



Jaywick Sands Place Plan DRAFT FOR CONSULTATION

Contents

1. Executive Summary	3
2. How the Place Plan has been developed	4
3. Vision and summary of the Place Plan framework	6
4. Background and baseline conditions	10
5. Policy context	31
6. Developing the Place Plan strategy	34
7. Flood defences and seafront public realm	40
8. Improving residential areas	47
9. Creating space for business, tourism and local services	52
10. Improving public open spaces	55
11. Accessibility and connectivity	60
12. Drainage infrastructure	65
13. Community engagement and stewardship	67
14. Delivery and action plan	68
Appendix A: High level delivery costs	71
Appendix B: Application of the Sequential and the Exception Tests	72
Appendix C: Assessment of options for flood defences	74
Appendix D. Initial strategic options appraisal	95
Appendix E: Early options explored and rejected for development across all TDC owned land	98
Appendix F. Outline masterplan for development on land either side of Lotus Way	107
List of figures	114

1. Executive Summary

The Jaywick Sands Place Plan is a framework for regeneration of Jaywick Sands over the coming years. It sets out a vision and ambition for what Jaywick Sands can become in the future, alongside recommendations for achieving this through tangible actions and initiatives. The Place Plan has been developed through wide research, consultation and engagement and is now presented for further public consultation prior to adoption by Tendring District Council as a non-statutory development framework.

Jaywick Sands is identified as a Priority Area for Regeneration under Policy PP14 of the adopted Tendring Local Plan. Policy PP14 states that Priority Areas for Regeneration 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, and that the Council will support proposals for new development which are consistent with achieving its regeneration aims.

The two primary challenges in Jaywick Sands are deprivation and flood risk. Jaywick Sands includes the very lowest ranked area in the English Index of Multiple Deprivation (2019), and two areas which are within the lowest 10% of all areas in England. In addition, most of Jaywick Sands falls within Flood Zone 3. Actual flood risk today includes flood depths of 1300mm (1.3m) for some homes along the seafront in the design (0.5% AEP) flood event, and rises to depths of 3m and above over the next 100 years. Therefore, improving the safety of residents in a flood event, and the flood resistance and resilience of homes, is an important part of meeting the aims of Policy PP14.

Tendring District Council has commissioned the Place Plan as a step in the ongoing cross-sectoral work to change the prospects for residents for the better.

The aims of the Place Plan is to "provide a development framework for the physical regeneration of Jaywick Sands facilitating the provision of new flood resilient homes built to modern building standards which will provide a high standard of accommodation for existing residents as well as providing land for employment opportunities and recreation and amenity areas."^[1] In line with the Tendring Local Plan, the Place Plan objectives are:

- 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

The Council has also stated that public consultation must be central to the production of the Place Plan and only with the support of the local community will the proposals be deliverable.

Jaywick Sands has many qualities that can help it become a thriving community if its challenges are overcome. With wonderful beaches, a rich history and a strong community, if its future is secured through improved flood defences and if the quality of housing and the physical environment is improved, it can become a fantastic small town with a sustainable future.

This report outlines the strategic, physical and social context for the Place Plan, and the recommended strategy for Jaywick Sand's renewal.

This report has been produced by HAT Projects, with input from Igloo Regeneration. Maccreeanor Lavington, DK-CM, Potter Raper and Antea also contributed to the early stages of the work.

"In Jaywick Sands, regeneration projects will continue to raise the standard of living in this part of Clacton. Jaywick Sands will have seen, through the provision of a deliverable development framework, a sustainable community with associated economic, community and employment opportunities."

Tendring Local Plan vision

¹ Tendring Local Plan, Policy PP14, supporting text 6.10.5

2. How the Place Plan has been developed

The Place Plan has been developed over a number of years commencing with initial scoping, research and informal community and stakeholder engagement by the consultant team in 2018. With a pause over the Covid-19 pandemic, work was restarted in late 2021 and a broad public consultation on initial options was undertaken in autumn 2022. The insights gained through the consultation alongside further studies undertaken by others, most significantly the Environment Agency's Coastal Defences Study 2022, have led to the final proposed Place Plan vision, spatial framework and delivery plan presented in this report.

2.1 Initial options appraisal

A range of initial strategic options were developed during the first stage of development for the Place Plan. The options focused on approaches to improving housing quality and the built environment; connectivity; commerce and economic opportunities; and improving people's life chances. Options for ensuring long term flood resilience were only partially considered, from the perspective of improving the flood resilience and safety of homes themselves rather than the community as a whole (improved flood defences). This was because the Environment Agency was completing a review of the flood defences and without this evidence base it would not be possible to develop a range of options that could be reasonably assessed.

The options developed during the initial stage considered a range of approaches to rehousing residents of substandard homes, and assumed that the powers to enforce on substandard homes are available and put to use. These options deliberately included extreme scenarios in order to ensure all approaches had been robustly tested. The options considered included:

1. Full decant and demolition of Jaywick Sands with residents rehoused in other areas
2. Comprehensive redevelopment of Brooklands and parts of the Village into new flood resilient housing and other uses
3. New mixed tenure development on all land owned by Tendring District Council including land either side of Lotus Way and Tudor Fields, including land outside the settlement framework, enabling decant and redevelopment of existing substandard homes and additional market housing

4. New affordable and social housing development on land owned by Tendring District Council inside the settlement framework only, enabling decant and redevelopment of existing substandard homes
5. Development on individual (vacant) plots owned by Tendring District Council within Brooklands
6. Purchase and redevelopment of consolidated parcels of adjoining plots in Brooklands and the Village, to redevelopment alongside Tendring owned plots
7. Public realm, environmental improvements and standalone projects to boost the local economy and address infrastructure deficits within Brooklands and the Village only (no new or replacement homes)

These options were assessed for their high level feasibility and their fit against the objectives of the Place Plan. High level viability assessments were also completed to understand the broad issues around deliverability.

Through the assessment of the advantages and disadvantages of these options, 4-7 were identified as initially preferred options to take forward for public consultation.

2.2 Findings from consultation in 2022

Consultation was undertaken during September and October 2022 with the Jaywick community as well as with statutory authorities and stakeholders. This was a broad-based consultation as it was the first time that the community as a whole was being engaged with the Place Plan work.

The consultation revealed a number of important insights from both statutory bodies and the local community, with regard to the objectives of the Place Plan. These are summarised below within the broad themes that the consultation was structured around.

Overall priorities

- The beach, and the community spirit, were seen as the most positive aspects of Jaywick Sands
- The priority most frequently mentioned by residents, was addressing the blight resulting from derelict buildings and

disused plots.

- Residents are highly concerned about the maintenance of the public realm, fly tipping and rubbish related issues
- Residents like the character of Jaywick Sands, including the eclectic and unique character of the homes and plot patterns. They do not wish to see that character altered, while recognizing that in parts of Jaywick Sands homes are too small, particularly for families.

Housing quality

- Residents were critical of the failure of landlords to adequately maintain properties, as well as accepting problem tenants who caused wider social issues.
- Most homeowners that responded to the consultation are proud of their properties and wish to continue to make improvements to them
- There was support for building new homes on vacant plots, but several respondents stated that building on double plots should be the minimum, as single plots were too small.
- Building new homes was seen as positive if it reduced the number of derelict plots and encouraged other property owners to improve their homes, but was not broadly welcomed as an aim in itself.
- The new properties recently built by TDC are unpopular with residents, because they are seen as unattractive; out of character; unsafe and unsuitable for residents with disabilities or young children and the cause of overlooking and overshadowing to neighbouring properties.
- Residents raised concerns about the loss of green space and wildlife impacts if homes were built on currently undeveloped land

Flood risk

- The Environment Agency stated a clear position in their consultation response, that they would oppose a regeneration strategy that resulted in a net increase in the number of residents in the flood-prone areas of Jaywick Sands.
- The Fire Service also raised evacuation as a concern, including the lack of a flood safe road or access route out of the community.
- Residents also expressed concern about increasing the number

of people requiring evacuation in the case of a flood.

- Residents were keen to see improved sea defences as well as improvements to the flood safety and resilience of individual homes.
- Homeowners are motivated to improve the flood resilience of their properties but lack knowledge about how to achieve this.
- Some residents felt they would like to move from Jaywick Sands if flooding became more regular, but the cost of doing so was a barrier.

Streets and spaces

- Residents almost all welcomed the idea of making Brooklands into a one-way street with the resultant improvements to safety for pedestrians and cyclists.
- Residents welcomed improvements to public realm around the community including more tree planting, play facilities and planting.
- Residents wanted to see more facilities in public spaces and green spaces, including outdoor gym equipment; play equipment and allotments
- The currently poor accessibility for wheelchair users and other disabled people was frequently mentioned, including to the seafront and beach; to Clacton; and to shops and services within Jaywick Sands itself
- A beach boardwalk was suggested as a way to improve access to the beach for residents and visitors
- The lack of facilities for visitors to the beach was mentioned
- The lack of bus shelters was frequently mentioned as a barrier to use of public transport.

Shops and services

- The lack of a supermarket in Jaywick Sands, and the lack of access to shops for Brooklands residents, was very frequently raised
- Residents frequently mentioned the under-provision and lack of choice in terms of grocery shops and basic day-to-day needs such as cash machines.
- Community facilities, including play areas; sports facilities; GP/dentist provision and public toilets were mentioned by residents as lacking
- The new workspace and market building (under construction at the time of the consultation) was frequently mentioned as an opportunity but there was a lack of understanding among residents about how the units were going to be let and how this

would support the wider economy of Jaywick.

Other

- The rural setting and access to green spaces and the beach was very frequently mentioned as a positive aspect of living in Jaywick Sands, from a wellbeing perspective
- Safe and secure housing was widely recognised as being important for people's wellbeing and life chances. Many residents recognised the potential of the beach as an economic driver
- Residents were keen to see more shops, cafes and tourist attractions

2.3 Other studies and workstreams

Environment Agency Coastal Defences Study

Alongside the development and initial consultation on the Place Plan, the Environment Agency undertook a major study into the options and costs for upgrading the coastal defences on the West Clacton to Jaywick Sands seafront.

The aim of the study was to identify and cost a preferred option in line with Treasury and DEFRA guidance and the associated Economic, Technical and Environmental requirements.

The completion of this study has allowed the Place Plan team to assess options for flood defence improvements with regard to their costs, benefits and impacts on the regeneration of Jaywick Sands as a whole. Further detail on the options considered is given in appendix C.

Healthy Housing Initiative

The Healthy Housing Initiative currently in progress, is a significant step towards addressing the priorities identified by residents and the objectives of the Place Plan. It will not only have a substantial impact on reducing poor quality homes, but will also address the waste and fly tipping issues, and improve public open spaces in the community.

It is important that the latter element of the programme is informed by the wider Place Plan strategy.

Viability assessment

High level viability assessment of development options within Jaywick Sands confirmed that the viability of both new-build homes on currently undeveloped land; and development of new homes on plots within the existing built-up areas; is heavily negative. This is due to the low property values for new-build homes within Jaywick Sands; the relatively high costs of acquiring plots to redevelop due to the relatively high rental yield for even low-quality properties; and the disproportionately high construction costs for development in Jaywick Sands due to poor infrastructure and ground conditions.

This confirmed that unsubsidised private sector-led development cannot be relied upon to deliver the change required to improve Jaywick Sands and that achieving the vision of the Place Plan will require substantial grant funding or long-term social impact investing.

Other projects currently being implemented in Jaywick Sands

A range of physical regeneration projects are already starting to have a positive impact on quality of life and economic opportunities within Jaywick Sands:

- The opening and activation of the new workspace and market building, and associated public realm, with markets, events and activities drawing in locals and visitors and changing perceptions of Jaywick Sands
- Improvements to the seafront walking and cycling route to Clacton delivered via Essex County Council
- Upgrades to the sea defences at Cockett Wick by the Environment Agency, reducing the risk of flooding from this section of the sea wall, which was assessed as having a lower crest height and worse condition than the other parts of the sea wall.

The Place Plan has taken these projects into account in developing the development framework. Future projects, whether led by Tendring District Council or by other delivery agencies, should be aligned with the Place Plan framework to ensure a joined-up approach.

3. Vision and summary of the Place Plan framework

3.1 Vision

The vision for Jaywick Sands is to be a thriving community that makes the most of its coastal location and unique character, while being resilient to the risks posed by sea level rise.

- Improved flood defences will maintain protection against the sea while creating a attractive and accessible seafront for residents and visitors, increasing tourism and the local jobs it supports
- Residential streets will see vacant and derelict plots brought into use for a range of functions. New homes will be distinctive and beautifully designed, and flood safe, on well-sized plots that provide good amenity for their residents
- Property owners will be improving existing homes and rental properties, and have the support and guidance they need to make them more flood safe
- Streets and spaces will be green, attractive and well-used, helping residents lead active lives and making it easier to get around.
- The community will have the shops and services it needs within a short walk of every home.

The Place Plan development framework includes the following components:

- Flood defence design framework that integrates wider improvements to the seafront public realm, accessibility of the beach, and minimises the impact on existing seafront properties. This includes converting Brooklands to a one-way street with footways on both sides and a fully segregated cycle track.
- Design and delivery framework for improving the residential areas by redeveloping vacant and derelict plots for suitable new uses, and replacing poor quality homes that are unsafe and lack flood resilience, with good quality new homes, in line with the adopted Jaywick Sands Design Guide SPD
- Land use plan identifying areas where commercial and community uses should be safeguarded and additional space developed to ensure day-to-day needs for shops, services and social infrastructure are met in full.
- Improvement to green spaces to support active lifestyles, wellbeing and community activity, alongside greening and biodiversity gains.
- Improvement to walking and wheeling routes, including a new north-south route across Tudor Fields which can be used for emergency access and evacuation in a flood event, and improvements to bus stops to increase the use and accessibility of public transport.
- Recommendations for improvements to surface water and foul drainage infrastructure

Over the long term, the improvement of flood defences is a pre-condition for Jaywick Sands to thrive and sustain a community. While improvement of flood defences will make Jaywick Sands safer, there will always remain residual risk and in the event of overtopping or breach of defences, evacuation of residents will need to be practical and safe.

For this reason, the Place Plan framework is designed to ensure there is no increase in the population living within the parts of Jaywick Sands at risk of flooding now and in the future, and to increase the safety and flood resilience of the community. New homes will only be developed when this assists with replacing existing, less safe, homes off the market, by rehousing residents.

Given the residual flood risk that will remain even when flood defences are improved, residents - particularly those who have poor mobility or long-term health conditions - should have options for where and how they wish to live. The Place Plan therefore includes:

- An aspiration to develop financial viable options for residents to relocate outside the area of flood risk, should they wish to do so
- Guidance and technical support for property owners to improve the flood resilience and safety of their homes, and an aspiration to develop funding options.

The community of Jaywick Sands must be at the heart of the regeneration process and fully involved with how it is delivered. The Place Plan must therefore involve:

- A community engagement and stewardship strategy to support genuine resident involvement and capacity building, to capitalise on the strong local culture of mutual aid, and to build a positive partnership between the local authorities and statutory bodies, and the local community.

Delivering real change in Jaywick Sands will be a long term process and the Place Plan should be considered a living framework that is updated and evolved as conditions alter. This report includes recommended next steps, quick wins, and a high level delivery and funding assessment in order to assist Tendring District Council and wider stakeholders in delivering on the Place Plan vision.

3.2 Spatial framework

Place Plan components

- Renewed flood defences integrating improved public realm, improved accessibility to beach, and conversion of Brooklands to a one-way street
- Existing residential areas where new design and delivery approach to redeveloping vacant and derelict plots, and replacing poor quality homes that are unsafe and lack flood resilience, with good quality new homes, is applicable
- Areas where existing commercial and community uses should be safeguarded, and where redevelopment to create additional business, retail and community facilities should be permitted.
- Sites where development of new business, retail and community facilities, as part of a masterplanned approach (with new and replacement parking), is appropriate.
- Improved public open spaces to support active lifestyles, wellbeing and community activity, alongside greening and biodiversity gains.
- New walking and wheeling route across Tudor Fields, suitable for emergency access and evacuation in a flood event.
- New fully accessible access points to beach
- New beach boardwalk suitable for wheeling and walking
- New/improved footpaths increasing access to green spaces for recreation and exercise
- Improvements to existing alleyways
- Improvements to bus stop facilities
- Potential future residential / holiday accommodation development (no net increase in permanent residents within Flood Zone 2/3)

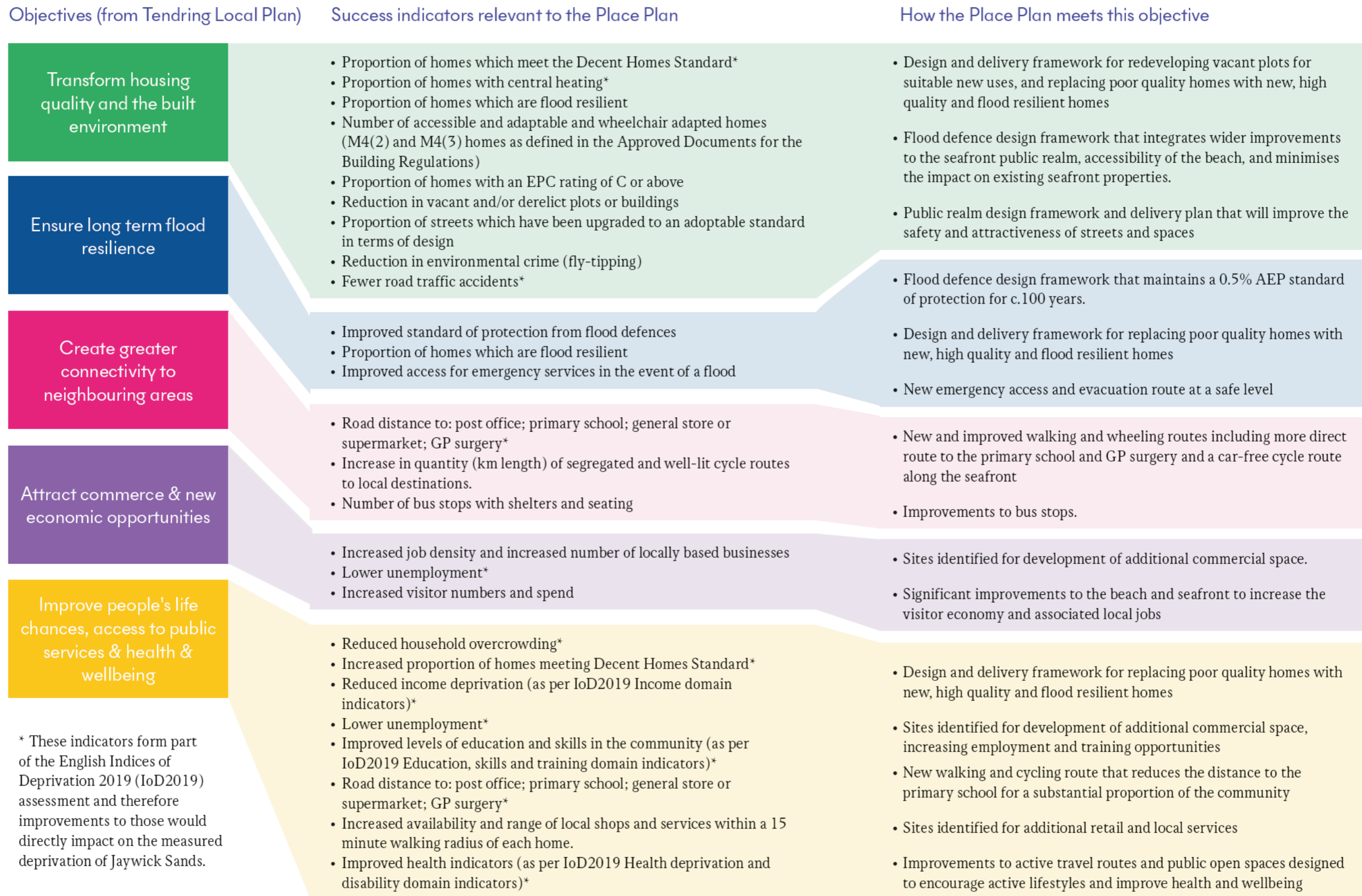


Fig. 1. Spatial framework of Jaywick Sands Place Plan

Local Plan policy designations

- Settlement boundary
- Priority Area for Regeneration and Place Plan boundary

3.3 How the Place Plan meets the objectives in the Tendring Local Plan



* These indicators form part of the English Indices of Deprivation 2019 (IoD2019) assessment and therefore improvements to those would directly impact on the measured deprivation of Jaywick Sands.

3.4 Delivering the Place Plan

Delivering the Place Plan vision will require coordinated work by a range of partners and with the full involvement of the community. It must be emphasised that while the Place Plan sets out a vision and an accompanying framework for guiding change in Jaywick Sands, achieving this will require substantial investment and is currently unfunded. Delivering the strategy set out in the Place Plan in full is likely to require a 20 year timeframe.

The following is a high-level summary of delivery and funding considerations for each part of the development framework. Further detail is given in the subsequent chapters.

Flood defence and seafront public realm

- While this element of the Place Plan will be the most challenging to deliver, securing protection against sea level rise is a precondition for the sustainability of Jaywick Sands as a community.
- The delivery of the preferred option for upgraded flood defences, which integrates this with a significant amount of new public realm, improved accessibility to the beach and new facilities, will require a very substantial funding commitment in the region of £84m (2023 values).
- Delivery of the new seafront will be a highly complex project which will need to be phased due to the length of the frontage.
- Flood Grant in Aid (FGiA) will be available after 2030 but cannot be drawn down prior to this.
- The one-way system on Brooklands should be piloted at an early stage as a temporary intervention pending the delivery of the full seafront improvements
- The further beach enhancements, such as the boardwalk, are relatively low-cost and deliverable either as a standalone project or in conjunction.

Improving residential areas

- In order address the blight resulting from vacant and derelict plots, and start to improve housing quality in existing residential areas, the priority action is for most currently vacant and derelict plots to be purchased. While the value of vacant plots is low, this will require capital funding.
- Redeveloping vacant plots for suitable uses, including for new flood-safe homes, will also require investment although in the long term, as values rise, this is likely to provide a return. Along

with the purchase of suitable vacant plots, the funding required may be in the region of £8-10m (2023 values) for this first tranche of redevelopment (which comprises around 30 homes and other improvements).

- A range of potential models can be considered to fund this, including long-term institutional investment, but will require initial investment via public funding.
- It is essential that a strong link is created between building new flood-safe homes and taking existing unsafe homes out of circulation, whether through further site purchase or through enforcement action on homes of the poorest quality. This will require further work to establish the most suitable approach.
- Options to allow residents to relocate outside the areas of flood risk require further work to develop, but could result in the acquisition of a number of plots that can then be added to the redevelopment programme over time.
- Guidance and support for property owners to improve their properties and make them more flood resilient is relatively easy and inexpensive to provide in comparison to the costs of site purchase and redevelopment. This should be considered as a 'quick win' for early implementation.

Business space, shops and local services

- Consideration should be given to directly developing and letting further space for commercial use and to accommodate local services of which there is an evidenced deficit.
- This will need to be informed by the evaluation of the Sunspot workspace building and will require funding to be sought and committed. The nature of funding required should be established through further feasibility and demand study work.
- Incentives for existing property and business owners to upgrade their commercial units - for example, shopfront improvement grants - should also be considered. These can be a relatively low-cost way to improve the environment and the streetscape and could be considered as a quick win.
- Partnership working with service providers will be required to establish the scope and management strategy for additional local services and to date little response has been received from service providers.

Public open spaces

- Public open space improvements are relatively low-cost and simple to deliver, and will have a substantial impact on both the quality of place and the quality of life for residents.

- The public open space projects should be delivered as 'quick wins' leveraging funding from a range of sources.
- Funding required to deliver all the open space improvements identified may be in the region of £3-£3.5m.

Accessibility and connectivity

- The implementation of a new walking and cycling route across Tudor Fields, which can also be used for emergency evacuation and access, should be seen as a strategic priority. While this is the most substantial cost associated with accessibility improvements, it will have the greatest impact on residents.
- Other accessibility and connectivity improvements are small-scale and relatively low-cost, and can be delivered as a package or as a series of stand-alone projects as funding becomes available. These are also suitable for 'quick wins' which can have a high impact.
- Funding required to deliver all the accessibility and connectivity improvements identified may be in the region of £5-£5.5m.

Drainage infrastructure

- The surface water and foul drainage network will require partnership working with the statutory providers to address.
- Works to improve the network and make it resilient to increased stormwater flows as a result of climate change will be costly and disruptive and will require phasing.
- The scale of funding required cannot be established without further engagement with statutory providers including Anglian Water and the Environment Agency.

Community engagement and stewardship

- Effective community engagement is a prerequisite for successful regeneration in Jaywick Sands. Capacity building in community leadership should be considered and robust governance and participatory structures put in place at an early stage.
- Sustained commitment to funding community engagement on the ground in the community is required.

4. Background and baseline conditions

Jaywick Sands is located on the Essex coast, in Tendring District. The village of just under 4,800 residents (2,600 households)^[1] is sited along the seafront a few miles south-west of Clacton-on-Sea.

