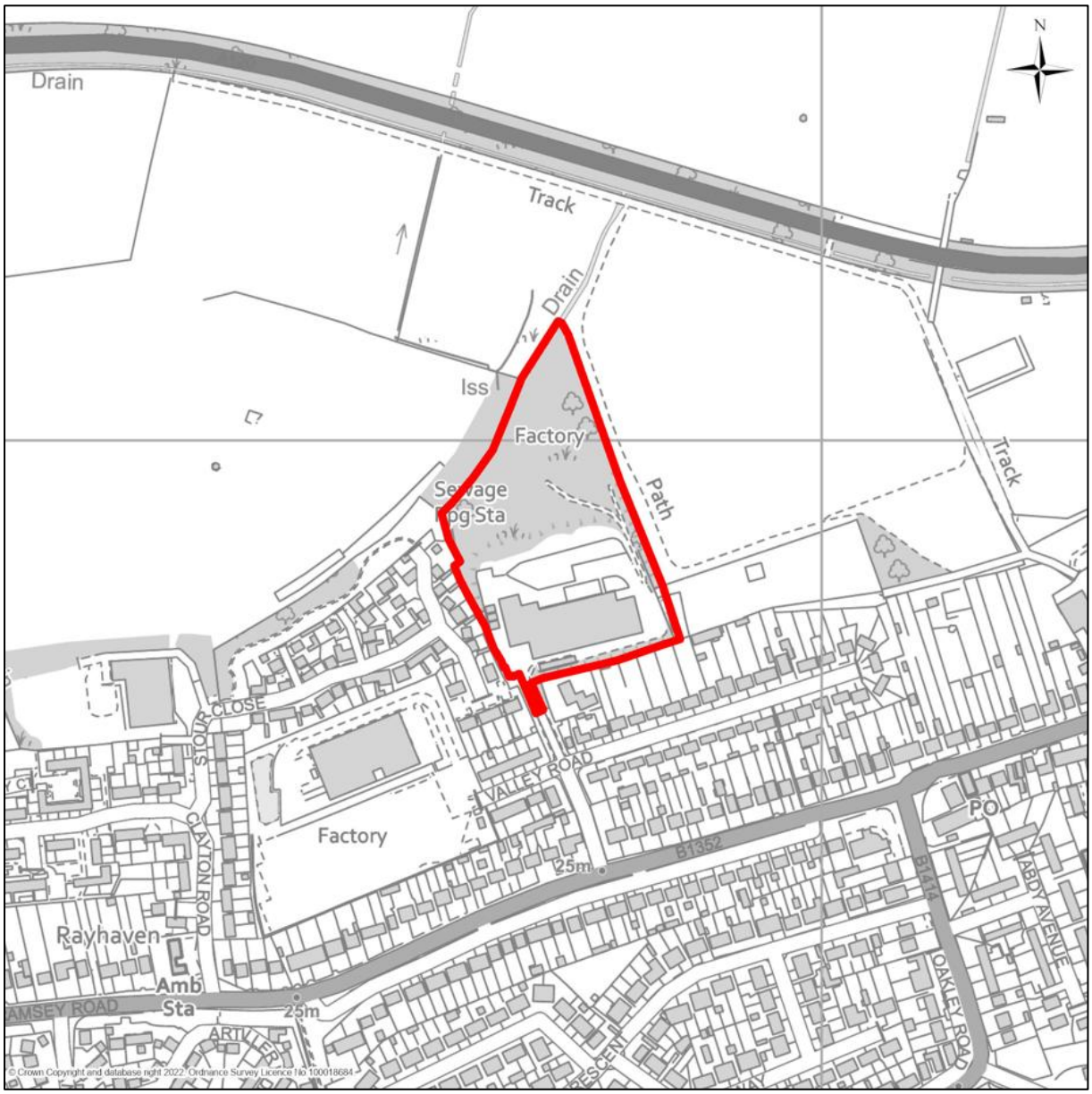
Infrastructure Contributions

p. *The development must deliver any site-specific infrastructure requirements and contributions identified in the Infrastructure Delivery Plan, which may include education provision, healthcare and emergency services contributions; Essex Coast RAMS and environmental mitigations; highway, public transport and active travel improvements; water, wastewater and sustainable drainage infrastructure, , and connection to services and utilities; and community and open space facilities.*

Medium Site Allocations

The following maps identify the boundaries of the Medium Site Allocations (MSA).

MSA1 Durite Works, Valley Road, Harwich



MSA2 Land adjacent to Branscombe Close, Frinton



MSA3 Affinity Water, Mill Hill, Manningtree



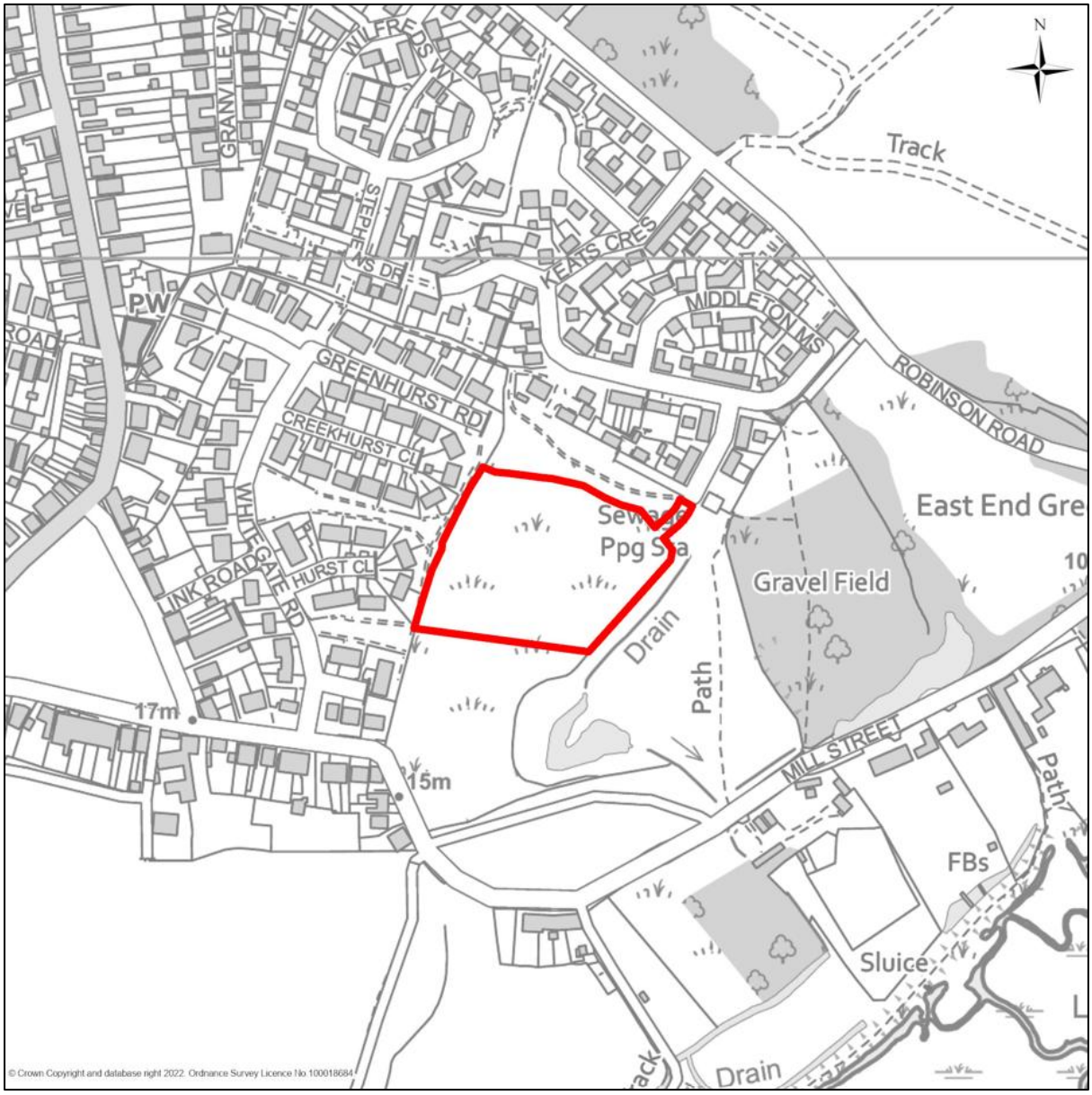
MSA4 Crisp Malting, School Lane, Mistley



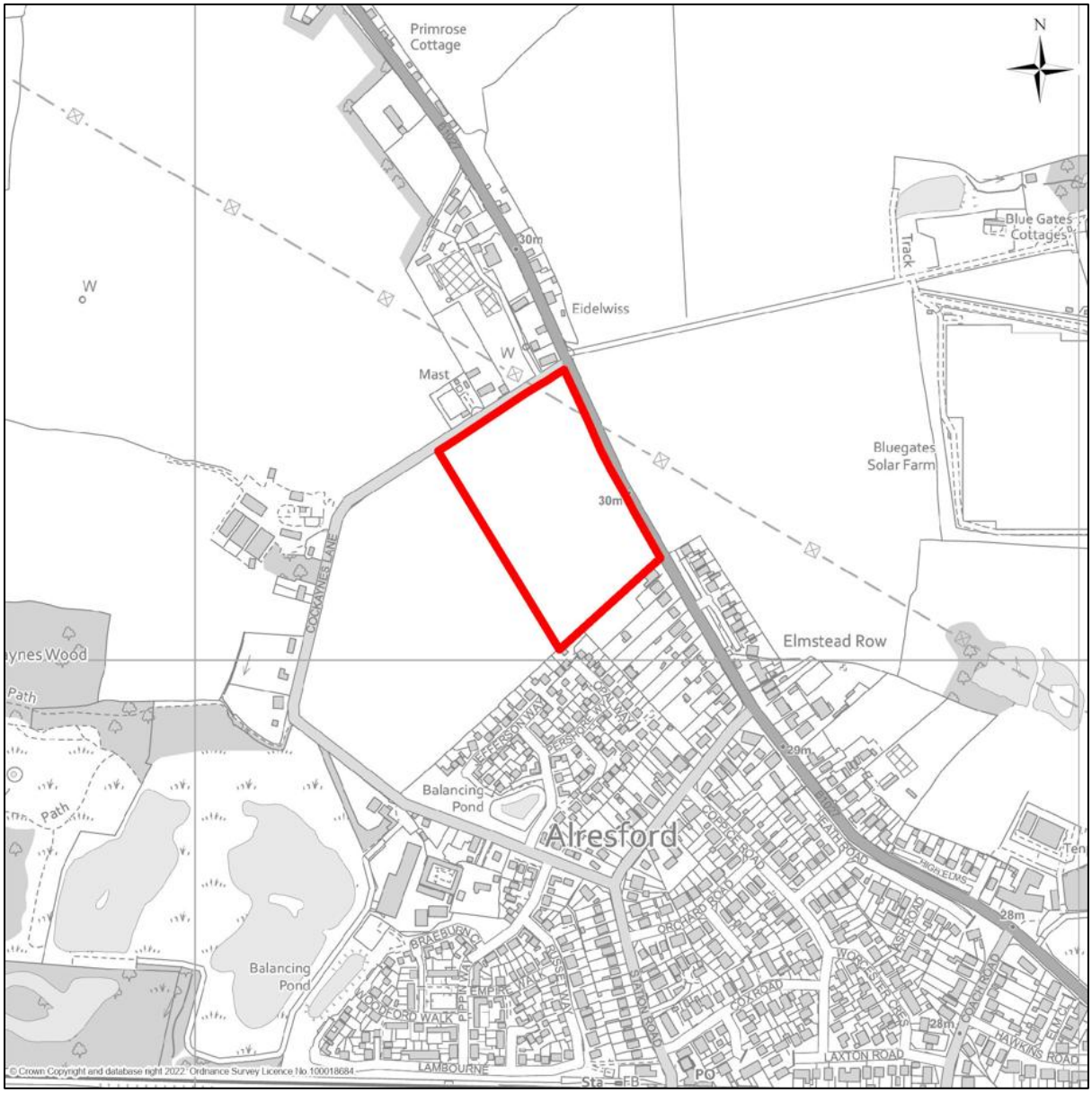
MSA5 Brightlingsea Telephone Exchange, 16 New Street, Brightlingsea



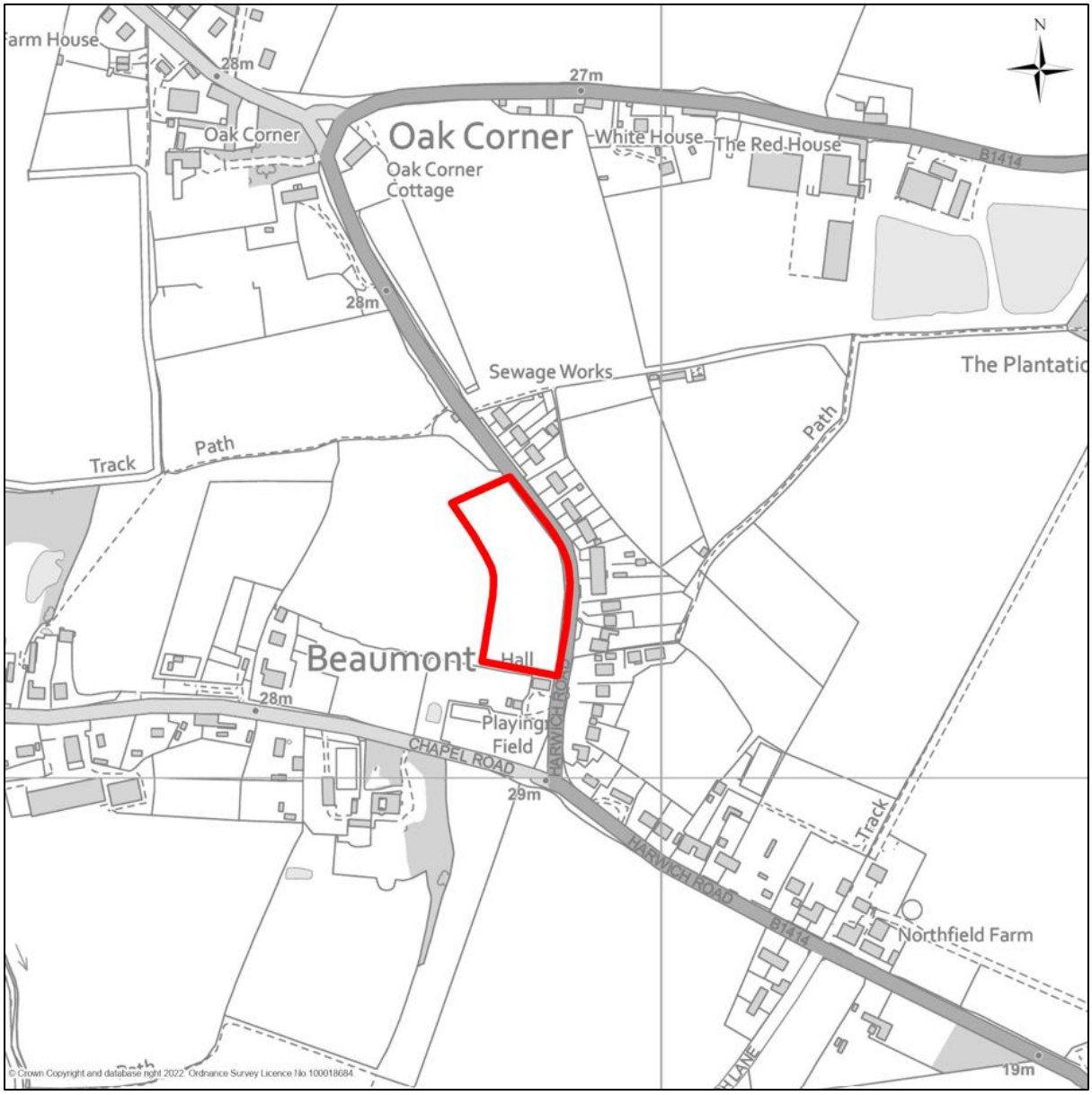
MSA6 Land at Pannell Place, Brightlingsea



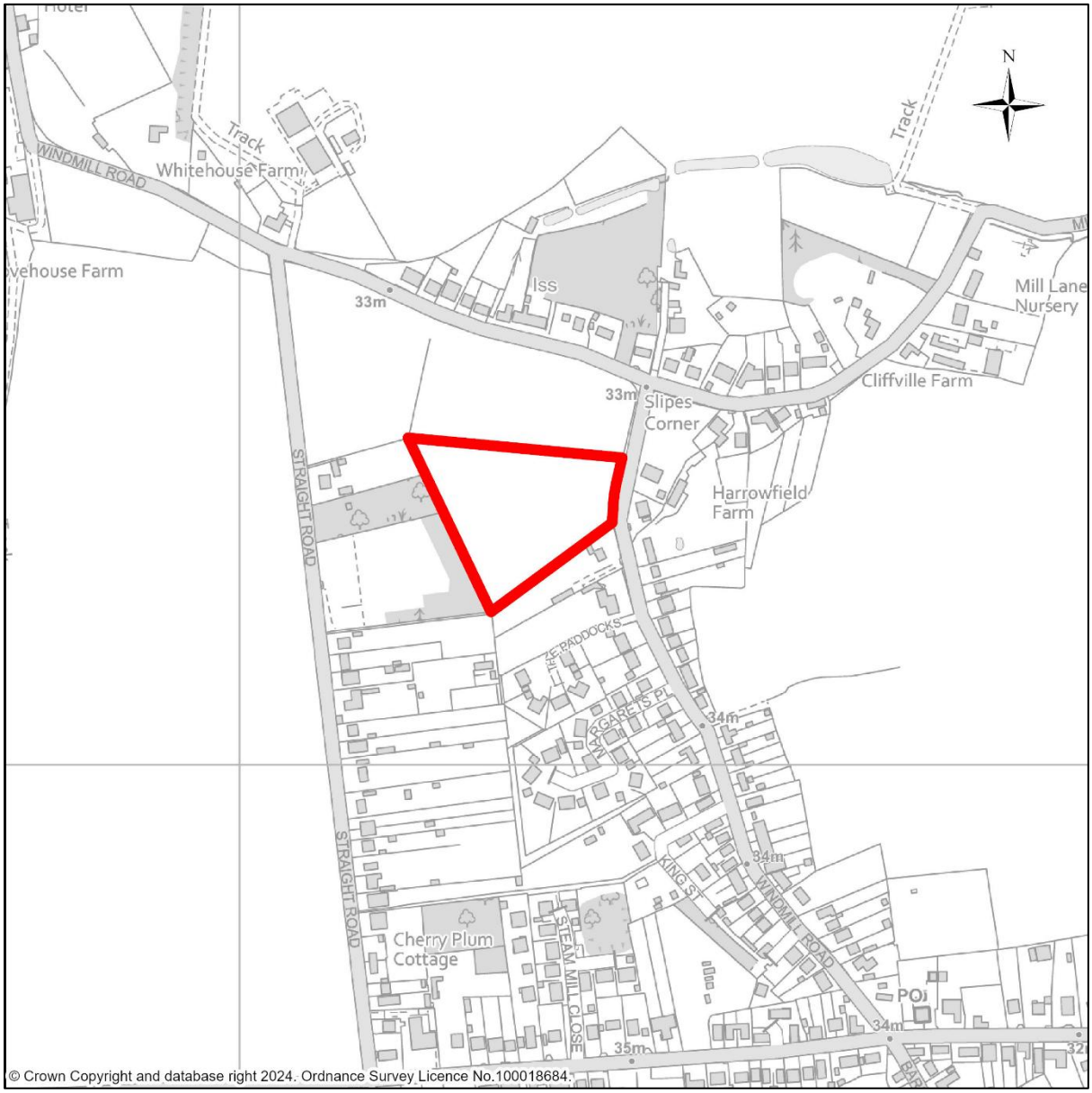
MSA7 Land south-west of Colchester Main Road, Alresford



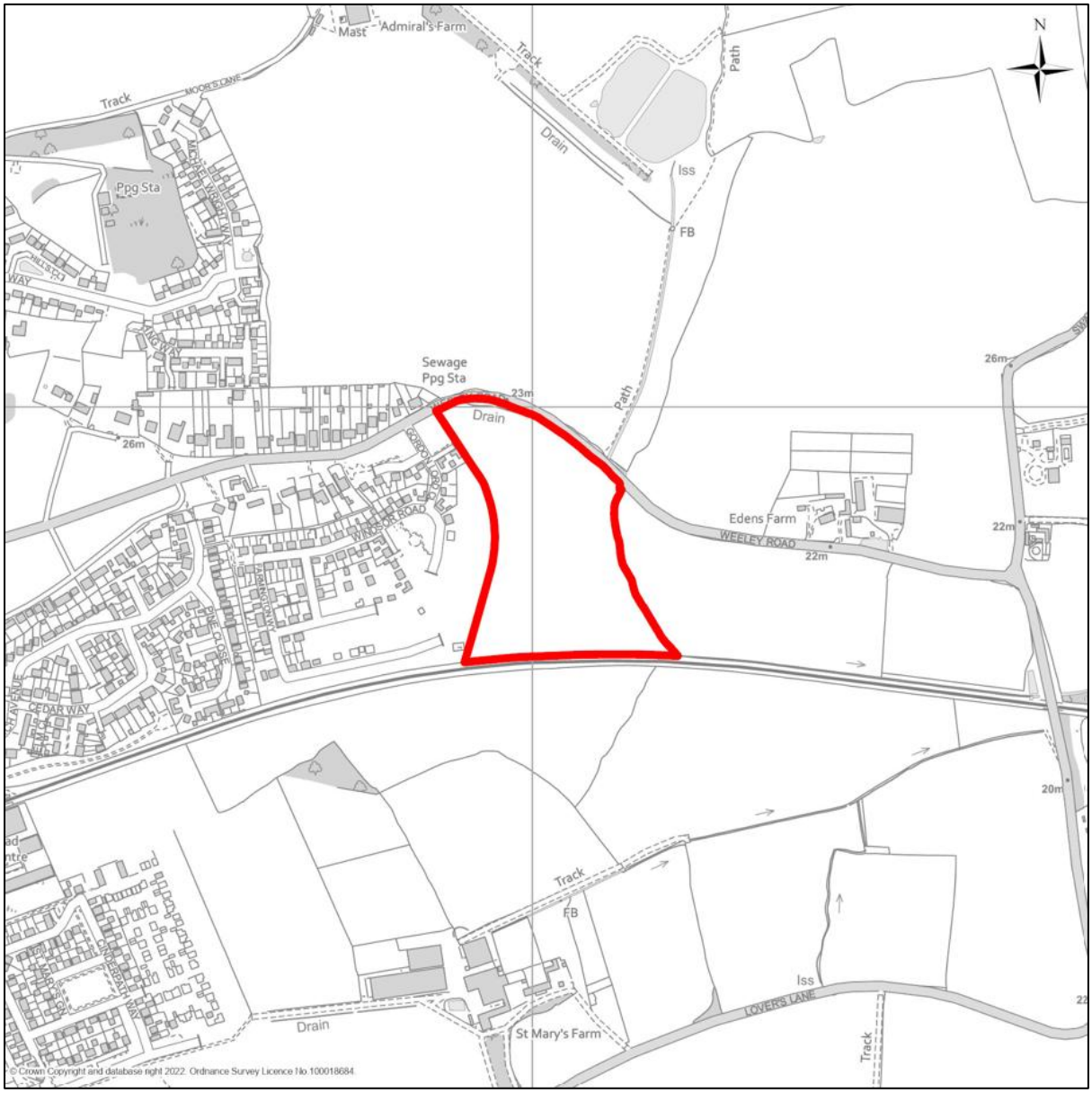
MSA8 Land adjacent Village Hall, Harwich Road, Beaumont