A century ago the village did not exist. The plotlands settlement was founded in 1928 and most of the estate was not purpose built for permanent year round occupation. The responsibility for provision of services, and for protection against flooding, has remained a point of contention between residents and the authorities since the founding of the estate.

The original appeal of Jaywick Sands was as an affordable place, relatively close to London, where Londoners could independently own a plot and a chalet for holidays and later, retirement. Elsewhere, plotlands communities of this nature are almost unrecognisable today, having been either redeveloped or demolished. A combination of social, political, economical and geographic factors have meant that Jaywick Sands has retained its distinctive low-rise, self-built character, and strong community, although currently it is best known for including officially the most deprived statistical area in the UK.^[2], and for being at high risk of tidal flooding which is worsening as climate change takes place.

The Council's objectives for Jaywick Sands in the Tendring Local Plan aim to address these challenges. These 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

Wide partnership working is required to deliver these objectives. The Place Plan, as a development framework for physical change, can directly support some of these objectives, and indirectly support the delivery of others. This section sets out the current baseline conditions relating to each objective, as the evidence base supporting the development of the Place Plan strategy.

¹ Office for National Statistics (2012): 2011 Census data

² Index of Multiple Deprivation (2021): 2019 data



Fig. 2. Location of Jaywick Sands in the wider area

4.1 Development of Jaywick Sands over time

1928

- Frank C. Stedman, resort developer, purchases land at Jaywick.
- Construction begins on road link between Jaywick Lane and Clacton (West Road).

1929

- Stedman begins to build the first few chalets in Jaywick Sands, initially as permanent homes west of Lion Point. Works are interrupted by disputes with local authority around flooding and service provision.
- Development of 800 homes, described as seasonal 'beach huts' in Brooklands & Grasslands area.

1930-1934

- Construction of chalets in the Village, on slightly more generous plots, often tandem plots, which were also considered and advertised as seasonal homes or beach huts. In practice these were often occupied for extended periods, and in some cases year round rates were paid.
- Formation of Jaywick Sands Freeholders Association.

1935-1939

- Development of the Tudor Estate to the north of the Village as permanent homes.
- Opening of Butlin's Clacton holiday camp.






1945 - 1952

- Plot holders return to Jaywick Sands, pre-war holiday makers become post-war retirees.
- Sea defences improved, portion of costs covered by residents of Jaywick.
- Flooding and erosion of seafront areas continues to be an issue.

1953

- Major flooding of East Coast, 35 lives are lost in Jaywick.

Key

	Brooklands & Grasslands		Martello Tower
	Village		Butlin's
	Tudor Estate		Other holiday park
	Guinness Trust housing		Clacton urban area

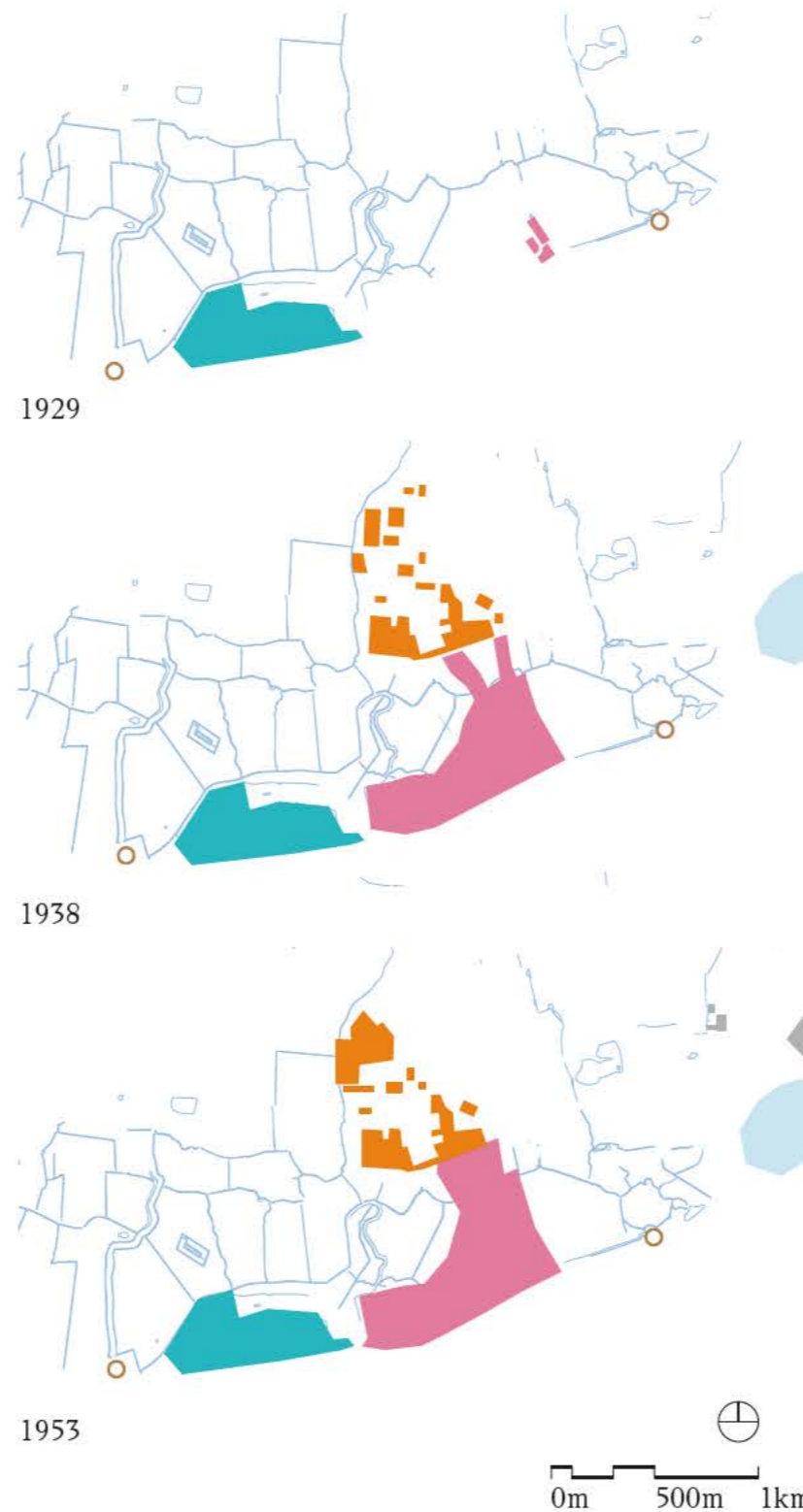


Fig. 3. Development of Jaywick Sands. Source: Historic map records.



Fig. 4. Jaywick Sands, c1930 ©Unknown



Fig. 5. Estate office, 1936 ©Unknown



Fig. 6. Vintage postcard, 1950s ©Unknown

1954-1970

- Rapid recovery of Jaywick Sands.
- Development of Seawick holiday park at St Osyth Beach.
- Retirees continue to move to Jaywick Sands.
- Brooklands and Grasslands remain without basic services.

1971-79

- Failed Council attempt to compulsorily purchase and demolish most of Brooklands and Grasslands.
- Local government restructure results in new Tendring District Council, who begin to issue formal planning guidance for plotlands, but space requirements cannot be met on small plots.
- Recession drives in Jaywick residents who cannot afford to buy elsewhere.
- Formation of Brooklands and Grasslands Residents Association.

1980-1989

- Basic utilities including drainage are installed in Brooklands and Grasslands area.
- Butlin's Clacton closes.

1990-1999

- Jaywick Community Resource Centre opens.
- Jaywick Enterprise Centre opens.

2000

- Guinness Trust builds 30 houses and 10 bungalows - wins awards at the time. Planned second phase never completed.

2007

- TDC commissioned masterplan proposes demolition of 500 homes in Brooklands, is abandoned after community opposition.

2009

- Jaywick Martello Tower converted to arts, heritage and community venue.
- Jaywick Sands Freeholders Association wound up.

2010

- Jaywick is named most deprived place in England on Index of Multiple Deprivation.

2015

- Jaywick is again named most deprived place in England on Index of Multiple Deprivation.
- Jaywick Vision Plan 2015-2025 report and consultations.
- Improvements to Brooklands & Grasslands streets (drainage and surfacing) - completed 2017.

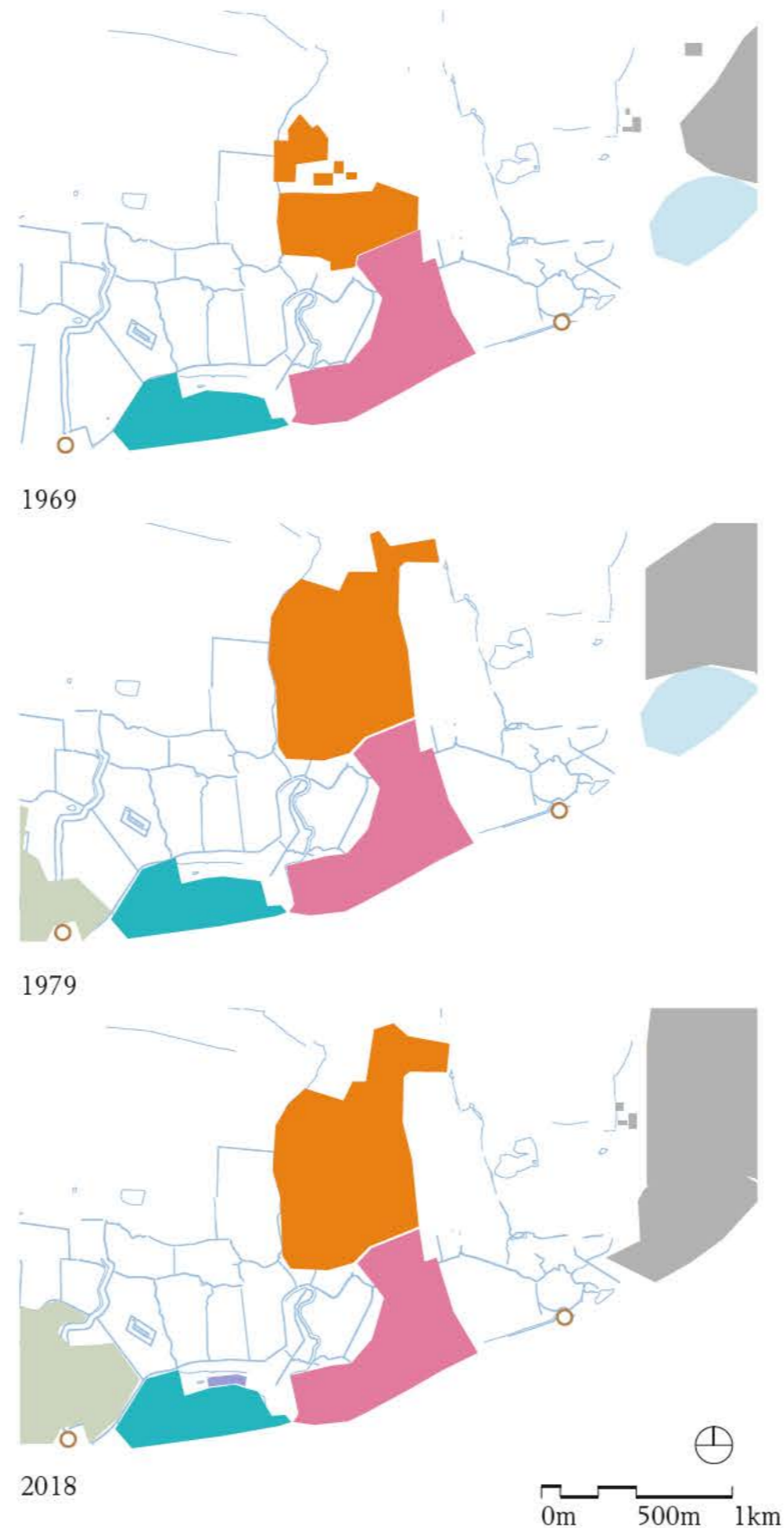


Fig. 7. Development of Jaywick Sands. Source: OS historic map records.



Fig. 8. Flood in 1953



Fig. 9. The beach, 1980s



Fig. 10. Sunspot, 1950s

4.2 Jaywick today

The Jaywick Sands Place Plan covers the existing built up areas known as the Village, Grasslands and Brooklands, alongside approximately 30 hectares of adjoining land recently acquired by Tendring District Council.

Jaywick sits within the West Clacton and Jaywick Sands ward. Jaywick Sands as a whole, including the Tudor Estate is divided for statistical analysis into three Lower Super Output Areas (LSOAs), which do not align with physical subdivisions within Jaywick, but comprise areas of similar size in population terms. The LSOAs are used in a range of national datasets, including Census and the Index of Multiple Deprivation.

Tendring 018A LSOA includes all of Brooklands, Grasslands and part of the Village - the oldest parts of the settlement. This LSOA was ranked as the most deprived area in England and Wales on the Index of Multiple Deprivation in 2010, 2015 and again in 2019. The adjacent LSOA, Tendring 018C, is also in the bottom 5% according to the Index of Multiple Deprivation 2019, and Tendring 018B (mainly the north of the Tudor Estate) scores in the bottom decile across 3 of the 7 deprivation indices. These statistics are further supported by 2011 census data, other reports and datasets.



Fig. 11. Boundaries of Lower Super Output Areas in Jaywick Sands

Despite the challenges faced by those living in the area today, the community is largely strong and resilient. Various organisations, led by local community leaders, are actively working to improve life in Jaywick Sands, alongside the work of grassroots charities and social enterprises, and initiatives supported by the public sector at local, county and national level.

Some of the social enterprises, residents groups and other organisations active in Jaywick Sands are:

- Jaywick & Tudor Residents Association
- Jaywick Residents Forum
- Jaywick Sands CIC
- Jaywick Sands CLT
- Inclusion Ventures
- Jaywick Sands Happy Club
- Martello Tower/Friends of Martello Tower
- Community Resource Centre
- Golf Green Hall
- Dig 4 Jaywick
- Community Volunteering Service Tendring
- TDC Neighborhood Wardens



Fig. 12. Sea Holly Way

Residents' views

Aspects of Jaywick Sands that the community feel are important, positive or want to change were identified by residents themselves through consultation on the Place Plan held in autumn 2022. The aims of the consultation were to centre the local community in the process of the regeneration strategy, inform on key issues, gain insight on their priorities and build trust for continued collaboration. Examples of the most frequently mentioned aspects included:

'I love the slow pace of life, access to a beautiful beach, friendly people, I like the fact I feel safe here.'

'The beach & the sense of community'

'The unspoilt beach. The surrounding green fields. Living in a small friendly village. Low traffic. Rural location.'

'Empty properties, should be tidied up - it's disgusting & embarrassing.'

'Improve housing. Clear rubbish in public areas, and maintain the roads.'

'Cleaner, more bins, more rubbish collection, improved recycling'



Fig. 13. View of the grassy dunes at Jaywick beach

4.3 Age profile

Jaywick has an aging population with almost a quarter of residents aged over 65. Tendring also has a higher than average concentration of older people, which is not unusual for coastal districts as they tend to be retirement destinations, even more so for populations directly on the coast, such as Jaywick. The national average is around 10% aged 75 or over, with the bulk of the population aged between 19 and 49.

At LSOA level, it is clear that the older generations are concentrated to the east and north of Jaywick Sands (018B, and 018C i.e. the Tudor Estate and north Village), whereas in Grasslands, Brooklands and the west part of the Village (018A) although the houses are smaller and in worse condition, there is a higher concentration of children and young people. There are 345 children (under 18) in LSOA 018A.^[1]

1 ONS (2021): Mid 2020 Population Estimates

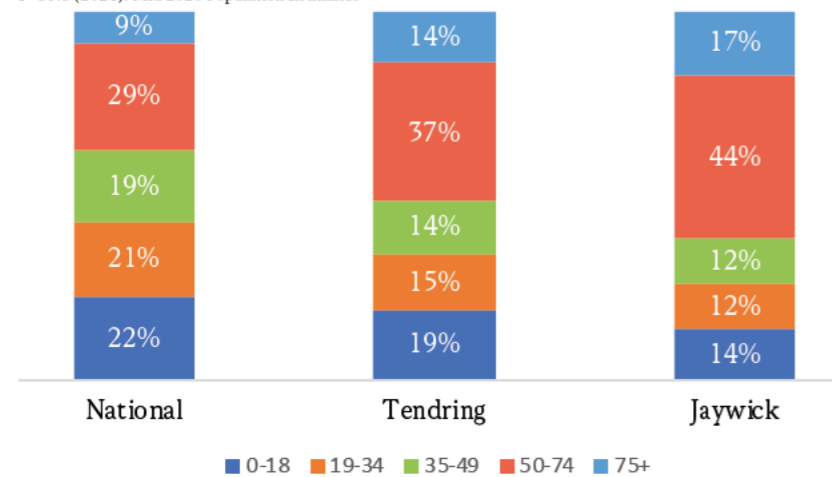


Fig. 14. Diagram showing age profile
ONS (2021): Mid 2020 Population Estimates

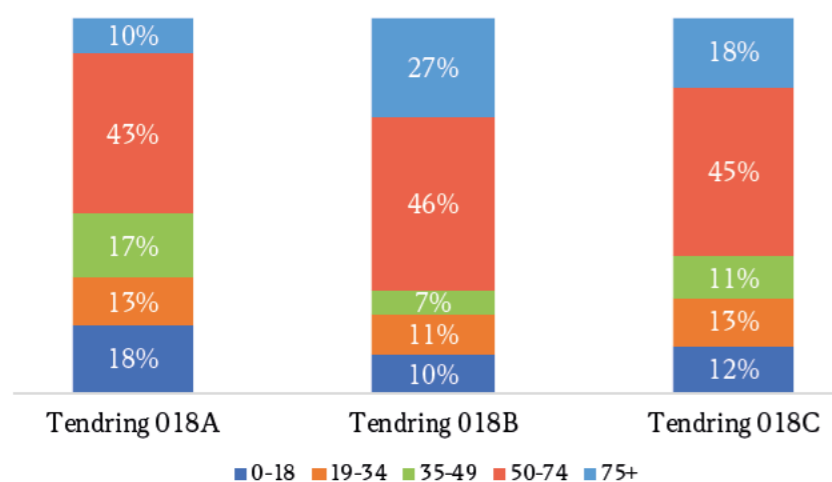


Fig. 15. Diagram showing age profile from Jaywick LSOA level
ONS (2021): Mid 2020 Population Estimates

4.4 Household composition

Jaywick Sands has a high proportion of single person households compared to both Tendring and national averages. However, of the 46% of households which comprise only one person, more than half are aged over 65, which is lower than the rest of the district.^[2] This indicates a significant portion of the relatively high number of inhabitants living in single person households, are not part of the retirement community.

Compared with the district and the wider national averages, few households have dependent children, which is consistent with the overall age profile. The proportion of households with dependent children is around 30% nationally, in Jaywick Sands the figure is around half of that, which is in accordance with the data on age.^[3]

Over 20% of households in Jaywick Sands are lone parent, which is above the national and Tendring average.^[4]

Overcrowding in Brooklands, Grasslands and The Village (LSOA 018A) is indexed at 0.94 while it is very low in the other two output areas^[5]. This compares to an average in Tendring of 0.51 and a national average of 0.86. It can be surmised that the very small house size, and high proportion of children in Brooklands and Grasslands has led to an unacceptable level of overcrowding which contributes to the high level of deprivation in these areas.

4.5 Health profile

The general health in Jaywick Sands is poor, with over 20% of residents in 'bad health' or 'very bad health'^[6]. Across Jaywick Sands less than 25% of residents are in 'very good health', while Tendring district averages at 40%, and nearly 50% nationally.

There is not much variation between LSOAs, though Brooklands and Grasslands are worse off, with poor health almost five times higher than the national average. As this area actually has the youngest age profile of all the Jaywick LSOAs, it is particularly concerning that the concentration of poor health is found in this area. This also correlates with IoMD data on health.

2 ONS (2023): 2021 Census data

3 ONS (2023): 2021 Census data

4 ONS (2023): 2021 Census data

5 Index of Multiple Deprivation (2021) 2019 data

6 ONS (2023): 2021 Census data

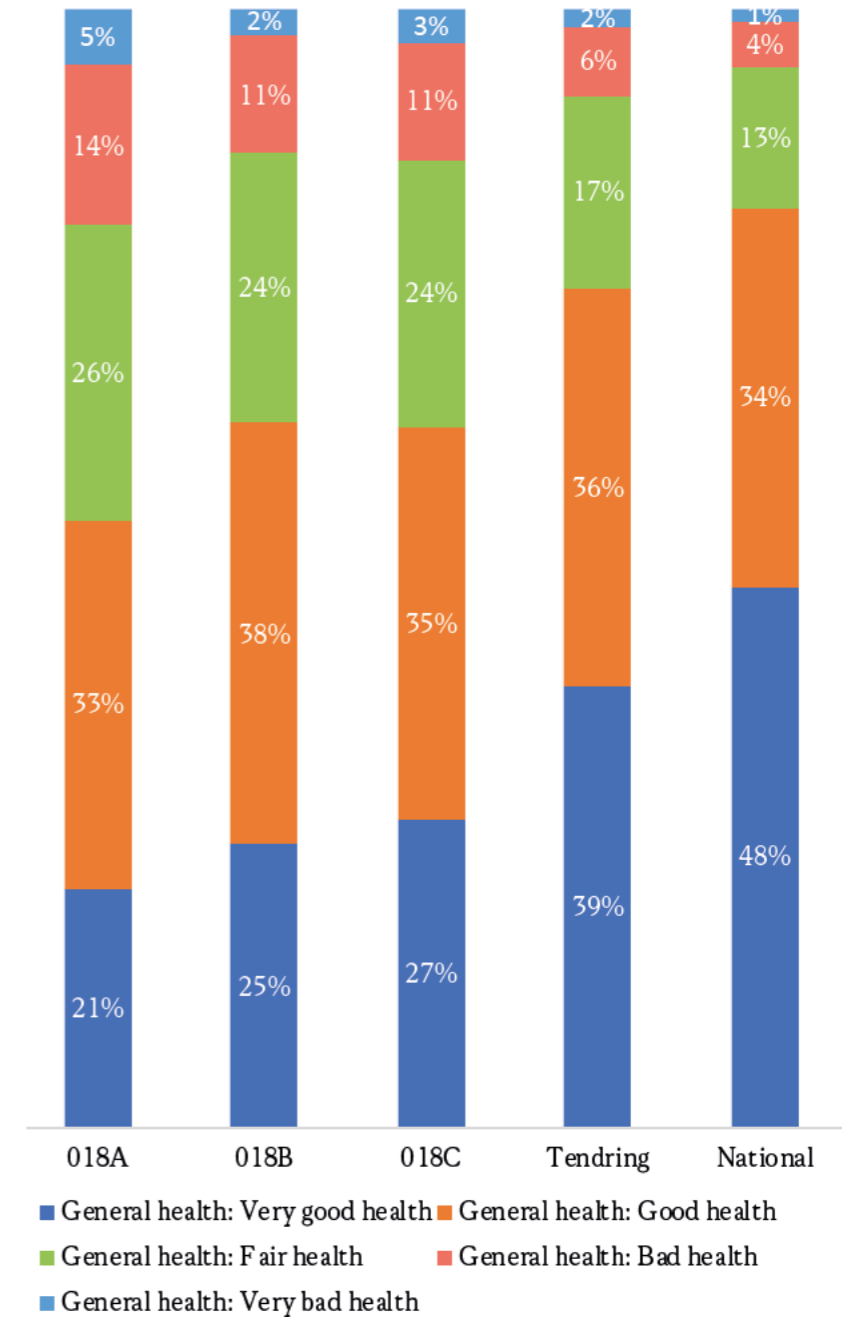


Fig. 16. Diagram showing health profile at Jaywick LSOA level
ONS (2023): 2021 Census data, health.

4.6 Economic profile

The Tendring Economic Strategy evidence base (2019) shows that Jaywick Sands has an extremely low availability of local employment. There are only 325 jobs in the settlement, representing a job density of 1 job to every 16 residents: this compares to a ratio of 1:3 for Tendring as a whole.

Jobs within Jaywick Sands comprise:

- Tourism (80 jobs)
- Retail (70 jobs)
- Health and care (130 jobs)

ONS Business register and employment data shows largest employers in Tendring district are:

- Wholesale retail and trade
- Human health & social work
- Education

Other significant sectors include, accommodation/food services, manufacturing, construction, transport and storage.

Barriers to these wider opportunities include geographical isolation from centres of employment and education or training, as well as an insufficient and unaffordable public transport service. The general high level of deprivation exacerbates the situation further.

4.7 Employment and skills profile

Residents in full and part-time employment are significantly fewer than the national and district averages. Of employed residents, a higher proportion are self-employed than the national and district averages.

Approximately 60% of the population is classed as economically inactive, much higher than the district and national averages^[7]. The 41% of retired residents contribute to this, though proportions of long term sick and disabled persons are also very high, both of these categories are around three times the national average.

The proportion of residents classed as looking after the family is similar to the national average, though the statistics on household composition show that proportionally, Jaywick Sands has half as many households with dependent children as the national average.

Employed residents of Jaywick Sands typically work in:

- Low skilled occupations such as care and leisure
- Elementary occupations
- Skilled trades

Self employment of skilled tradespeople is evident through informal conversations with residents, many of whom have

⁷ ONS (2023): 2021 Census data

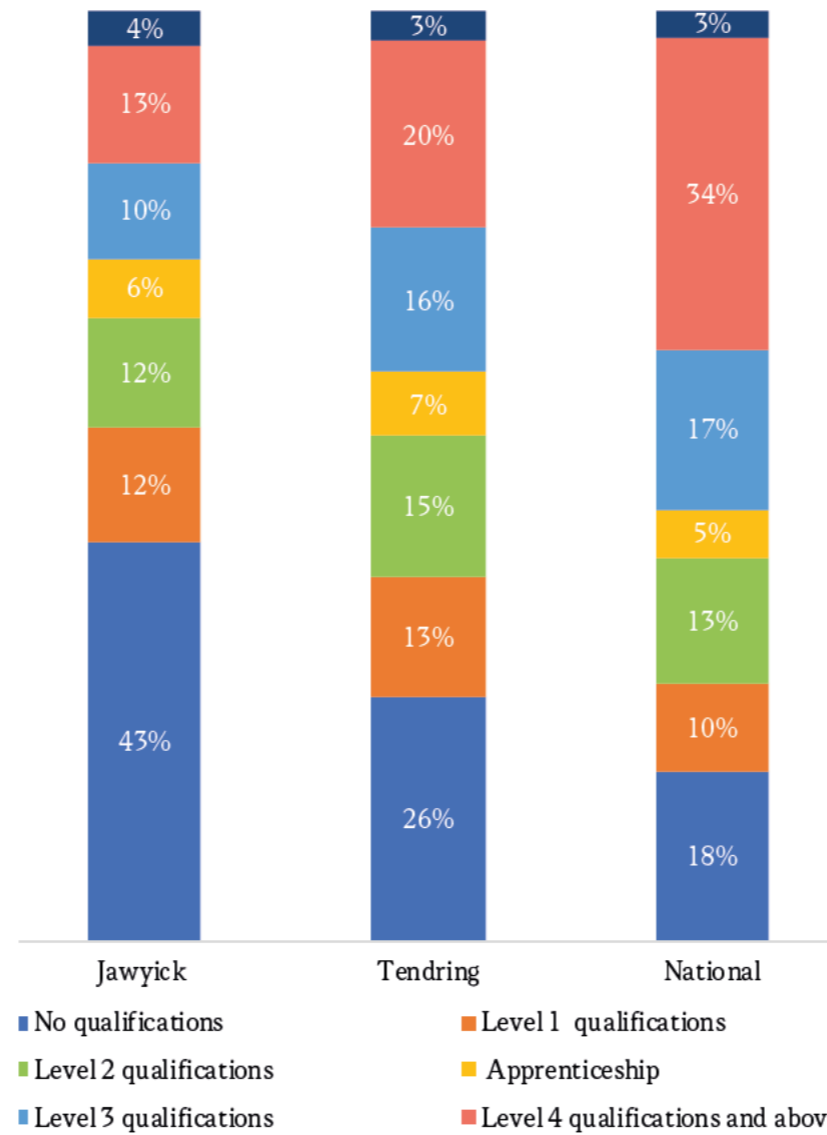


Fig. 17. Diagram showing qualifications profile. ONS (2012): 2011 Census data

connections with people in those sectors.

4.8 Education & skills

There are few students going into higher education, and post-16 education take-up is lower than average. The number of residents of working age with no formal qualification at all is high, around 43%.^[8]

⁸ ONS (2023): 2021 Census data

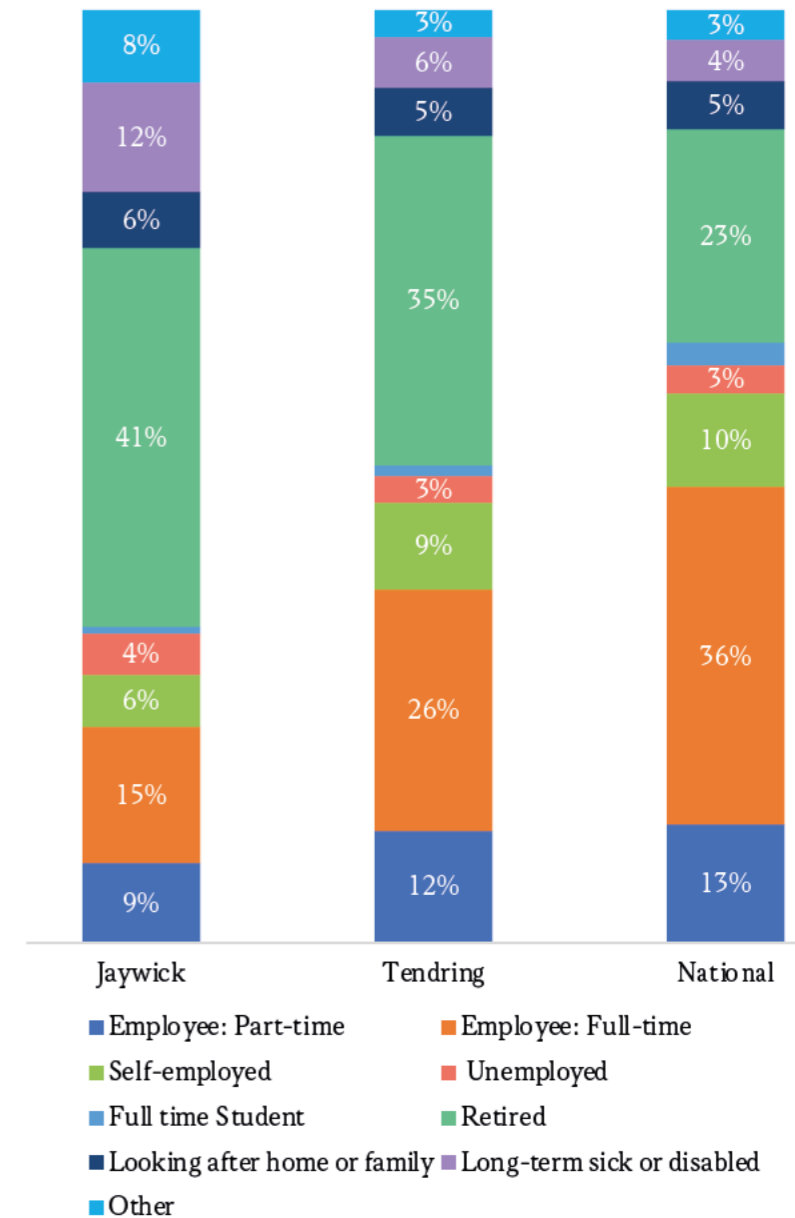


Fig. 18. Diagram showing employment profile. ONS (2012): 2011 Census data

Residents' views

When asked what could be done to improve life in Jaywick Sands, residents' responses included:

'Greater employment opportunities'

'More business for working wise so they can keep up with the rents'

'Bus improvement to get to and from Jaywick'

4.9 District level services and connectivity

One of the key economic and social challenges of Jaywick Sands is its physical isolation. For a community where car ownership is much lower than average, due to the low income of its residents, access to jobs and services is challenging and leads to a cycle of unemployment, poor health and lack of opportunities for children and young people. The cost of public transport also represents a barrier to seeking employment outside of Jaywick itself.

The mapping demonstrates the physical distance of Jaywick to key services and amenities through its geography, many of which are also identified in the Jaywick Sands Infrastructure Assessment (JSIA). They are also factors considered in the Indices of Multiple Deprivation, which measures physical as well as financial barriers to services, alongside other indicators of deprivation.

- The bus service to Clacton 4/4A (Hedingham) runs daily from between 7am and 10pm, Mondays to Saturday. At peak times there are around 3no. buses an hour, with up to 5 between 9am and 10am. Outside of these times the service is reduced to hourly. Journeys at 11pm operate on Saturdays only. The bus operates hourly on Sundays from 9am to 6pm. The journey time is around 20 minutes.
- The bus service 76 or 76X (Hedingham) to Colchester begins in Jaywick, running twice before 8:30am Monday to Saturday, though it does not stop in Jaywick on the return journey. Residents can take the 4/4A to and from Clacton from where the 74 (Hedingham) and 76 (First Essex) operate between Clacton and Colchester more regularly.
- Colchester General Hospital is a 20 mile distance, equating to a 35 min car journey, or 1h 40min bus journey
- Clacton & District Hospital is located a 5 min car journey or 20 minute bus journey away. Services are limited, though do include a walk-in Minor Injuries Unit.
- The nearest secondary schools are located in Clacton. The distance to the existing secondary schools are well above the recommended 1,500m distance.
- Jaywick Community Library and West Clacton Library are within a 2.5km catchment, with Clacton Library a 20 min bus journey away.
- There are a number of convenience stores in Jaywick, located in the Village and Tudor Estate. The closest supermarkets are in Clacton, with a the majority of larger stores north and east of the centre, farthest from Jaywick Sands.

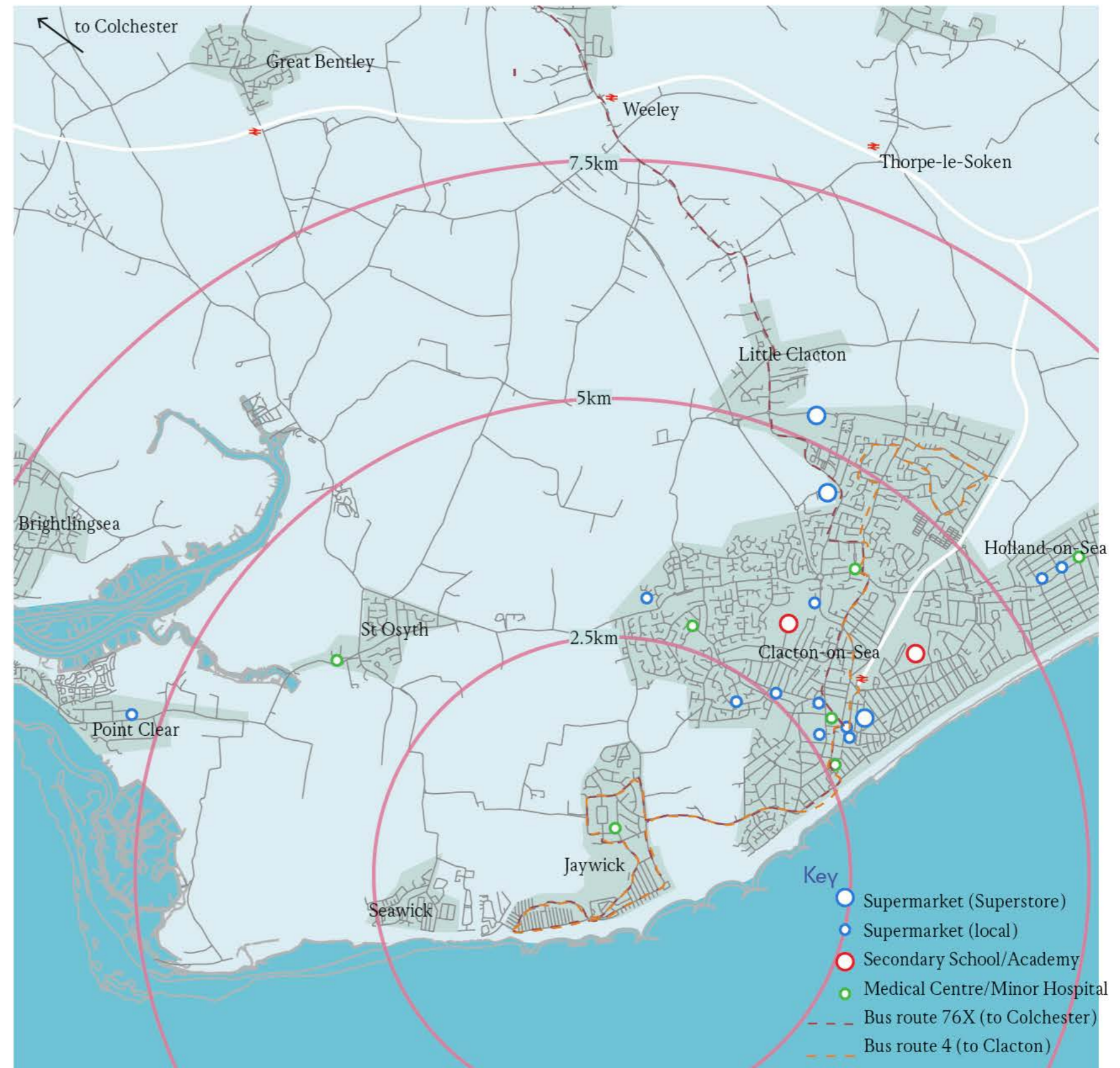


Fig. 19. Distance of key services and amenities for Jaywick wider area

4.10 Ward level services and connectivity

The form and plan of Jaywick Sands is set within the drainage ditches that have divided the marshes for centuries, as evidenced in historic maps of the area. This pattern has resulted in a single main access road in and out, as a result residents of Brooklands, Grasslands and parts of the Village, are very far from the primary healthcare services, primary school and other amenities which are located mainly in the Tudor Estate. Access to commercial amenities are also poor for these residents.

- Brooklands former commercial strip (1) is currently derelict.
- The recently opened Sunspot building offers space for start up and growing businesses (9).
- There is small congregation at St. Christopher’s Church(2) and Methodist Church(3) exists, All Saints Church (4) has not been used a Roman Catholic place of worship since 2016, though another Christian denomination do currently use the building.
- There are a relatively high number of community groups within Jaywick Sands, operating out of a number of buildings in the area, including purpose built community halls, pubs, church halls and other premises.
- The quantity of green infrastructure and open space, LEAPs and NEAP is sufficient. Though many of the amenity greenspace sites are low quality or poorly maintained, there are some community maintained greenspaces of relatively high quality.
- There is no need for more outdoor sports spaces, but there is significant lack of indoor sports provision, particularly with regard to swimming pool provision.
- There is a GP surgery, pharmacy and dental practice(5) in the Tudor Estate, but it has limited capacity for expansion.
- There is a primary school and pre-school (6) (Sir Martin Frobisher, an academy) on the Tudor Estate, and another pre-school at Hemmington House(7), on Broadway, linked to Little Pals Nursery based at Tendring Education Centre.
- Jaywick Community Library, based at Golf Green Hall(8), is open four mornings a week (on Thursdays, Fridays and Sundays, the library is closed completely) West Clacton Library, also located at the TEC, on Jaywick Lane. It is not easily accessible to pedestrians.

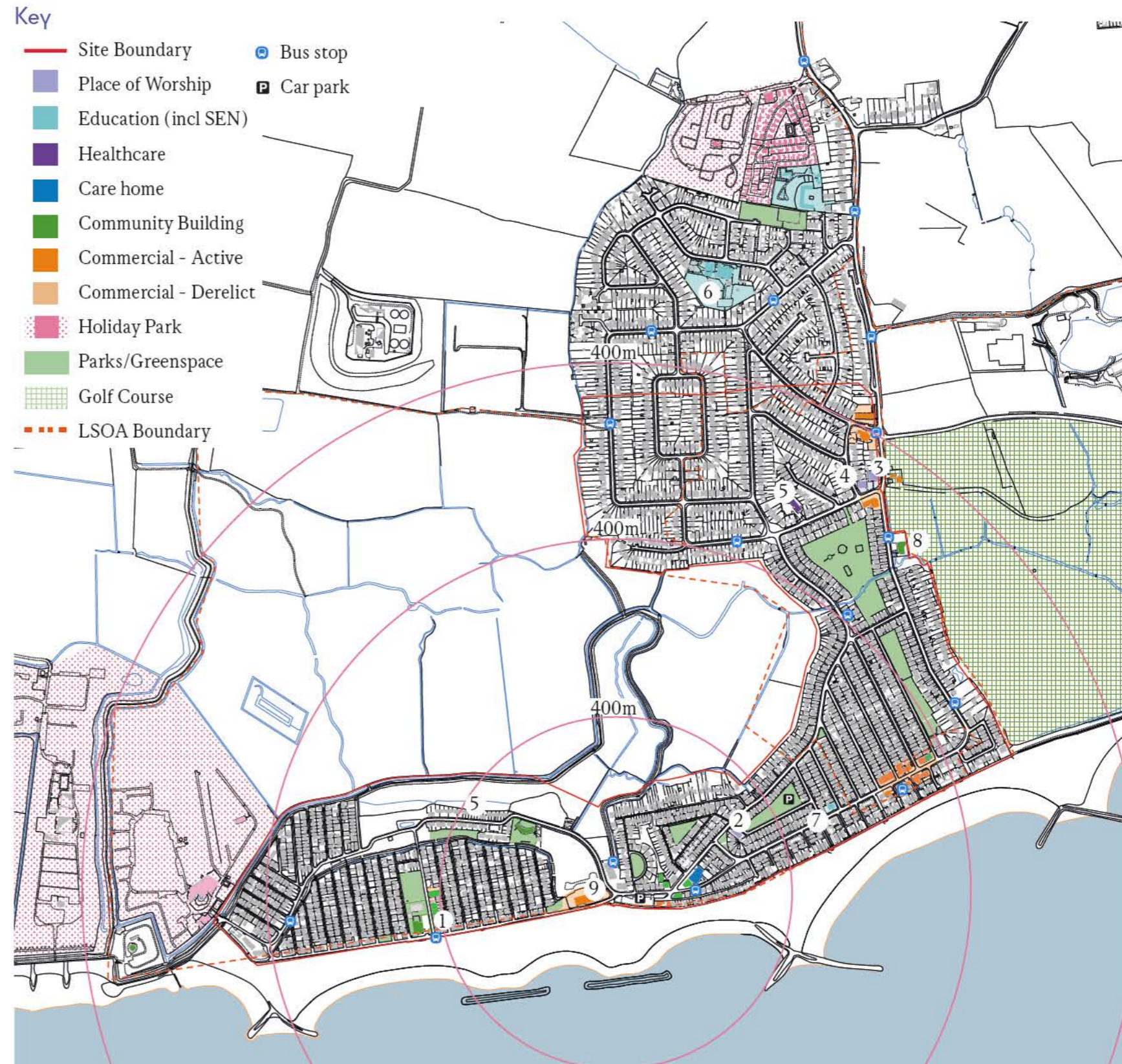


Fig. 20. Key services and amenities for Jaywick.

4.11 Street network and parking

The majority of the roads in Jaywick Sands were completed to facilitate the original development. The concrete for Golf Green road was the first to be laid, after the main connection to Clacton via West Road. Jaywick Lane links the settlement to the B1027, St Johns Road.

The condition of roads has been poor historically, with a complicated ownership and maintenance history. Major infrastructure improvements in 2015 (finished by the end of 2017) significantly improved the accessibility and appearance of the carriageways and footways within Brooklands and Grasslands.

Brooklands Avenue, along the seafront, is a two-way road in network terms but does not have adequate width for two lanes, and reduces to the equivalent of a single lane at some points. It does not have a footway on either side of the road, except for the block immediately west of the junction with Lotus Way where a footway on the north side of the road only has been created as part of the Sunspot development. A private track continues along to the Martello Tower and surrounding holiday park, which can also be entered from the west, though there is no through route for general traffic.

With the exception of the Tudor estate, small plot sizes, mean that parking tends to be on the road, though low car ownership rates reduces the impact of this on the streetscape.

There are small carparks associated with the Community Resource Centre, Enterprise Centre, as well as the Martello Tower. One of two public car parks is Tamarisk Road car park, situated east of Lion Point, in the Village. Capacity of this car park is around 50 places. There is an additional car park on St Christophers Way - a grassed area of around 0.5ha which could accommodate 150 parking spaces, though is not well located for visitor use due narrow access lanes and residential surroundings.

4.12 Pedestrian and cycle routes

Narrow alleys between avenues and streets in the village have survived as part of the original plot pattern, these are often poorly maintained and underlit. Public Rights of Way exist along beach and through Crossways Park.

The England Coastal Path running along the Jaywick seafront has



Fig. 21. Existing movement network

recently been improved with new signage and access rights being put into place.

It is possible to walk east along the coast and slightly inland, to Point Clear, where a ferry operates in the summer months connecting the coastal path to Brightlingsea and East Mersea.

Essex County Council has announced more accessible and environmentally friendly bike route from Jaywick to Clacton. The proposed scheme is split into three parts and the first one will connect Jaywick's Tamarisk Road car park to the National Cycle Route 150 which starts at The Close (Jaywick East). Resurfacing works have recently been completed, though other improvements such as lighting are limited at Jaywick Sands.



Fig. 22. Jaywick Sands seafront

4.13 District environmental analysis

Jaywick Sands' coastal location has significant ecological and geological value and is part of a wider network of habitats.

Prior to the founding of Jaywick Sands, the site was farmland and marshland. The geology and complex geodiversity found below the surface today is a result of the pre-historic movement of watercourses (early Thames and Medway Rivers), that left behind the sands and gravels. The following points summarise the findings from various reports and documents¹⁾ on the wider site:

- This part of the Tendring coastline is known for significant archeological and geological findings; artefacts from the Paleolithic period found along the deposit channels are known to be the earliest evidence of human activity in the region.
- South-west Tendring has a high concentration of protected sites; there are several locally, nationally and internationally recognised areas, many of which relate to the coastal grazing marshes, closely associated with inland watercourses and floodplains as well as creeks.
- Other important sites in the area are old mineral workings of Villa Farm Quarry and Arlesford Lodge.
- The Essex Estuaries Special Area of Conservation extends across to Jaywick Sands from the mouth of the Colne to Lion Point, between Brooklands and the Village.
- Much of the wider area is still agricultural land, though developments continue to encroach on farmland and put pressure on protected areas.
- Grade II listed buildings in the area include Jaywick Martello Tower and Cockett Wick Farmhouse as well as a Scheduled Ancient Monument at the Decoy Pond north-east of Brooklands

The wider habitat and environmental constraints on development were scoped in 2019 as part of the related Sustainability Appraisal and Habitats Regulation Assessment commissioned by TDC.

¹⁾(RPS Archeological Assessment July 2018, AGB Environmental July 2018, Tendring Geodiversity Characterisation Report 2009

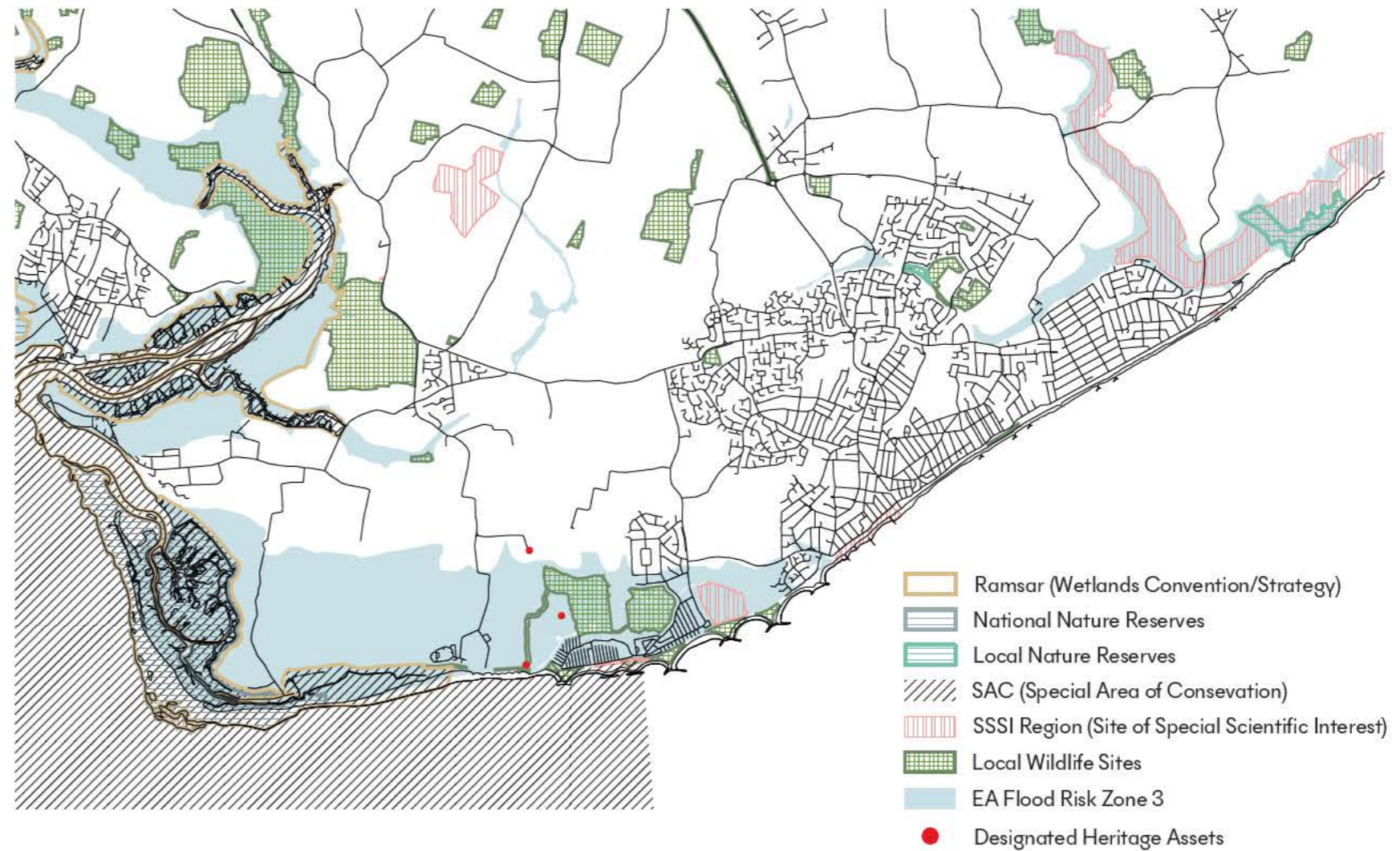


Fig. 23. Environmental designations in the wider area around Jaywick Sands. Source: Natural England and Historic England data



Fig. 24. View of the beach and Martello Tower



Fig. 25. View of the grassy dunes at Jaywick beach

4.14 Local environmental analysis

Jaywick Sands sits behind a sea wall, separating the dense plotlands sites from a long stretch of beach with national and international environmental significance. Inland, the undeveloped areas also provide valuable habitats and hold designated and non-designated ecological value. The following points summarise the environmental context in and around site area.