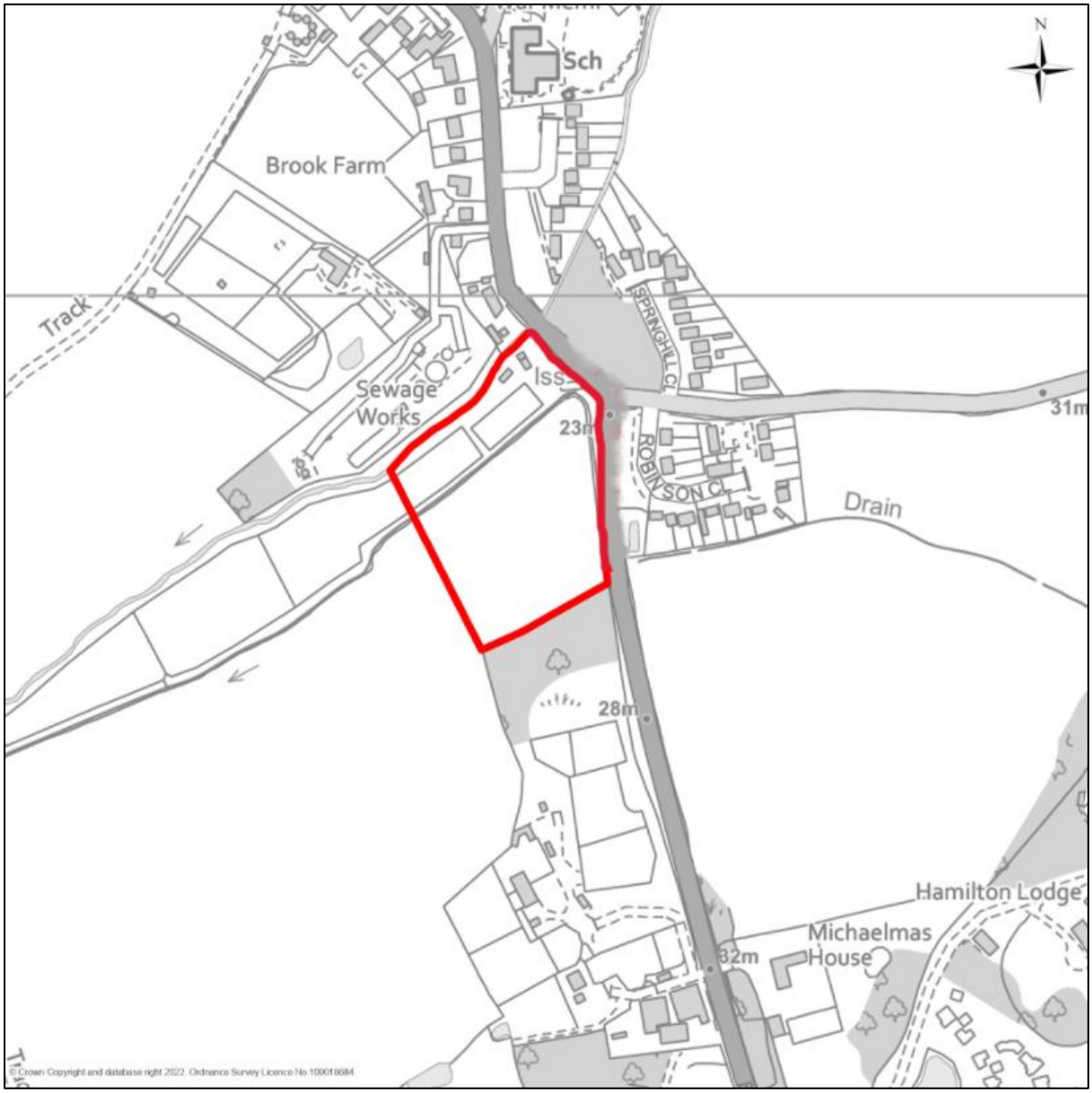
MSA9 Land West of Windmill Road, Bradfield



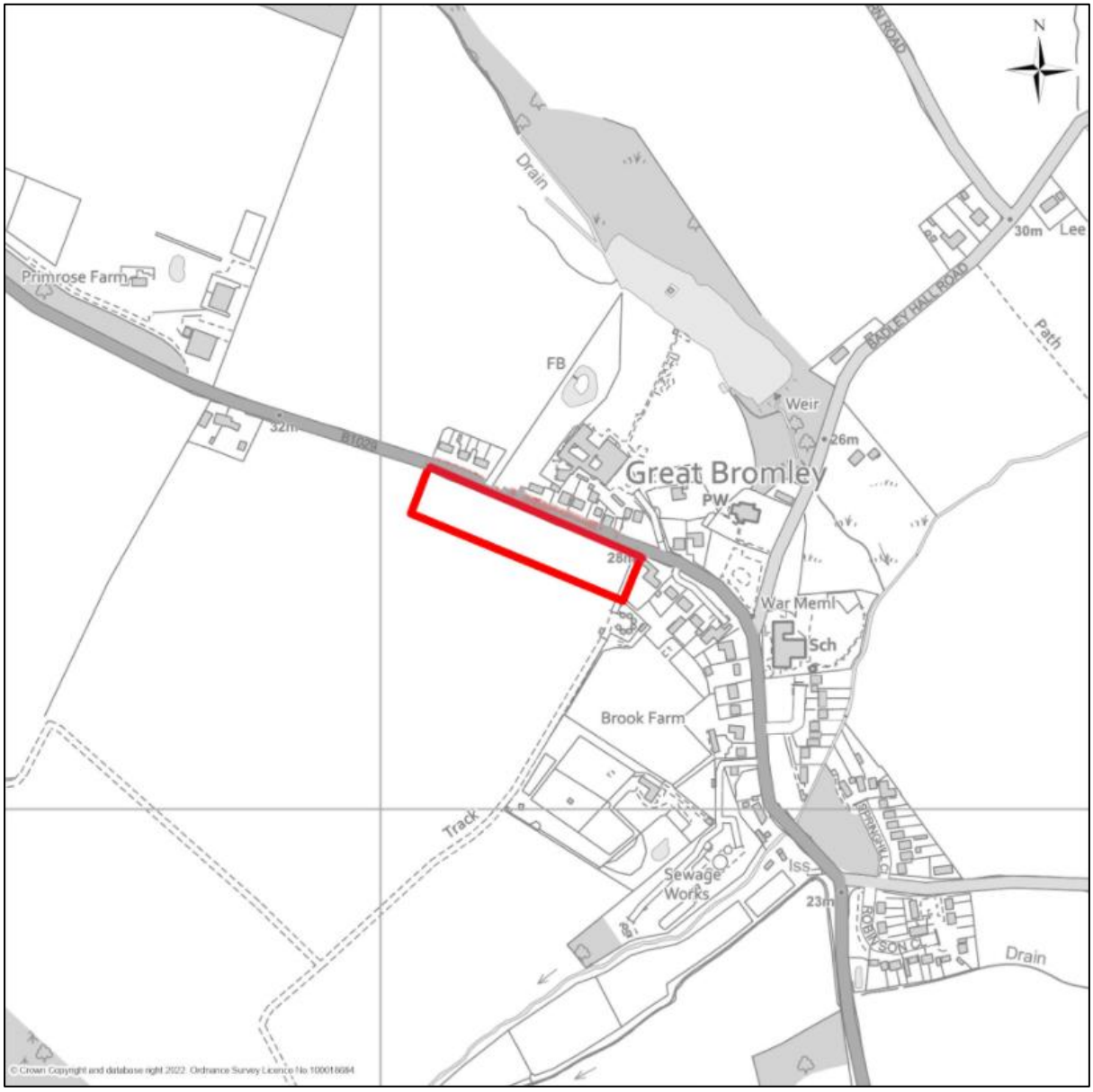
MSA10 Land south of Weeley Road, Great Bentley



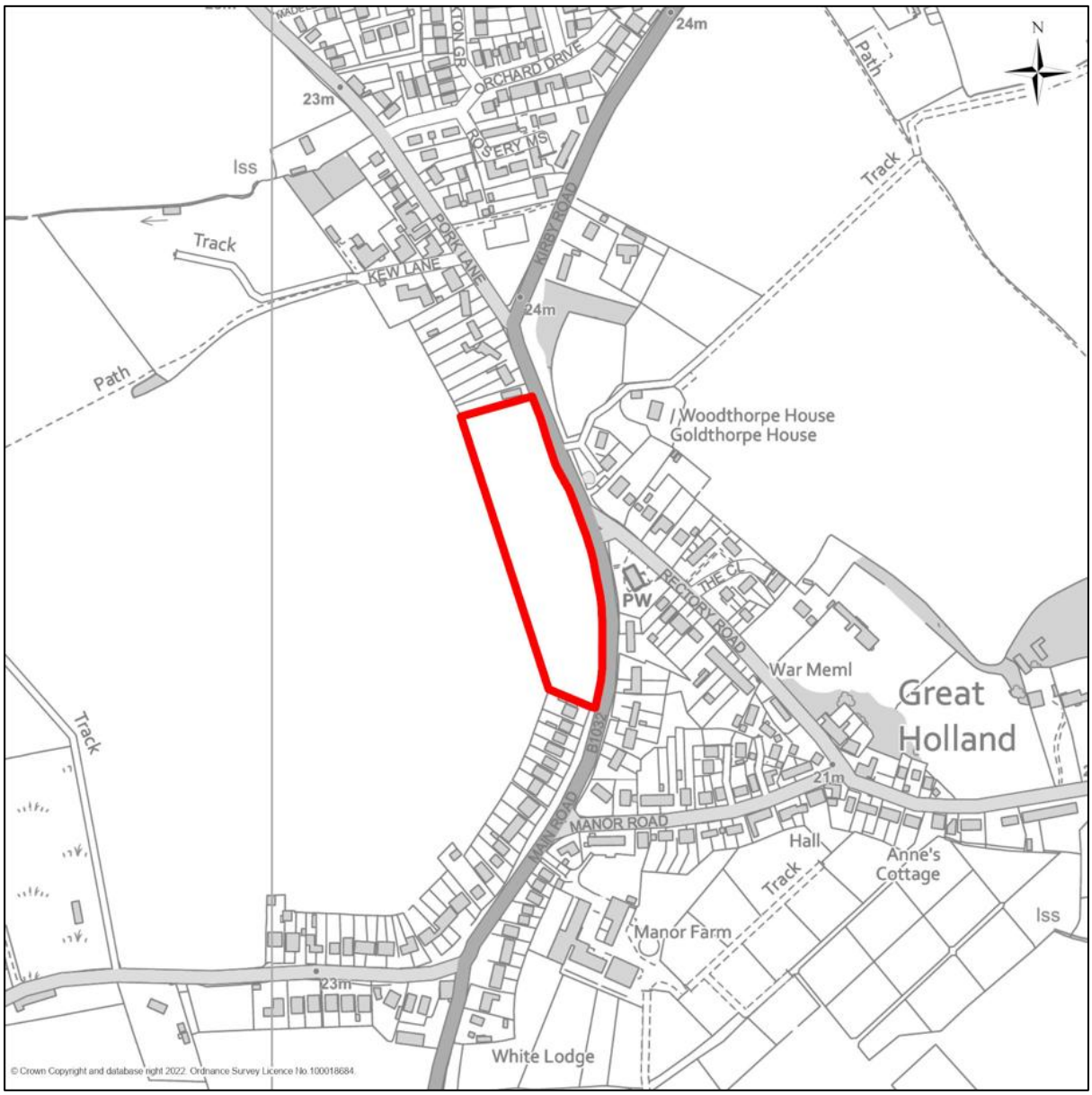
MSA11 Land west of Parsons Hill, Great Bromley



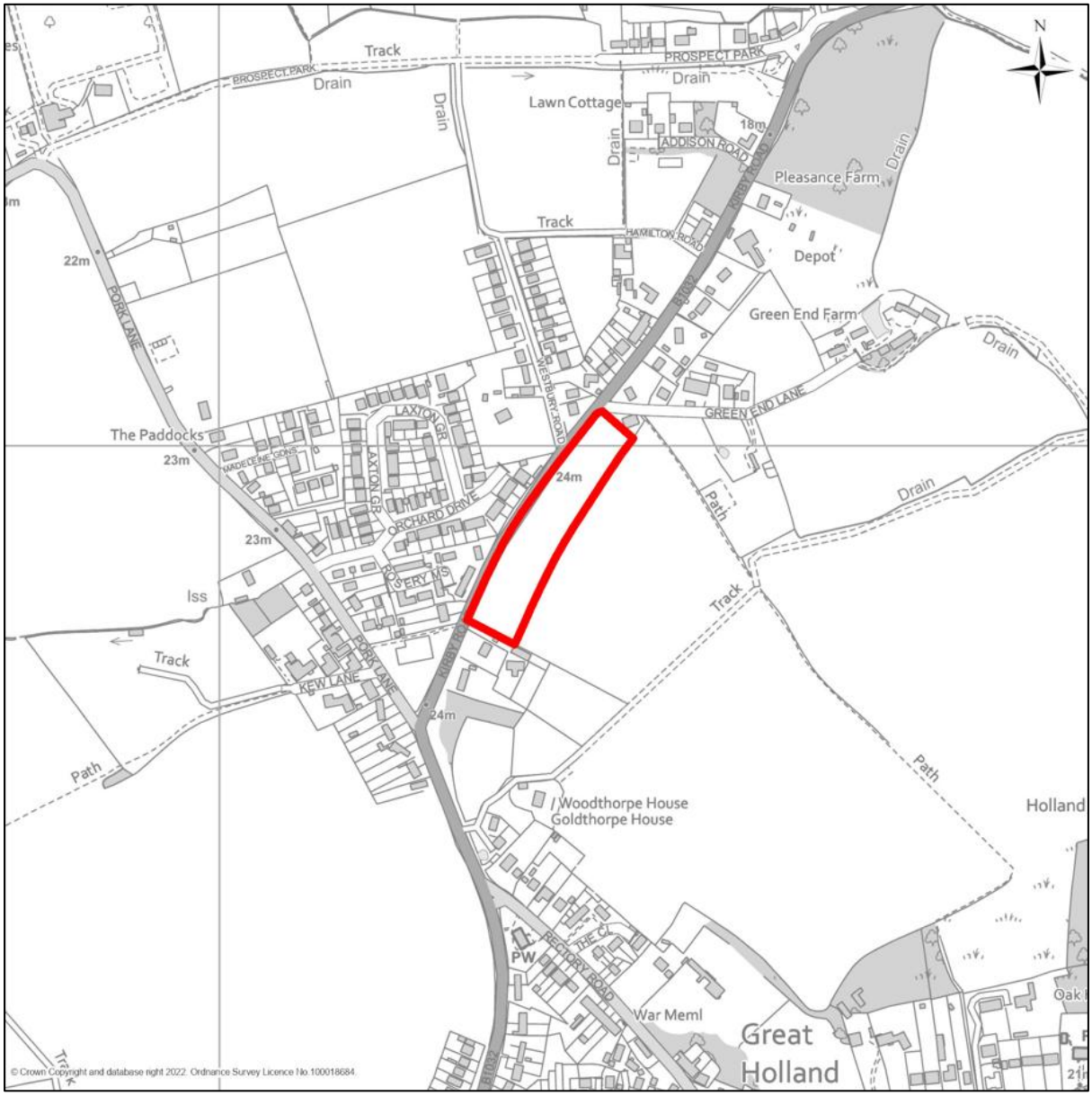
MSA12 Land south of Hall Road, Great Bromley



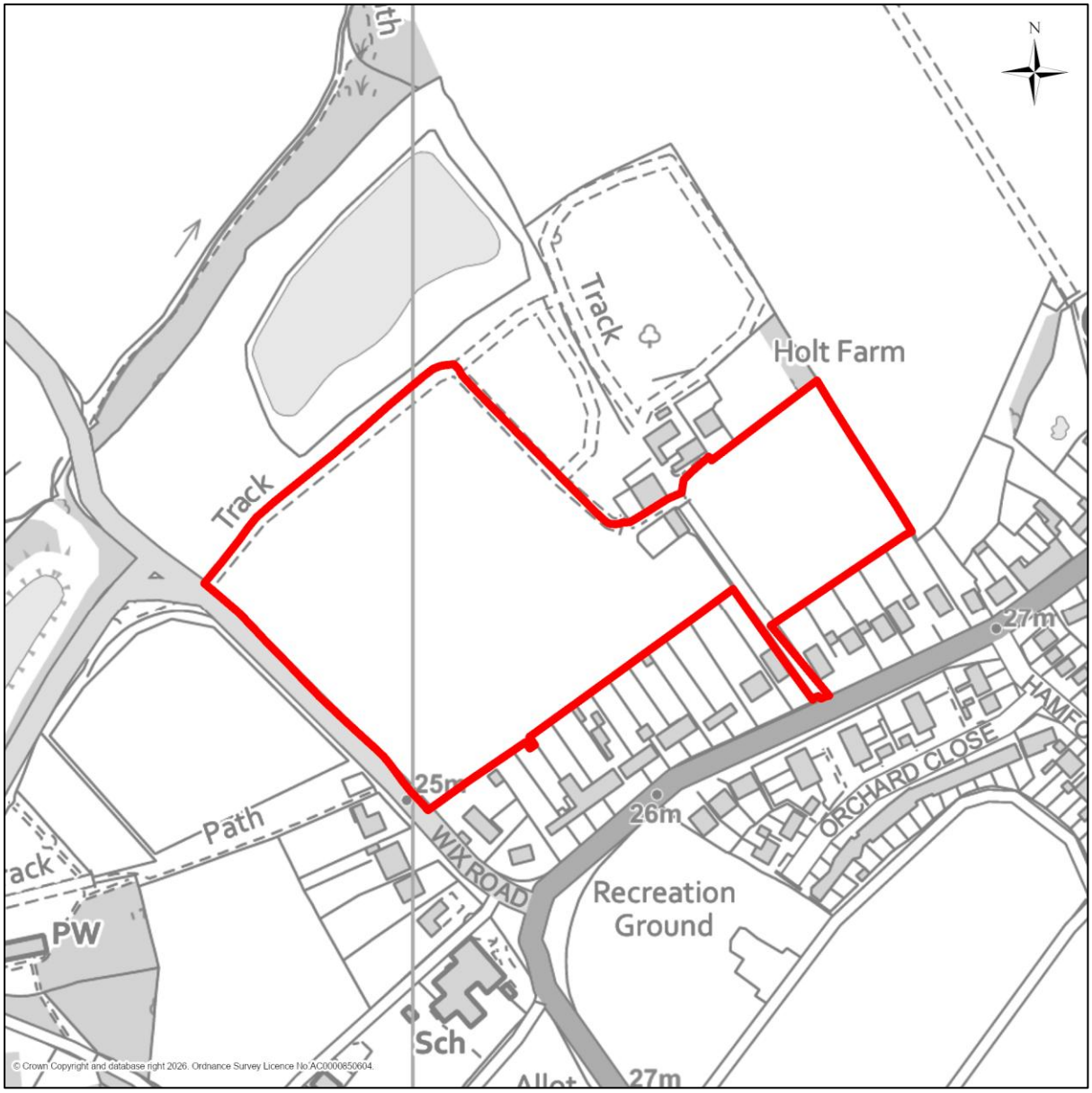
MSA13 Land west of Main Road, Great Holland



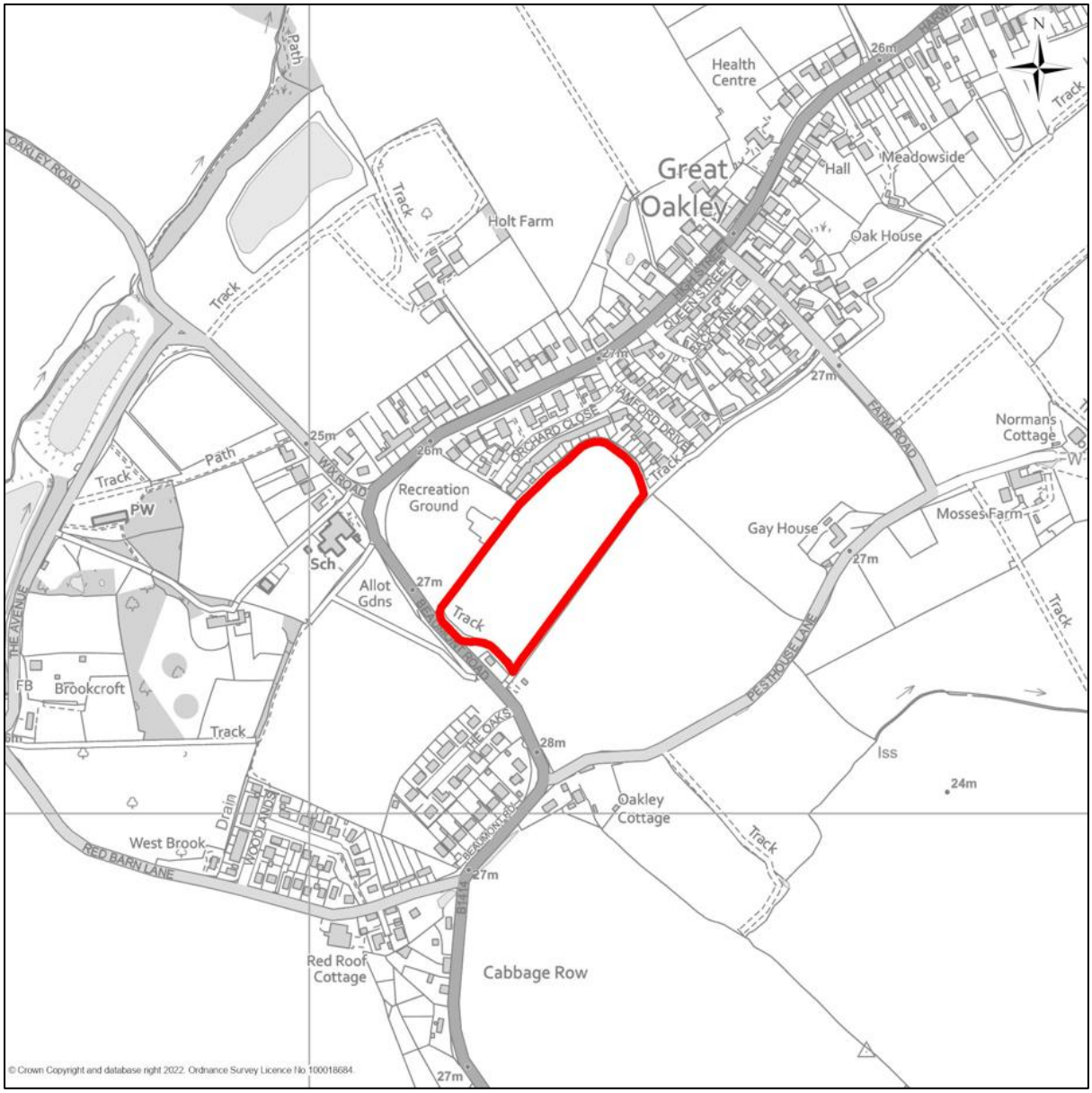
MSA14 Land east of Kirby Road, Great Holland



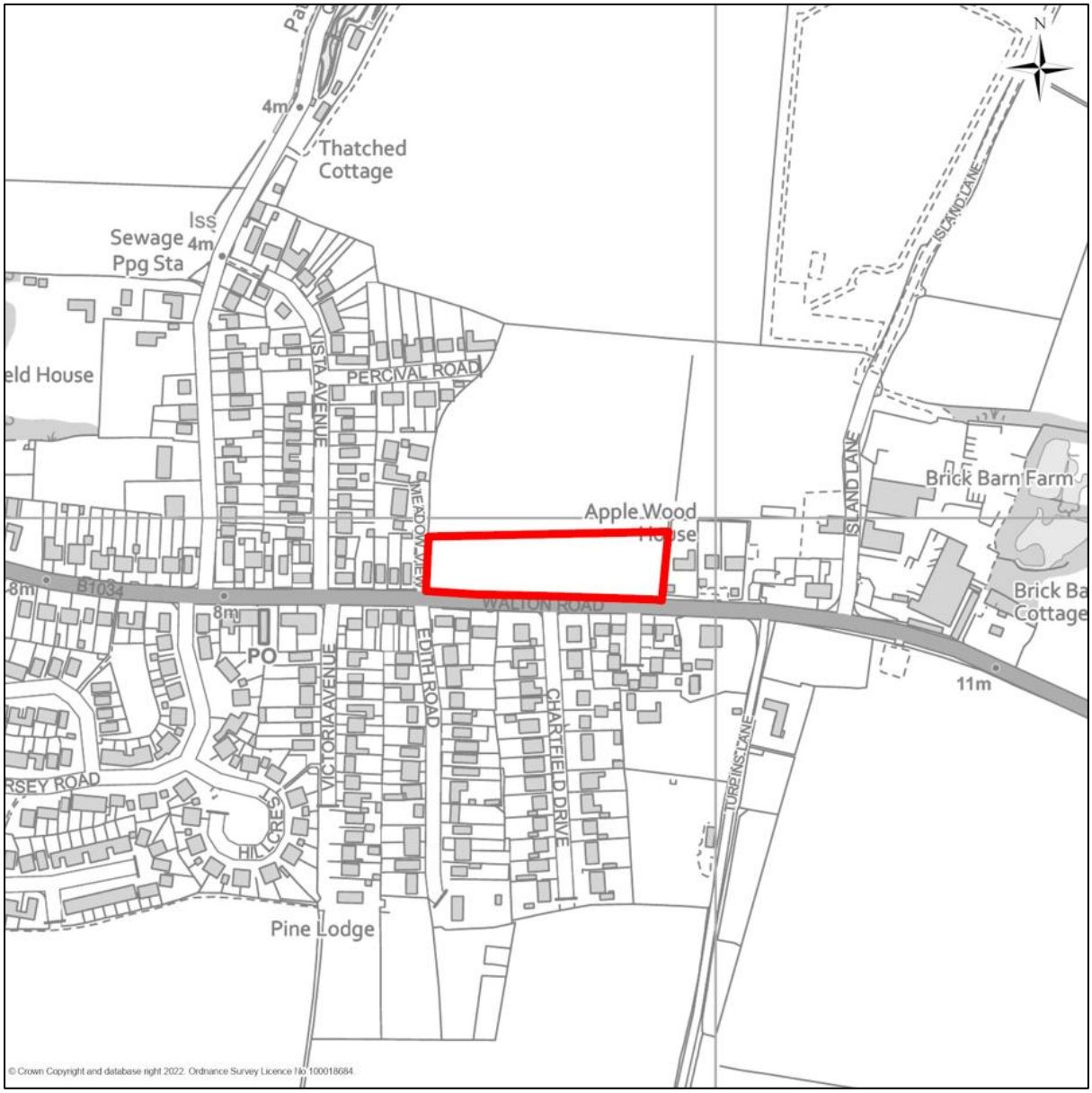
MSA15 Land north-east of Wix Road, Great Oakley



MSA16 Land south of Orchard Close, Great Oakley



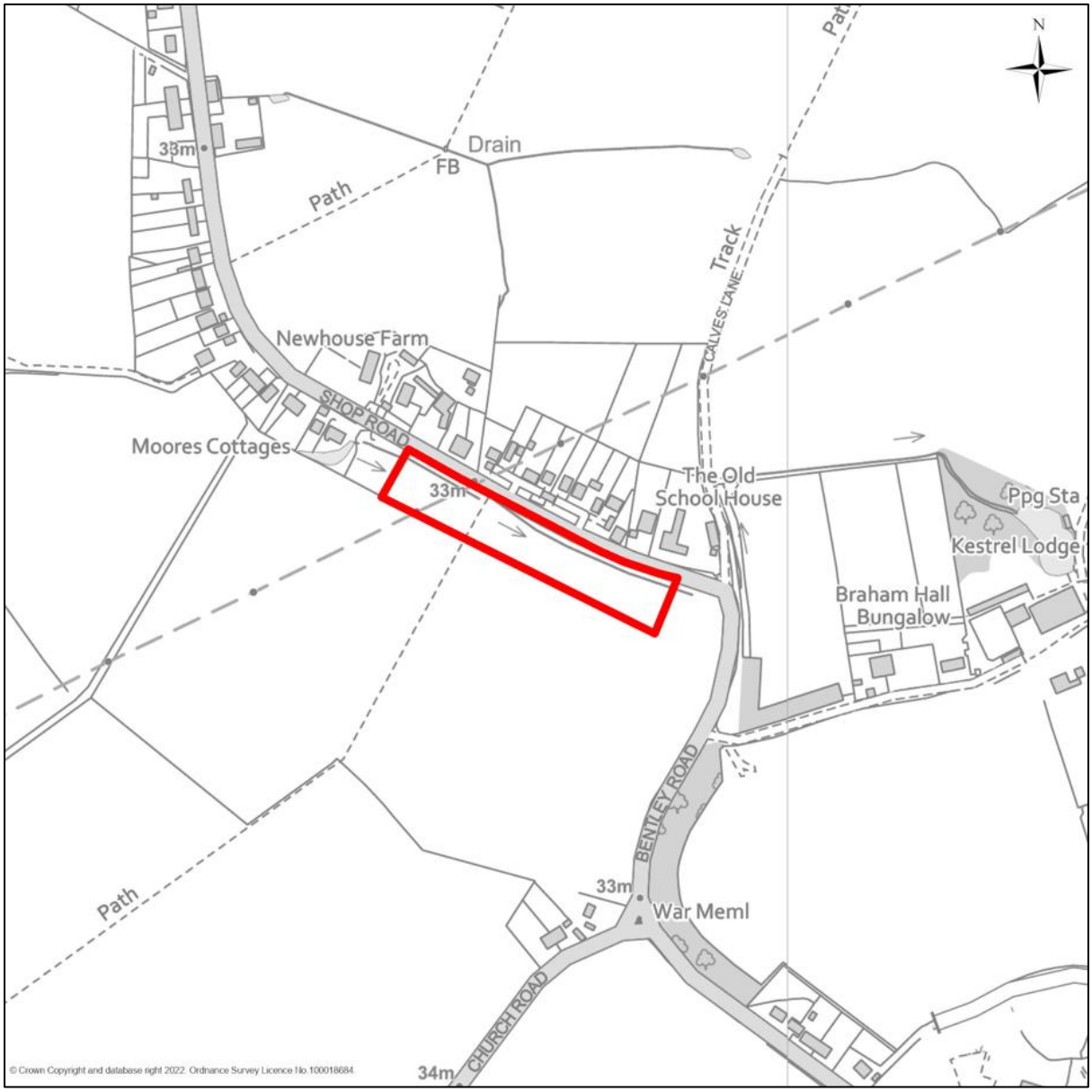
MSA17 Land north of Walton Road, Kirby-le-Soken



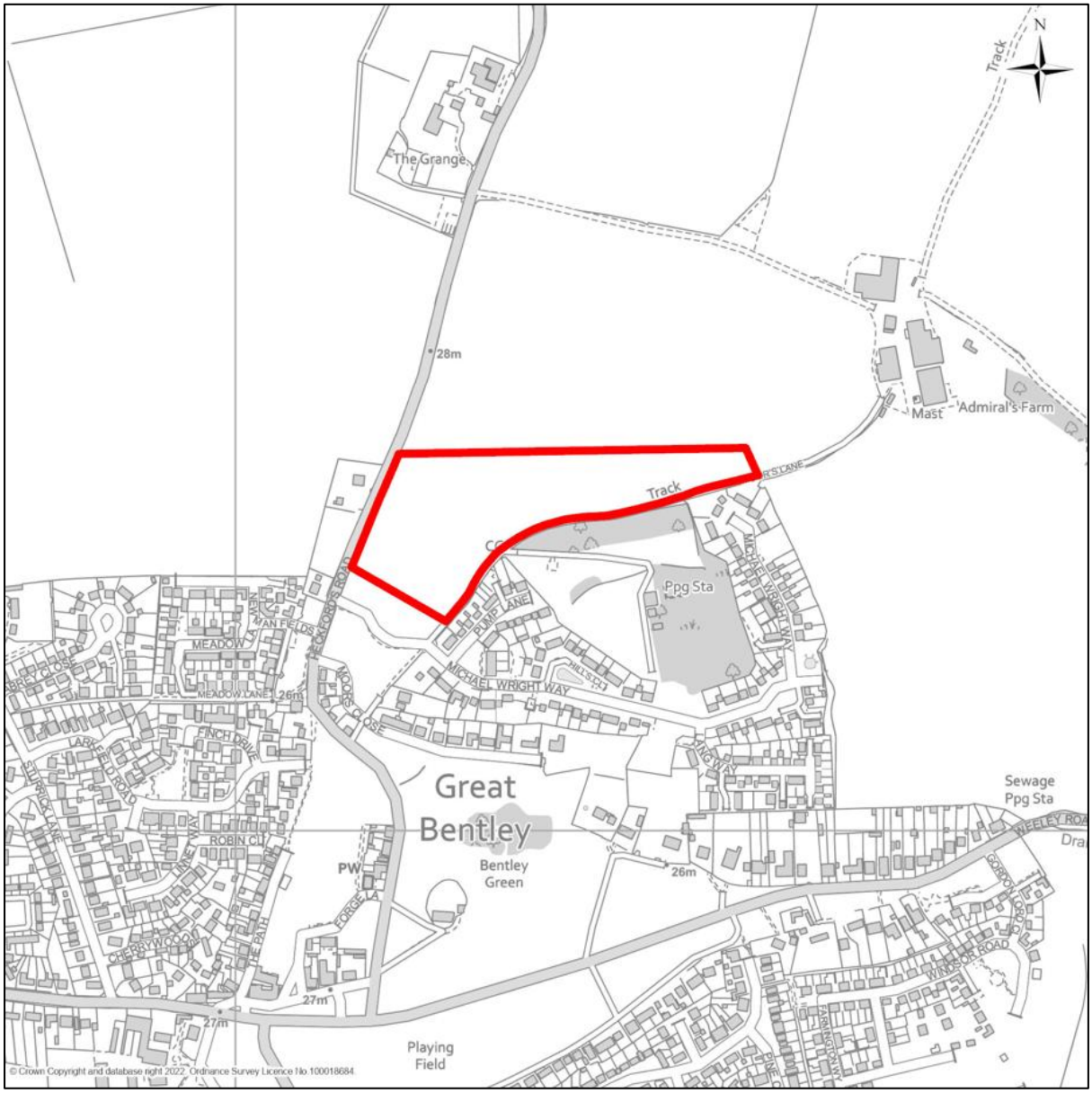
MSA19 Land west of Manningtree Road, Little Bentley



MSA20 Land south of Shop Road, Little Bromley



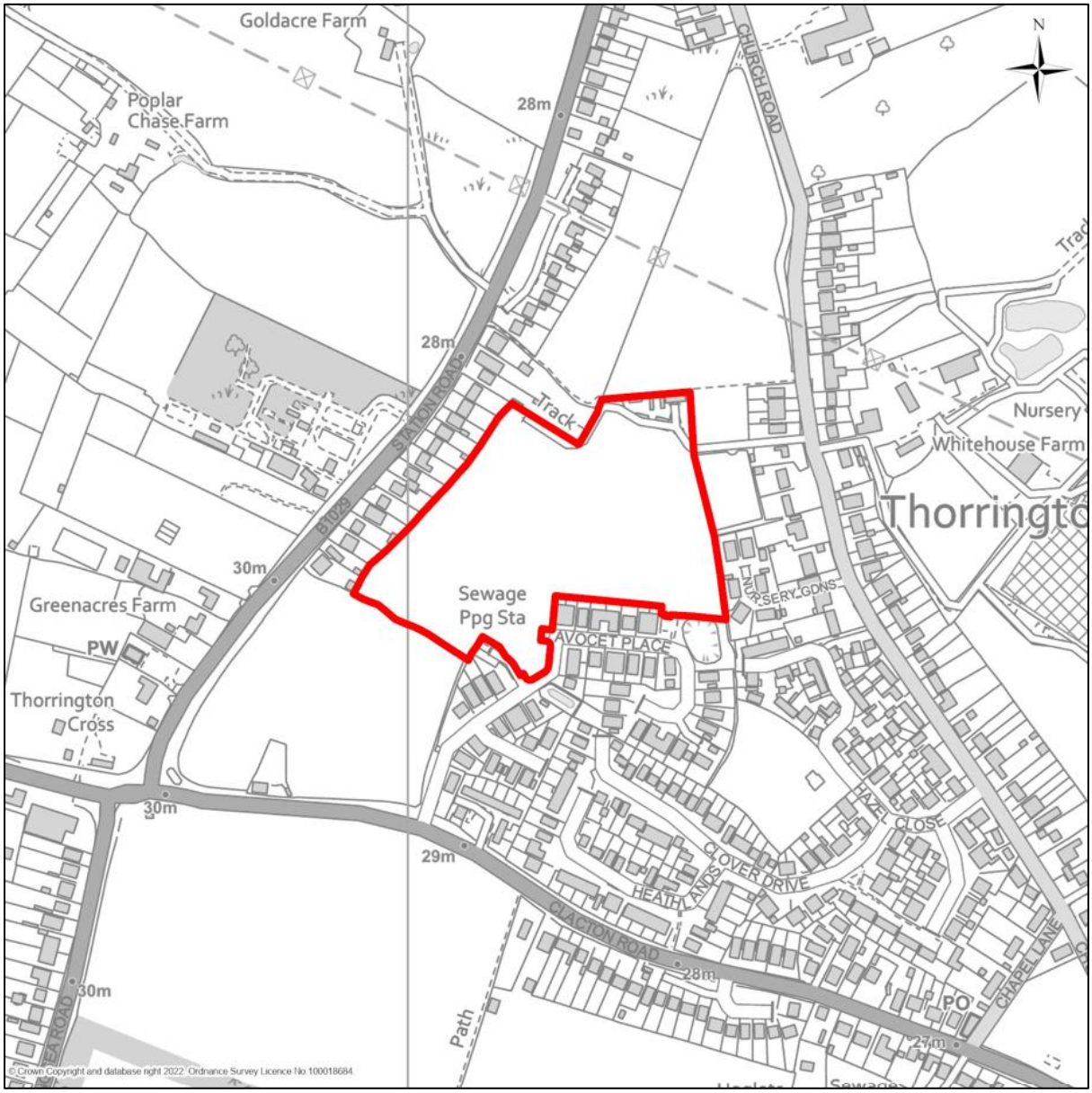
MSA21 Land east of Heckfords Road, Great Bentley



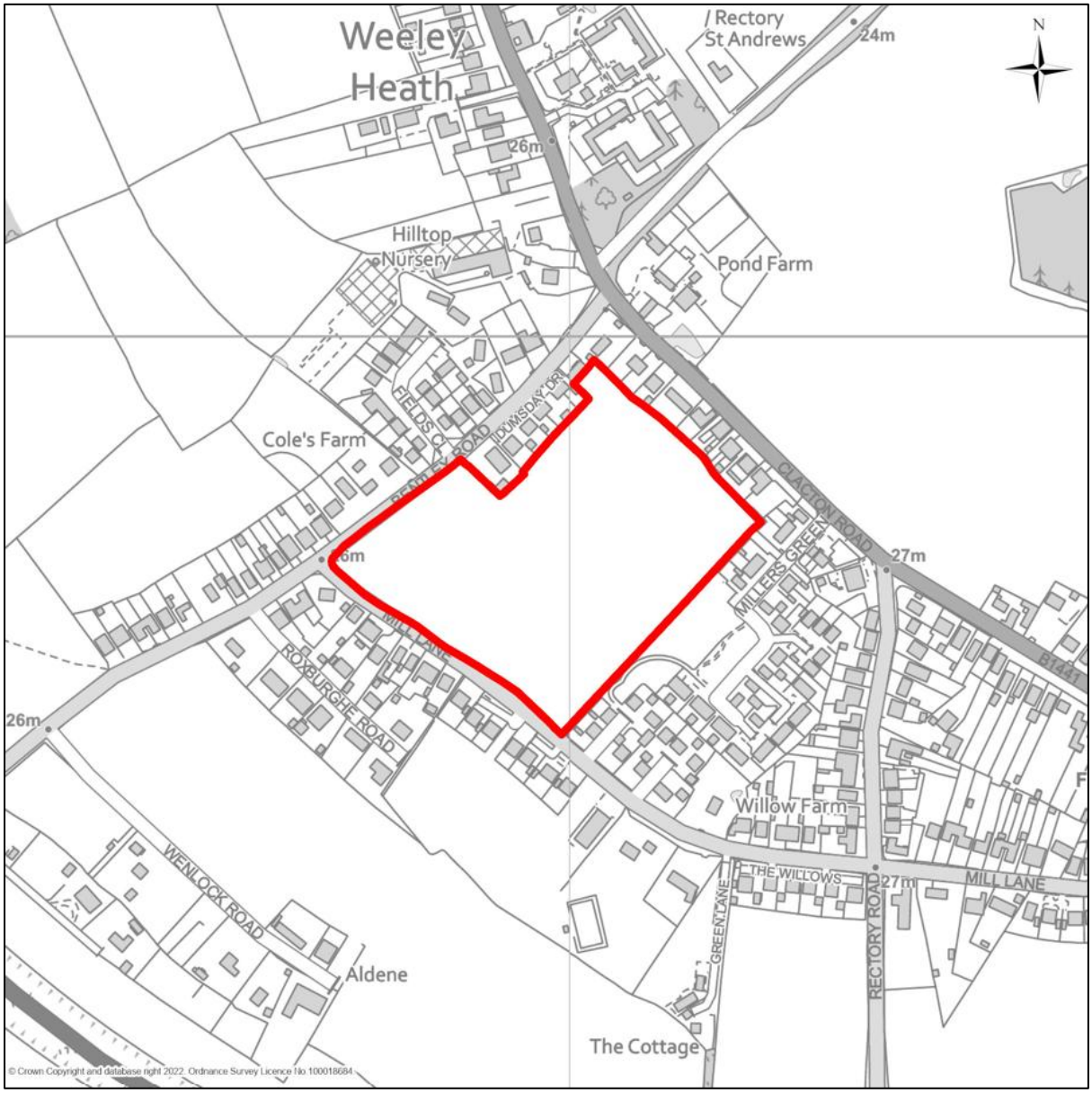
MSA22 Haulage Depot, Heath Road, Tendring Heath