Beach

- The Clacton Channel Deposits lie beneath most of the site, stretching between Jaywick Sands and West Cliff at Clacton, and are particularly rich in Paleolithic matter and artifacts. They are protected by three separate areas that make up the Clacton Cliffs SSSI.
- Coastal protection and buildup of sand/shingle obscures the SSSI regions below ground level, and development is unlikely to disturb this, though there is the opportunity to increase public knowledge of the geology and associated archeological importance of the site, from the Ice Age onwards.
- The beach at Jaywick Sands is prone to erosion, the simple groynes protect from erosion, and the fishtail groynes allow monitoring of erosion and effectiveness of beach management.
- The stable areas of beach south of the sea wall are designated County Wildlife Sites, so any development on this area will require compensatory habitat creation elsewhere.

Undeveloped sites

- Within the Place Plan site boundary, areas of dense scrub, marsh grazing land provide habitats for birds, water vole and reptiles, and have been identified as potential habits for other protected species.
- The greenfield site of Tudor Fields is a designated Local Wildlife Site so any development on this area will require compensatory habitat creation elsewhere. As there is limited area within the Place Plan red line boundary, this will need to be created outside the site and may require further land purchase by TDC, or accommodated by compensatory agreement with adjacent landowners.

Brownfield and built up areas

- While there are few ecologically significant sites within the built up area, small gardens, allotments, and open spaces punctuate the dense street pattern, as well as walking routes along the raised banks that follow the historic pattern of dykes and ditches.



Fig. 26. Local environmental designations in Jaywick Sands

- Designated open and green space is generally in poor condition, though satisfactory in term of quantity.
- Other non-designated but publicly accessible green and open spaces, provided and maintained by various community groups, are a significant asset to the residential areas, and evidence of the strong community spirit.
- The derelict plots hold little ecological value and some have issues with contamination.
- Jaywick Water Recycling Centre (WRC) is exceeding capacity for treatment of water as identified in the 2017 HRA assessment for the Tendring Local Plan. Adequate drainage infrastructure and mitigation of potential harmful impacts on the environment would need to be ensured for any development, see section 12.



Fig. 27. View of Tudor Fields (Local Wildlife Site)

4.15 Flood risk

The Jaywick Sands Place Plan area sits within Flood Zone 3, which amounts to around 1800 homes currently at risk of flooding. Flood Zone 3 is defined as an area which could be affected by flooding from the sea in a 0.5% AEP (1 in 200 chance of happening each year), or a 1% AEP (1 in 100) chance of river flooding, without taking into account any existing defences.

The extent of Flood Zone 3 is similar to the extent of the 1953 flood, though this was not an overtopping scenario, but a breach further west that flowed through to Jaywick.

Since 1953, improvements to the sea defences have taken place and existing defences include:

- Sea wall (from St Osyth beach up to Clacton)
- Embankment (runs north/south from west of Martello Tower to Cockett Wick Farm)
- Beach deposit, with 2no. simple and 3no. fishtail groynes to limit erosion.
- The outer bank and dyke, running behind Grasslands acts as an additional defence.
- Works currently under way (2023) to improve the sae defences around Cockett Wick (1) (the seafront area identified as poor on figure 28.)

In the most recent Strategic Flood Risk Assessment (2023) for Jaywick Sands, most of the area was assessed within a NaFRA (National Flood Risk Assessment) classification of Low. A Low classification means that the area has an actual chance of flooding at the present day, taking into account current defences, of between 1 in 1000 and 1 in 100. An NaFRA classification of Medium means an actual risk of between 1 in 100 and 1 in 30 in any given year and High indicates above 1 in 30.

Under the updated modelling, Jaywick Sands has a high proportion of poor quality homes which are at risk of flooding, now and in the future. Actual flood risk today includes flood depths of 450mm (0.45m) for some homes in the design (0.5% AEP) flood event, and rises to depths of 3m and above over the next 100 years. All emergency access/evacuation routes also flood significantly. This represents a severe risk to life and property. Therefore, improving the safety of residents in a flood event, and the flood resistance

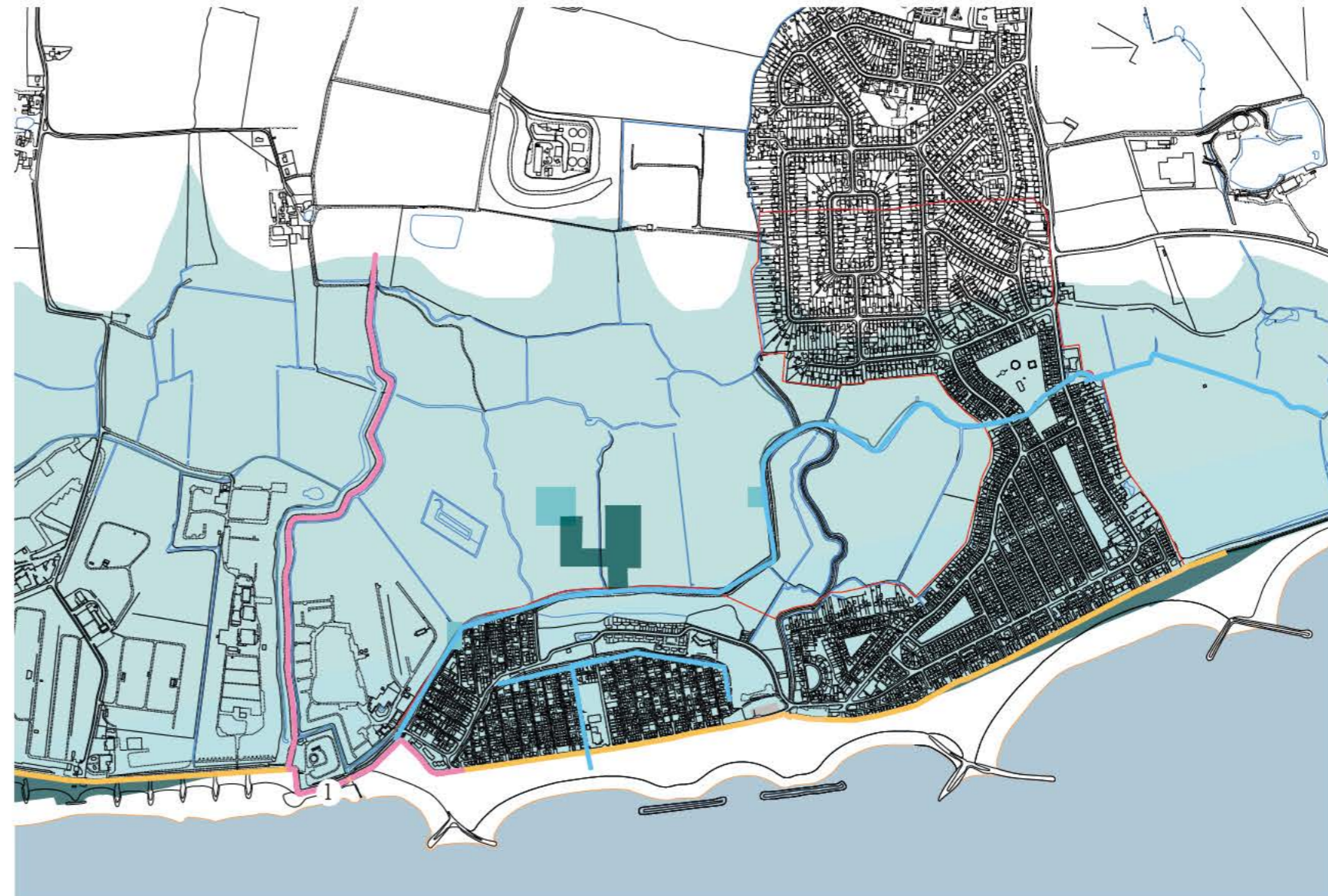


Fig. 28. Flood risk and defences at Jaywick Sands. Source: 2015 Jaywick Sands Statagic Flood Risk Assessment, 2023



and resilience of homes, is an important part of meeting the aims of Policy PP14.

There is also a risk of fluvial flooding from Jaywick ditch, concentrated in the fields below the Tudor Estate.

The Shoreline Management Plan has a 'Hold the Line' policy position for the coastal defences protecting Jaywick Sands, which states that an appropriate flood defence for the community will be maintained into the future, although the standard of protection is not defined. This is an unfunded aspiration for the future flood management of the frontage, and its delivery will require continued partnership working, and significant partnership funding.

The Environment Agency is currently undertaking a strategic review of the coastline defences, modelling of flood risk and costs for upgrades and protection which will determine their preferred approach to upgrading defences, the standard of protection that would be provided, and the costs including the funding gap between the standard funding formula and the estimated cost of the preferred option. This review was shared with the project team in early 2023 and has informed the development of the Flood defences and seafront public realm (pp 40-46)

One of the major challenges in continuing to protect Jaywick Sands against flooding in the future is the length of flood defences required to ensure this protection. Fig. 29. shows the extent of defences affecting Jaywick Sands.

Impact of flood risk on regeneration opportunities

All new development within Flood Zone 3 should demonstrate that it has passed the sequential and the exception tests where required and as set out in the National Planning Policy Framework and Planning Practice Guidance 3. A more detailed briefing note on the application of the sequential and exception test can be found in Appendix B.

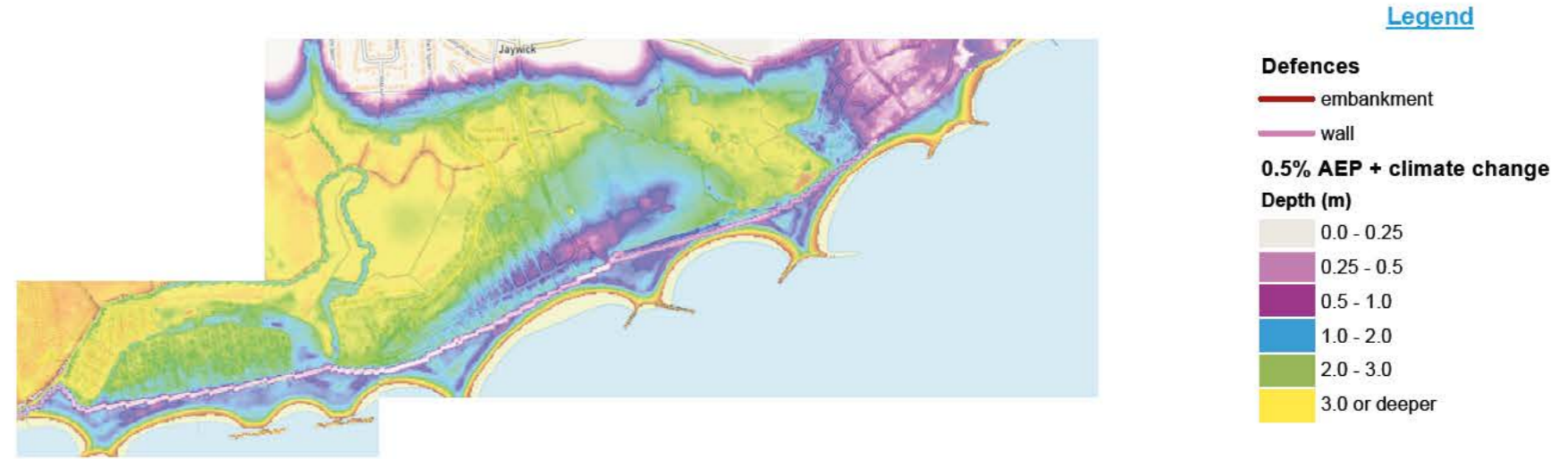


Fig. 29. Depths of inundation predicted in a climate change to Climate Change scenario for a 0.5% AEP event. Source: Environment Agency, 2022

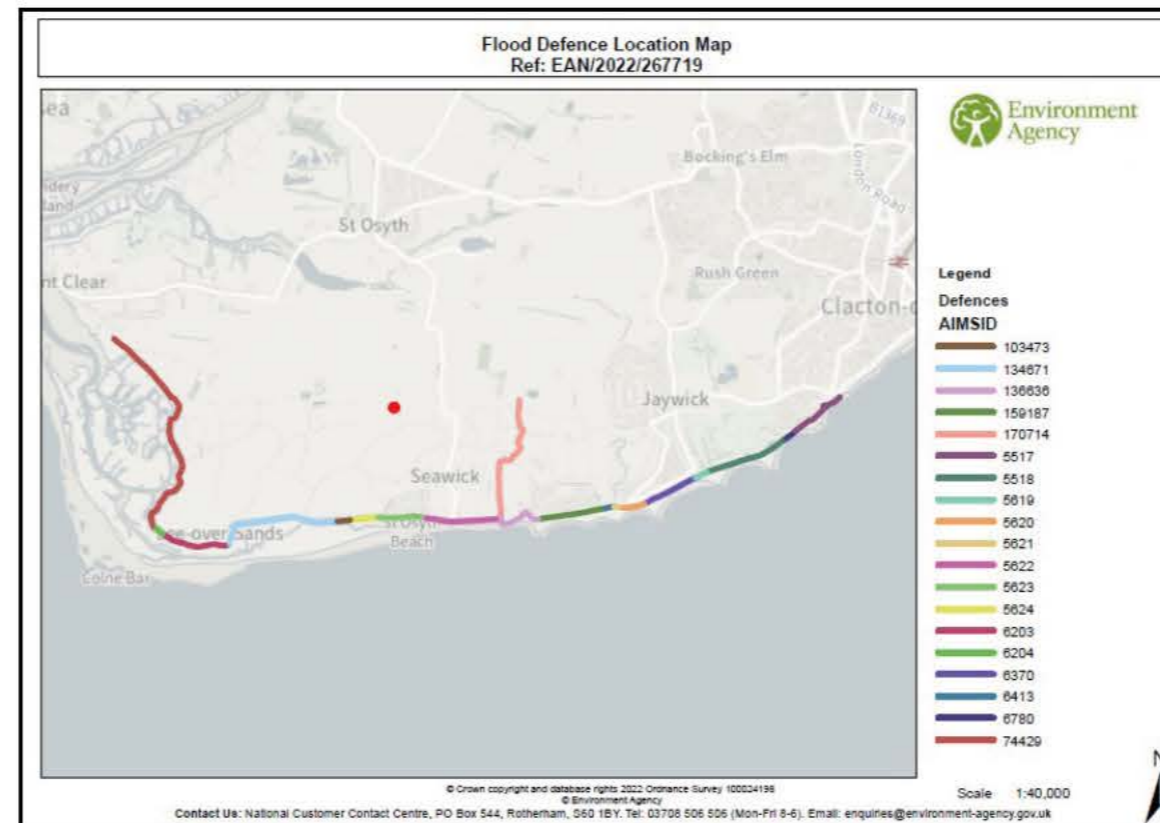


Fig. 30. Extent of the flood 'cell' in which Jaywick Sands is located. Upgrades to all the defences shown would be required to continue to protect Jaywick Sands in the future. Source: Jaywick SFRA, 2023

4.16 Character areas

Each of the named areas in Jaywick Sands has a distinctive character deriving from the size and layout of its plots and the form of the homes that could be accommodated on them. 73% of dwellings in Jaywick Sands are bungalows[1]. The result is a very unique development form and character, of over 2,500 detached chalet-style homes, which vary from plot to plot so that each building has an individual personality expressed through its design.



Fig. 31. Buick Avenue



Fig. 32. Beach and the wall



Fig. 33. Brooklands

Residents' comments

'I think they are amazing. a lot of history behind it all.'

'All different with own character and much improved since roads have been done'

'Small scale, one way streets, access to beach or fields mostly detached dwellings with space outside.'



Fig. 34. House on the seafront



Fig. 35. Village house

1. Office for National Statistics (2012): 2011 Census data

4.16.1 Brooklands/Grasslands

This was the first area to be completed, and contains approximately 775 homes.

- Originally timber framed chalets, advertised as 'beach huts'.
- Narrow lanes running back from Brooklands Avenue, which follows the sea wall on the landward side.
- The sea wall is quite high along Brooklands, resulting in ground floor views to the sea being blocked
- The plots are dense, with little amenity space - typically 15 x 7m
- Many homes appear to be the original chalets, albeit often overlaid with a variety of materials and with alterations and extensions.
- Plot size tends not to allow off-street parking
- Grasslands has open views over marshland/fields to the north
- The Guinness Trust development is of a very different character
- Density (calculation excludes open space, but includes roads and pavements within original estate area) 49 dwellings per hectare
- This increases to around 60 dwellings per hectare (when taking into account caravans & demolished/empty plots)

TDC had previously estimated 60-100 DpH in Brooklands - and were working to 30 DpH for development of the site, which is The Essex Design Guide's suggested minimum of DpH for new developments on brownfield sites.



Fig. 36. Grasslands



Fig. 37. Grasslands map

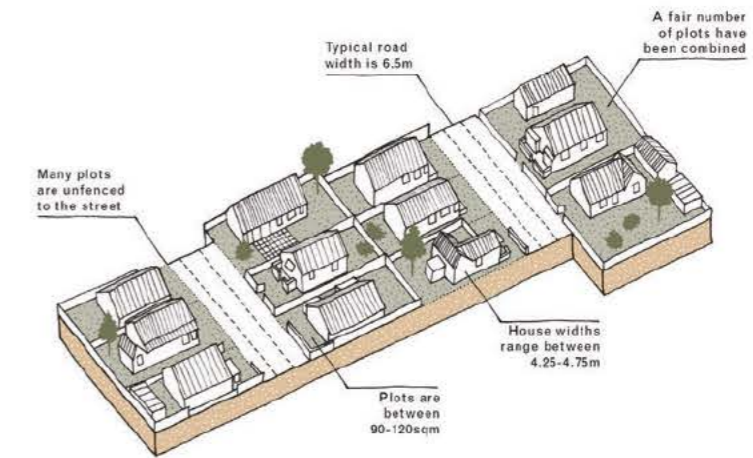


Fig. 38. Plot diagram - Brooklands/Grasslands

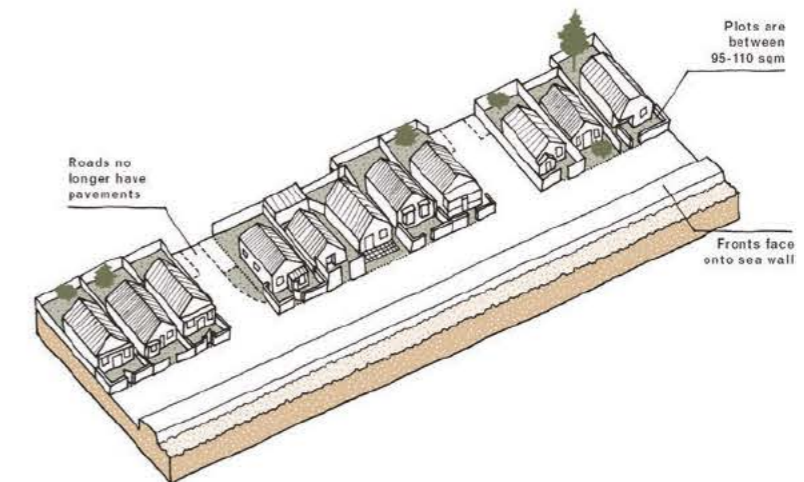


Fig. 39. Plot diagram - Brooklands seafront

4.16.2 The Village

Contains 1134 homes.

- Larger plots than Brooklands/Grasslands - typically 8.5 x 20m - with some accommodating off-street parking - but most homes still lack amenity space.
- Along Meadow Way, Golf Green Road and Crossways, there are tandem plots, with a second row of homes 'piggy backed' behind those that face the street.
- Some small 'greens' but homes back, rather than front, onto these spaces.
- Strip of cafes, takeaways, shops and bars along Broadway, as well as a small retail pocket to the west, along Tamarisk Way.
- Density (calculation excludes open space, but includes roads and pavements within original estate area) 29.5 Dwellings per Hectare, 1134 dwellings in 38.4 hectares.



Fig. 40. The Village



Fig. 41. The Village map

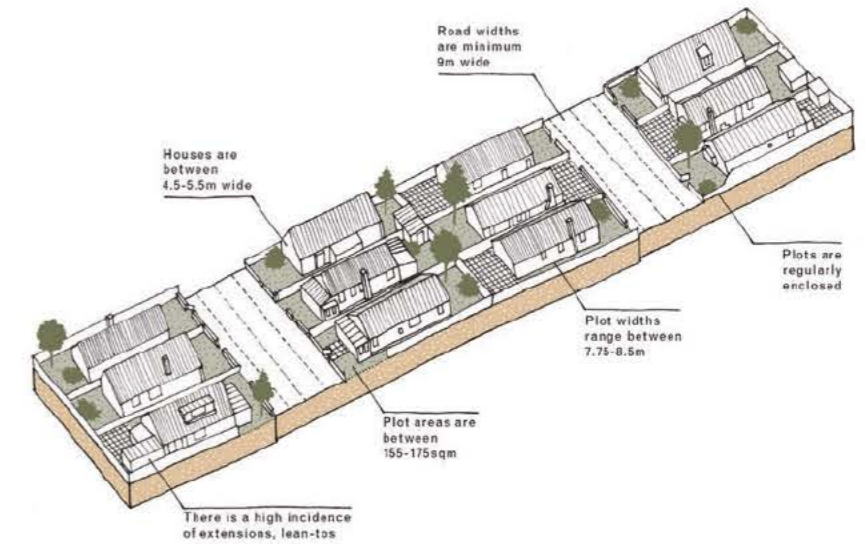


Fig. 42. Plot diagram - The Village typical streets

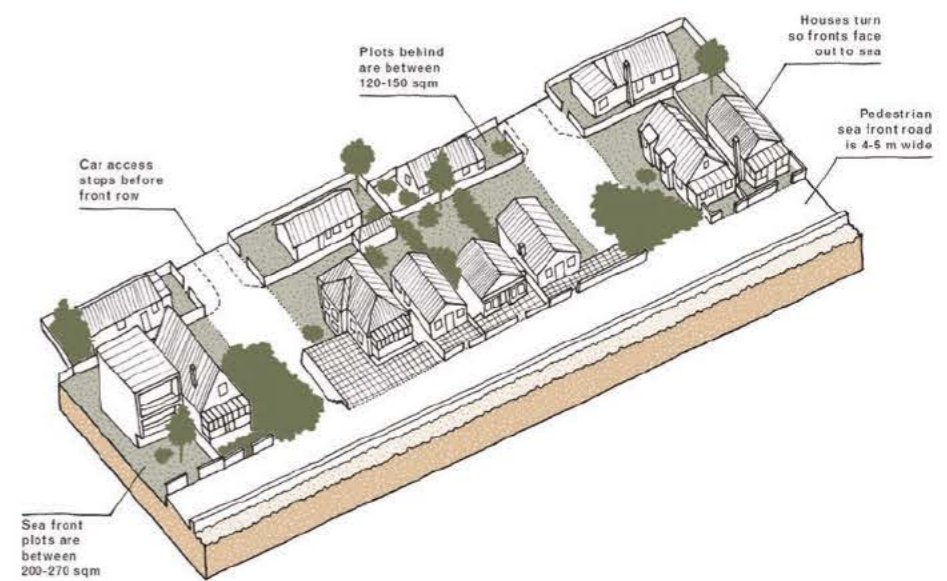


Fig. 43. Plot diagram - The Village seafront

4.16.3 Tudor Estate

Though building in the Tudor Estate, farthest from the seafront, had begun in the 1930s, the area was not fully built out until the 1970s, when the central green around which the original houses were built, was filled in.

- Much larger plots - typically 10.5 x 45m - resulting in generous front and back gardens, and off street parking
- Much larger homes, mostly L-shaped or rectangular.
- Large front gardens with driveways lead up to double fronted facades, often with the entrance way along a side wall.
- The original buildings have hipped roofs, occasionally broken by a gable ended ground floor extension, or dormer resulting from a loft conversion.
- Density (calculation excludes open space, but includes roads and pavements within original estate area) 17.5 Dwellings per Hectare , 958 dwellings in 55.2 hectares.