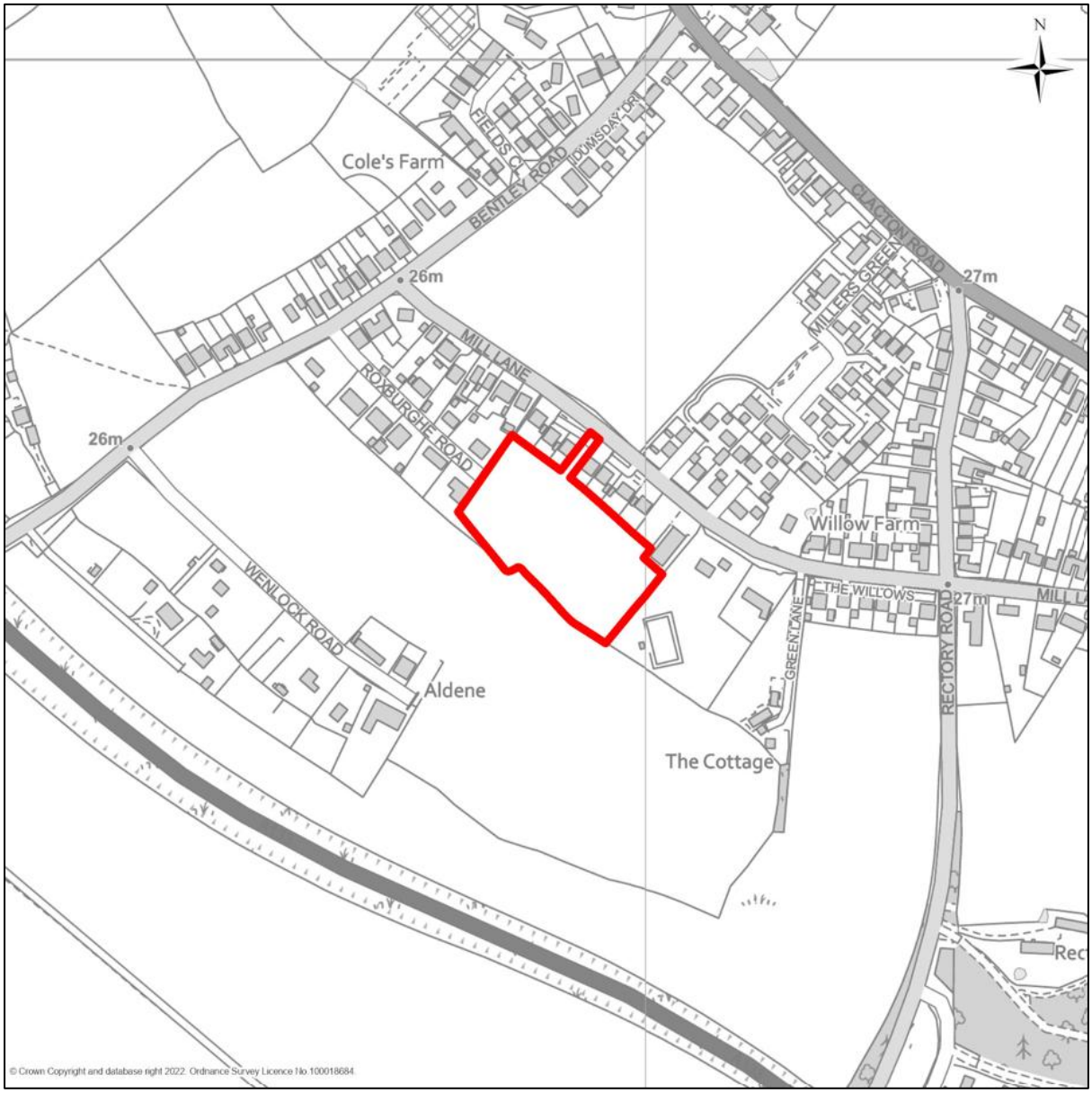
MSA23 Land at Avocet Place, Thorrington



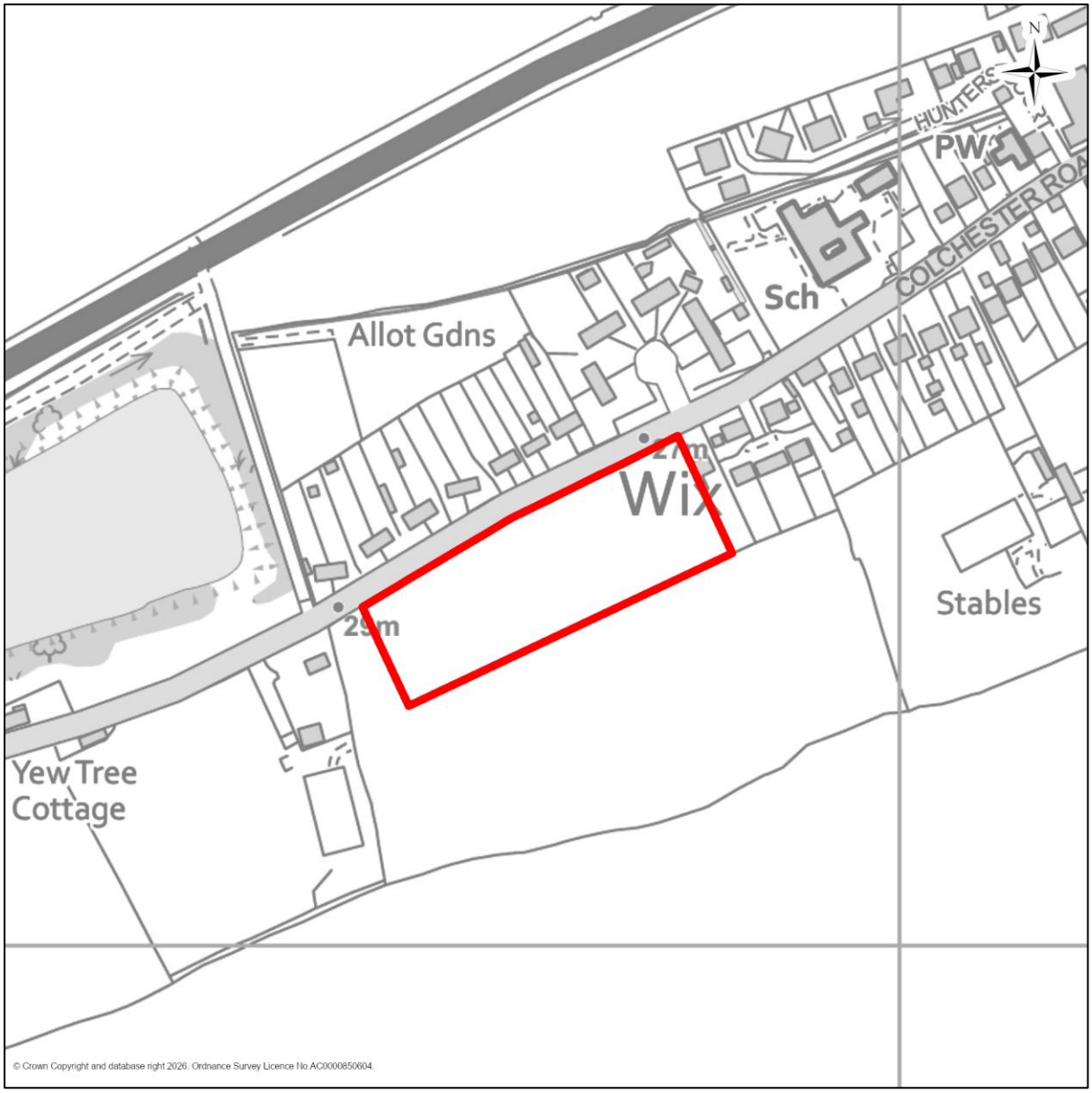
MSA24 Land east of Bentley Road, Weeley Heath



MSA25 Land south of Mill Lane, Weeley Heath



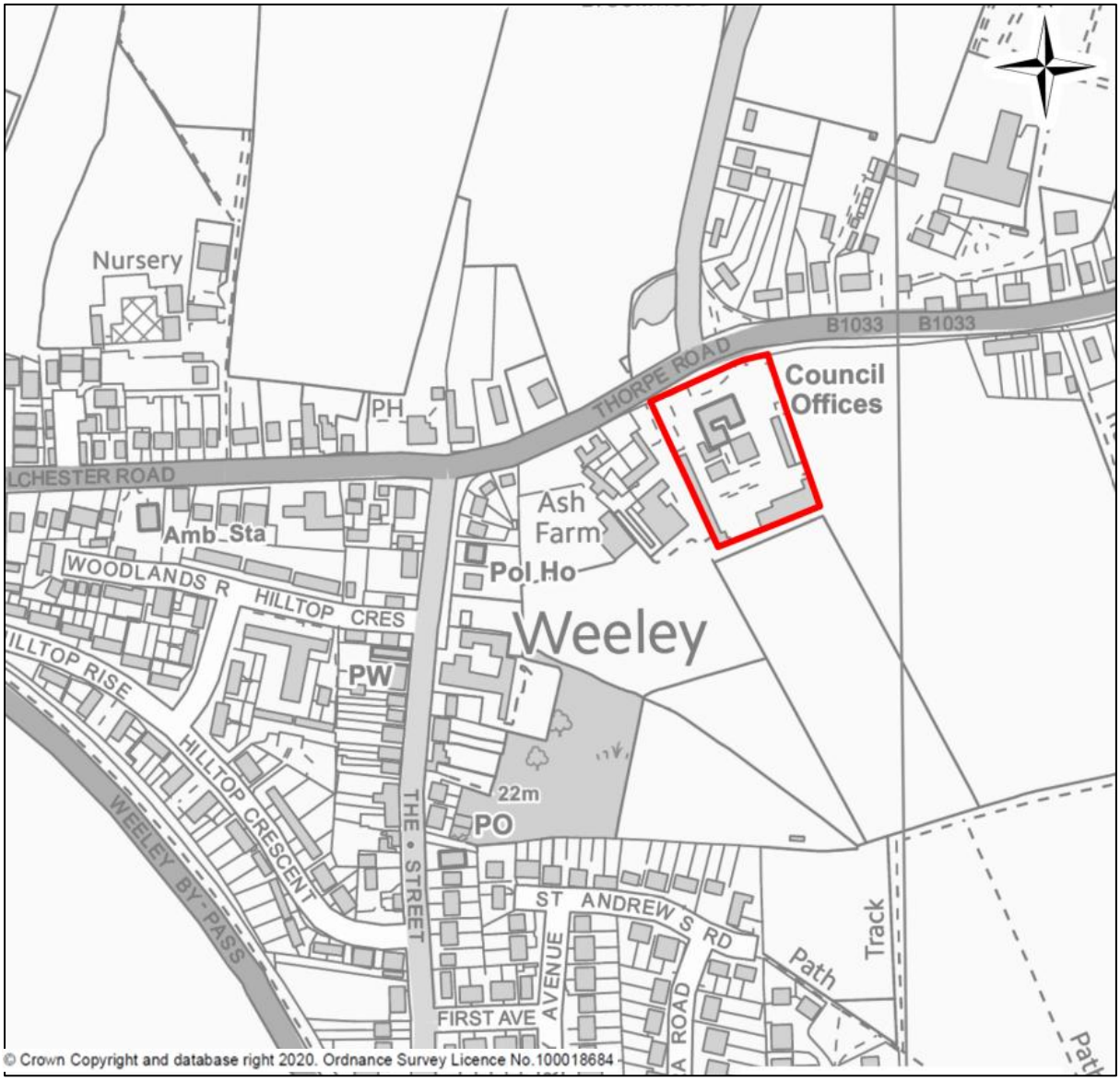
MSA26 Land south of Colchester Road, Wix



MSA28 Land north of Rectory Road, Wrabness



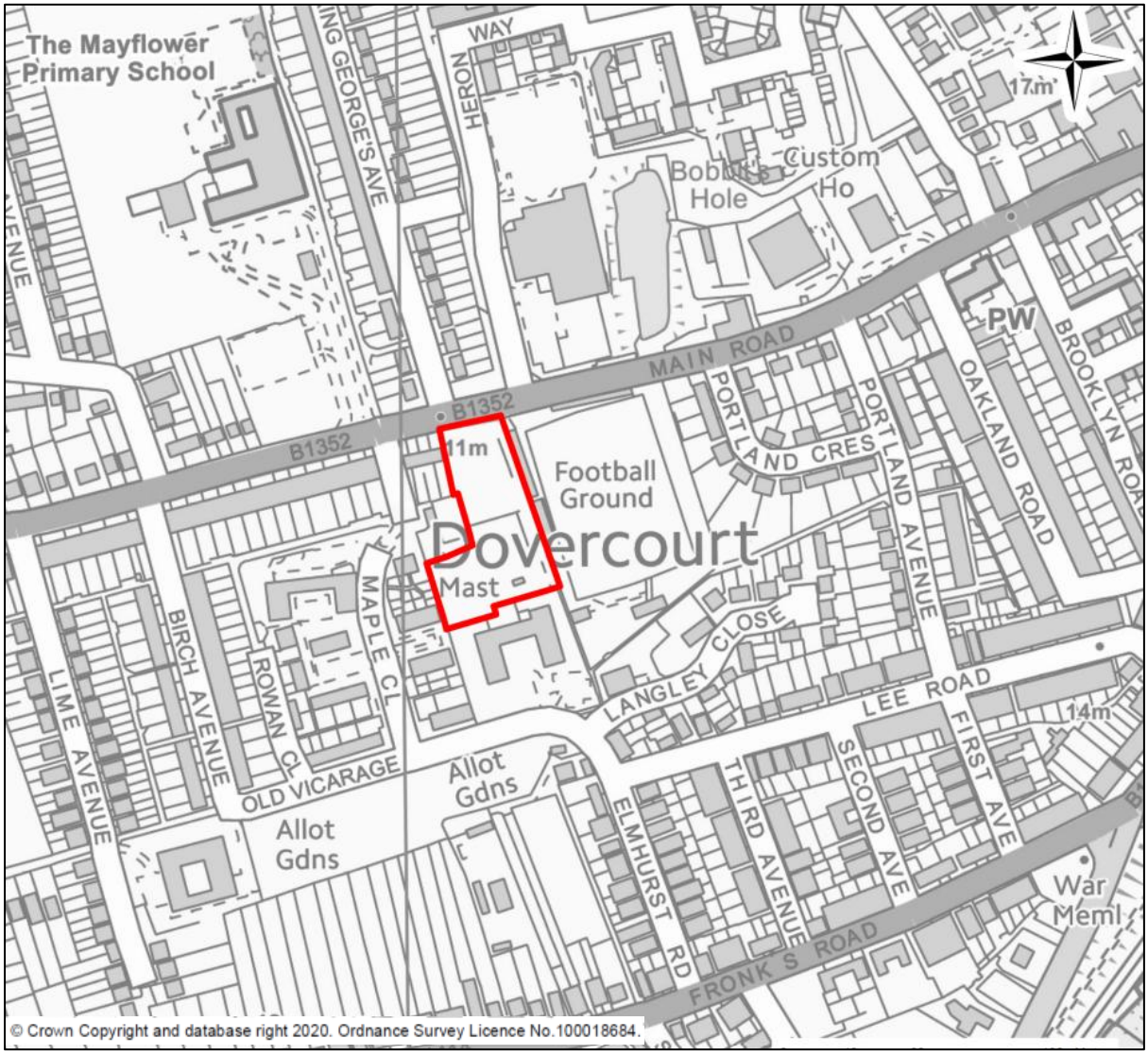
MSA29 Land at Weeley Council Offices



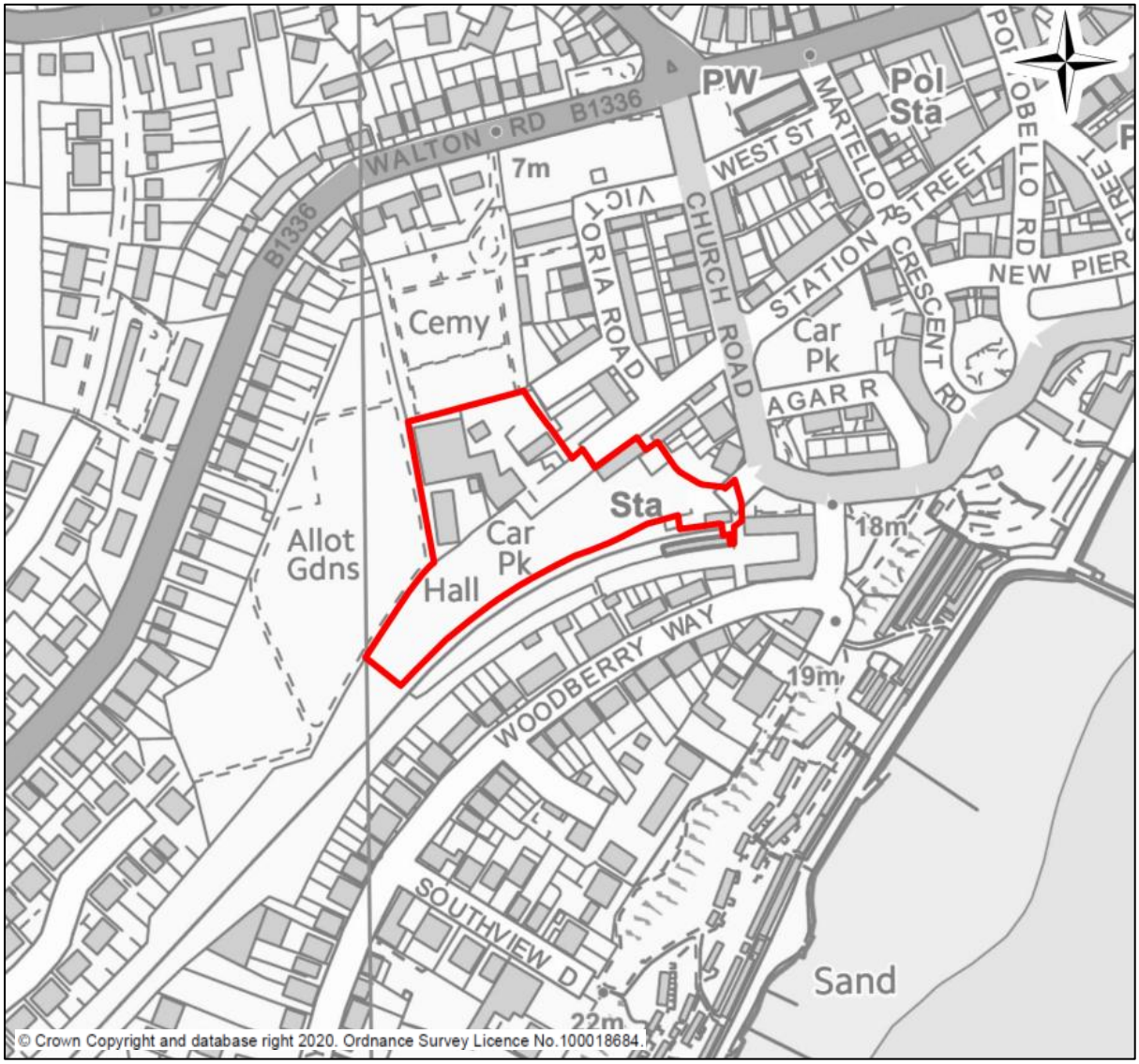
MSA30 Former Tendring Hundred Waterworks Site, Clacton



MSA31 Land adjoining Harwich & Parkeston Football Club, Dovercourt



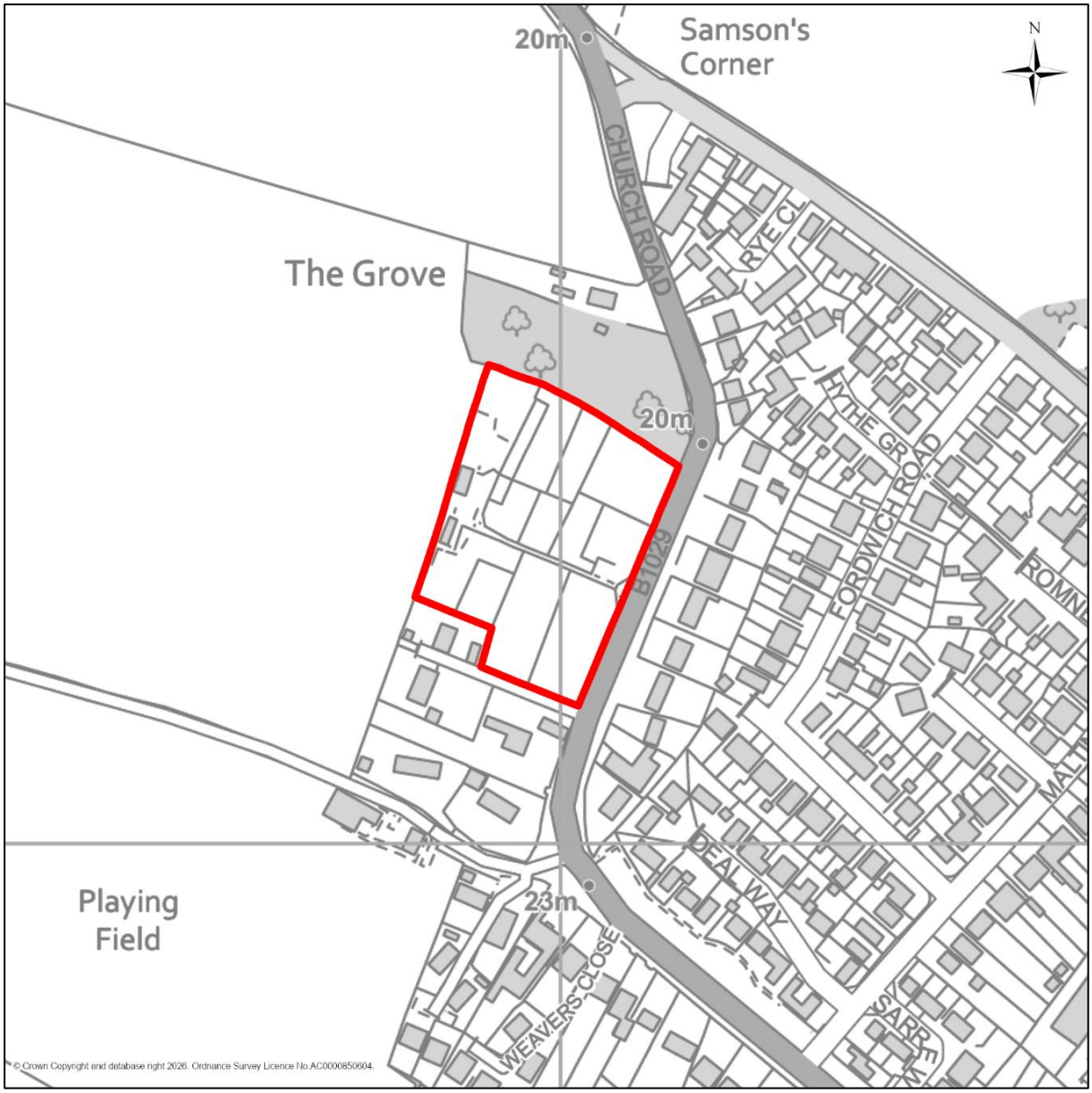
MSA32 Station Yard / Avon Works, Walton



MSA33 Former Wellhouse Site, Chestnut Way, Brightlingsea



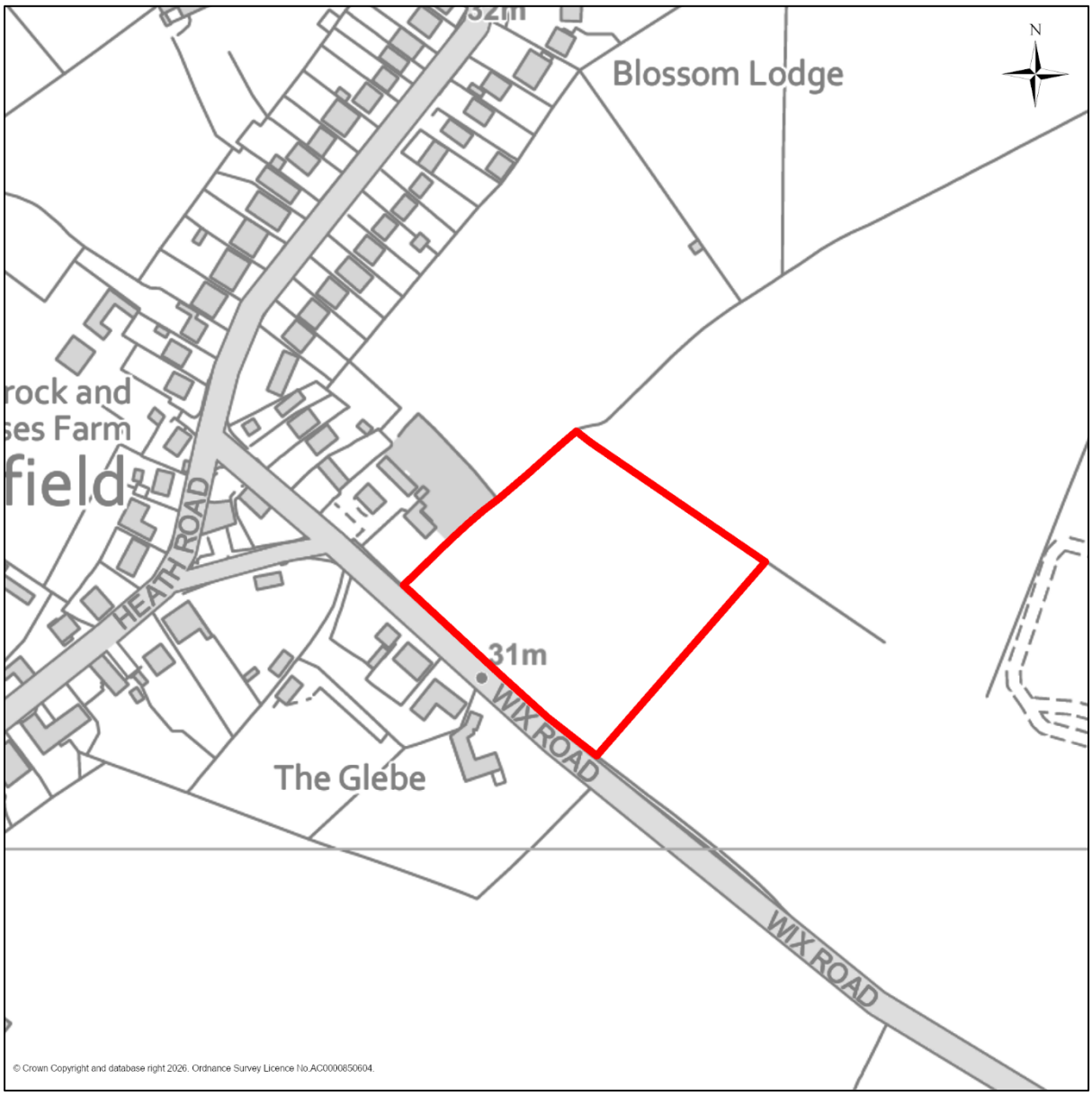
MSA34 Vicarage Field, Church Road, Brightlingsea