Fig. 44. Tudor Estate



Fig. 45. Tudor Estate map



Fig. 46. Tudor Estate street



Fig. 47. Tudor Estate street

4.17 Housing condition

Housing standards vary across Jaywick Sands. The 2019 Index of Multiple Deprivation estimates that 33% of housing in LSOA 018A (the most poorly performing part of Jaywick) does not meet the Decent Homes Standard but this is considered to be a significant underestimate due to the methodology employed. A visual condition survey was undertaken by the design team, in which housing was scored based on its external appearance, which found that many of the dwellings in Brooklands could be considered in poor or very poor condition. Local Authorities are obliged under the Housing Act 2004^[1] to keep housing conditions under review in order to identify actions required to be taken under the provision of the law. Tendring District Council commissioned a district wide survey in 2015 and found more households suffering from a low income, excess cold hazards and fuel poverty than the average in England.^[2] A further report completed by the council in 2022 found that a high proportion of private rented housing in Jaywick Sands were identified to have Category 1 and 2 hazards to health present.^[3]

The areas with the poorest housing condition have significantly more private rented, and fewer owner occupied household spaces than other parts of Jaywick Sands, as well as falling well below district and national levels. There is a clear correlation between low owner occupation and poor housing conditions in Jaywick Sands.

The proportion of homes in Brooklands, Grasslands and the Village without any usual occupants is around twice as high as the national average, at 12.3% in the 2021 census^[4]. This category includes vacant homes alongside second and holiday homes.

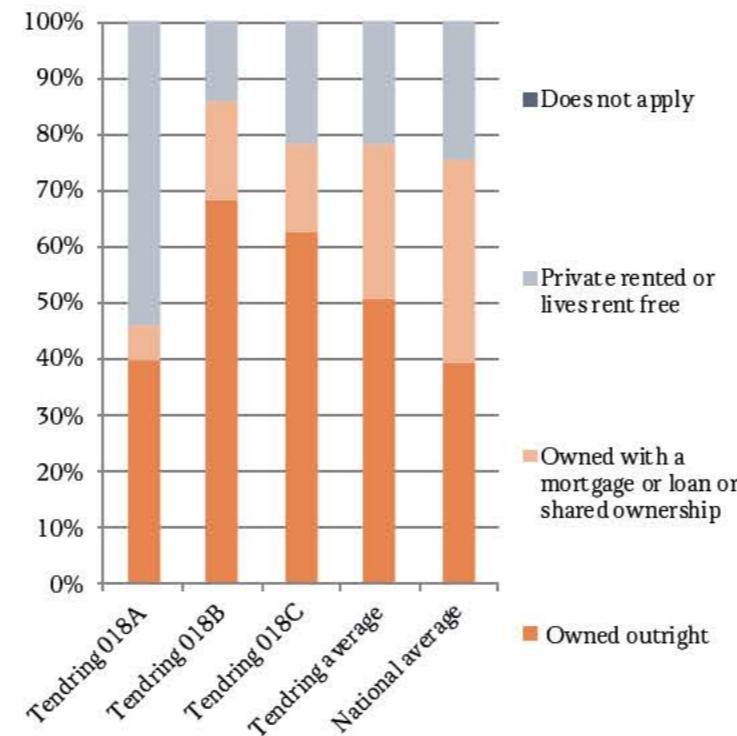


Fig. 48. Diagram showing housing tenure at Jaywick LSOA level Census 2021.



Fig. 50. An example of vacant and derelict housing in poor condition.



Fig. 49. Examples of occupied housing in poor condition.

¹ UK Government (2004) The Housing Act

² Tendring (2015) BRE Dwelling Level Housing Stock Models

³ Tendring (2022) Housing PHF Report

⁴ ONS (2023): 2021 Census data, Number of dwellings by housing characteristics in England and Wales, 2021 compared with 2011.

4.18 Local services and infrastructure deficits

A range of local deficits have been identified through reports prepared by others to support the Place Plan development - specifically through a 2018 Jaywick Sands Infrastructure Assessment and a 2022 Historic Deficits Assessment update report, both produced by Navigus Planning.

This section of the Place Plan report summarises the existing (historic) deficits noted from this report as well as other reports and evidence compiled by the project team.

Education

The following deficits in education are noted in the 2022 update to the Jaywick Sands Infrastructure Assessment:

- A deficit in early years childcare in Jaywick Sands at ward level and contributes to local deprivation issues.
- Distance and cost of travel to the nearest day nursery are barriers to access for people living in Jaywick Sands.
- ECC reports that there is a surplus of places in the area that serves Jaywick Sands including at the nearest primary school
- No reported deficit in provision for secondary education.

Health

The existing health and support services for the Jaywick Sands area are struggling to manage acute and wide ranging health issues faced by the community. At ward level, 16% of the population have bad or very bad health, and over 40% are affected by long term illness or disability. The public health services are overstretched here and cost of travel to nearby health providers is a barrier to access, exacerbating existing issues. Similar issue affect those facing mental health and substance misuse issues.

Other issues reported by the community include difficulty accessing GP appointments, lack of dental services, needle disposal services, prescriptions, and other drop-in services.

North East Essex Clinical Commissioning Group (NEECCG) indicated that a review of health provision was taking place and that there were potential opportunities within the Place Plan to explore additional facilities, but no additional detail has been received to date.

Green infrastructure, open space, leisure and play

While there is not a quantitative deficit in terms of the amount of open space within Jaywick Sands, qualitative deficits are outlined in the Tendring Open Space Assessment Report where only one open space in Jaywick Sands (Crossways) was assessed as being of high quality with regard to play and only one open space (Brooklands Gardens) was assessed of being of good quality with regard to amenity greenspace space generally. In the Navigus reports specific to Jaywick Sands, the following existing deficits are noted:

- No classified parks and gardens within a 1km catchment of Jaywick Sands.
- A deficit in youth provision (additional MUGA required to meet the Local Plan standard).
- No grass playing pitches or artificial turf pitches serving the Jaywick area although there is no specific standard applicable to Jaywick.
- Existing publicly accessible natural green space within catchment of Jaywick Sands is of low quality, and too far away from much of the community to be accessible.
- Existing open spaces within the community score poorly because of lack of facilities and the standard of appearance of maintenance.
- Deficit in allotment provision (0.25 hectares per 1000 people within 15 minutes walking time of the population) (2022 update).

Foul and surface water drainage

Since the completion of the Infrastructure assessment and report updates, issues with the foul drainage system have been identified, including regular blocking of foul drains affecting resident and construction work in Jaywick Sands. The maintenance plan Anglian Water implement for the area does not include annual maintenance for all of the network, but is based on a reporting and responding system.

There is no adopted existing surface water drainage to Brooklands and Grasslands, although a limited surface water system directed to a culvert at Brooklands Ditch was installed in 2015. Surface water flooding is a regular occurrence for Brooklands in particular and requires improvement.

Mains water

There is no information presently available regarding any capacity issues for mains water.

Gas

There is no existing gas pipeline services to Brooklands and Grasslands but due to the move to decarbonise domestic properties this is not considered a deficit.

Electricity

There are not issues reported in relation to capacity to provide power to Jaywick Sands.

Telecoms & data

There is no information presently available regarding any capacity issues for telecoms capacity. Openreach Clacton Exchange serves the Jaywick Sands area and broadband data connections are available in most areas.

Access to food

Jaywick Sands lacks access to food and household goods, there is no standard for access to food however cost and lack of public transport are barriers to access nearby supermarkets and shopping centres.

Community Centres

There is no national standard for community centre provision. An assumed reasonable standard of 0.2m² per person is inferred from locally applied standards across the UK. This would suggest a deficit in the provision within Jaywick Sands at present.

Library

There are no distance standards for libraries and therefore the report does not comment on the level of provision. The report notes that West Clacton Library, the nearest library to Jaywick Sands, may be at risk of closure.

4.19 Land ownership

Tendring District Council have acquired a substantial portfolio of sites, including:

- Large greenfield sites between the Village and the Tudor Estate, known as Tudor Fields (1)
- The remainder of the north side of Grasslands, around the Guinness Trust development (2)
- The central Market site including the former Sunspot site, between Brooklands and the Village (3)
- The Mermaid site on Brooklands Gardens (4)
- 16no. individual plots within Brooklands (5)

The ownership of the existing housing areas is currently not fully analysed due to a lack of Land Registry information being made available to the team. However, we are aware of some holdings of multiple plots where planning consents have been achieved for redevelopment, though not implemented.

Ownership of the beach and the unadopted streets is currently unclear.

Martello Tower ownership sits with Essex County Council but the land surrounding it continues to remain in the ownership of the Caravan Park. This limits its use for additional events.

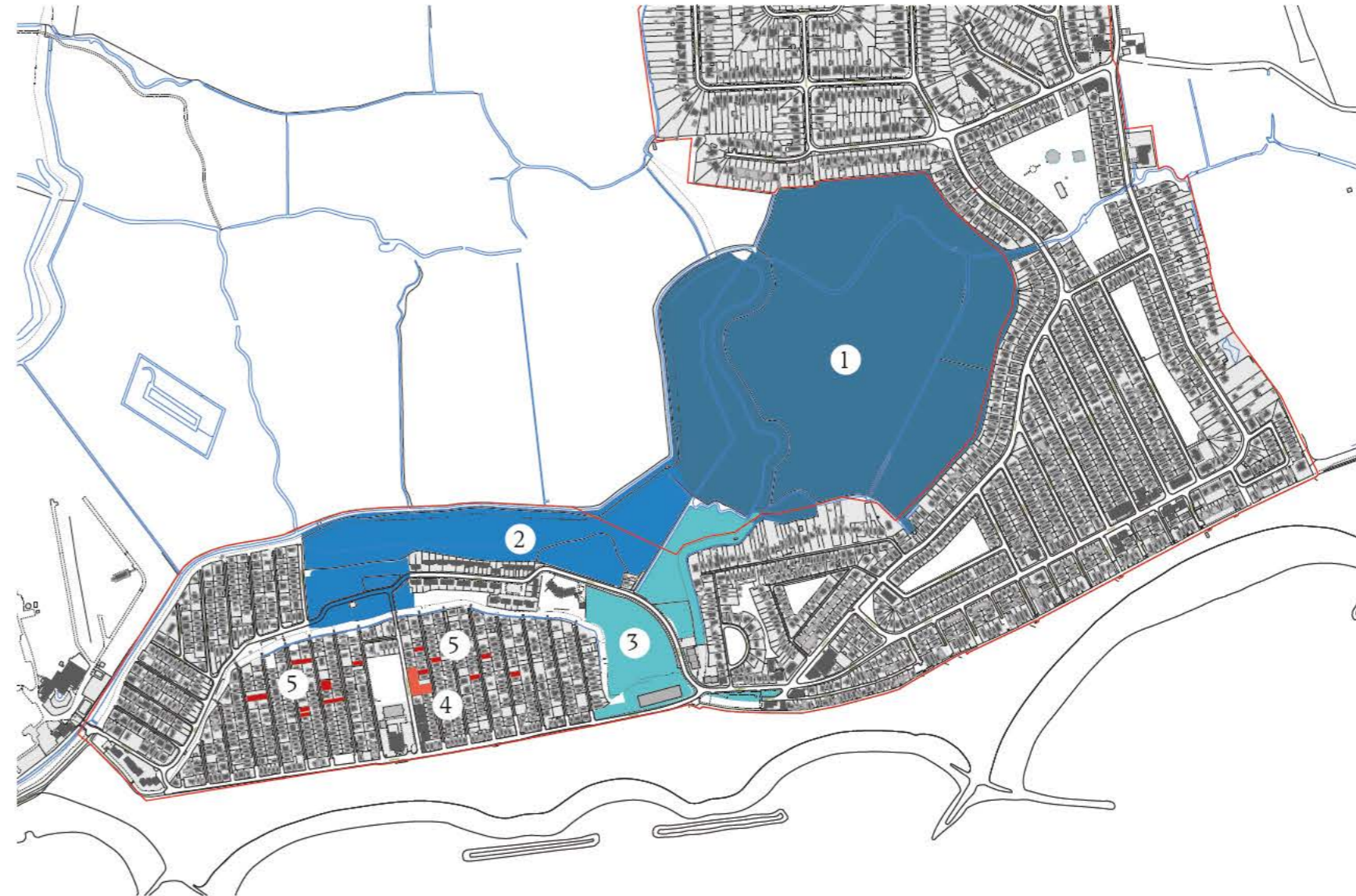


Fig. 51. Map showing Tendring District Council land ownership in Jaywick Sands

4.20 Values and viability

Viability of development in Jaywick Sands is challenging due to a combination of low property values and high costs. This will present funding challenges for the delivery of the Place Plan and the next stages of work will seek to quantify this further for the preferred approach which is identified following feedback at public consultation.

Costs of development

Development costs in Jaywick Sands are significantly higher than other comparable sites locally due to a variety of factors:

- Costs associated with the flood risk and resilience conditions measures required for all homes, including non-habitable space at ground floor level. Poor ground conditions - the ground conditions (former saltmarsh) require more complex foundation and drainage design than typical development sites
- Contamination on sites nearer to the existing housing areas
- Costs associated with the ecological importance of the sites - the requirement to relocate sensitive species
- Complexity of layout required due to shape of landholding, retaining an adequate ditch/drainage network, adjacencies to existing homes.
- Infrastructure costs

Values

Jaywick Sands currently has some of the lowest property values in the country, but also a sharp value gradient between the best and worst value homes. See table below for values between 2020 and 2023, compiled from the property website Rightmove (accessed February 2023). The key factors that bring values down in Jaywick Sands are the blight, poor reputation of the area, very poor housing quality and flood risk. To raise values mean that all these issues need to be addressed by the Place Plan.

Area	1 bed property			2 bed property		
	High	Low	Average	High	Low	Average
Tudor Estate ^[1]	N/A	N/A	N/A	£440,000	£180,000	£250,000
The Village	£140,000	£80,000	£110,000	£180,000	£75,000	£122,000
Brooklands & Grasslands	£59,000	£61,000	£60,000	£180,000	£53,000	£94,000

1 No variable available for bedrooms, typically houses are 2 bedroom..

There are several large new homes developments in the housing trajectory for the Clacton area. The delivery of these sites - in locations where demand is currently much higher than in Jaywick Sands - is also a factor in assessing the viability of substantial new housebuilding in Jaywick Sands.

Figure 52 (right) illustrates nearby allocated housing sites Rouses Farm and Hartley Gardens. Outline planning consent has been granted for 950 homes at Rouses Farm off Jaywick Lane, which will include 20% affordable housing, land for a new school and other associated community infrastructure. Applications for the detailed reserved matters are expected to be submitted by the developers Persimmon Homes by the end of 2023 and the first homes are expected to come forward in 2024/25 and built out over a 10-year period.

The Hartley Gardens site further north, extending towards the A133 and Little Clacton is allocated in the Council's Local Plan for the largest development in the Clacton area and will include around 1,700 homes with necessary medical and educational facilities, transport infrastructure, open spaces and possible commercial and employment space. Homes England is actively involved in the delivery of this scheme, is leading on the masterplanning approach and will act as master developer working in collaboration with a number of landowning parties. The proposal will be the subject of a Supplementary Planning Document (SPD) to be prepared by the Council for consultation and adoption in 2024 with the first planning applications expected to follow shortly after and the possibility of development beginning as early as 2025/26, building out over a period of 10-15 years.

The new developments at Rouses Farm and Hartley Gardens bring the opportunity to support the regeneration of Jaywick Sands as part of a wider strategy for growth in the west Clacton corridor by bringing improvements and investment in transport infrastructure that could improve access to and from Jaywick Sands, new community facilities that will not only support the proposed develop-

ments but benefit the wider existing population and new market and affordable housing that could play a role in meeting the needs of households either on a temporary or permanent basis while the housing stock in Jaywick Sands is improved over time.

By working positively with Homes England and other partners, there is significant potential to coordinate activities at Jaywick Sands, Rouses Farm and Hartley Gardens to achieve maximum benefit to the regeneration of the area and the delivery of quality housing and new infrastructure for the new and existing communities.

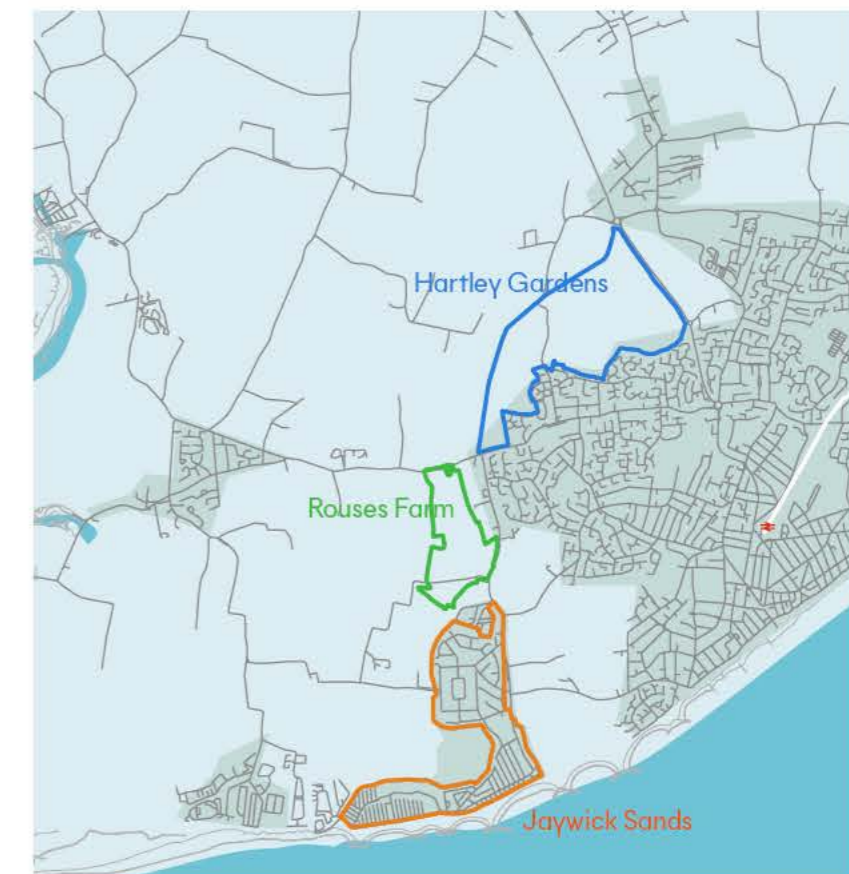


Fig. 52. Map showing locations of nearby allocated housing sites

<p>Rouses Farm 950 homes in total</p> <p>Delivery estimates: 30 p/a 2026-2030 60 p/a 2030-2033 up to 650 post 2033</p>	<p>Hartley Gardens 1700 homes in total</p> <p>Delivery estimates: 30 p/a 2028-2031 60 p/a 2031-2033 up to 1490 post 2033</p>
--	--

5. Policy context

National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in 2012 and updated in 2021, sets out to facilitate sustainable development through simplifying and consolidating national planning guidance.

Three over-arching objectives are set out in the framework;

1. economic
2. social and
3. environmental.

The objectives set out in the NPPF are to be delivered through local and regional planning policy, sitting within the national framework but developed for the particular circumstances and character of each area.

The Local Plan for Tendring District identifies policies in the NPPF that are relevant to Jaywick Sands, including policies that propose to:

- use land within settlements in preference to “greenfield” sites, particularly derelict and previously developed land and buildings known as “brownfield” land
- promote development with a mix of uses so that people can live much closer to their jobs, shops and other facilities;
- ensure that there is a better balance between employment and housing and put jobs and homes near each other to reduce the need to travel long distances to work;
- encourage better design of new development to create high quality living and working environments and make best use of land resources;
- ensure that the scale of proposed development fits in well with the size and character of existing settlements
- stimulate economic regeneration in areas where there is high unemployment and few job opportunities;
- promote energy efficiency and renewable energy and reduce pollution of land, air and water
- ensure major developments to have at least 10% of dwellings available for 'affordable home ownership'

The NPPF also sets out the requirements for the sequential and

exception tests which apply to development within Flood Zone 3, and the application of these tests in Jaywick Sands has been set out in detail within the preceding chapter.

Local Planning Policy

The Jaywick Sands Place Plan is intended to support the Tendring Local Plan, and supports core policy guidance from both Tendring District Council and Essex County Council for the priority area of Jaywick Sands.

Local Plan 2013 -2033

The 2013-2033 Tendring District Local Plan is a two part document consisting of a part relating to Tendring itself, and a joint plan for North Essex with Colchester and Braintree, which includes the proposed Tendring Colchester Borders Garden Community.

The Local Plan's vision and objectives section includes specific mention of Jaywick Sands:

"In Jaywick Sands, regeneration projects will continue to raise the standard of living in this part of Clacton. Jaywick Sands will have seen, through the provision of a deliverable development framework, a sustainable community with associated economic, community and employment opportunities."

Settlement hierarchy and boundaries

Under **Policy SPL 1 Managing Growth** Jaywick is included within the Clacton-on-Sea settlement boundary, which is ranked as one of the highest Strategic Urban Settlements in the Settlement Hierarchy. Unlike in the 2007 Local Plan, the settlement boundary is drawn to include the area north of Brooklands and in between Brooklands and the Village, but not the 'Tudor Fields' area that lies within the Place Plan boundary. The **Policy SPL 2 Settlement Development Boundaries** states that there is a presumption in favour of new development within settlement boundaries, and outside of settlement boundaries, "the Council will consider any planning application in relation to the Settlement Hierarchy and

any other relevant policies in this plan. An exemption to this policy is provided through the Rural Exception Site Policy LP6."

Green space and protected natural landscapes

Several local green spaces within the Place Plan area are identified in the proposals map within the Place Plan area and safeguarded under **Policy HP 4 Safeguarded Open Space** whereby "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 will not be permitted" unless either a replacement area is provided, or it is proved that the space is no longer appropriate or required.

Under **Policy PPL 2 Coastal Protection Belt** the whole of the Tudor Fields area outside of the settlement boundary but within the Place Plan boundary is identified as protected. The policy states that within the Coastal Protection Belt, 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".

Under **Policy PPL 4 Biodiversity and Geodiversity** the Tudor Fields area within the Place Plan boundary is identified as a Local Wildlife site and, as such, protected from development "likely to have an adverse impact on such sites or features[...].Where new development would harm biodiversity or geodiversity, planning permission will only be granted in exceptional circumstances, where the benefits of the development demonstrably outweigh the harm caused and where adequate mitigation or, as a last resort, compensation measures are included, to ensure no net loss, and preferably a net gain, in biodiversity."

Housing and employment land allocation

No specific allocated sites for housing are located in Jaywick Sands under the emerging Local Plan although the undeveloped land between Brooklands and the Village and along Lotus Way was assessed in the Strategic Housing Land Availability Assessment (SHLAA). This concluded that the Objectively Assessed Need (OAN) of the district for 11,000 homes over the Local Plan period, would be met without this site coming forward, but that if other sites failed to deliver then it would be suitable for development.

The Lotus Way site was assessed at a very high density of 100 home per hectare for the purposes of the SHLAA, resulting in an assessed capacity of 700 homes. This is not likely to be deliverable in real terms due to the site layout and constraints, the importance of developing appropriately in design terms, as well as the requirement for open space, social infrastructure, and other non-residential uses to meet other policies within the emerging Local Plan.

No employment land allocations are identified in Jaywick Sands under the emerging Local Plan.

Village services and other facilities

Under **Policy PP 3 Village and Neighbourhood Centres** three areas of Jaywick Sands - Broadway, Tudor Parade and the junction of Tamarisk Way/Broadway are defined as neighbourhood centres to be protected and enhanced.

Under **Policy PP 11 Holiday Parks** the caravan park to the west of Jaywick Sands is identified as a safeguarded site protected against redevelopment.

Regeneration

Jaywick Sands is identified under **Policy PP 14 Priority Areas for Regeneration** as a priority for focused 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."