MSA35 Land North of Robinson Road, Brightlingsea



MSA36 Land North of Wix Road, Bradfield

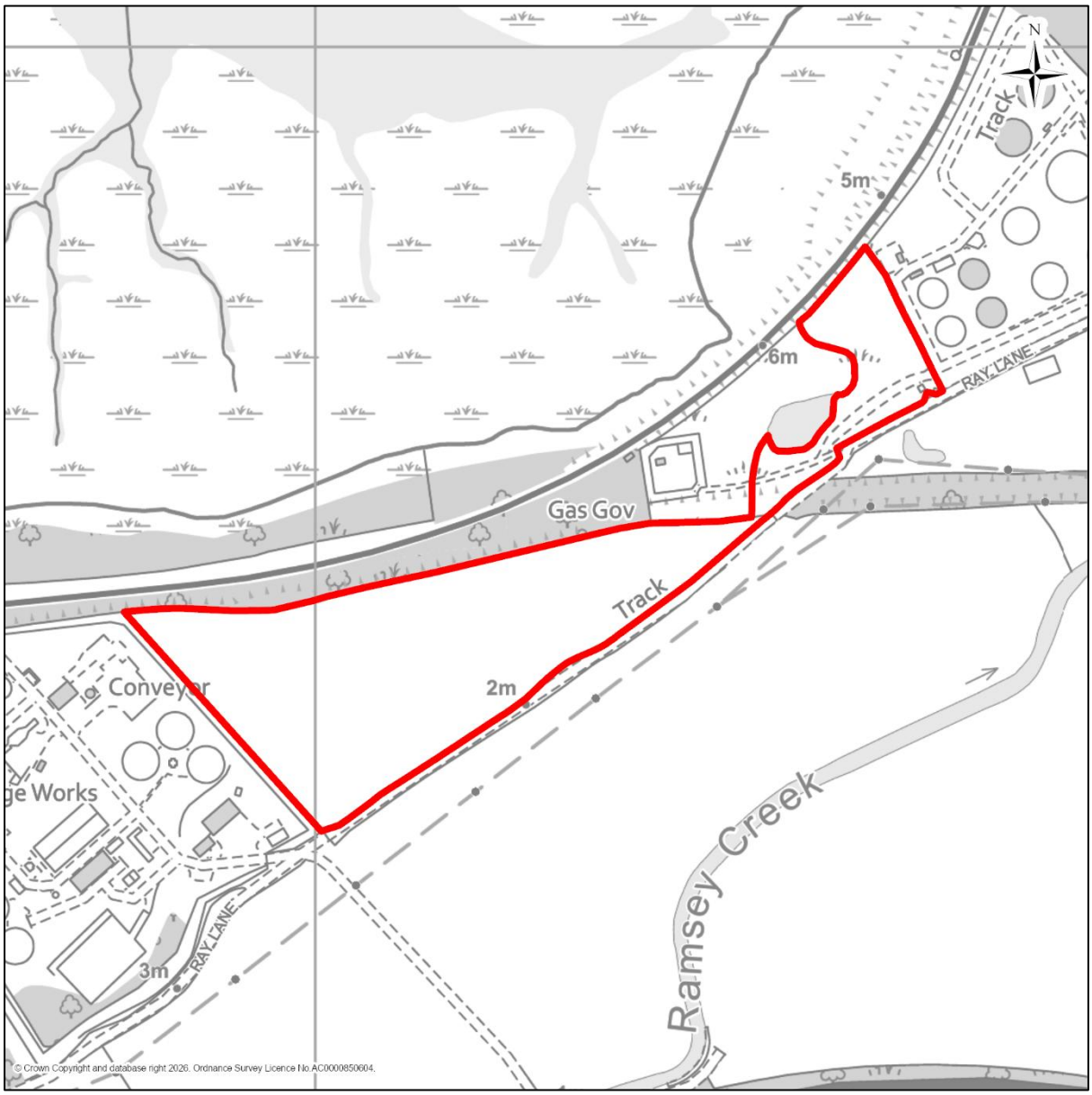


MSA37 Paddock Site South of Bradfield Playing Field, East of the Street, Bradfield



Strategic Allocations for Employment

SAE1 – Carless Extension, Harwich



9.99 The Carless Refinery to the west of the village of Parkeston contains a range of large storage tanks to enable the mixing of solvents and other materials. The land incorporating the existing refinery is safeguarded for this continued use. In view of health and safety requirements relating to the operation of the refinery and the need for safeguarded areas around it, only a limited expansion will be possible between the northern boundary of the site and the railway line.

9.100 Owing to the varied nature of land ownership in the proposed area between Carless Refinery and National Rail, it will be necessary to engage with all parties in order to deliver the most suitable proposal.

Strategic Policy SAE1

CARLESS EXTENSION, HARWICH

Land west of Carless Refinery, shown on the Map SAE1, is proposed for an extension of the existing refinery.

Proposals must accord with the following:

a. *assessment of any impact on nature conservation, including on the Stour and Orwell Estuaries SPA and Ramsar site, and the recently extended Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) should be undertaken. Development will only be permitted where a project level assessment has demonstrated in accordance with the Habitat Regulations, that any proposal will not adversely affect the integrity of the Stour and Orwell Estuaries SPA and Ramsar site, either alone or in combination. If significant effects are considered likely, an appropriate mitigation strategy should be submitted;*

b. *assessment of any impact on the landscape character should be undertaken and where impacts are identified, mitigation measures should be submitted including structural landscaping at the southern boundary;*

c. *the proposed development must not compromise the safeguarded mineral transhipment site located in the vicinity. Early engagement with the Minerals Planning Authority is therefore encouraged; and*

d. *that there would be no material adverse impacts on the adjacent wildlife sites.*

SAE2 – Freeport East, Bathside Bay and the A120 corridor



9.101 In 2021, the government designated 12 areas across the United Kingdom as 'Freeports' with significant tax and customs incentives aimed at boosting new investment, tackling deprivation and supporting innovation and development in green energy. Tendring is part of the 'Freeport East' area straddling North Essex and South Suffolk where there is a particular focus on growth at and around the ports of Harwich and Felixstowe and strategic sites along the A120 and A14 corridors. Through partnership working between central government, local Councils, the business community and others, a range of interventions and incentives are being developed with an aim to create the conditions for creating around 13,500 new jobs over 10 years. The potential for residents and businesses in Tendring to benefit from the designation of Freeport East and associated opportunities for investment and job creation is significant, particularly for the Harwich area and parts of the District along the wider A120 corridor.

9.102 These opportunities been recognised in recent years through the substantial investment from the owners of Harwich International Port in securing planning permission for the long-term expansion of the port to handle containers and commencing the first phase of that development, whilst also seeking the necessary consents from the Council and the Marine Management Organisation (MMO) for the major habitat compensation schemes at Hamford Water that will be necessary to enable the next phases of the development to proceed. Planning permission has also been secured for a temporary 15-year period for a 'Green Energy Hub' at the port that will serve the construction, servicing and maintenance of offshore windfarm installations and create new jobs in the short to medium term while the longer-term expansion for the container terminal is progressing.

9.103 Significant private investment has also gone into the construction of 'Centurian Park', the first phase of a new business area at Horsley Cross and additional land is identified in this Local Plan for further phases of development that will benefit from the incentives offered by Freeport designation and deliver additional job opportunities over the period of this Local Plan.

9.104 The strategy for growth in this Tendring Local Plan has been amended to both reflect the opportunities offered by Freeport East and the developments at Bathside Bay, Horsley Cross and elsewhere along the A120 corridor; and to support the ambition for growth. This includes strategic housing allocations to meet an anticipated increase in demand generated by existing and future residents from the local area looking to obtain training, skills and work and wanting to raise their families locally, as well as demand from people likely to move into the area for work. The strategy for growth in the Local Plan also sees the improvement to and upgrading of the A120 as critical to future economic success and the planned housing and employment growth in the north of the District.

9.105 As a condition of the planning permission for the Bathside Bay Container Terminal, a number of improvements to the A120 are required to ensure it has the capacity to accommodate additional lorry and car traffic and continues to operate in an efficient and safe manner. These include alterations and improvements to the A12/A120 Crown Interchange at Ardleigh and the A120 Parkeston Road/Station Road/Europa Way roundabout; dualling of the A120 between the Hare Green interchange and Horsley Cross; and widening of the A120 between Horsley Cross and Ramsey Bridge roundabout, with potential re-routing in some locations.

9.106 As well as these upgrades, the Tendring Colchester Borders Garden Community is to be accompanied by a link road from the A120 north of Crockleford Heath to the A133 west of Elmstead Market; and through the Hare Green Garden Village development, it is proposed that an omni-directional junction is constructed to enable deliver better north-south connectivity across

the direct and faster and more direct movement for lorries and cars between the Harwich and Clacton areas.

Strategic Policy SAE2

FREEPORT EAST, BATHSIDE BAY AND THE A120 CORRIDOR

To maximise the opportunities for economic growth and job creation following the designation of Freeport East, the spatial strategy and policies in this Local Plan support the development at Bathside Bay, new and expanded business and industrial parks in strategic locations along the A120 corridor supported by housing and mixed-use development in Harwich and Dovercourt, at the Tendring Colchester Borders Garden Community and at the proposed Hare Green Garden Village at Frating and Hare Green. These developments will need to be supported by, and will be required to assist in facilitating, improvements to (and the upgrading of) the A120 and associated junctions in Tendring.

Bathside Bay, as shown on Map SAE2 is allocated in this Local Plan for the construction of an operational container terminal alongside a new small boat harbour – for which planning permission has been granted and development has commenced. Planning permission has also been granted for use of part of the proposed container terminal, on a temporary basis, for a 'Green Energy Hub' to support the offshore wind industry. The Council will work with Freeport East, central government, the owners of Harwich International Port and other relevant agencies and partners to accelerate, where possible, the delivery of the consented developments and related infrastructure improvements in order to support the local economy and creation of local jobs. Development proposals that would prejudice or frustrate the development of Bathside Bay will not be supported.

In support of a long-term strategy for growth along the A120 corridor, land is also allocated through Policy PP7 of this Local Plan for new and expanded business and industrial parks north of the A120 at Parkeston; with employment sites also proposed as an integral part of the proposed Hare Green Garden Village, Horsley Cross Garden Village, and the Collierswood Farm Business Park, north of the future Tendring Colchester Borders Garden Community.

The Council will also work with partners to explore all other means by which the improvement and upgrading of the A120 can be delivered and accelerated in support of the strategy for growth in this Local Plan, which could include the use of Community Infrastructure Levy (CIL) or other contributions secured from new development along the A120 corridor. These improvements could include:

a. alterations and improvements to the A12/A120 Crown Interchange at Ardleigh;

b. the A120/A133 link road and associated junctions associated with the Tendring Colchester Borders Garden Community;

c. an omni-directional junction at the A120/A133 interchange at Frating and Hare Green;

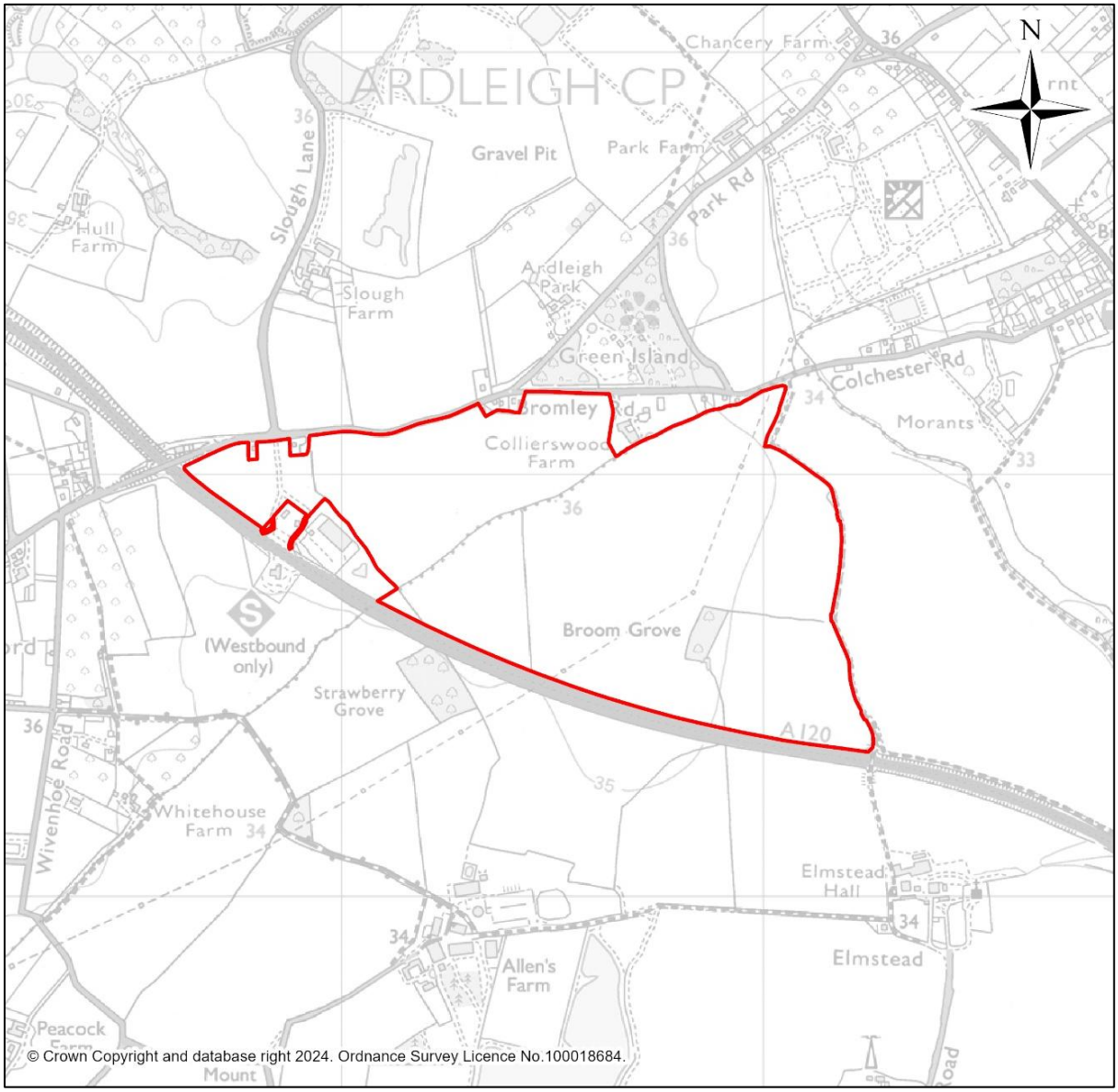
d. the dualling of the A120 between Hare Green and Horsley Cross;

e. the widening of the A120 between Horsley Cross and the Ramsey Bridge roundabout; and

f. alternations and improvements to the A120 Parkeston Road/Station Road/Europa roundabout at Parkeston.

Any infrastructure improvements in addition to those which already benefit from planning permission will require further Habitats Regulations Assessment, including consideration of air quality impacts where development or infrastructure proposals are located within 200 metres of the Stour and Orwell Estuaries Special Protection Area and Ramsar site. Development proposals must demonstrate, either alone or in combination with other plans and projects, that they will not result in adverse effects on the integrity of designated habitats sites. Where necessary, appropriate avoidance, mitigation or compensation measures will be secured in accordance with relevant legislation, national policy and Policy PPL4 of this Plan.

SAE3 – Collierswood Farm Business Park



9.107 Land north of the A120 is allocated for a future Strategic Business Park to be accessed via the grade-separated junction proposed to be built at the northern end of the new A120/A133 link road (A1331) which is being built alongside the Tendring Colchester Borders Garden Community. At 78 hectares in size, this Business Park will be of sub-regional significance; strategically located to attract inward investment and deliver jobs for existing Tendring residents and future residents of the Tendring Colchester Borders Garden Community, as well as serving economic growth ambitions of neighbouring Colchester and the wider Freeport East area.

9.108 The delivery of this Strategic Business Park is wholly dependent on the completion of the A120/A133 link road (A1331) for access from the grade-separated junction and access will not be permitted from any other rural road (other than by active travel). This development will therefore be expected to

assist in facilitating the early completion of the link road, associated junctions and infrastructure. The development will also be connected to the Rapid Transit System serving the wider Garden Community to maximise the opportunity for people to get to work by public transport.

9.109 Landscaping will be an important feature of this development, both internally and throughout the development itself to create a high-quality urban environment; and around the northern periphery of the site to minimise its visual impact on the wider rural area.

Strategic Policy SAE3

COLLIERSWOOD FARM A120 STRATEGIC BUSINESS PARK

Land north of the A120 in Elmstead Market is allocated for a Strategic Business Park of sub-regional significance that will be accessed only via the grade-separated junction to be built as part of the A120/A133 (A1331) link road serving the Tendring Colchester Borders Garden Community. To ensure early delivery, the development will be expected to facilitate and contribute towards the completion of the link road, associated junctions and infrastructure through land provision and/or financial contributions secured through s106 legal agreements, Community Infrastructure Levy (CIL) or other appropriate means.

Masterplan Requirement

A comprehensive masterplan must be prepared and approved prior to or alongside the first planning application, in consultation with Tendring District Council and Colchester City Council (or relevant local planning authorities). The masterplan must:

- *Define the spatial layout, movement network, and land use distribution.*
- *Set design parameters for building heights, massing, and typologies.*
- *Establish landscaping, biodiversity, and green and blue infrastructure strategies including sustainable drainage systems.*
- *Include a phasing and delivery plan, viability testing, and monitoring framework.*
- *Define a strategy for sustainable development that minimises impacts on climate change that includes design, layout and the use of renewable technologies.*
- *Ensure alignment of all design standards with the Essex Design Guide.*

Design and Development Principles

The masterplan and subsequent applications must deliver a high-quality, sustainable employment environment based on the following principles:

1. Placemaking and Social Value

Adopt a landscape-led approach retaining existing trees and hedgerows where possible and creating multifunctional green infrastructure. The LNRS suggests a need for woodland specific habitat enhancement on this site.

- *Provide shared social spaces, cafés, and informal meeting areas to foster collaboration.*
- *Provide public realm features such as landscaped plazas and outdoor seating with Wi-Fi to encourage flexible working.*
- *Provide a mix of unit sizes and typologies (large industrial, logistics, research and development, and office spaces) to ensure flexibility and adaptability over time.*

2. Connectivity and Access

- *Facilitate and contribute to the early delivery of the A120/A1331 link road, associated junctions and infrastructure through agreed mechanisms.*
- *Integrate with the Rapid Transit System. Additional local public transport services should also be provided to the site.*
- *Design integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network.*
- *Emergency access points should be planned, and an active travel crossing of the A120 from the Garden Community should be explored.*
- *Foot and cycle ways should be provided throughout the development and connecting with the surrounding settlements and countryside. The Public Rights Of Way network across the site must be protected and enhanced.*
- *Ensure safe, convenient pedestrian and cycle connections to the Garden Community.*
- *Incorporate active travel priority routes, bus priority measures, and a goods vehicle routing strategy.*
- *Provision for a trunk road service area including lorry parking must be indicated.*
- *Provision of electric vehicle charging, secure cycle storage, and last-mile logistics hubs.*
- *To facilitate the RTS terminus, the masterplan should consider provision for a public transport maintenance depot.*

3. Environmental Sustainability

- *Achieve a minimum 20% Biodiversity Net Gain through robust landscape buffers, tree planting, and habitat creation.*
- *Implement Sustainable Drainage Systems (SuDS), rainwater harvesting, and green roofs.*
- *The applicant must demonstrate adequate wastewater capacity, including any necessary phasing or alternative solutions, to the satisfaction of both the Council and Anglian Water.*
- *Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being*

water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.

- *Undertake embedded carbon assessments and apply circular economy principles, supported by defined life-cycle carbon reduction targets.*
- *Development proposals will be required to avoid adverse effects on the integrity of European sites. Where necessary, mitigation measures, including financial contributions towards the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) or other project-specific mitigation, will be secured in accordance with the requirements of the Habitats Regulations.*

4. Heritage and Amenity

- *Preserve and enhance the setting of nearby heritage assets.*
- *Incorporate noise attenuation, air quality mitigation, and lighting control measures to protect residential amenity.*

5. Highways and Junction Modification

- *Any changes to the already approved junction needed to achieve suitable access and capacity for the additional business park development must be funded entirely by the developer, secured through appropriate legal agreements (such as Section 106) or other agreed mechanisms.*
- *The developer must fund and deliver all necessary modifications to the junction and approaches to accommodate active and sustainable travel measures*

If Collierswood Farm is delivered ahead of the Tendring Colchester Borders Garden Community (TCBGC), it must fund and deliver Phase 2 junction and approaches as currently designed, plus any changes required to provide safe access for all modes, including connection to Phase 1 at Allen's Farm Roundabout.

- *Walking, cycling, and public transport links and services to the Garden Community must be funded and delivered by the developer.*

6. Key Infrastructure

- *Deliver and, where necessary, safeguard land for the infrastructure required to support the strategic employment allocation in accordance with the Infrastructure Delivery Plan, including utilities, water supply, wastewater treatment, electricity infrastructure, waste management, drainage, flood-risk and emergency services infrastructure, secured through planning obligations, conditions, land transfer, direct delivery and/or financial contributions as appropriate.*

Policy Compliance and Monitoring

Submit and agree an infrastructure phasing, funding, delivery and monitoring strategy as part of any masterplan or planning application, demonstrating how required infrastructure will be funded, delivered, maintained and reviewed, and ensuring that no phase of development proceeds unless the infrastructure necessary to support that phase has been secured.