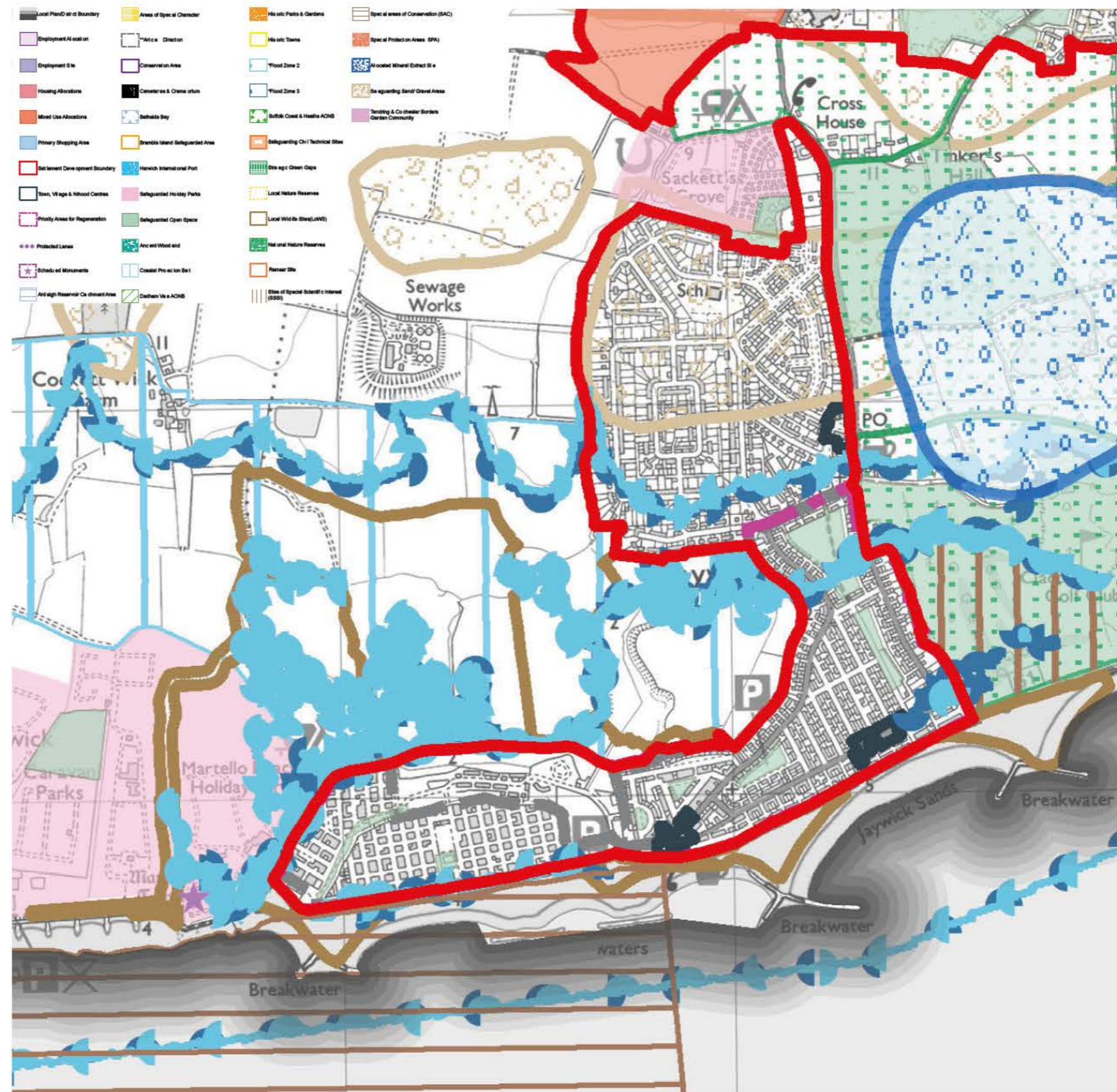


Fig. 53. Extract from Tendring Local Plan Policies Map

General requirements

A number of other Local Plan policies will be applicable to new development within the Place Plan boundary. The following is not an exhaustive list but highlights several policies that are being considered in the development of the Place Plan as they place constraints or guide the form of development, the infrastructure and amenity requirements and other key spatial fixes.

Under **Policy SPL 3 Sustainable Design** "All new development (including changes of use) should make positive contribution to the quality of the local environment and protect or enhance local character." There is specific mention of the requirement for development not to have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties. This is a consideration for Jaywick Sands due to the density and close proximity of existing dwellings to each other in the Brooklands/Grasslands and Village areas, and the already limited amenity space that they enjoy.

Under **Policy HP 1 Improving Health And Wellbeing** all development sites delivering 50 or more dwellings will require a Health Impact Assessment and developer contributions will be sought where new development will result in a shortfall or worsening of heath provision. This policy also requires increased contact with nature and access to the District's open spaces and offering opportunities for physical activities through the Haven Gateway Green Infrastructure and Open Space Strategies.

Under **Policy HP 2 Community Facilities** New development is required to support and enhance community facilities where appropriate according to assessed need.

Under **Policy HP 3 Green Infrastructure** all new development "must be designed to include and protect and enhance existing Green Infrastructure in the local area" and development will be managed to secure a net gain in green infrastructure and biodiversity.

Under **Policy HP 5 Open Space, Sports and Recreation Facilities** standards for the provision of open space are set including provision of accessible natural green space in accordance with Natural England's Accessible Natural Greenspace Standards.

Under **Policy LP 2 Housing Choice** developments of 11 or more (net) dwellings will be required to reflect the housing mix identified in the latest SHMAA unless there are specific mix requirements for a particular site as set out in site-specific policies, or genuine viability reasons. Innovative development proposals will be supported with regard to co-housing, custom build and other specialist housing types.

Policy LP 4 Housing Layout prescribes that residential development sites of 1.5 hectares and above must provide at least 10% of the gross site area as public open space.

Under **Policy LP 5 Affordable and Council Housing** at least 30% of new homes must be affordable or council housing unless a developer contribution is made.

The **Policy LP 6 Rural Exception Sites** contains the usual provisions for provision of affordable and/or council housing outside settlement boundaries in response to identified local housing need.

Policy LP 8 Backland Residential Development specifically mentions Jaywick Sands and restricts the form of backland development to avoid 'tandem' development and to safeguard amenity space and accessibility.

Under **Policy PPL 1 Development and Flood Risk**, new development in areas of high flood risk "must be designed to be resilient in the event of a flood and ensure that, in the case of new residential development, that there are no bedrooms at ground floor level and that a means of escape is possible from first floor level." Further detailed assessment of the constraints and requirements with regard to flood risk and resilience are given in the preceding chapter.

Jaywick Sands Design Guide Supplementary Planning Document

The Jaywick Sands Design Guide SPD was developed and adopted in 2022 following formal consultation. The Design Guide has been developed to assist applicants, agents, and planning officers in balancing design requirements with the wider regeneration aims of PPL14. It was formulated because the Council wish to encourage the replacement of poor quality homes with better quality, more

resilient homes that provide a safer and better quality environment for their residents. However within the Priority Area for Regeneration, many plot sizes are very small and a strict adherence to every standard usually applied to residential development in Tendring would prevent some owners of single plot homes from upgrading them to a better standard, as it would not be possible to design a fully compliant replacement home.

Tendring District Council recognises that proposals to replace existing homes with new, better quality homes, but which do not increase the number of people living within the area of flood risk, will increase the safety and resilience of the community even if they do not meet every design standard in full. The SPD therefore sets out which design standards can be relaxed for proposals of this nature, which include the required floor level for habitable rooms, and minimum parking requirements. It provides clear guidance and worked examples to assist applicants in preparing compliant proposals.

Proposals that will increase the number of people living in Jaywick Sands and at risk of flooding, must meet all the design standards and requirements that would apply in other locations in Tendring. The SPD also sets out worked examples to show how these standards should be applied in the context and built form pattern of Jaywick Sands, to create good quality development that contributes to the regeneration of Jaywick Sands.

The SPD was developed in close consultation with the Environment Agency and supports the Place Plan by setting out the design requirements for new development of all kinds. The overall aims of the SPD and the Place Plan are aligned.

6. Developing the Place Plan strategy

6.1 Place-based opportunities and constraints

Jaywick Sands presents real place-making opportunities to create a sustainable and resilient community with a unique offer to existing and new residents. In developing the Place Plan strategy the aim has been to build on these opportunities and the positive aspects of Jaywick Sands as a place, alongside working within the environmental and spatial constraints.

At a strategic level, these opportunities include:

- The quality and quantity of outstanding sandy, sheltered beach, easily accessible by car and reasonably accessible by other transport modes. The seafront has huge untapped potential for tourism, both of day visitors and overnight, and to be a major economic generator without losing its quality of environment.
- The rich history and unique character of Jaywick Sands' built form, which can be rejuvenated by a new generation of flood resilient homes which reinforce the distinctive character of the settlement, but which would be undermined by poor quality development.
- A substantial amount of land, both within and outside the development framework, is already in public ownership, reducing a barrier to delivery.
- Proximity to an ecologically rich rural landscape is good and can be improved, making Jaywick Sands an attractive location to live, visit and work.
- Recent improvements such as the extension of the Coastal Path and cycle route to Clacton, as well as the Sunspot commercial space, market and community garden, are already creating positive impacts and changing perceptions.
- Design guidance already in place (Jaywick Sands Design Guide Supplementary Planning Document) including clear requirements for flood resilience and incentives for betterment of existing properties.

Constraints include:

- Poor public transport connectivity with limited potential for improvement, will mean additional tourism is likely to be car-based, creating challenges for parking, congestion and carbon emissions.



Fig. 54. Diagram of place-based opportunities and constraints

- All development will be required to meet the agreed standards of flood resistance and resilience, meaning building forms are constrained. The tight plot pattern and closely spaced streets constrain the form of development that can be accommodated while also meeting flood resilience standards
- Ditches and banks form part of the flood defence and drainage network and need to be retained, or alternatives integrated in any plans
- Foul and surface water drainage infrastructure is currently inadequate and will require substantial improvement in order to support existing development as well as any increase in commercial activity.
- Local Wildlife Site designation on Tudor Fields and on the beach itself would require off-site habitat creation to mitigate development impacts. Areas within the settlement framework also have high levels of protected species which adds to the costs of development
- Geological SSSI on beach will require mitigation measures for beachfront development.

Coastline

- A wonderful and currently under-utilised beach ideally suited to watersports along with other informal recreational use
- Beach shape has substantially changed since the introduction of the groynes, leading to a much larger sand beach.
- New Coastal Path will bring increased visitor numbers, and a different visitor profile, to Jaywick Sands using sustainable forms of transport.



Fig. 55. Map and photographs of Jaywick Sands' coastline

Rural landscape

- Rural grassland and water meadow setting - close proximity to countryside although not publicly accessible - visual benefit only
- Wildlife and ecologically rich - both an opportunity and a challenge for new development



Fig. 56. Map and photographs of the rural landscape of Jaywick Sands

Character, built form and heritage

- Unique and intact pattern of development
- Characteristic, eclectic customised small homes
- An important part of British social history evidenced in built form
- A source of inspiration to architects, designers, artists and writers
- Very tight plot pattern and closely placed streets constrain the form of development that can be accommodated while also meeting flood resilience standards



Fig. 57. Map and photographs showing the unique pattern and character of buildings found in Jaywick Sands

Flood risk

- All development will be required to meet an agreed standard of flood resistance and resilience
- Ditches and banks form part of the flood defence and drainage network and need to be retained, or alternatives integrated in any plans
- Surface water drainage is inadequate in parts of the community, so infrastructure improvements are required.



Fig. 58. Map showing the areas at risk from flooding in Jaywick Sands, photographs of the sea wall and examples of flood-resilient buildings in Jaywick Sands

Ecology

- Local Wildlife Site designation on Tudor Fields would require off-site habitat creation to mitigate development impacts
- Areas within the settlement framework also have high levels of protected species which adds to the costs of development



Fig. 59. Map and photographs showing local wildlife site in Jaywick Sands

6.2 Meeting strategic objectives and success indicators

The Place Plan will be an important tool in the wider mission to deliver on the objectives for Jaywick Sands, as set out in the Tendring Local Plan. In order to develop an effective and targeted strategy, it is important to set out the measurables that can be used to understand if each objective was being met, and how the Place Plan can directly or indirectly create change against those success indicators. This forms a coherent theory of change to guide the Place Plan strategy.

For each objective, based on the background data and local engagement, a range of suggested success indicators is set out, which have been developed by the project team. Those marked with an * are indicators which form part of the English Indices of Deprivation 2019 (IoD2019) assessment and therefore improvements to those would directly impact on the measured deprivation of Jaywick Sands.

Creating positive change against these indicator measures will require a multi-sectoral approach and action by the full range of partners and organisations in the area. Some can be directly impacted by the Place Plan as a development framework, while others can only be improved through other programmes. The theory of change for the role of the Place Plan in meeting each objective is outlined below.

6.3 Transform housing quality and the built environment

Housing quality in Jaywick Sands is very poor and evidence for this can be found across a number of data sources - for more information refer to section 3. This is a major contributor to poor life outcomes for residents and the deprivation experienced in the community. Addressing poor housing quality intersects with a number of other objectives, in particular flood resilience and improving health & wellbeing.

Measurable success indicators relating to the housing quality part of this objective include:

- Proportion of homes which meet the Decent Homes Standard
- Proportion of homes with central heating*



Fig. 60. Jaywick Sands from the air - showing the extensive beach and rural setting

- Proportion of homes which are flood resilient.
- Number of accessible and adaptable and wheelchair adapted homes (M4(2) and M4(3) homes as defined in the Approved Documents for the Building Regulations)
- Proportion of homes with an EPC rating of C or above

The built environment more broadly in Jaywick Sands is of mixed quality. While there are some aspects of the environment, and parts of the community, which are strongly positive in terms of character, layout and quality of buildings and public realm, there are other aspects which are challenging. These include the blight caused by derelict buildings and vacant plots as well as a lack of maintenance and care for both buildings and public spaces; some poor quality public spaces which do not have a strong sense of purpose, do not support biodiversity and lack trees and other positive features; and streetscapes - in particular Brooklands - which do not all provide an accessible or safe environment for pedestrians and cyclists.

Measurable success indicators relating to the built environment more widely include:

- Reduction in vacant and/or derelict plots or buildings
- Number of streets upgraded to a safe, adoptable standard.
- Reduction in environmental crime (fly-tipping)
- Increased canopy cover from trees in the public realm
- Fewer road traffic accidents*

Theory of change and role of the Place Plan

- The Place Plan must include a design and delivery framework for redevelopment of vacant and derelict plots, which, subject to funding, would deliver new good quality homes. This will raise the overall quality of the built environment and encourage greater pride in place among residents and property owners who will be incentivised to better maintain or upgrade their properties.

- Poor quality and unsafe homes will need to be upgraded, where possible, or taken out of the market and redeveloped, where upgrading is not viable or feasible. The Place Plan as a development framework can contribute towards this but primarily this remains an enforcement and funding challenge.
- A flood defence design framework that creates a high quality seafront public realm and minimises visual impacts on existing properties, will help raise property value and confidence in the local market, incentivising property owners to upgrade poor quality homes. As values increase, redevelopment of properties that are not flood safe, will become commercially viable, reducing the requirement for public funding to achieve this objective.
- An appropriately-designed flood defence framework will also enable Brooklands to be upgraded to a good quality, safe street for all users.
- The Place Plan public realm design framework will, subject to funding, improve the safety, functionality and biodiversity of public streets and spaces, including additional tree planting, street furniture and other improvements. This will improve the quality of the built environment and greater pride in place, resulting in less environmental crime.

6.4 Ensure long term flood resilience

The flood resilience of Jaywick Sands is very poor. The standard of protection offered by the existing flood defences is decreasing as climate change takes effect, and there is already a present day risk of flooding to depths of up to .45m in parts of the community, for the typical design flood risk event (for more information refer to section 3). Access for the emergency services in the event of a flood is very poor and the construction of homes means that they are highly vulnerable to flooding, with the majority likely to be uninhabitable after a flood event.

Measurable success indicators relating to this objective include:

- Maintain a 0.5% AEP standard of protection from flood defences, for the foreseeable future (c. 100 years) taking into account sea level rise from climate change
- Proportion of homes which meet a basic standard of flood resilient.
- Improved access for emergency services in the event of a flood

Theory of change and role of the Place Plan

- The Place Plan must include a costed and feasible flood defence design framework that maintains a 0.5% AEP standard of protection for c.100 years. This is the most important component of ensuring long term flood resilience.
- A design and delivery framework for replacing poor quality homes with new, high quality and flood resilient homes will improve the proportion of homes which are flood resilient at a property level. This will also provide good quality case studies to demonstrate flood resilient design and construction approaches to other property owners who will become better informed and incentivised to maintain or upgrade their properties.
- Homes which are not flood resilient will need to be upgraded, where possible, or taken out of the market and redeveloped, where upgrading is not viable or feasible. The Place Plan as a development framework can contribute towards this but this requires further development of incentives as flood resilience, by itself, is not a statutory requirement for existing homes, unlike other housing hazards.
- A development framework that includes a new or improved emergency access and evacuation route at a safe level will increase the flood resilience of the community.

6.5 Create greater connectivity to neighbouring areas

Jaywick Sands, like many coastal towns, suffers from poor connectivity to jobs, local services, leisure and cultural activities. With one road in, no train station and very limited bus services, locations which are not far away geographically can take a long time to reach by public transport. Local services, in particular the primary school and GP surgery, are located at a considerable distance from parts of Jaywick Sands, in particular Brooklands and Grasslands. Recent initiatives have started to improve walking and cycling rates in the area but parts of the community have no safe cycling routes.

Measurable success indicators relating to connectivity include:

- Road distance to: post office; primary school; general store or supermarket; GP surgery*
- Increase in quantity (km length) of segregated and well-lit cycle routes to local destinations.
- Number of bus stops with shelters and seating

Theory of change and role of the Place Plan

- New and improved walking and wheeling routes as part of the development framework would, if delivered, create a more direct route to the primary school and GP surgery, for residents in Brooklands/Grasslands.
- Public realm and flood defence framework can be designed to include a segregated cycle route along the seafront, which would increase the feasibility of using cycling to access work and local services.
- Improvements to bus stops to include shelters and seating where these are not currently available, would increase the use of bus services by residents.

6.6 Attract commerce & new economic opportunities

Jaywick Sands has very low job density (for more detail, refer to section 3) and this, together with the poor connectivity to neighbouring areas and low car ownership in the community, contributes to high unemployment for residents. However, with a fantastic beach and a relatively large population catchment with little in the way of local shops and services, there are clear opportunities for business growth and the current workspace and market scheme under development will be part of this economic transformation.

Success indicators for economic growth include:

- Increased job density and increased number of locally based businesses
- Reduced vacant commercial premises
- Lower unemployment*
- Increased visitor numbers and spend

Theory of change and role of the Place Plan

- The Place Plan development framework should identify sites and areas where additional commercial space should be developed and existing space safeguarded from change of use. This will ensure that commercial space continues to be available and, subject to funding, can be increased.
- A flood defence design framework that creates a high quality seafront public realm will increase the attractiveness of the beach to visitors and incentivise more tourism-based businesses to

locate or grow in Jaywick Sands.

- The redevelopment of vacant and derelict plots, alongside improved flood defences, and better quality public realm, will decrease blight and improve the reputation of Jaywick Sands as well increase confidence in the long-term flood safety of the area. This will encourage investment in commercial property improvements and incentivise more businesses to consider Jaywick Sands as a location.

6.7 Improve people's life chances, access to public services & health & wellbeing

This objective includes a wide range of factors and responds to the evidence that residents in Jaywick Sands have lower incomes, lower educational attainment, poorer physical and mental health and experience more crime than averages for either Tendring or England as a whole. While a number of these factors cannot be directly impacted by the Place Plan, the development framework can support efforts to improve these outcomes, in particular by creating space for local shops and services, employment opportunities, better quality housing, open spaces and recreational opportunities.

Success indicators for this objective include:

- Reduced household overcrowding*
- Increased proportion of homes meeting Decent Homes Standard*
- Reduced income deprivation (as per Indices of Deprivation Income domain indicators)*
- Lower unemployment*
- Improved levels of education and skills in the community (as per Indices of Deprivation Education, skills and training domain indicators)*
- Road distance to: post office; primary school; general store or supermarket; GP surgery*
- Increased availability and range of local shops and services within a 15 minute walking radius of each home.
- Improved health indicators (as per Indices of Deprivation Health deprivation and disability domain indicators)*

Theory of change and role of the Place Plan

- A design and delivery framework for redevelopment of vacant and derelict plots, which, subject to funding, would deliver new

good quality homes, would reduce overcrowding and increase the proportion of good quality homes.

- Poor quality and unsafe homes will need to be upgraded, where possible, or taken out of the market and redeveloped, where upgrading is not viable or feasible. The Place Plan as a development framework can contribute towards this but primarily this remains an enforcement and funding challenge.
- Sites identified for development of additional commercial space, and safeguarding of existing commercial space, will sustain and increase locally available jobs, assisting in reducing income deprivation and unemployment
- New walking and cycling route that reduces the distance to the primary school, as well as better bus stop facilities, will assist in reducing school non-attendance and increasing educational attainment. This will also improve accessibility to other services including GP surgeries.
- Sites identified for additional retail and local services within the development framework, will lead to additional shops and services being provided within walking distance of every home.
- Improvements to active travel routes and public open spaces will encourage active lifestyles and improve health and wellbeing outcomes.

6.8 Place Plan structure

The Place Plan is structured in seven themes which together make up a comprehensive development framework that addresses the strategic objectives, opportunities and constraints set out above.

The seven themes are:

- Flood defence and seafront public realm
- Improving residential areas
- Creating space for business, tourism and local services
- Public open spaces
- Accessibility and connectivity
- Drainage infrastructure
- Community engagement and stewardship

Within each theme, a spatial framework is set out and specific strategies / development briefs outlined.

7. Flood defences and seafront public realm

7.1 Background and aims

The current flood defences along the seafront of Jaywick Sands provide less protection to the community every year, due to sea level rise as a result of climate change. A 0.5% AEP (annual Exceedance Probability, meaning the chance in any given year of defences being overtopped) is the standard of protection that is nationally the benchmark for tidal flood defences, but currently much of the frontage already offers a lower standard of protection. The existing defences are ageing and while the worst area, at Cockett Wick, is currently (2023) being upgraded with wall raising and rock reinforcement, a condition survey by the Environment Agency has established that the residual life of the defences along Brooklands, will last only until around 2038. Beyond this date, the risk of a failure or breach of the sea wall increases, which would lead to widespread flooding.

If a 0.5% AEP standard of protection is to be maintained, defences will need to be upgraded and this will involve a significant capital investment. It is important that the design of improved flood defences does not protect the area while involving other potentially negative impacts on the regeneration objectives, quality of life for residents and economic prospects.

This part of the Place Plan strategy sets out a design framework for upgrading the flood defences so that they continue to provide a 0.5% AEP standard of protection for the next 100 years, alongside creating an improved public realm, accessibility to the beach and seafront facilities. This is an expanded design approach to the option developed by the Environment Agency as the nationally preferred option in line with Treasury and DEFRA guidance and will require substantial additional funding. The seafront strategy will result in a wide range of benefits and address a number of the strategic objectives of the Place Plan. These include:

- Increasing the flood safety and flood resilience of the community as a whole
- Increase in value of property, and therefore the viability of upgrading substandard or non-flood-resilient homes due to their safety from flooding. Currently flood risk is a factor in keeping property values in Jaywick Sands abnormally low,



Table 1 – Standard of Protection provided by existing defences against wave overtopping

	DU2	DU3	DU4	DU5
Year 0 (2022)	0.5% AEP	1% AEP	1% AEP	3.3% AEP
Year 50 (2072)	2% AEP	5% AEP	5% AEP	10% AEP
Year 100 (2122)	33.3% AEP	100% AEP	100% AEP	>100% AEP

Table 2 – Residual life of seawalls at each DU i.e., the year that breach risk increases.

DU2	DU3	DU4	DU5
Year 16 (2038)	Year 76 (2098)	Year 14 (2036)	Year 62 (2084)

Fig. 61. Map and tables showing the defence units relevant to Jaywick Sands and the expected lifespan. Source: Jaywick Sands Coastal Defence Study 2023, Environment Agency.

although it is not the sole factor.

- Increasing value of seafront properties due to better quality outlook, views and public realm/accessibility
- Additional tourism potential due to better beach access, promenade and beachside facilities integrated into public realm
- A safe and accessible seafront allowing more people to walk and cycle, improving access to services and jobs in the wider area and increasing road safety
- Improved mental and physical health and wellbeing due to the increased accessibility of the beach and integration of play, recreation and leisure opportunities into the public realm.

The majority of DU1 is currently undergoing improvements and so is not considered further in this study. That scheme is improving the 330 m long Cockett Wick sea wall to provide a 0.5% AEP standard of protection (SoP). It involves wall raising and construction of a new revetment along its length. Refer to Appendix C for further details.

The background and full options assessment that has led to the identification of the preferred and recommended design option can also be found in Appendix C.

7.2 Design framework

The design framework for the seafront area involves the construction of a new sea wall along the whole frontage, approximately 10-15m on the seaward side of the existing sea wall, so that the construction of the new wall (including construction traffic loading) would not damage the existing sea wall during the works. The existing sea wall would then be demolished and the space used for other purposes, including improved public realm and accessibility to the beach.

An additional rock groyne is likely to be required in order to widen the beach at the narrowest part of the Village, along with some additional beach nourishment at that location, while for the rest of the frontage broadly the same level of beach recharge and maintenance would be required as in the baseline option.

This design framework minimises the visual impact of the raised sea wall on the views from existing homes, by integrating the sea wall into a new raised promenade and a landscaped bank on the landward side. This allows stepped and ramped access to be created, as well as the opportunity to reconfigure Brooklands as a one-way street with full pavements (footways) on both sides and a fully segregated cycle track. The additional space created between the street and the promenade also allows additional seafront facilities, including parking, play areas, space for stalls or kiosks and other amenities, to be created. This will support increased visitor numbers to the beach.

The design framework also includes a new beach boardwalk along the length of the beach, usable by wheelchair users as well as buggies and enabling those who find the current distance between

the sea wall and the sea edge challenging to navigate.

The Jaywick Sands beach will, through this design framework, be the most wheelchair accessible beach in north Essex if not the whole county, giving it a unique selling point in attracting visitors and driving economic benefits.



Fig. 62. Map of design framework for flood defences and the seafront

7.3 Design framework in detail: Brooklands

The area between the new sea wall and Brooklands offers the opportunity for substantial public realm and accessibility improvements.

The design framework creates a new raised promenade on top of the sea wall, with ramps and steps giving access to the beach, and a re-designed Brooklands road with footways on both sides and a segregated cycle track. New street lighting would be installed both at street level and on the higher level of the promenade.