- *A monitoring framework must track delivery of infrastructure, biodiversity net gain, carbon reduction, and sustainable transport measures.*

Collierswood Farm represents a prime strategic employment location, capable of delivering a high-quality, sustainable business park of sub-regional significance. Its success will depend on infrastructure delivery and adherence to best practice design principles, ensuring the creation of an attractive, connected, and environmentally responsible employment hub.

10 Delivering Infrastructure

10.1 This chapter explains how the policies and proposals within this Local Plan will be implemented, how the Council will monitor their effectiveness in bringing positive changes to the District, how the Council may use its enforcement powers to deal with unauthorised development and how the Council may choose to review the Local Plan to respond to changes in the economy and deal with longer-term development requirements.

Implementation

10.2 This Local Plan will form the 'Development Plan' for the District against which all applications for new development will be judged. The Council will use the Local Plan in determining planning applications alongside the National Planning Policy Framework and will take into account any other material considerations.

10.3 The implementation of the policies and proposals detailed within this Local Plan will be achieved in a variety of ways. As the Local Planning Authority, Tendring District Council will play a key role. However, the Council will also work with a number of bodies to ensure the implementation of this plan in an integrated and efficient way.

10.4 The National Planning Policy Framework emphasises that plans must be deliverable. Local Planning Authorities need to demonstrate, within reason, that infrastructure is provided to support the delivery of the development planned. The infrastructure planning process seeks to:

- identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery);
- improve lines of communication between key delivery agencies and the Local Planning Authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- provide evidence for the setting of a Community Infrastructure Levy (CIL);
- be a 'live' document that will be used as a tool for helping to deliver infrastructure; and
- set out a process for policy monitoring and review.

10.5 In order to ensure that new development delivers sustainable communities, the facilities and service needs must be planned for and monitored. A document called the 'Tendring - Infrastructure Delivery Plan' sits alongside this Local Plan. It reviews Tendring's infrastructure needs for the plan period to 2043. Monitoring of the Local Plan is carried out (at least) annually, through the 'Tendring District – Authority Monitoring Report'.

10.6 The following organisations will be involved in the implementation of this Local Plan:

Table 10.1 Implementation

Organisation	Involvement in the Implementation of this Local Plan
Tendring District Council Braintree, Chelmsford, Colchester, Essex and Tendring Councils	• Determining planning applications in accordance with the Local Plan and any other material considerations. • Preparing and implementing Supplementary Plans and design briefs. • Publishing of registers, schedules, leaflets etc. as appropriate and as resources permit. • Responding to suspected breaches in planning control, investigating alleged cases of unauthorised development and taking action where appropriate. • Liaising and co-operating with statutory undertakers, including Essex County Council as the Highways and Transport Authority and other appropriate agencies (including those listed below) to aid the integration of services and facilities and to ensure sustainable development. • Ensuring evidence across the Housing Market Area is up to date. • Facilitating growth through Local Delivery Vehicles as appropriate. • Preparing joint Development Plan Documents, Masterplans, Supplementary Plans as appropriate.
Essex County Council (ECC)	• Road and transport matters as the Highways and Transport Authority, including the provision of new facilities, on-street parking, road closures, highway safety and other traffic management. • Education and Social Services. • Minerals and waste management as the Minerals and Waste Planning Authority and the Waste Disposal Authority. • Liaising with TDC to aid the integration of services between the two authorities. • Lead Local Flood Authority. • Lead advisors on Public Health.

Statutory undertakers and utility providers, including providers of electricity, gas, water, sewerage and telecommunications infrastructure.	• Taking account of the proposals within this Plan in the provision of their services and facilities, which are essential to sustainable, well-planned developments. • Liaising with TDC regarding their proposals.
Health authorities including the NHS Essex Integrated Care Board and any future health bodies	• The provision of health facilities in the District. • Liaising with TDC regarding the various proposals for new facilities in the District.
Emergency Services	• The provision of facilities and infrastructure in the District. • Liaising with TDC regarding the various proposals for new facilities in the District.
Environment Agency	• The protection and improvement of the environment. • Controlling pollution. • Implementing environmental legislation. • Regulating the environmental effects of industry. • Advice and guidance as statutory consultee to the local planning authority. • Advice and guidance in relation to drainage and flood protection implications of new development.
National Highways	• Improvements / new connections to the A120.
Network Rail	• Implementation of rail infrastructure. • Liaising with TDC regarding their proposals.
Conservation organisations including Historic England, Natural England and others	• The protection and improvement of the historic / natural environment. • Implementing historic / natural environment legislation. • Advice and guidance in relation to listed buildings, conservation areas and other heritage assets / environmental designations and other important habitats.

Town and Parish Councils	• Providing and managing recreation and community facilities. • Providing an important link between the local community and TDC.
The private sector	• Majority of development carried out during the Local Plan period, including development of new residential properties, new employment and commercial development, and tourist and leisure facilities.

10.7 The Council appreciates that the delivery of new homes and jobs needs to be supported by necessary infrastructure, including a wide range of transport options, utilities, and community facilities. Throughout the consultation of the review of this Local Plan, this issue continues to be of particular concern to our residents and businesses. The Council has commissioned an Infrastructure Delivery Plan (IDP), to inform the Local Plan, based on other evidence work; studies prepared for the Garden Communities; relevant, topic based national and local studies; and discussions with infrastructure providers. The IDP will sit alongside this Plan and provide specifics on the main items of infrastructure required for larger sites, when they are likely to be provided and who will pay for them. Additionally, the policies within Chapter 9 of this Plan highlight essential pieces of site-specific infrastructure as relevant for certain sites.

10.8 The broad categories of necessary infrastructure covered in the IDP will include:

- Water and drainage - water supply, wastewater, 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.
- Emergency Services - police, fire & rescue and ambulance infrastructure
- Transport - highways, cycle and pedestrian facilities, rail, bus, park and ride, travel management and car parking.

10.9 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 the NHS Essex Integrated Care Board and NHS England - East of England; and emergency services by Essex Police, Essex County Fire & Rescue Service and the East of England Ambulance Service NHS Trust. The IDP identifies the different investment and development time scales for these providers allowing us to work with them to help deliver a co-ordinated approach to new infrastructure delivery.

10.10 Telecommunications and digital infrastructure technologies are evolving rapidly, and proposals will need to enable sites to access high quality digital infrastructure including fibre and wireless services (5G and Long Term Evolution i.e. successor technologies) which are accessible from a range of providers.

10.11 Developers will be expected to contribute towards meeting appropriate infrastructure costs, having regard to overall consideration of viability. This will include contributions to both on-site costs and strategic off-site infrastructure costs. Contributions will be secured under S106 of the Town and Country Planning Act 1990 (as amended) and/or secured through a Community Infrastructure Levy (CIL) as appropriate. CIL will complement and not duplicate planning obligations. A CIL charging schedule linked to this Plan would stipulate a charge, per square metre of gross internal floorspace, for relevant classes of development. A proportion of CIL funds would be passed to Parish/Town councils.

10.12 In the event that essential infrastructure cannot be appropriately delivered to support new development despite best efforts to secure it, this policy will be used to restrict development from being commenced or, in certain cases, from being permitted, in the absence of proven infrastructure capacity. When infrastructure cannot be provided within, or is not appropriate to be located on, the development site itself, developers will be expected to make a contribution to the cost to provide what is necessary to support new development.

10.13 Policy DI1 below sets out generic infrastructure requirements for new development within the District.

Strategic Policy DI1

INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

All new development should be supported by, and have good access to, all necessary infrastructure. Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity, as is required, will prove sustainable over time both in physical and financial terms. Where a development proposal requires additional infrastructure capacity to be deemed acceptable, mitigation measures

must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):

a. financial contributions towards new or expanded facilities and the maintenance thereof;

b on-site construction of new provision;

c off-site capacity improvement works; and/or

d the provision of land.

Developers will be expected to contribute towards the delivery of relevant infrastructure. They will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Developers and landowners must work positively with the Local Planning Authority, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with published policies and guidance. Exceptions to this policy will only be considered whereby:

e. it is proven that the benefit of the development proceeding, without full mitigation, outweighs the collective harm;

f. a fully transparent, open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum appropriate level of developer return and landowner receipt necessary for the development to go ahead, having regard to Planning Practice Guidance and noting that this will be lower for any affordable portion of the development;

g. full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and

h. obligations are entered into by the developer that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

The Council may consider introducing a Community Infrastructure Levy (CIL) and may implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL. For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this plan.

This Policy contributes towards achieving Objective 4 and 5 of this Local Plan.

Design Briefs

10.14 Throughout this Local Plan there have been several references to the District Council's intentions to prepare design and development briefs or masterplans for particular sites allocated in this plan, often in partnership with the landowner/developer. These design and development briefs provide guidance to ensure developments meet the requirements of policies in the Local Plan and more detailed design and development requirements. These documents are very important components of the implementation process to ensure the correct kind of development occurs at key strategic allocations.

10.15 During the life of this Local Plan, additional design and development briefs, masterplans, or other supplementary guidance may be prepared to support the implementation of the policies and proposals within the Plan. Where statutory supplementary planning guidance is required, the Council may prepare Supplementary Plans. Such documents will be prepared in accordance with the National Planning Policy Framework (or any subsequent replacement) and any relevant statutory procedures before being adopted and used alongside this Local Plan.

11 Monitoring and Review

11.1 Monitoring and review are essential components of the planning system, ensuring the delivery of sustainable development and self-reliant local communities. Regular monitoring of Local Plan policies is necessary to assess whether they are achieving their intended outcomes. This process helps determine if parts of the Local Plan require review in the future. Effective monitoring is therefore critical to delivering the spatial vision, objectives and policies set out in the Tendring Local Plan.

11.2 The Local Plan operates within the framework of the Local Development Scheme (LDS). In accordance with the Planning and Compulsory Purchase Act 2004 (as amended), the Council publishes an Authority Monitoring Report (AMR). The AMR evaluates progress against the milestones in the LDS and assesses the extent to which Local Plan policies are being implemented and targets achieved.

11.3 The AMR is the primary tool for measuring the performance and impact of the Local Plan. Where monitoring identifies policies that are not working effectively or key targets are not being met, this may trigger a review of the Local Plan.

11.4 The Local Plan has undergone sustainability appraisals to identify potential significant effects of policies and allocations. No significant negative effects were identified. The overarching monitoring framework will provide the basis for ongoing assessment of Local Plan policies.

11.5 The objectives of the local plan will be monitored as follows:

Table 11.1

Policy Area	Local Plan Objectives/ Targets	Monitoring Indicators
Housing Delivery *(Living Places)*	• To provide new dwellings within Tendring District up to 2043 of sufficient variety in terms of sites, size, types, tenure and affordability to meet the needs of a growing and ageing population. • To deliver high quality sustainable new communities.	**Updated assessments of the following:** • Housing Requirement • Housing Completions and Future Trajectory • Five Year Housing Supply and Decision Making • Self-build and Custom Housebuilding
Employment, Commercial and	• To provide for the development of employment land on a variety of	Updated assessments of the following:

Retail Development *(Prosperous Places/ Sustainable Places)*	sites to support a diversity of employment opportunities and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth up to the period of 2043. • To promote the vitality and viability of the town centres through the promotion of retail and other appropriate and adaptable 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.	• Allocated Employment Sites, including: • Allocated Employment Sites with remaining available land. • Strategic Allocated Mixed-Use Sites with employment land available. • Additional Available Employment Land, including: • Existing employment sites with employment land remaining available. • Retail Development Report, including: • Retail Development report of retail and service outlets.
Provision of Infrastructure and Community Facilities *(Connected Places/ Sustainable Places/ Healthy Places/ Prosperous Places)*	• To make efficient use of existing transport infrastructure and ensure sustainable and active transport opportunities are promoted in all new development to ensure neighbourhoods and services are walkable and cyclable for the majority of people's daily needs. Where additional capacity is required in the form of new or upgraded transport infrastructure, to ensure this is provided in a phased and timely way 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.	**Updated assessments of the following:** • Infrastructure projects – funding and delivery • Health, including: • Healthcare funding secured • Healthcare funding received • Education, including: • Planning applications which contributed financially to education.

	• To ensure that flood risk management infrastructure is considered so that future developments take into consideration the impacts of climate change and can accommodate adaptation where necessary. • 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. • To improve and provide good quality educational opportunities and prospects for Tendring's residents as part of the Sustainable Community Strategy. This includes practical vocational training and apprenticeships. • To work with partners in the National Health Service, Integrated Care Board (ICB), 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.	
Sustainable Travel (Healthy Places/ Sustainable Places)	• 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 which	**Updated assessments of the following:** • Strategic Highways Works • Planning Applications, including: • Applications with conditions requiring sustainable travel mitigations.

	maximise opportunities for active and sustainable travel and minimise the need for car travel.	
The Historic Environment (Protected Places/ Sustainable Places)	• To conserve and enhance Tendring District's historic environment, including heritage; respecting historic buildings and their settings; heritage assets; landscapes; links; and views.	**Updated assessments of the following:** • The delivery of projects and proposals set out within the Councils adopted Heritage Strategy 2020 (as amended), including: • High, Medium and Low Priority Actions. • Ongoing actions at the time the Heritage Strategy was adopted. • Local Projects
The Natural Environment (Protected Places/ Sustainable Places)	• To provide a network of interconnected multi-functional natural green and blue infrastructure and spaces which secures a net gain in biodiversity and geodiversity; contributes to local nature recovery; promotes healthy lifestyles; and enhances the quality of the natural and built environment. • To reduce the risk of all types of flooding by securing the appropriate location and design of new development (including SuDS where appropriate), having regard to the likely impact of climate change, including coastal change.	Updated assessments of the following: • The delivery of projects contained within the Essex Coast RAMS Strategy (2026) . • Water Management and Flood Risk, including: • Number of major developments incorporating water management schemes. • Number of developments approved contrary to advice from Environment Agency. • Applications in a flood zone with initial Environment Agency objections.
Tourism Promotion (Prosperous Places/ Protected Places)	• To work with partners to provide an enhanced environment for tourism and the maritime sector and its associated services.	**Updated assessments of the following:** • Tourism trips and revenue generated, including: • Summary of the tourism trips and spend within Tendring.

		• Tourism - Visitor Numbers • Tourism - Economic Benefit

12 Policies Maps

12.1 Please see the following links to the Policies Maps.

12.2 A list of Local Maps relating to specific settlements is available in Appendix B.

- Policies Map – Key
- Policies Map - West Tendring District
- Policies Map - South East Tendring District
- Policies Map - North East Tendring District
- Policies Map - Tendring District

Appendix A – Glossary of Terms

This glossary of terms is only intended to provide a guide. It is not a statement of the law, nor does it make any claim to be an official definition.

Adoption: The process following consultation and examination by which the Council will finally make the Local Plan the statutory 'development plan' for the District.

Affordable Housing: Homes provided in perpetuity to meet the housing needs of people who cannot afford to buy or rent property on the open market. Affordable housing can include Council Housing, social rented accommodation, intermediate housing and shared-ownership.

Amenity: A positive component that contributes to the overall character of an area, e.g. open land, trees, historic buildings and the inter-relationship between all elements of the local environment.

Ancient Woodland: Areas of woodland identified by Natural England as having had continuous woodland cover since 1600 AD resulting in the survival of certain rare plants and animals and therefore afforded special protection.

Ancillary Use: A subsidiary use connected to the main use of a building or piece of land, e.g. storage space within a factory.

Article 4 Direction: A power available under the 1995 Town and Country Planning (General Permitted Development) Order allowing the Council to limit or remove permitted development rights of properties and land. Such a direction therefore requires planning permission to be obtained for certain works that would otherwise not require permission.

Avoidance: Action taken to avoid a possible impact by either relocating the works to an area that will not have an impact or timing them to avoid the impact i.e. outside of the bird breeding season, amphibian mating season, etc**.**

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

Best and Most Versatile Agricultural Land: The most flexible, productive and efficient agricultural land as graded by the Department of Environment, Farming and Rural Affairs (DEFRA) as being between 1 and 3a, with 1 being excellent and 3a being good.

Biodiversity: "Biodiversity is the variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems" (EU Convention on Biological Diversity Definition).

Biodiversity Offsetting: A standardised system – using conservation credits – to measure residual impacts of development and compensate by providing new wildlife habitat off-site.

Bridleway: A highway over which the public have a right of way on foot, bicycle and on horseback or leading a horse.

Coastal Protection Belt: An area originally defined within the Essex Coast Protection Subject Plan (1984) comprising the undeveloped rural areas of a coastline where there are greater controls over development to ensure the character of the open landscape is protected or enhanced.

Community Infrastructure Levy (CIL): A mechanism which enables local authorities to obtain financial contributions from landowners and developers undertaking new building projects toward be the provision of infrastructure.

Compensation: Measures provided to offset residual adverse impacts that remain after the application of mitigation. This can be the provision of an area of like-for-like habitat directly or providing financial contributions to achieve it.

Conditions: Clauses attached to a planning permission considered necessary, relevant, enforceable, precise and reasonable to enable development to proceed where it might otherwise be necessary to refuse permission.

Conservation Area: An area designated by the Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest. The Council is required to preserve or enhance the character and appearance of these areas.

Dwelling: A self-contained residential unit, occupied by either a person or group of people living together as a family, or by not more than six residents living together as a single household (including a household where care is provided for residents).

Education: A range of educational and childcare provision required to meet the needs of the community, including Early Years and Childcare facilities, primary education, secondary education, post-16 education (including sixth form provision), and Special Educational Needs and Disabilities (SEND) provision. References to education provision, land for education, education facilities or education infrastructure within this Plan should be interpreted accordingly unless otherwise stated.

Enabling Development: Development promoted primarily as a way of saving an important Listed Building, registered garden or scheduled monument that is neglected, dilapidated, or otherwise perceived to be “at risk”. The term enabling development can also apply to development specifically designed to raise money to achieve other community benefits.

Environmental Impact Assessment: Process by which information about the likely environmental effects of certain projects is collected, assessed and taken into account by both the applicant, as part of a project design, and by the decision making body in deciding whether permission should be granted.

Evidence Base: The name given to the range of technical information including surveys, studies and consultation results that have been gathered to inform the preparation of the Local Plan.

Flood Risk Areas: Land that is at risk of tidal or fluvial flooding. Flood risk maps are produced by the Environment Agency which grade the level of risk in each area.

Flood Risk Assessment: Assessment required to accompany planning applications for development in areas of identified flood risk that both determines the level of risk and whether mitigation measures can address any flood risk problems that may be brought about by development.

Geodiversity: A range of rocks, minerals, fossils, soils and landforms.

Green and Blue Infrastructure: A network of multi-functional green space and waterbodies, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. The following can be considered as Green and Blue Infrastructure:

- Parks and Gardens;
- Natural and semi-natural green spaces;
- Designated sites (SPAs, SACs, Ramsar sites, SSSIs, National Landscapes);
- Reservoirs, lakes, and ponds;
- Waterways (watercourses);
- Greenways (Public Rights of Way, footpaths, cycleways and tracks, bridleways, towpath);
- Outdoor Sports Facilities (Sports pitches);
- Amenity green space (provision for play facilities etc.);
- Green spaces around premises (Educational premises open space and playgrounds);
- Cemeteries and churchyards;
- Allotments, community gardens and city farms;
- Public Realm/Civic spaces (urban greening – urban and street trees, road verges, green walls, green roofs, Sustainable Drainage Systems and Natural Flood Management);
- Productive Spaces (agricultural land and meadows); and
- Green Corridors (verges, green wedges, and green fingers).

Greenfield Site: Land that is not considered to be previously developed (see definition of ‘previously developed land’).

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Heritage At Risk: This is the term for heritage assets which are at risk of being lost through long term neglect or decay.

Infilling: Development of sites that have adjacent buildings – usually the redevelopment of a plot in an otherwise continuously built-up road frontage of buildings.

Important Hedgerow: A hedgerow meeting the criteria set out in the Hedgerow Regulations 1997.

Infrastructure: Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste recycling facilities; education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband; facilities for specific sections of the community such as youth or the elderly.

Institutional Uses: Uses that can include care homes, nursing homes and other non-custodial institutions.

Irreplaceable Habitats: Habitats which is it not possible to re-create, due to their age and/or condition and/or composition. Includes Ancient Woodland and Veteran Trees in Essex.

Landscaping: The treatment of land for the purposes of enhancing and protecting amenities, and including fencing, walls or other means of enclosure, the planting of trees, hedges, shrubs or grass, and the formation of gardens and courtyards.

Legally Protected Species: Those species protected under: The Protection of Badgers Act 1992 (as amended); the Wildlife and Countryside Act 1981 (as amended); or the Conservation of Habitats and Species Regulations 2010 (as amended).

Listed Building: A building designated by the Department of Culture, Media and Sport as being of special architectural or historic interest often on the advice of Historic England. There are three grades of listed building: I, II* and II.

Living Landscape: Living Landscapes are large landscape-scale areas of the countryside, such as river valleys, estuaries, forested ridges, and grass and heath mosaics, which form ecological networks. The networks allow wildlife to move through them and increase their resilience to threats such as climate change, floods, drought, sea-level rise and development pressure. There are 80 Living Landscapes within Essex.

Local Area for Play (LAP): This is small landscaped areas of open space designated for young children (under 6 years old) and their parents or carers for play activities and socialisation close to where they live. A LAP should be a safe, attractive and stimulating environment which will give young children the opportunity to play and interact with their peers away from their own back garden, thus encouraging the development of a range of social and educational skills.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Equipped Area for Play (LEAP): is an unsupervised play area mainly for children of early school age (4-12 years) but with consideration for other ages. Unlike LAP**,** a LEAP is equipped with formal play equipment, and it should provide a focal point for children when they are responsible enough to move away from the immediate control of parents.

Local Nature Reserve (LNR): A reserve declared and managed by a local authority under the National Parks and Access to the Countryside Act (1949). LNRs are usually declared on land which has some actual or potential wildlife interest in a local context, and which is well suited to public access and interpretation.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the District council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community.

Local Wildlife Site (LoWS): Non-statutory designation for a site of county-wide significance for wildlife or geology that is afforded special protection through the Local Plan.

Major proposal: A major development proposal as defined by Article 8(7) of The Town and Country Planning (General Development Procedure) Order 1995.

Material Consideration: A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mineral Safeguarding Area: An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Mitigation: Action taken to reduce the severity of adverse impacts. Mitigation can include minimising impacts by limiting the degree or magnitude of an action, or rectifying impacts by restoring, rehabilitating, or repairing the affected environment or reducing or eliminating impacts over time.

National Landscape (previously Area of Outstanding Natural Beauty): A National Landscape contains landscape of national importance as designated by the Government on advice from Natural England.

National Nature Reserve (NNR): Sites managed by English Nature or an approved body, established as reserves under the National Parks and Access to the Countryside Act (1949).

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

Neighbourhood Plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Objectively Assessed Needs: Objectively assessing and evidencing development needs for housing (both market and affordable); and economic development (which includes main town centre uses).

Occupancy Conditions: Conditions attached to a planning consent that restrict the occupation of a dwelling, or permanent holiday accommodation to either certain times of the year or to certain parties.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of Town: A location out of centre that is outside the existing built-up area.

Permitted Development: Limited forms of development allowed without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 2010.

Planning Obligations: Legal agreements between a planning authority and a developer, or offered unilaterally by a developer, ensuring that certain extra works related to a development are undertaken, usually through Section 106 of the Town and Country Planning Act (1990).

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that

was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority Species and Habitat: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Policies Map: An obligatory component of a Local Plan showing the location of proposals and policy boundaries on an Ordnance Survey map.

Protected Lane: Lanes designated by the County Council as having particular historic value or making a significant contribution to the character of the countryside.

Protected Species: Plant and animal species protected under the Conservation (Natural Habitats and Conservation) Regulations 1994, the Wildlife and Countryside Act 1981 and subsequent amendments, or other species protected under legislation specific to them.

Private Amenity Space: Private outdoor sitting area attached to a residential dwelling that is not overlooked by adjacent or opposite living rooms or outdoor sitting areas.

Public Right of Way: A way where the public has a right to walk, and in some cases ride horses, bicycles, motorcycles, or drive motor vehicles.

Ramsar Site: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Regeneration: The re-use or redevelopment of decaying or run-down buildings or urban area to bring them new life and economic vitality.

Registered Parks and Gardens: These are designed landscapes of national importance and are kept on a national register.

Renewable and Low Carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Residential Amenity: The normal and reasonable satisfaction people expect from their local living environment.

Ribbon Development: A narrow band of development extending along one or both sides of a road.

Rural Diversification: Activities undertaken on surplus land and the utilisation of redundant and unused rural buildings to support farming incomes, including, for example, forestry, leisure and tourism.

Safely accessible on foot: A location may be considered safely accessible on foot when there is a realistic and secure walking route from the development site to the

nearest settlement boundary to connect to existing and established pedestrian infrastructure. This means pedestrians (including children and families) can reach the settlement without undue risk or exposure to traffic hazards. Acceptable walking conditions must include at least one of the following:

- Dedicated pedestrian infrastructure, such as separate footpaths or pavements alongside roads or alternative paths that would be likely to be used.
- Informal walking routes where traffic is slow-moving, visibility is good, and walking along the roadside does not pose a danger and can be demonstrated to not pose a danger.
- The emphasis is on ensuring that walking is a viable, safe, and comfortable mode of access to the nearest settlement and for all users, particularly those who may be more vulnerable and at all times of the year. Such pathways/routes must not be subject to flood zones 2/3.

Scheduled Monument: A historic or archaeological structure placed on a schedule compiled by the Department of Culture, Media and Sport for protection under the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Approach: A process used to direct development toward the most appropriate locations before other areas are considered.

Settlement Development Boundary: Boundary shown on the Local Plan Policies Maps that shows the extent of defined towns and villages within which there is a presumption, in principle, in favour of development. Land outside of the Settlement Development Boundary is considered to be countryside.

Setting of a Heritage Asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shoreline Management Plans: A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Significance (for Heritage Policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Small Scale Self-build Development: Small scale self-build development refers to new self-build and custom-built housing proposals that are proportionate in size and impact to the nearest settlement they relate to. The concept 'small scale

development' in this context will typically be assessed in relation to the settlement's role, character, and capacity to accommodate additional growth.

Specialist and Supported Housing: Housing through which support, and/or care services are provided to help those with a particular needs live as independently as possible. This type of accommodation can support a wide range of people, including people who have a disability or autism, people with mental health related needs, older people, and vulnerable young people.

Special Area of Conservation (SAC): Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Area (SPA): Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Stakeholder: A person or group with a direct interest, involvement or investment in something (i.e. the future of the local area). It could be a member of the public, a business, a government body or any other organisation.

Stepping Stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Green Gaps: Areas of locally important strategic open land that protect the countryside between urban areas, and safeguard the separate identity, character and openness of settlements.

Supplementary Planning Document (SPD): Planning guidance that supplements and supports the implementation of policies contained in the Local Plan. SPDs cannot introduce new planning policies and are not part of the statutory development plan. Following the introduction of the Town and Country Planning (Local Planning) (England) Regulations 2026 and associated commencement of the new plan-making system, SPDs will be superseded by Supplementary Plans.

Supplementary Plans: Planning documents that supplements and supports the implementation of policies contained within the Local Plan. Unlike SPDs, Supplementary Plans form part of the development plan and may introduce new policies or amend existing Local Plan policies, subject to the statutory preparation, consultation and examination process.

Sustainable Development: A widely used definition for sustainable development was drawn up by the World Commission on Environment and Development in 1987: 'Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'

Sustainability Appraisal (SA): An appraisal of the policies and proposals of development plans to measure their ability to deliver sustainable development.

Town Centre: Area defined on the Local Plan Policies Maps, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Tree Preservation Order (TPO): Order made by a local planning authority that makes it an offence to cut, top, lop, uproot or wilfully damage or destroy a tree without that authority's permission.

Use Classes Order (UCO): The Town and Country Planning (Use Classes) Order update places different uses of land and buildings into various categories, planning permission not being required for changes of use within the same use class. Some uses do not have their own use class and therefore known as Sui Generis.

Veteran Tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Appendix B – Local Maps

Please see the following links to the Local Maps.

- B.1 Alresford
- B.2 Ardleigh
- B.3 Beaumont
- B.4 Bradfield
- B.5 Brightlingsea
- B.6 Clacton-on-Sea and Jaywick Sands
- B.7 Tendring Colchester Borders Garden Community
- B.8 Elmstead Market
- B.8a Fox Street
- B.9 Frating
- B.10 Frinton, Walton, Kirby Cross and Gt Holland
- B.11 Great Bentley
- B.12 Great Bromley
- B.13 Great Holland
- B.14 Great Oakley
- B.14a Hare Green Garden Village
- B.15 Harwich and Dovercourt
- B.15a Horsley Cross Garden Village
- B.16 Kirby-le-Soken
- B.16a Lanswood
- B.17 Little Bentley
- B.18 Little Bromley
- B.19 Little Clacton
- B.21 Manningtree, Mistley and Lawford
- B.21a Point Clear
- B.22 Ramsey
- B.23 St Osyth
- B.24 Tendring
- B.24a Tendring Heath
- B.25 Thorpe-le-Soken
- B.26 Thorpe Station and Thorpe Maltings
- B.27 Thorrington
- B.28 Weeley
- B.29 Weeley Heath
- B.30 Wix
- B.31 Wrabness

Appendix C – Local Wildlife Sites and Ancient Woodland

Table C.1 Local Wildlife Sites

Code	Site Name	Area (ha)	Grid Ref.
Te1	Ardleigh Reservoir Wood, Ardleigh	2.1	TM 026287
Te2	Birch Wood, Ardleigh	0.7	TM 028303
Te3	Ardleigh Reservoir Grassland, Ardleigh	3.1	TM 032284
Te4	Churn Wood Meadow, Ardleigh	1.3	TM 033256
Te5	Churn Wood, Ardleigh	26.3	TM 036259
Te6	Wall's Wood, Ardleigh	14.3	TM 037271
Te7*	Chapel Lane Verge, Ardleigh	0.03	TM 039263
Te8*	Pyecats Corner Verges, Elmstead	0.3	TM 043254
Te9	Manor House Meadow, Ardleigh	1.6	TM 052288
Te10	Springhead Corner Meadow, Ardleigh	2	TM 053286
Te11	Alresford Grange, Alresford	5.2	TM 055207
Te12	Villa Farm Quarry, Alresford	25.8	TM 056217
Te13	Noah's Ark Pit, Brightlingsea	11.9	TM 060186
Te14	Alresford Lodge Pits, Alresford	43.4	TM 061204
Te15	Palegate Wood, Elmstead	5.8	TM 061235
Te16	St. Peter’s Church, Alresford	0.4	TM 064206
Te17	Park Wood, Elmstead	1.4	TM 064230
Te18	Crestland Wood Meadow, Alresford	2.5	TM 067210
Te19	Oldhall Wood, Alresford	6.9	TM 068203
Te20	Money Wood, Elmstead	1.7	TM 068253
Te21	Crestland Wood, Alresford	14.1	TM 069208
Te22	Thicks Wood, Thorrington	12.3	TM 070189
Te23	Tenpenny Farm Wood, Alresford	1.4	TM 073215
Te24	Frating Hall/Captains Woods, Frating	14.5	TM 074228
Te25	Shir Burn Wood and Meadow, Lawford	8.6	TM 074312
Te26	Alresford Hall Woods, Alresford	34.8	TM 075200
Te27	Mill Wood, Great Bromley	4.5	TM 075248
Te28	Hockley Farm Wood, Frating	8.5	TM 077223
Te29	Wick's /Lodge Wood, Brightlingsea	8.4	TM 078177
Te30	Tenpenny Brook, Alresford	4.7	TM 079203
Te31	Thorrington Plantation, Thorrington	12.2	TM 080203
Te32	Church Road Wood, Frating	1.1	TM 081222
Te33	Manning Grove, Little Bromley	2.1	TM 081275
Te34	Judas Gap Marsh, Lawford	12.1	TM 081324

Code	Site Name	Area (ha)	Grid Ref.
Te35	Mill Dam Meadow, Thorrington	1.6	TM 083196
Te36	Poplar Chase, Thorrington	19.8	TM 083210
Te37	Great Bromley Churchyard, Great Bromley	0.3	TM 083262
Te38	Thors Park Meadow, Thorrington	2.6	TM 085200
Te39	Rook Wood, Thorrington	3.6	TM 086190
Te40	Wignall Street Grassland, Lawford	2.5	TM 086310
Te41	Hockley Wood, Thorrington	14.8	TM 088213
Te42	Lawford Churchyard, Lawford	0.6	TM 089315
Te43	Thorrington Marshes, Thorrington	20.8	TM 091185
Te44	Little Bromley Churchyard, Little Bromley	0.3	TM 091278
Te45	Wignall Brook Grasslands, Lawford	14	TM 091314
Te46	East End Green, Brightlingsea	2	TM 097168
Te47	Robinson Road Ponds, Brightlingsea	2.7	TM 097173
Te48	Thorrington Hall Wood, Thorrington	48.5	TM 101192
Te49*	Frating Abbey Farm Road Verge, Thorrington	0.2	TM 103199
Te50	Bentley Brook, Great Bentley / Thorrington	39	TM 105208
Te51	Lower Farm Marshes, Brightlingsea	61.2	TM 106175
Te52	Hopping Bridge Marsh, Mistley	1.2	TM 111319
Te53	Little Bentley Hall Wood, Little Bentley	43.4	TM 113244
Te54	Flag Creek Marsh, St Osyth	5.6	TM 114170
Te55	Great Bentley Pumping Station, Great Bentley	3.5	TM 114222
Te56*	Dead Lane Verge, St Osyth	0.1	TM 116183
Te57	St. Osyth Parkland, St Osyth	91.3	TM 118163
Te58	Furze Hills Complex, Mistley	20.2	TM 118311
Te59	High Barn Wood, Great Bentley	3.3	TM 123229
Te60	Reed Pond, St Osyth	1.5	TM 124150
Te61	Martin's Grove, St Osyth	5.2	TM 124186
Te62*	Aingers Green Verges, Great Bentley	0.6	TM 125200
Te63	St. Osyth Cemetery, St Osyth	0.7	TM 127163
Te64	Shair Wood, Great Bentley	1.1	TM 129230
Te65	Milton Wood, St Osyth	6	TM 131190
Te66	Stockets Grove, St Osyth	2.4	TM 131198
Te67*	Pump Hill Verges, St Osyth	0.6	TM 132160
Te68	Violet Grove, St Osyth	0.3	TM 136190
Te69	Simplebirch and Bowshots Wood, St Osyth	9.5	TM 138197
Te70	Pilcox Wood, Tendring	3.1	TM 138252
Te71	Jaywick Beach, Clacton	12.8	TM 139126
Te72	Oakhurst Wood, Weeley	7.5	TM 140205
Te73	High Grove, St Osyth	2.1	TM 141174

Code	Site Name	Area (ha)	Grid Ref.
Te74*	Goose Green Verge, Tendring	0.03	TM 141254
Te75	Gutteridge Wood, Weeley	5.2	TM 142210
Te76	Maldon Wood, St Osyth	13.8	TM 143196
Te77	Hillands Wood, Tendring	4.6	TM 143234
Te78	Jaywick Marshes, Clacton	59	TM 144134
Te79	Home Wood, Tendring	6.6	TM 149234
Te80	Hartley Wood, St Osyth	29.7	TM 151176
Te81	Tendring Grove, Tendring	4.9	TM 153243
Te82	Coppin's Hall Wood, Clacton	2.4	TM 155161
Te83*	Weeley Bypass, Weeley/St Osyth/Lt Clacton	18.2	TM 156194
Te84	Island and Roger's Groves, Weeley	8.3	TM 158220
Te85	Stonehall Wood, Tendring	2.8	TM 158256
Te86	Simon's Wood, Tendring	3.6	TM 160239
Te87	Far Thorpe Green, Thorpe-le-Soken	2.8	TM 162226
Te88	Gravel Wood, Tendring	8.1	TM 162253
Te89	Killgrove Wood, Great Oakley	3.3	TM 163265
Te90	Wrabness Depot and Marsh, Wrabness	29.8	TM 163315
Te91	Dengewell Wood, Wix	4.2	TM 166276
Te92	Burcarts Meadow, Clacton	4.3	TM 167180
Te93	Lower Botany Farm, Weeley	4.4	TM 167208
Te94	Broadmeadow Wood, Great Oakley	3.7	TM 169263
Te95	Thorpe Green, Thorpe-le-Soken	1	TM 170231
Te96	Brakey Grove, Wrabness	6	TM 172313
Te97	Glebe Wood, Beaumont	3.4	TM 175258
Te98	Upper Holland Brook, Lt Clacton/Gt Holland	42.8	TM 177212
Te99	St. Michael's Churchyard, Thorpe-le-Soken	1.6	TM 179222
Te100	Burrsville Park, Clacton	10.6	TM 180170
Te101	Wrabness Siding, Wrabness	0.2	TM 180315
Te102	West Grove, Wrabness	2.1	TM 180319
Te103	The Grove, Great Clacton	0.7	TM 183175
Te104	East Grove, Wrabness	1.5	TM 183318
Te105	Clacton Cemetery, Clacton	5	TM 184168
Te106*	Beaumont Bridge Verge, Beaumont	0.01	TM 185237
Te107	Clacton North Cliff, Clacton	0.8	TM 187153
Te108	Beaumont Marsh, Beaumont	4.6	TM 188250
Te109	Great Holland Pits, Great Holland	13.4	TM 202192
Te110	Soils Wood, Great Oakley	3.2	TM 203286
Te111	Copperas Wood East, Ramsey and Parkeston	3	TM 206317
Te112	Whinny Grove, Ramsey and Parkeston	1.2	TM 215302

Code	Site Name	Area (ha)	Grid Ref.
Te113	Michaelstowe Hall, Ramsey & Parkeston	7.8	TM 218306
Te114	Holland Hall Wood, Great Holland	5.3	TM 220195
Te115	Ramsey Ray, Ramsey and Parkeston	50	TM 232317
Te116	Dockfield Avenue Allotments, Harwich	2.2	TM 236312
Te117	Frinton Cliffs, Frinton	17.2	TM 242199
Te118	Pedlars Wood, Frinton	2.7	TM 244209
Te119	The Hangings, Harwich	6.7	TM 247317
Te120	Station Lane Grassland, Harwich	4.3	TM 250317
Te122	Barnes Spinney, Walton	1.3	TM 257226
Te123	Harwich Beach, Harwich	0.9	TM 262325
Te124	The Naze, Walton	16.4	TM 265237
Te125	Bentley Green (West), Great Bentley	1.3	TM 111220

*Protected Verges

Table C.2 Ancient Woodland Inventory

Name	Grid Reference
Thick's Wood, Brightlingsea (LoWS)	071190
Wicks Wood, Brightlingsea (LoWS)	076175
Mill Wood, Alresford (LoWS)An	077199
Rook Wood, Thorrington (LoWS)	087191
Bullock Wood, Ardleigh (SSSI)	019279
Churn Wood, Ardleigh (LoWS)	036258
Walls Wood, Ardleigh (LoWS)	038274
Cockaynes Wood, Alresford (LoWS)	058218
Palegate Wood, Elmstead (LoWS)	062235
Park Wood, Elmstead (LoWS)	065231
Oldhall Wood, Alresford (LoWS)	068203
Money Wood, Elmstead (LoWS)	068252
Crestland Wood, Alresford (LoWS)	070209
Captains Wood, Frating (LoWS)	075228
Mill Wood, Great Bromley (LoWS)	075248
Boudge Hill Wood, Great Bromley	076258
Tenpenny Heath, Thorrington (LoWS)	081203
Hockley Wood, Frating (LoWS)	088213
Manning Grove, Great Bromley (LoWS)	088275
Thorrington Hall Wood, Thorrington (LoWS)	101194
Martins Grove, St Osyth (LoWS)	124187
Riddles Wood, St Osyth (SSSI)	129180
Milton Wood, St Osyth (LoWS)	132191
Stockets Grove, St Osyth (LoWS)	132198
Maldon Wood, St Osyth (LoWS)	142197
Hartley Wood, St Osyth (LoWS)	152176
Coppins Hall Wood, Clacton (LoWS)	156162

Name	Grid Reference
Alder Car, Great Bentley	102224
Chequers Wood, Little Bromley	104291
Thirty Acre Wood, Great Bentley	109233
Little Bentley Hall Wood, Little Bentley (LoWS)	114245
High Barn Wood, Tendring (LoWS)	124230
Shair Wood, Tendring (LoWS)	130230
Gutteridge Hall Wood, Weeley (LoWS)	142209
Hillands Wood, Tendring (LoWS)	143234
Home Wood, Tendring (LoWS)	149235
Tendring Grove, Tendring (LoWS)	153244
Island Grove, Weeley (LoWS)	155218
Rogers Grove, Weeley (LoWS)	158222
Stonehall Wood, Great Oakley (LoWS)	158256
Weeley Hall Wood, Weeley (SSSI, EWT)	160210
Simons Wood, Tendring (LoWS)	162253
Killgrove Wood, Great Oakley (LoWS)	162267
Dengewell Wood, Great Oakley (LoWS)	167277
Broadmeadow Wood, Great Oakley (LoWS)	169263
Glebe Wood, Beaumont (LoWS)	175258
Mill Grove, Bradfield	140308
Brakey Grove, Wrabness (LoWS)	172313
West and East Grove, Wrabness (LoWS)	183319
Stour Wood, Wrabness (SSSI, WT, RSPB)	190314
Holland Hall Wood, Great Holland (LoWS)	221195
Copperas Wood, Ramsey (SSSI, EWT (pt))	203316

(Source: Natural England, February 1992, reviewed June 2012)

Appendix D – Heritage Assets

Table D.1 Conservation Areas

Location	Date of Designation	Additional Information
Ardleigh	23.03.1981	Character Appraisal and Management Plan adopted July 2025.
Bradfield	21.09.1981	Character Appraisal and Management Plan adopted July 2025.
Brightlingsea	30.06.1975	Character Appraisal and Management Plan adopted July 2024.
Brightlingsea Hall and All Saints Church	22.03.1993	Character Appraisal and Management Plan adopted January 2025.
Clacton Seafront	04.12.2001	Character Appraisal and Management Plan adopted January 2025.
Frinton and Walton	19.06.1982	Character Appraisal and Management Plan adopted July 2024.
Great Bentley	02.10.1969	Character Appraisal and Management Plan adopted July 2024.
Great Clacton	19.09.1983	Character Appraisal and Management Plan adopted January 2025.
Great Holland	08.06.1981	Character Appraisal and Management Plan adopted July 2025.
Great Oakley	02.11.1973	Character Appraisal and Management Plan adopted January 2025.
Harwich Old Town	19.06.1969	Character Appraisal and Management Plan adopted July 2024.
Kirby-le-Soken	08.06.1981	Character Appraisal and Management Plan adopted January 2025.
Lawford	23.03.1981	Character Appraisal and Management Plan adopted January 2025.
Lower Dovercourt	17.07.1986	Character Appraisal and Management Plan adopted July 2024.
Manningtree and Mistley	02.10.1969	Last updated 2010. Review underway.

Ramsey	21.09.1981	Character Appraisal and Management Plan adopted July 2025.
St Osyth	02.10.1969	Last updated 2009. Review underway.
Tendring Village	21.09.1981	Character Appraisal and Management Plan adopted July 2025.
Thorpe-le-Soken	02.10.1969	Character Appraisal and Management Plan adopted July 2024.
Thorpe-le-Soken Station and Maltings	26.03.1990	Character Appraisal and Management Plan adopted July 2024.

Note: Maps of the Conservation Area boundaries as they exist at the time of printing are shown on the Policies Maps and Local Maps. These boundaries are subject to change at any time during the lifetime of this Local Plan. Please contact the Council or check the Council's website (www.tendringdc.gov.uk) for latest information about Conservation Areas.

Table D.2 Protected Lanes

Parish	Name
Ardleigh	Lodge Lane/Crown Lane North Spring Valley Lane
Bradfield/Wix	Cansey Lane
Elmstead	Turnip Lodge Lane
Great Oakley	Pesthouse Lane Hill Road/Rectory Road, The Soils
Lawford	Church Hill
Little Bromley	Little Bromley Road

Note: Protected Lanes were designated by Essex County Council in 2015. They were adopted by Tendring District Council in 2015.

Table D.3 Registered Parks and Gardens

Monument Title
Clacton Sea Front (Grade II)
St. Osyth Priory (Grade II)
Thorpe Hall (Grade II)
Beth Chatto Gardens (Grade II)

(Source: Historic England)

Note: Further details of these, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).