On the beach side, a decked area allows visitors who find the sandy beach difficult to navigate, an accessible area to enjoy the beach, and this connects to the beachfront boardwalk which runs the length of the beach.

The space between Brooklands and the new promenade allows for a range of amenities and facilities serving both residents and visitors, such as play areas, cycle and car parking, kiosks or stalls, and landscaped garden areas. On the top level of the promenade, there is the potential to create seafront canopy shelters to allow the beach to be enjoyed in all weather.

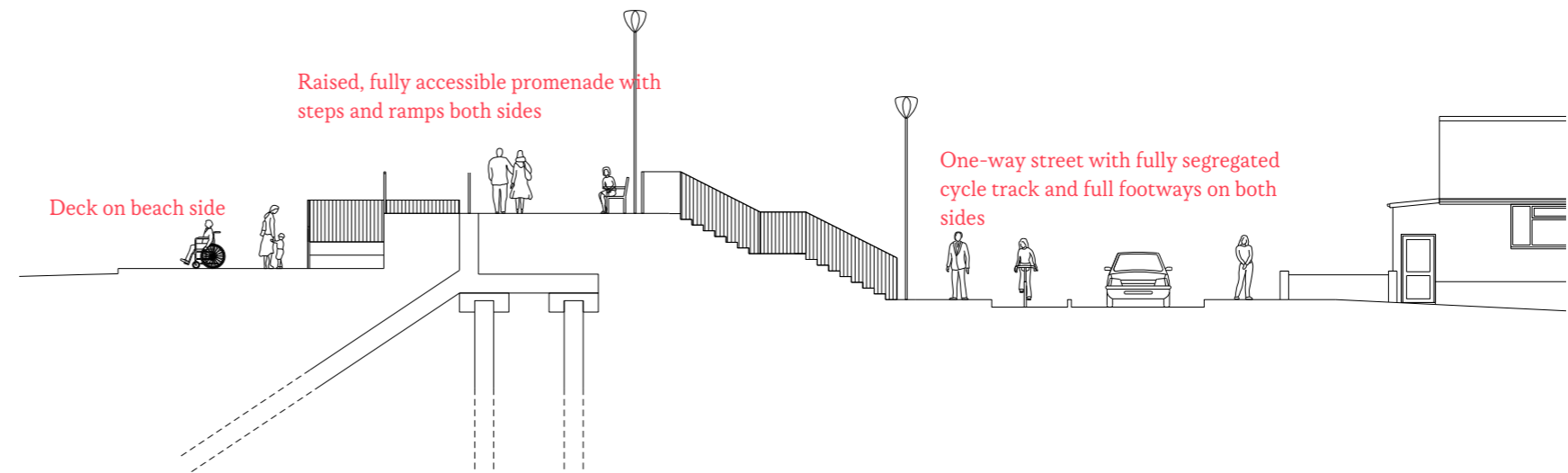


Fig. 65. Indicative cross-section showing the strategic design approach to the Brooklands seafront



Fig. 63. Sketch visualisation of the new seafront design strategy along the Brooklands seafront



Fig. 64. Isometric sketch showing the main elements of the seafront design strategy along the Brooklands seafront

7.4 Design framework in detail: Brooklands (continued from previous page)

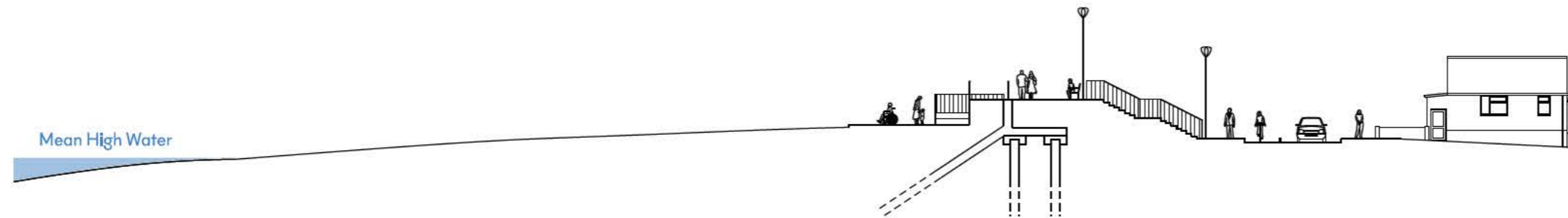


Fig. 66. Indicative cross-section showing the design framework for the Brooklands seafront and the distance to high water at the narrowest point of the beach

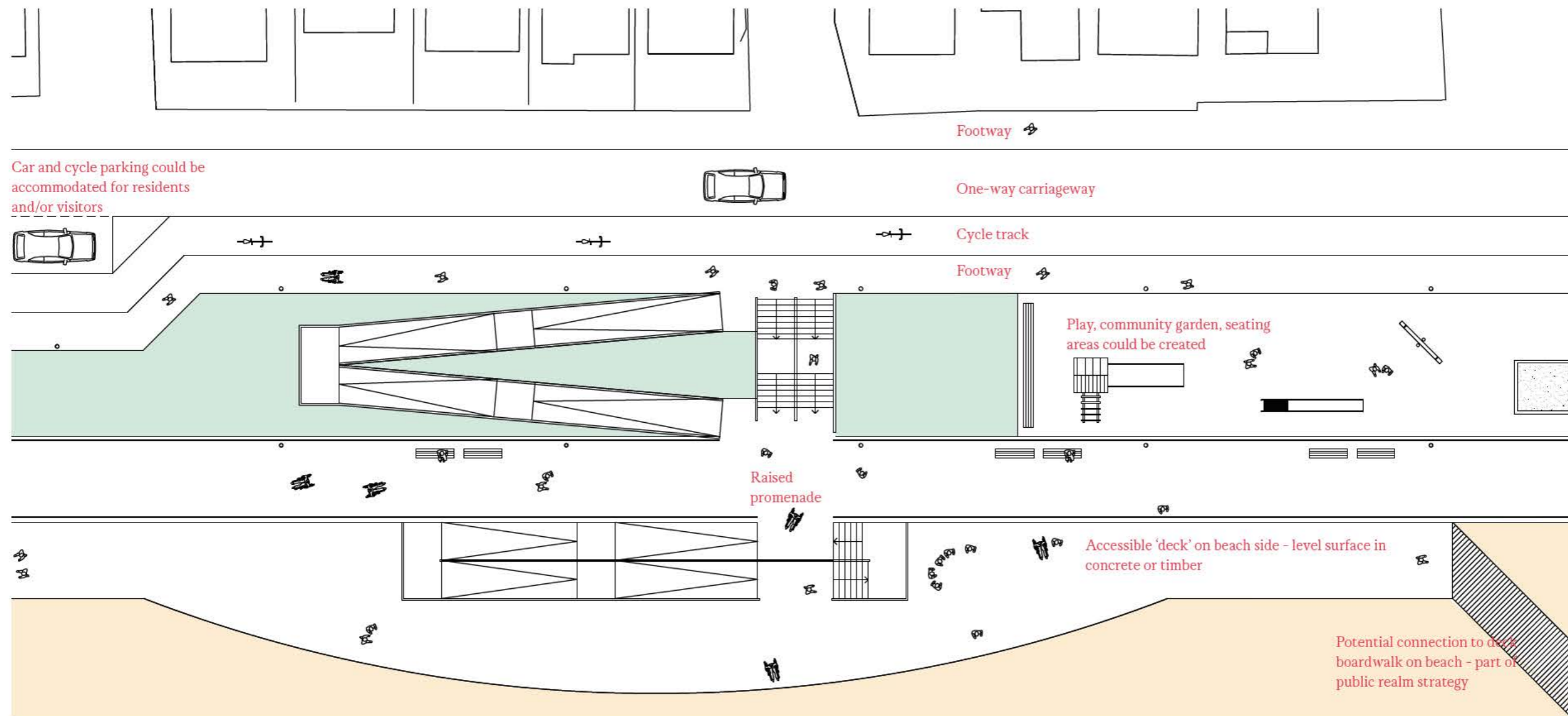


Fig. 67. Indicative plan of the design strategy for the Brooklands seafront showing integration of improved streetscape, public realm, accessibility and amenities.

7.5 Design framework in detail: The Village seafront

The new raised promenade would continue at the same level along the Village seafront although as the existing seafront path is higher than the road along Brooklands, the relative height of the new promenade would be lower. Construction would not affect existing homes or access arrangements.

The existing path can be improved and maintained as shared walking and wheeling route with the addition of street lighting to make it safe and accessible at night. As along Brooklands, stepped and ramped access would be created to the raised promenade, making the seafront fully accessible, and the beachfront deck and boardwalk would be in a similar form.

The space between the existing path and the new promenade can again be used for a range of amenities such as play, community gardens, informal seating and cycle parking.

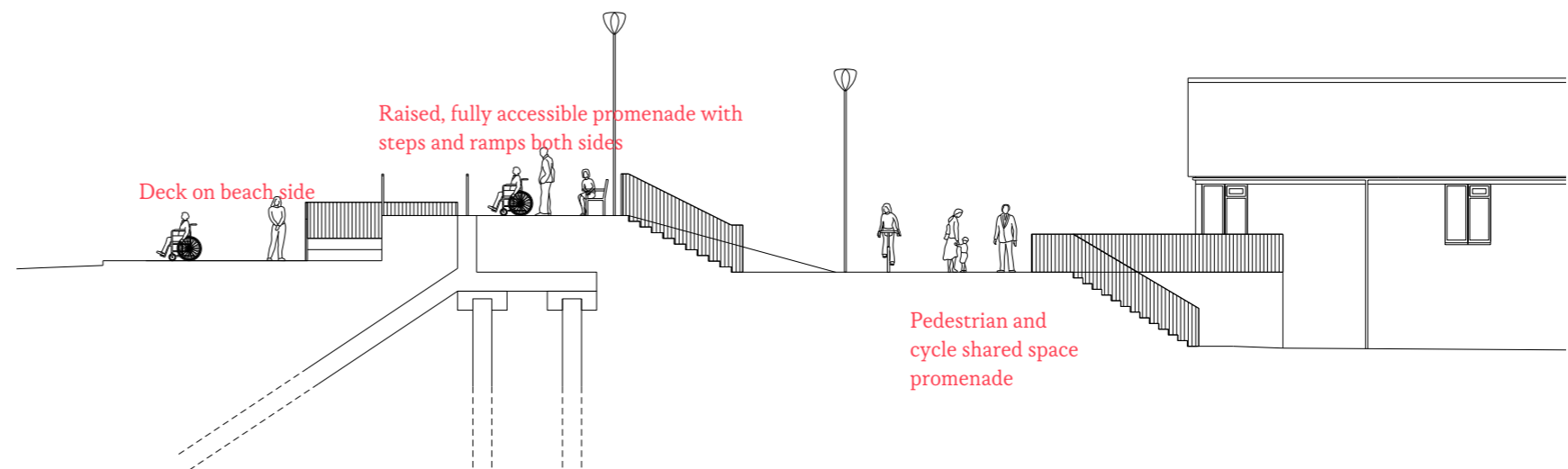


Fig. 68. Indicative cross-section showing the design approach to the Village seafront



Fig. 69. Sketch visualisation of the new seafront design strategy along the Village seafront



Fig. 70. Isometric sketch showing the main elements of the seafront design strategy along the Village seafront

7.5 Design framework in detail: The Village (continued from previous page)

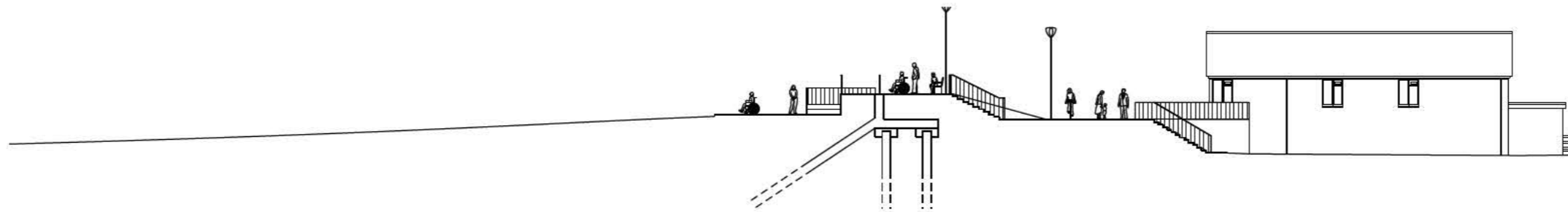


Fig. 71. Indicative cross-section showing the design framework for the Village seafront and the distance to high water at the narrowest point of the beach

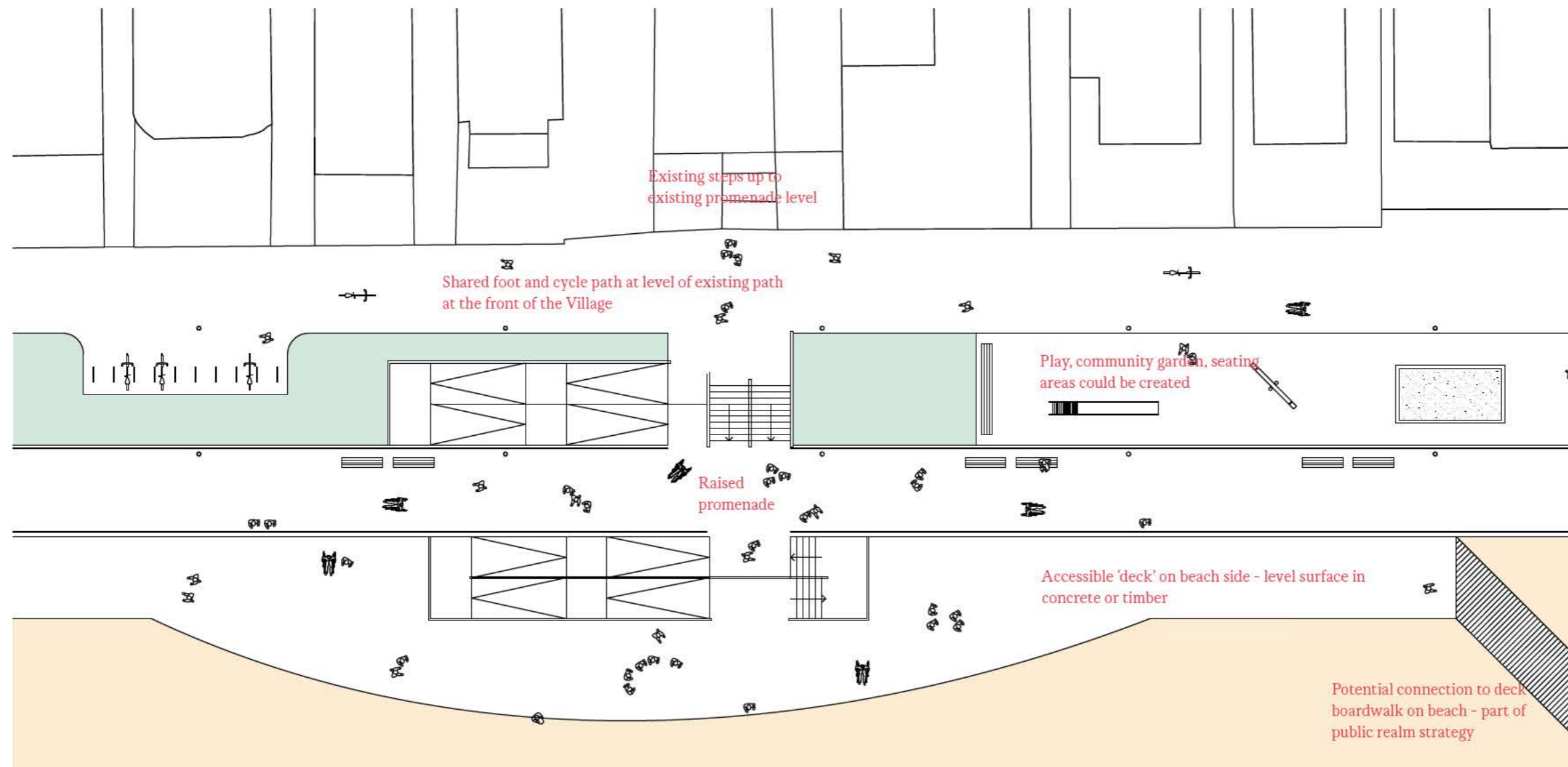


Fig. 72. Indicative plan of the design strategy for the Village seafront showing integration of improved path in front of homes, public realm, accessibility and amenities.

7.6 Design framework in detail: boardwalk

Currently access to the beach for pushchairs, wheelchair users, and other people with mobility issues is limited and impossible for many. A new boardwalk, with level access at several points along the sea wall will allow more people to access the beach and experience the seafront. This would also be a unique amenity for Essex, creating a tourism and visitor draw.

The boardwalk concept could be delivered as a 'quick win' in the early stages of the Place Plan delivery and then adapted when the wider flood defence and seafront public realm scheme was delivered.



Fig. 73. Aerial photograph of an example beach boardwalk

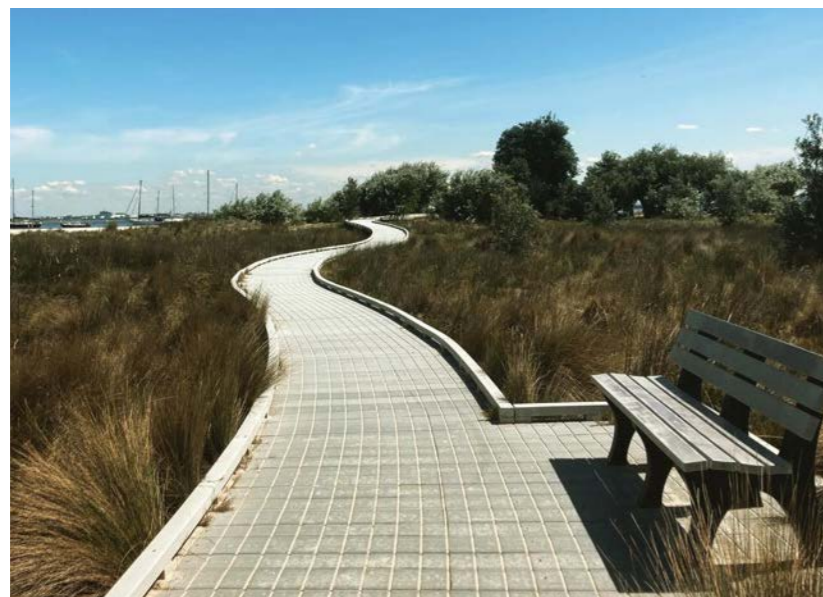


Fig. 74. An example of beach boardwalk with bench

7.7 Piloting the Brooklands one-way system

While the full seafront strategy is a long-term objective, the one-way system to Brooklands, which was supported at public consultation and would deliver substantial improvements to pedestrian and cycle accessibility, can be piloted as a quick win. This can be achieved through the following:

- Resurfacing Brooklands to an adoptable highways standard of construction
- Creating a segregated footway on the north side of the street (adjacent to the existing homes) with either temporary wands or bollards

This would displace the current informal use of the street for on-street parking by residents whose plots are generally not large enough to accommodate off-street parking. It would therefore be necessary to provide new off-street resident parking through use of vacant plots and further details on delivering this are outlined in section 8.



Fig. 75. Photograph of current condition of Brooklands



Fig. 76. Sketch illustration for a one-way system on Brooklands

7.8 Delivery of the flood defences and seafront public realm framework

This element of the Place Plan is both fundamental to achieving the wider regeneration objectives and the most costly and challenging aspect of the Plan to deliver. Securing protection against sea level rise is a precondition for the sustainability of Jaywick Sands as a community. The timescales for the delivery of the seafront framework will affect the wider regeneration benefits resulting and will impact on the confidence of market-led investment into Jaywick Sands. Until the long-term future of the settlement is felt to be secure in terms of flood defence, investment will be limited and short-term.

There is no option that will maintain a 0.5% AEP standard of protection to existing homes, that will not require substantial partnership funding above and beyond the Flood Defence Grant in Aid (FDGiA) that, under current funding formulas, would be available. Partnership funding means funding from the local authority or other sources, and not from the Environment Agency through the FDGiA assessment. FDGiA can only be drawn down after 2033, because that is when the probability of failure and the lowered standard of protection offered by existing sea defences starts to trigger these benefits.

The delivery of the preferred option for upgraded flood defences, which integrates this with a significant amount of new public realm, improved accessibility to the beach and new facilities, will require a very substantial total funding commitment in the region of £108m at 2023 values (further detail in appendix A). If delivery is planned for after 2033, when national FDGiA benefits can be drawn down to part-fund the scheme, the partnership funding required may be in the region of £84m at 2023 values. Drawdown of these benefits after 2033 assumes no change to the national framework for assessing and funding tidal flood defences but this cannot be guaranteed within the context of evolving climate-related policy and pressures on public funding.

If the nationally preferred option for flood defences, in accordance with the Environment Agency's recent report, were to be delivered with no additional public realm or seafront amenities, this would require additional partnership funding, on top of the FDGiA available, in the region of £20m (2023 values). Delivery would be undertaken in phases with the first phase in 2023 and the second planned for around 2058. It should be emphasised that this also assumes no change to the national framework for assessing and funding tidal flood defences.

8. Improving residential areas

8.1 Background and aims

The purpose of the strategy to improve existing residential areas is to reduce the number of vacant and derelict plots, and poor quality homes, in order to address blight and increase the proportion of homes which are of good quality and flood safe. The reuse of plots should also assist in meeting wider Place Plan objectives including improving the public realm.

The strategy is intended to inform the Council's strategy for using the plots within its existing portfolio, and acquiring and developing further plots where this can assist with meeting the objectives of the Place Plan.

The focus is on vacant and derelict plots as these occur in substantial quantities and contribute to the overall poor quality of the environment within residential areas, particularly Brooklands. Vacant and derelict plots¹ occur singly and in pairs, and there are few instances where three or more adjoining plots are vacant. Options for redevelopment of these plots is constrained by adjoining occupied plots. Tendring District Council currently own a total of 8 single plots and 5 parcels of multiple plots, including side-by-side double plots, two plots back-to-back, and a group of plots including the former Mermaid site on Brooklands Gardens.



Fig. 77. Vacant plots within Brooklands (TDC in green/other vacant plots in blue)



Fig. 78. Photographs of some of the vacant plots within Brooklands

¹ Vacant and derelict plots, as surveyed February 2023, may include plots currently used as domestic gardens, vehicle storage, sheds and other uses without a permanent and habitable buildings.

8.2 Options for reuse of vacant plots

Single vacant plots within Brooklands are undevelopable for new homes, as 'betterment' standards as per the *Jaywick Sands Design Guide SPD* would not be applied because no existing home would be replaced. Meeting the requirements for new homes in terms of flood safety, along with the standards for ensuring adequate neighbour amenity, daylight and sunlight, internal and external space standards is not possible on a single plot. Parcels comprising two or more plots can be developed to create a compliant new home.

At high level, options for reuse of single vacant plots include:

- Sell or lease to owners of adjoining properties, to increase their garden size, allow them to redevelop their homes, or to provide off-street parking reducing the current problems of on-street parking within the very narrow streets.
- Purchase an adjoining vacant plot and redevelop to provide a flood safe new home.
- Purchase an adjoining occupied plot and redevelop to provide a flood safe new home

Options for reuse of a parcel comprising two adjoining plots include:

- Sell/lease to adjoining homeowners to create expanded plots
- Develop a single new flood safe home
- Purchase an adjoining plot and redevelop to create two new flood safe homes

Further plots can be purchased to create larger consolidated parcels which offer greater redevelopment potential.

Vacant and derelict plots, in consolidated parcels of three or more plots depending on layout, also have the potential to be repurposed, at low cost, to provide off-street resident parking. This would help to offset the loss of informal on-street parking along Brooklands as a result of the wider public realm improvements along the seafront which will create footways and reduce the carriageway. This could also reduce informal on-street parking generally on the narrow streets of Brooklands, where plots are too small to accommodate off-street parking and the on-street parking creates accessibility and emergency access issues as well as a poor quality streetscape.

To accommodate the quantity of parking displaced by the

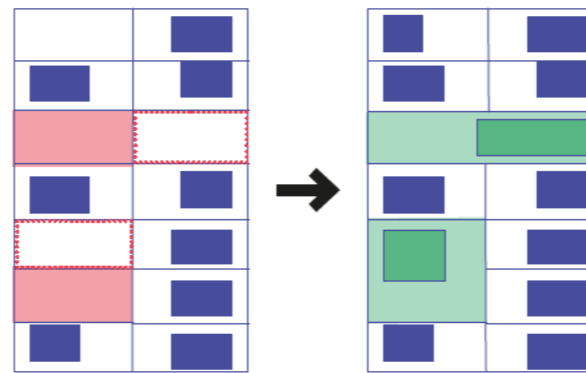


Fig. 79. Diagram of single vacant plots acquired in order to develop a single 2 bedroom flood safe home on side by side or back to back plots on typical Brooklands avenue arrangement.