Table D.4 Scheduled Monuments

Parish	Monument Title	Grid Reference
Alresford	Remains of St. Peter's Church	TM064206
Ardleigh	Crop mark site south of Ardleigh	TM057284
		TM058289
Beaumont	Beaumont Quay, Hamford Water	TM189240
Frinton & Walton	Martello Tower (K) and associated Battery south west of Walton Mere	TM250220
		TM251220
Clacton	Lion Point Decoy 810m south-east of Cockett Wick Farm	TM139133
Clacton	Remains of the Medieval Parish Church and Cemetery 70m north-east of the junction of Hall Close and Frinton road, Holland-on-sea	TM209167
Clacton	Martello Tower (F) on Marine Parade West	TM174143

Parish	Monument Title	Grid Reference
Clacton	Martello Tower (E) 300m south-west of Junction of Marine parade West and Wash Lane	TM167137
Clacton	Martello Tower (D) on golf links west of town	TM162133
Clacton	Martello Tower (C) west of Lion Point	TM137128
Harwich	The Harwich Treadwheel Crane	TM262325
Harwich	The Harwich Redoubt	TM261321
Harwich	Napoleonic Coastal Battery at Bathside	TM258324
Harwich	Beacon Hill Fort	TM262317
Harwich	Dovercourt Lighthouses and Causeway	TM252308
Harwich	Harwich High Lighthouse	TM261324
Harwich	Harwich Low Lighthouse	TM262323
Lawford	Settlement site north north-east of Lawford House	TM086308
Lawford	Ring ditches south-west of Reed Island	TM086327
Lawford	Round Barrow west of Lawford Hall	TM081318
Little Oakley	Heavy Anti-Aircraft Gunsite 350m north of Little Oakley Hall	TM216288
Mistley	Mistley Towers	TM116319
Mistley	Site of Old St Mary's Church	TM128310
St Osyth	St Osyth Priory	TM120157

Parish	Monument Title	Grid Reference
	(uninhabited portions and gatehouse)	TM120156
St Osyth	Martello Tower (A) and associated battery at Stone Point, Point Clear	TM083157
Thorpe-le-Soken	WWII Bombing Decoy HA2, Kirby-le-Soken	TM218239
Wix	WWII Bombing Decoy WRI Spinnels Farm	TM159302

(Source: Historic England)

Note: Scheduled Monuments are designated by Historic England, and this list may not be definitive. Further details of Scheduled Monuments, including maps of each area, can be found on the 'National Heritage List for England' on Historic England's website (www.historicengland.org.uk).

Appendix E – Loss of Community Facilities

Guidance regarding the loss of Community Facilities

The Council will only allow the loss of a community facility should an applicant be able to demonstrate, in writing compliance with Local Plan Policy HP2. Applicants will also need to submit information with any planning application which will:

1. Demonstrate that the community facility has been marketed for sale or lease over a reasonable period (for at least twelve months) and at reasonable terms.

2. Submit surveys, financial records, or local feedback showing the community facility is no longer needed or viable. If viability is a concern, show how a facility could not be made to be viable under an alternative model of operation, for example community ownership.

3. Submit profit and loss statements, cost breakdowns or evidence of operational difficulties.

4. Show how local residents and/or Town/Parish Councils were consulted which demonstrates evidence of community opposition or support.

5. Prove availability of other similar facilities nearby that meet the community's needs.

Appendix F – Affordable Housing

In support of Policy LP5, this appendix provides guidance on how the Council would consider planning applications for housing or mixed-use development where the applicant considers the 20% affordable housing requirement to be economically unviable, or where there are exceptional circumstances that might justify alternative approaches to affordable housing provision.

Where the 20% affordable housing requirement is considered by an applicant to be economically unviable

Because the policies in this Local Plan have been tested for economic viability, the circumstances in which it is considered that 20% on-site affordable housing will make a housing or mixed-use development economically unviable should be wholly exceptional and will be related to the specifics of the site or development in question such as abnormally high development costs.

Where an applicant considers viability to be an issue, they will be expected to submit, with their application, an economic viability appraisal on an open-book basis that will be made publicly available for inspection. To scrutinise the evidence set out in that economic viability appraisal, the Council will normally employ an independent specialist consultant – the cost of which will be recouped from the applicant.

Where the Council or the independent consultant is able to accept that evidence demonstrates the 20% affordable housing requirement to be economically unviable, the Council will consider reducing the percentage requirement to a level that is judged to be viable – based on the evidence that has been independently scrutinised.

Because the viability of development can change over time, the Council may require a ‘review mechanism’ to be written into a s106 legal agreement requiring the viability of the development to be tested again at one or more times before, during or after the development has taken place. If viability is proven to have improved, the review mechanism may require developers to either provide more affordable housing on site or otherwise make a financial contribution to the Council for the purposes of providing affordable housing off-site. The level of contribution, either on site or off site, will correspond with the level of any surplus profit identified through the viability review.

Where on-site affordable provision is not considered to be practical or deliverable

There may be exceptional circumstances where provision of 20% affordable housing on site as part of development might not be practical or deliverable and where an alternative approach such as a financial contribution towards off-site provision may be preferable. Such circumstances will be site or development specific and would have to be considered on their merits. An example where on-site provision is sometimes deemed to be impractical is on flatted developments where the Council, or a nominated partner such as a housing association might have difficulties in

managing a proportion of flats or apartments within a block of otherwise private development.

Where the Council or other nominated body is not able to accept on-site affordable housing

There may be circumstances where either the Council or another registered provider is not in a position to acquire 20% of dwellings on site affordable housing, possibly for financial reasons; or where the amount of money offered to acquire those properties is lower than would be expected for the overall development to be economically viable. These circumstances are more likely to come about in the run up to a development taking place, which might be after planning permission has already been granted and a 106 legal agreement has already been put in place.

Where the Council or other nominated body's offer for the properties is considered by the applicant to make the development unviable, then viability testing (as set out above) would be required alongside any application to vary the s106 legal agreement.

In the event that neither the Council or another body is willing or able to acquire the property, alternative approaches to affordable housing delivery such as a financial contribution towards off-site provision could be considered through a deed of variation to the s106 legal agreement. However, the lack of interest would have to be evidenced through correspondence with the Council or other registered providers.

Financial contributions towards the provision of affordable housing off-site

In cases where the Council agrees that there is an exceptional argument for a financial contribution for the delivery of affordable housing off-site, in lieu of on-site provision, the contribution will be calculated in line with the following principles and methodology.

As an overarching principle, the financial contribution the Council would seek will equate to the value of the discount on normal market value that the Council or another registered provider would seek on the acquisition of the homes that

would normally be delivered on the site. The starting point would be a 35% discount on market value but having regard to the mix of type of affordable housing that would have normally been sought on site. That contribution can then be used by the Council or another registered provider, alongside other funding to either construct or acquire housing in an alternative location.

An adjustment would be required to reflect the fact that, in accepting off-site affordable housing provision, the total number of homes to be constructed as a result of the development will increase and the number of affordable homes required off the back of that increase will, in turn, need to increase proportionally in achieving a 20% requirement. To give a simple demonstration, a development of 100 homes would normally be required to provide 20 homes (20%) in the form of affordable housing on site. If it is agreed that there are exceptional circumstances that justify an off-site affordable housing in lieu of on-site provision, those 20 homes would be delivered off-site thus increasing to total number of homes to 120 – for which the adjusted 20%

affordable housing requirement would actually be 24. Thus, the financial contribution would need to equate to the discount on market value required on 24 properties and not 20.

The 35% discount would apply to the average anticipated market value for housing across the site which would be advised by the applicant and tested by the Council using independent advisors if necessary, before being agreed. It would then be multiplied by the total number of affordable units that would have been required on site, with the adjustment to account for increased off-site provision set out above.

So, for a simple worked example of a scheme of 100 dwellings where it might be determined that the average market value of property across the site would be £300,000, a 35% discount would equate to £105,000 discount per affordable property. If then multiplied by 24 (for the reasons set out above), the financial contribution the Council would seek through a s106 legal agreement would be £2,520,000, index linked to account for inflation. If, on calculation, the proposed financial contribution raises concerns about economic viability, then this would need to be tested through a viability appraisal and independently scrutinised at the applicant's cost.

Alternative arrangements for the 'gifting' of affordable housing at nominal cost

In exceptional circumstances where it is demonstrated that neither the Council nor another registered provider is unable to take on 20% affordable housing on site, for practical, financial or other reasons, another alternative approach could be the 'gifting' of a smaller number of units at a nominal cost (normally £1) for which the total value of the asset transferred to the Council or other body would equate to the 35% discount that would normally be sought if 20% of property were being acquired for use as affordable housing. In essence, this approach would be equivalent of an off-site financial contribution being utilised to purchase property from the site at market value – albeit at no net cost to the Council or registered provider. This approach can work particularly well where property is to be transferred to a local housing trust looking to manage its own stock and to prioritise local needs of the community.

Taking the simple example above of a development of 100 homes where the average market value would be £300,000 per unit and where 20 homes would normally be secured through a s106 legal agreement and acquired with a 35% discount on market value. Applying the 'gifted' approach would first calculate the value of the 35% discount on 20 units at £2,100,000 (i.e. £300,000 x 20 x 0.35) and then equate that figure back to a whole number of dwellings with an asset of £300,000 each which, in this case would be 10 units to be transferred to the Council or nominated body for £1 each along with a financial contribution of £150,000.

This approach, for this example, would result in only 10% rather than 20% of homes on site being provided as affordable housing but would potentially enable a level of affordable housing to be delivered that would otherwise not be possible if the Council or other registered providers are not in a position to secure 20% at a discounted value.

Cascade arrangements within a s106 agreement

Affordable housing, whether provided on site, through financial contributions or through an alternative approach would be secured through a s106 legal agreement on the grant of planning permission. Where appropriate, to enable flexibility to respond to changing circumstances, the Council may consider including 'cascade arrangements' within the clauses of a s106 agreement.

These arrangements would normally, as a priority, require the provision of 20% (or a lower percentage if justified through viability evidence) of homes on site to be acquired by the Council or a nominated partner(s) at a discount on market value to be provided in the form of affordable housing. The arrangements could however allow the Council to agree to an alternative approach, where circumstances justify, with the second priority being a smaller number of gifted units on site transferred to the Council or a nominated partner(s) at a nominal cost of £1. If the gifted approach is not preferred, for whatever reason, the Council could then agree the third priority of a financial contribution for off-site provision.

Appendix G – Saved Policies from Section 1 Local Plan 2013-2033

The following policies and supporting text are saved from chapter 8 (Cross Boundary Garden Community) of the North Essex Authorities' Shared Strategic Section 1 Plan January 2021.

A key element of the spatial growth strategy for North Essex is the development of a new sustainable garden community.

Garden communities were amongst a range of options which were considered by the local authorities to deliver their housing and employment needs. A number of sites of sufficient scale to accommodate a garden community were identified through the Call for Sites, the Strategic Land Availability Assessment (SLAA) and wider evidence gathering processes by each of the local authorities. All these options were evaluated and the assessments can be seen as part of the Sustainability Appraisal.

An Appropriate Assessment has also been completed to consider the effects of proposals in Section 1 on the integrity of the European sites either alone or in combination with other plans and projects. At the Screening Stage the likely significant effects on European Sites, either alone or in combination with other plan and projects, were loss of offsite habitat, recreational impacts and water quality. These issues were further considered through the Appropriate Assessment.

- Loss of off-site habitat - To mitigate for the loss of off-site habitat, the Appropriate Assessment identified the need for wintering bird surveys for the Tendring Colchester Borders Garden Community as part of any project level development proposals and masterplanning, to determine the sites individual importance for golden plover and lapwing and inform mitigation proposals. Depending on the findings of the wintering bird surveys, development may need to be phased to take into account the cumulative numbers of SPA birds. In the unlikely but possible event that cumulative numbers of SPA birds affected are likely to exceed the threshold of significance (i.e >1% of the associated European Site), appropriate mitigation in the form of habitat creation and management in perpetuity, either on-site or through provision of strategic sites for these species elsewhere, will be required. Where that mitigation requires the creation and management of suitably located habitat, feeding productivity for these SPA species should be maximised, and such mitigatory habitat would need to be provided and fully functional prior to development which would affect significant numbers of SPA birds.
- Recreational Impacts - To mitigate for any increase in recreational pressures at the European sites, the Appropriate Assessment recommended the production of Recreational disturbance Avoidance and Mitigation Strategies

(RAMS) for the Colne & Blackwater, Stour and Orwell SPAs/Ramsar sites and Essex Estuaries SAC.

- Water quality – To ensure that the water quality of the European Sites are not adversely affected by growth proposals in Section 1, the Appropriate Assessment recommended the inclusion of policy safeguards to ensure that adequate water treatment capacity exists prior to developments proceeding and a commitment that the phasing of development would not exceed water and sewage infrastructure capacity and that the necessary infrastructure upgrades would be in place prior to developments coming forward.
- The three authorities are committed to implementing the recommendations in the Section 1 Appropriate Assessment and these will be further progressed through the Strategic Growth DPDs.

Due to the scale of development proposed across North Essex and the infrastructure constraints which exist in many of the existing main settlements, new garden communities were considered the most deliverable and sustainable option, providing a major long-term supply of new homes if they could be delivered to the right standards at the right time.

A new community will address housing and employment growth planned for North Essex within the plan period and beyond in a sustainable way that meets the vision and strategic objectives, and provides a quality of development and community that would not occur in the absence of a holistic approach to planning and delivery. In the absence of commitment and a policy framework that secures the principles of garden communities development in the identified location would not be acceptable. Other options for meeting the growth would have to be considered.

The Tendring/Colchester Borders Garden Community will be a planned new settlement that responds directly to the regional, local and individual site context and opportunities to create development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles, adapted for the specific North Essex context as set out in the North Essex Garden Communities Charter.

The Garden Community is located within a Minerals Safeguarding Area. In line with the Essex Minerals Local Plan, the Mineral Planning Authority requires a Minerals Resource Assessment to be undertaken to assess if the sites contain a minerals resource that would require extraction prior to development. Should the viability of extraction be proven, the mineral shall be worked in accordance with the phased delivery of the non-mineral development.

Policy SP 8

Development & Delivery of a New Garden Community in North Essex

The following new garden community is proposed at the broad location shown on Map 10.2.

Tendring/Colchester Borders, a new garden community which will deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan period (as part of an expected overall total of between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033).

The garden community will be holistically and comprehensively planned with a distinct identity that responds directly to its context and is of sufficient scale to incorporate a range of homes, employment, education & community facilities, green space and other uses to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. It will be comprehensively planned from the outset, with delivery phased to achieve the whole development, and will be underpinned by a comprehensive package of infrastructure.

A Development Plan Document (DPD) will be prepared for the garden community, containing policies setting out how the new community will be designed, developed and delivered in phases, in accordance with the principles in paragraphs i-xiv below. No planning consent for development forming part of the garden community will be granted until the DPD has been adopted. All development forming part of the garden community will comply with these principles.

i. Community and stakeholder participation in the design and delivery of the garden community from the outset and a long-term community engagement and activation strategy.
ii. The public sector working pro-actively and collaboratively with the private sector to design, and bring forward the garden community, deploying new models of delivery where appropriate and ensuring that the cost of achieving the following is borne by landowners and those promoting the developments: (a) securing a high-quality of place-making, (b) ensuring the timely delivery of both on-site and off-site infrastructure required to address the impact of the new community, and (c) providing and funding a mechanism for future stewardship, management, maintenance and renewal of community infrastructure and assets. Where appropriate, developers will be expected to contribute towards publicly-funded infrastructure, including a contribution towards the A120-A133 link road. Given the scale of and time period for development of the new garden community, the appropriate model of delivery will need to secure a comprehensive approach to delivery in order to achieve the outcomes outlined in points (a) - (c) in this paragraph, avoid a piecemeal approach to development, provide the funding and

phasing of both development and infrastructure, and be sustainable and accountable in the long term

iii. Promotion and execution of the highest quality of planning, design and management of the built and public realm so that the Garden Community is characterised as a distinctive place that capitalises on local assets, respects its context, and establishes an environment that promotes health, happiness and well-being.

iv. Sequencing of development and infrastructure provision (both on-site and off-site) to ensure that the latter is provided ahead of or in tandem with the development it supports to address the impacts of the new garden community, meet the needs of its residents and establish sustainable travel patterns. To ensure new development does not have an adverse effect on any European Protected or nationally important sites and complies with environmental legislation (notably the Water Framework Directive and the Habitats Directive), the required waste water treatment capacity must be available ahead of the occupation of dwellings.

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

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

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

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

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

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

xi. Secure a smart and sustainable approach that fosters climate resilience and a 21st century environment in the design and construction of the garden community to secure net gains in local biodiversity, highest standards of energy efficiency and innovation in

technology to reduce the impact of climate change, the incorporation of innovative water efficiency/re-use measures (with the aim of being water neutral in areas of serious water stress), and sustainable waste and mineral management.

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

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

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

Policy SP 9

Tendring/Colchester Borders Garden Community

The Development Plan Document (DPD) required for the Tendring / Colchester Borders Garden Community by Policy SP8 will define the boundary of the new community and the amount of development it will contain. The adoption of the DPD will be contingent on the completion of a Heritage Impact Assessment carried out in accordance with Historic England guidance. The Heritage Impact Assessment will assess the impact of proposed allocations upon the historic environment, inform the appropriate extent and capacity of the development and establish any mitigation measures necessary. The DPD will be produced in consultation with the local community and stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give a three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the provision of the necessary social, physical and environmental infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD and any application for planning permission for development forming part of the garden community must be consistent with the requirements set out in this policy.

For the Plan period up to 2033, housing delivery from the garden community, irrespective of its actual location, will be distributed equally between Colchester Borough Council and Tendring District Council. If, after taking into account its share of delivery from the garden community, either of those authorities has a shortfall in delivery against the housing requirement for its area, it will need to make up the shortfall within its own area. It may not use the other authority's share of delivery from the garden community to make up the shortfall.

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

A. Place-Making and Design Quality

1. The development of a new garden community to high standards of design and layout drawing on its context and the considerable assets within its boundaries such as woodland, streams and changes in topography, as well as the opportunities afforded by the proximity of the University of Essex campus to create a new garden community that is innovative, contemporary and technologically enabled, set within a strong green framework with new neighbourhood centres at its heart. It will be designed and developed to have its own identity and be as self-sustaining as possible recognising its location close to the edge of Colchester. It will secure appropriate integration with Colchester and the nearby University of Essex campus by the provision of suitable walking and cycling links and rapid public transport systems and connections to enable residents of the new community to have convenient access to town centre services and facilities in Colchester as well as Elmstead Market. Clear separation will be maintained between the new garden community and the nearby villages of Elmstead Market and Wivenhoe. Safeguarding the important green edge to Colchester will be essential with a new country park provided along the Salary Brook corridor and incorporating Churn Wood.
2. Detailed masterplans and design guidance, based on a robust assessment of historic and natural environmental constraints and opportunities for enhancement, will be adopted to inform and guide development proposals and planning applications for the garden community.

B. Housing

3. A mix of housing types and tenures including self- and custom-build and starter homes will be provided on the site, including a minimum of 30% affordable housing. The affordable housing will be phased through the development.
4. New residential development will seek to achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development around neighbourhood centres and transport hubs.

C. Employment and Jobs

5. The garden community will make provision for a wide range of jobs, skills and training opportunities. The DPD will allocate about 25 hectares of B use employment land within the garden community. This may include provision for office, research & development, light

industrial and/or other employment generating uses towards the south of the site in proximity to the existing University of Essex and Knowledge Gateway and provision for office, research & development, industrial, storage and distribution uses towards the north of the site close to the A120.

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

D. Transportation

7. A package of measures will be introduced to encourage smarter transport choices to meet the needs of the new community and to maximise the opportunities for sustainable travel. Policy SP6 requires planning consent and full funding approval for the A120-A133 link road and Route 1 of the rapid transit system to have been secured before planning approval is granted for any development at the garden community. Additional transport priorities include the provision of a network of footpaths, cycleways and bridleways to enhance permeability within the site and to access and to access the adjoining areas; park and ride facilities and other effective integrated measures to mitigate the transport impacts of the proposed development on the strategic and local road network. Longer term transport interventions will need to be carefully designed to minimise the impacts on the strategic and local transport network and fully mitigate any environmental or traffic impacts arising from the development.
8. Foot and cycle ways shall be provided throughout the development and connecting with the surrounding urban areas and countryside, including seamlessly linking key development areas to the University of Essex, Hythe station and Colchester Town Centre.
9. Primary vehicular access to the site will be provided off the A120 and A133. Any other road improvements required to meet needs arising from the garden community will be set out in the DPD and further defined as part of the masterplanning process.
10. Other specific transport-related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for this garden community will be delivered in a phased manner.

E. Community Infrastructure

11. District and neighbourhood centres of an appropriate scale will be provided to serve the proposed development. The centres will be located where they will be easily accessible by walking, cycling and public transit to the majority of residents in the garden community.
12. Community meeting places will be provided within the local centres.
13. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.

14. A secondary school, primary schools and early-years facilities will be provided to serve the new development.
15. A network of multi-functional green infrastructure will be provided within the garden community incorporating key elements of the existing green assets within the site. It will include community parks, allotments, a new country park, the provision of sports areas with associated facilities; and play facilities.
16. Indoor leisure and sports facilities will be provided within the new community, or contributions made to the improvement of off-site leisure facilities to serve the new development.

F. Other Requirements

17. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Taking a strategic approach to flood risk through the use of Strategic Flood Risk Assessments and the updated Climate Projections 2019 and identifying opportunities for Natural Flood Risk Management. Provision of improvements to waste water treatment plant including an upgrade to the Colchester Waste Water Treatment Plan and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033. To ensure new development does not have an adverse effect on any European Protected or nationally important site and complies with environmental legislation (notably the Water Framework Directive and the Habitats Directive), the required waste water treatment capacity must be available ahead of the occupation of dwellings.
18. Landscape buffers between the site and existing development in Colchester, Wivenhoe and Elmstead Market.
19. Conserve and where appropriate enhance the significance of heritage assets (including any contribution made by their settings) both within and surrounding the site. Designated heritage assets within the garden community area include Grade II listed Allen's Farmhouse, Ivy Cottage, Lamberts, and three buildings at Hill farmhouse. Designated heritage assets nearby include the grade I listed Church of St Anne and St Lawrence, grade II* listed Wivenhoe House, Elmstead Hall and Spring Valley Mill and numerous grade II listed buildings as well as the grade II listed Wivenhoe Registered Park and Garden. Harm to the significance of a designated heritage asset should be avoided in the first instance.
20. Avoidance, protection and/or enhancement of biodiversity assets within and surrounding the site; including Bullock Wood SSSI, Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI and Upper Colne Marshes SSSI and relevant European protected sites. Contributions will be secured towards mitigation measures in accordance with the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy. Wintering bird surveys will be undertaken at the appropriate time of year as part of the DPD preparation to identify any offsite

functional habitat. Should any be identified, development must firstly avoid impacts. Where this is not possible, development must be phased to deliver habitat creation and management either on- or off-site to mitigate any significant impacts. Any such habitat must be provided and fully functional before any development takes place which would affect significant numbers of SPA birds.

21. Provision of appropriate buffers along strategic road and rail infrastructure to protect new development.
22. Provision of appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.
23. Measures to support the development of the new community including provision of community development support workers (or other provision) for a minimum of ten years from initial occupation of the first homes and appropriate community governance structures.
24. Establishment at an early stage in the development of the garden community, of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green space, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.
25. Allocation of additional land within the garden community, to accommodate University expansion, which is at least equivalent in size to the allocation in the Colchester Local Development Framework Site Allocations document October 2010.