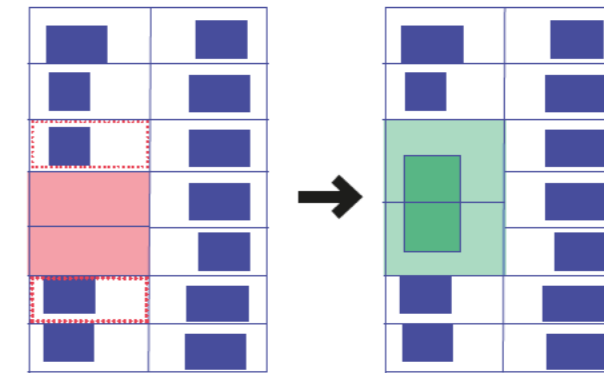
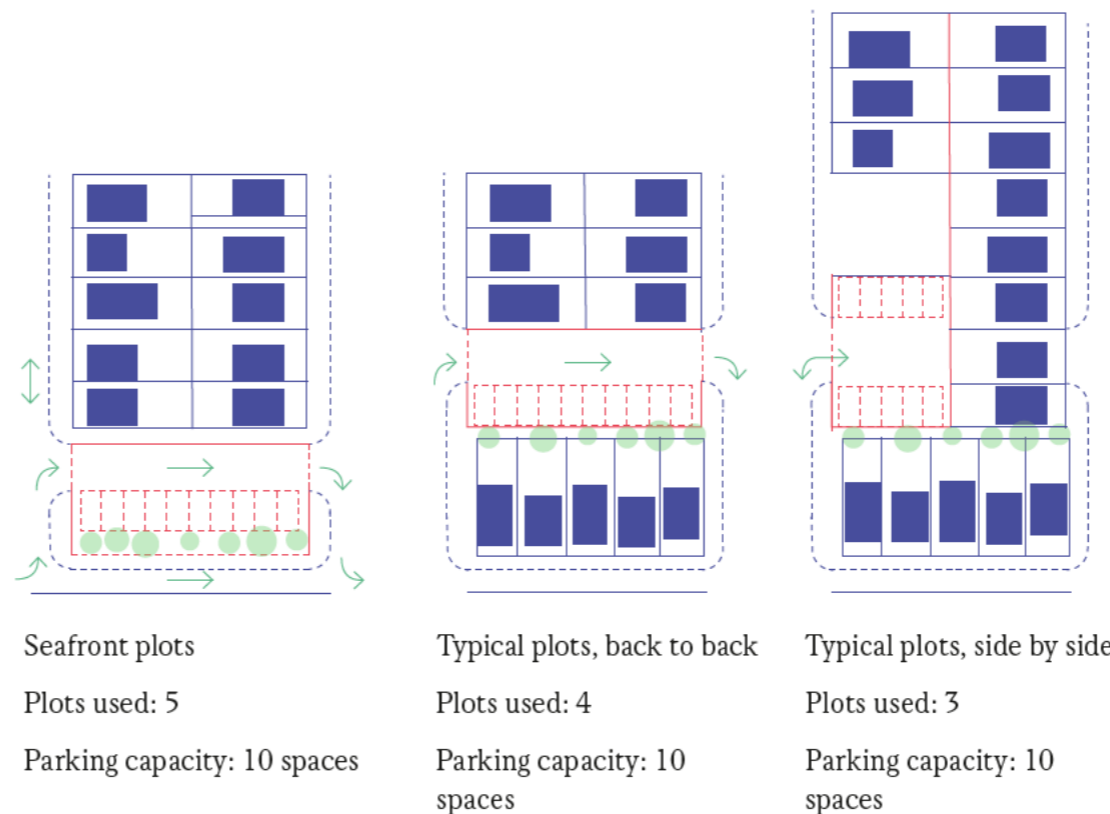


Fig. 80. Diagram showing how purchasing adjoining plots to a double vacant plot allows two new homes to be developed.



Seafront plots

Plots used: 5

Parking capacity: 10 spaces

Typical plots, back to back

Plots used: 4

Parking capacity: 10 spaces

Typical plots, side by side

Plots used: 3

Parking capacity: 10 spaces

Fig. 81. Diagram showing use of Brooklands plots for parking

improvement of the Brooklands streetscape, 3-5 'blocks' of parking likely to be required (dependent on ratio of provision). These parking areas should be spaced as evenly as possible along the seafront in order to be as close to users as possible.

8.3 Recommended strategy for vacant and derelict plots

The existing TDC-owned single vacant plots next to occupied homes should be sold or leased to the adjoining owners with covenants that require them to be kept in good condition, used for garden / amenity space only, and to accommodate off-street parking for the enlarged plot. This is the preferred strategy for these plots as purchase of adjoining homes, and redevelopment to create a new home, is not cost-effective.

Single vacant plots which are not owned by TDC should not be targeted for acquisition. Where these cause blight due to fly-tipping or lack of maintenance, enforcement action should be taken on the legal owners.

TDC should aim to purchase all currently vacant and derelict plots which would form parcels of two or more plots. This will allow the Council to eradicate the blight that results from the prevalence of derelict plots and to bring them back into uses that benefit the wider regeneration objectives.

These parcels should be redeveloped to create new flood safe homes. The resulting homes should be used to rehouse residents from unsafe, poor quality homes and those homes purchased and their plots redeveloped in turn.

A small number of vacant plot parcels should be used for resident parking in order to facilitate the wider improvements to the Brooklands streetscape.

Where a consolidated parcel of plots is located close to other non-residential uses or the seafront, non-residential uses, such as retail, workspace, or community facilities should be considered in line with the land use strategy in section 9.



- New flood safe, high quality homes to the standards in the Jaywick Sands Design Guide SPD
- Parking areas for Brooklands residents (allocated parking)
- TDC-owned single vacant plots leased or sold to adjoining dwelling
- Non-TDC owned vacant single plots - not targeted for redevelopment. Incentivise clean-up and maintenance where required.

Fig. 82. Plan showing application of strategy to currently vacant and derelict plots

An illustrative application of these principles is shown above, demonstrating the outcome if all 63 vacant plots which, when combined with plots already in TDC's ownership, form parcels of 2 or more, were added to the TDC portfolio. This would enable:

- 31 new flood safe homes to be built
- 4 parcels to be used for parking, providing approximately 40 off-street resident parking spaces for Brooklands residents.
- One parcel of plots facing Brooklands Gardens - the 'Mermaid' site could be redeveloped to create workspace or community facilities, such as early years provision which has a deficit in the area.

In line with the Jaywick Sands Design Guide SPD, double plots would be developed with detached and semi-detached housing meeting the required standards for design, internal and external space standards, and parking applicable to new-build development. On-plot redevelopment also presents good opportunities for self- and custom-built homes.

8.4 Addressing substandard existing homes

While many homes with Jaywick Sands are in good condition, there is a substantial minority of private rented sector homes which are in very poor quality and well below the Decent Homes Standard, and these are generally not flood safe. The construction of new homes on vacant or derelict plots must be undertaken alongside taking these poor quality and unsafe homes out of circulation. If this is not the case, the population of Jaywick Sands will increase, running against the strategy to avoid increasing the population at risk of a flood event, and the negative impacts on the safety, life chances and health of residents in poor quality homes will not be addressed.

Taking poor quality homes out of circulation is challenging and will require the use of a range of incentives and powers. These include:

- Enforcement on rental properties which are found to have Category 1 hazards and similar non-compliant conditions
- An offer to purchase substandard homes, such as non-compliant rental homes, following which the homes can be demolished and the plots redeveloped in line with the approach to currently vacant plots as above.
- Monitoring of the market for homes that are advertised for

sale and rent to take enforcement action early, advise potential purchasers of the risks and requirements for renting property in Jaywick Sands, and to purchase plots if the opportunity arises at a sensible value and where plots will assist in meeting the aims of this strategy.

As enforcement may result in a duty to rehouse tenants, the enforcement process should be undertaken alongside the development of new homes on vacant and derelict plots that can be used for rehousing, whether permanent or temporary.

8.5 Supporting owner-occupiers to improve flood safety

The majority of homes which do not meet the Decent Homes Standard are private rented properties rather than owner-occupied. However, many owner-occupied properties are not flood safe and would present a risk to life in a flood event. The principal risks arise from the following factors:

- Lack of refuge space above the flood datum, meaning residents have no safe space to escape to in the event of a flood
- Lack of flood resilient foundation construction, presenting the risk of structural collapse

- Lack of flood resilient services, including electrical and drainage, presenting the risk of electrocution, sewage overflow and other hazards

Owner-occupiers should be supported to be made aware of the risks in their properties and options for upgrading where possible. It is recommended that this take the form of guidance, a clear methodology for assessing flood risk and a suite of technical solutions along with potential low-cost loan funding to incentivise property owners to take action. Property owners should also be supported to develop flood safety plans for personal evacuation, which is particularly relevant to the large proportion of residents who have health and/or mobility conditions which will make evacuation difficult.

8.6 Developing options for relocation

Through public consultation it has been shown that a small proportion of residents would prefer to relocate outside Jaywick Sands due to the flood risk. A relocation strategy should be developed to allow home owners who might prefer to live elsewhere in the district the opportunity to do so by establishing viable and deliverable schemes in partnership with other local developments.

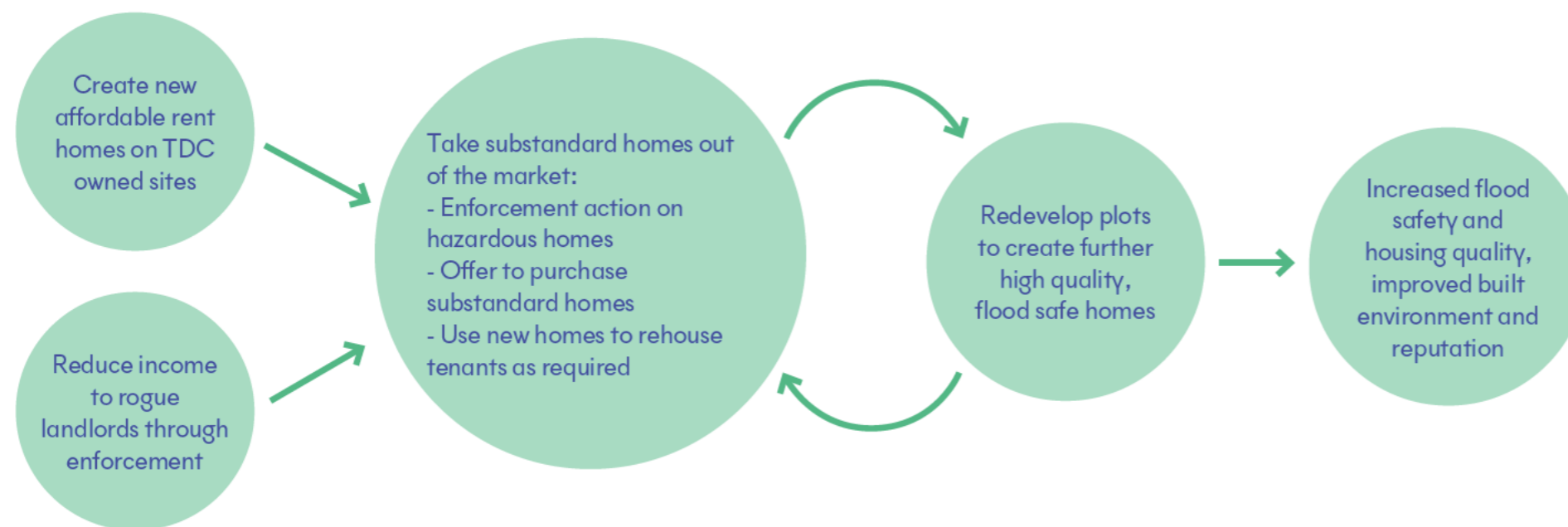


Fig. 83. Infographic showing process for replacing poor quality and non-resilient homes with good quality new homes

This strategy should be developed to support the regeneration and improvement of the existing residential areas through a part-exchange approach that would allow vacated homes to be upgraded or replaced with good quality flood resilient homes.

8.7 Delivery of improvements to residential areas

Achieving the reuse of vacant and derelict plots will require initial investment in plot acquisition and development. Due to the poor viability of market housing development in Jaywick Sands, the development model will either require full funding through the Council or through a potential sale and leaseback or rental guarantee arrangement with an institutional investor through the underlying increase in value of the properties over time, as values rise in Jaywick Sands due to the wider regeneration programme, accrues to the Council.

While values are currently net negative for developing new homes in Jaywick Sands, this will change when long-term flood defences are secured and blight and deprivation addressed. It is therefore in the interests of the Council to maintain an underlying interest in the capital value of new homes over the long term. It would therefore be preferable for new homes developed through the strategy to be rented at either affordable rents or market rents.

Development of new homes on vacant plots will be most effectively achieved using a pattern book of house types developed specifically for Jaywick Sands and potentially utilising off-site prefabricated construction. This would reduce construction costs, work with the limited site access and working areas available, and achieve a high standard of construction with regard to flood resilience and energy efficiency. Self- and custom-build homes could also be an option for later tranches of development, when values have risen to make this viable while providing a return on the initial investment into site acquisition and infrastructure.

At present day values, the purchase and development of vacant and derelict plots in line with the recommended strategy may require investment of between £8m-£10m. Further detail can be found in Appendix A.



Fig. 84. Examples of good quality, well-designed homes showing approaches relevant to the character and built form of Jaywick Sands

9. Creating space for business, tourism and local services

9.1 Background and aims

This part of the Place Plan strategy is intended to address the objectives of attracting commerce and new economic opportunities, and improving people's life chances, access to public services & health & wellbeing. Being in regular employment results in positive impacts on physical and mental health and wellbeing which outperform most other public health interventions.

Jaywick Sands has very low job density and high levels of unemployment. Encouraging economic development within the community will increase access to jobs, raise aspirations and also help to address deficits in locally available services such as shops and other amenities.

9.2 Growth opportunities in Jaywick Sands

In boosting the local economy the strategy needs to work with the existing characteristics of Jaywick Sands and the opportunities for growth that it lends itself to. There are a number of evidenced areas for potential growth that would support the local community as well as creating local jobs.

There are deficits in local services to meet community needs, such as food shops and basic groceries, launderette, mobile phone repair, dentist, early years provision and other services. Making space for services will both generate employment and reduce indicators of deprivation such as the distance residents need to travel to access basic services such as basic shops, which should be available within a short walk of every home.

The wider Tendring district has a shortage of start-up and grow-on space for small businesses and Jaywick Sands offers a good location to meet this need, with available land in public ownership, reasonably good vehicle access and few other development pressures. Tendring District Council has already taken positive steps towards catalysing economic growth through investing in the Sunspot workspace and covered market project which has recently been completed and the good take-up of units, particularly shopfront units, within this development demonstrates that there



Fig. 85. Map showing location of non-residential uses in and around Jaywick Sands

is a market for commercial space within Jaywick Sands.

Developing the tourist and visitor services economy is an obvious and important growth area for Jaywick Sands. This should involve making space for businesses, including retail, food and drink, services and visitor accommodation, as close as possible to the beach and other local facilities.

9.3 Spatial framework for non-residential uses

A number of opportunity areas and sites have been identified with the potential to support economic growth and meet local service needs. These include areas of vacant land owned by the Council as well as areas of existing development.

Safeguarding and improving existing non-residential uses

There are existing commercial clusters on Broadway and at the junction of Tamarisk Way and Lotus Way, both of which are identified in the Local Plan as local centres and are protected by Policy PP 3. There is also a cluster of non-residential uses around Brooklands Gardens. While currently there is little pressure on redevelopment of existing non-residential uses, over time this is likely to alter and these uses should be safeguarded as important to the vitality of the community and meeting local needs.

Existing non-residential premises that do exist are in a mixed condition with many presenting a poor appearance. Existing non-residential premises should be incentivised to upgrade their appearance through, for example a shopfront grants programme.

Encouraging the growth of local commercial clusters

Development of additional shopfront units in and around existing clusters should be encouraged and areas where this would be appropriate are shown on the land use framework.

Sites along the Brooklands seafront are suitable for non-residential uses, in particular those which would support the visitor economy. Properties along the Village seafront are less suitable for non-residential uses due to their poorer accessibility for servicing. Development of non-residential uses must be carefully planned and designed to avoid disruption to neighbouring residential occupiers, including from noise, odour and deliveries. For this



Fig. 86. Plan showing land use framework for business, tourism and local services

reason small-scale uses should be preferred unless a consolidated large block of plots is assembled and proposed for more comprehensive redevelopment.

Developing additional non-residential floorspace on TDC sites

Further use of TDC-owned sites to create additional commercial space at affordable rents will help to consolidate Jaywick Sands as a business location. As the most suitable sites are within the central part of the community, care must be taken to develop commercial space that contributes to the overall streetscape and has a positive public frontage.

Site A

A prime potential site for further tourism development is the existing beachfront car park (site A) due to being sited so centrally. Providing adequate accessible car parking is essential to supporting the visitor economy but the potential exists to relocate parking to nearby sites and redevelop the car park itself for leisure and tourism uses. Any redevelopment on this site should integrate with beach access, and include good quality public realm. Suitable uses would include food and drink or retail and should be low-rise to ensure it does not dominate the townscape and does not overshadow the street and public realm.

Site B

Land on the east side of Lotus Way has the potential for commercial workspace or light manufacturing/workshop units to meet wider deficits in the area for this type of space. Alternatively this area could be used to reprovide an expanded car park provision with high quality landscaping and tree planting. The site should be masterplanned to present a high quality streetscape, ensure that the banks and drainage ditch to the rear continue to function as part of the ecological and surface water drainage network

Site C

Land to the west side of Lotus Way would be suitable for further commercial or non-residential uses, potentially including social infrastructure such as library, early years provision or healthcare as it is highly accessible to residents on both sides of the community. Masterplanning of the site should create a legible block structure and permeable routes that integrate with the existing footpaths around the site. Additional parking or servicing should use the access bell-mouth now created as part of the Sunspot development.



Fig. 87. Indicative site strategy for TDC owned development sites in the village centre

9.4 Meeting social infrastructure deficits

Through consultation and through the infrastructure deficits report (section 3) a range of local services and social infrastructure deficits have been identified. In particular, access to health services, dental care and early years childcare should be addressed. Library provision would also be beneficial particularly if combined with other services in a single hub.

Further work will be required with partners including the NEECCG in order to develop a brief for any new facilities, to ensure operational sustainability. This requires scoping and feasibility assessments but space is available within the allowances for non-residential floorspace should a requirement for physical premises be identified.

9.5 Delivering the strategy for business, tourism and local services

Delivery of this element of the Place Plan may be achieved through the following actions:

- Safeguarding land identified within the land use framework for non-residential development
- Encouraging the creation of additional space for businesses through development of existing privately owned sites
- Further feasibility studies to establish demand for additional Council-led business space development. It is recommended that this be targeted at specific sectors and could include provision of services such as early years childcare by private sector providers.
- Shopfront improvement grants programme targeted at existing commercial properties

High level costs have not been developed for any potential further Council-led commercial development as further feasibility and demand studies will need to be undertaken.

10. Improving public open spaces

10.1 Background and aims

The aim of this element of the Place Plan is to improve the functionality of public open spaces to better support active lifestyles, health and wellbeing as well as biodiversity, sustainable drainage and other Place Plan objectives. The strategy will benefit residents and will attract new economic activity by improving the visitor experience.

Jaywick Sands currently has two equipped open spaces classified as NEAPs and one informal play landscape (LAP). There are three smaller open spaces to the west of The Village. These are small greens, faced and backed onto by residential properties, with minimal trees, planting, seating and other public and environmental assets. A further green open space, along Garden Road (partially privately owned) is addressed as part of this strategy, as is the strip of land along the back of Brooklands, between the ditch and Lotus Way and the beach itself.

All the spaces above are in need of an update, to bring them in line with current standards, address deficits (see section 3) and better serve residents. ^[1]

10.2 Strategic approach

The strategy for improving the public open spaces has been developed through an assessment of current condition, opportunities and constraints and in consideration of the insights from formal and informal consultation. An outline functional brief has been drawn up for each open space, and to inform outline delivery costs, and this should be used as the starting point for further project development.

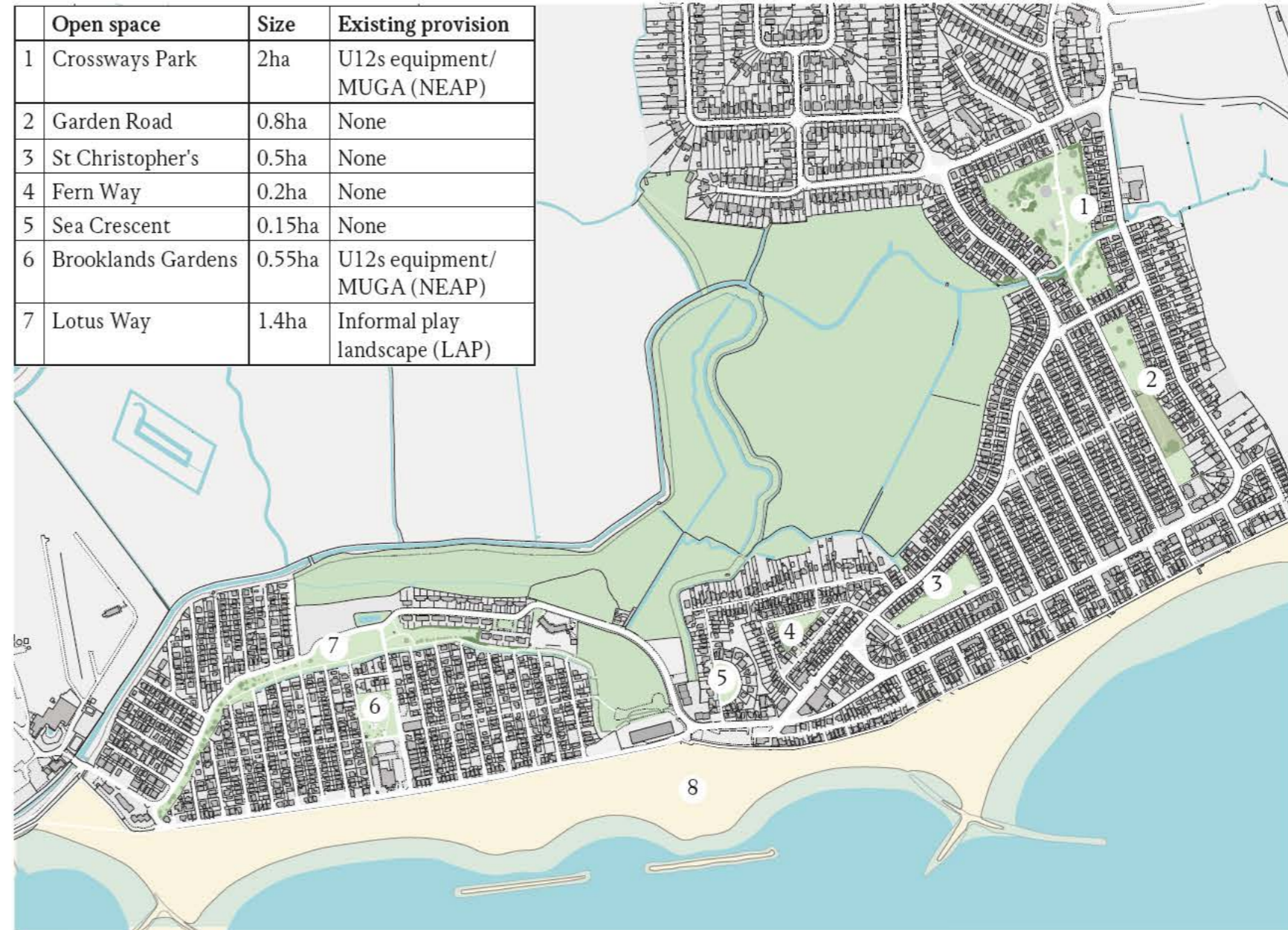


Fig. 88. Map of existing public open spaces in Jaywick Sands

¹ Tudor Fields and land behind Lotus Way is not included here, however improvements to access to these areas is covered in section 11.

10.3.1 Crossways Park (2ha)

Existing condition:

- Well-used space including several play areas fulfils basic characteristics of a NEAP (for play) and doorstep accessible green space (for GI)
- Waterway is attractive and benefits wildlife, and has been recently cleared (Essex Wildlife Trust and community partners)
- Rest of the space is mown grassland and somewhat sterile
- Surrounded by 'backs' of tandem plots which could become more attractive and well-used 'fronts'.

Proposed improvements:

1. Renewal of existing paths and accesses
2. Create perimeter path to improve access to surrounding homes/gardens.
3. Add more trees, planting and natural landscape features (meadow grass areas, etc) to improve habitat, create more visual interest and allow for more varied uses
4. Add more seating / picnic tables and upgrades to play equipment
5. Site for additional MUGA (to meet deficit identified in infrastructure report)

10.3.2 Garden Road (0.8ha)

Existing condition:

- Long linear green space
- Central part is not owned by TDC and has been subject to speculative unsuccessful planning applications. This part could be purchased by TDC to connect their existing assets.
- Tandem and single plots back onto the space - some use the space as primary access.

Proposed improvements:

1. Renewal of existing paths and accesses
2. Create perimeter path and better footway along street
3. Extend current beekeeping operation to create larger community garden
4. Natural dog agility course
5. Benches and picnic tables
6. Tree planting and potential
7. SuDS along street

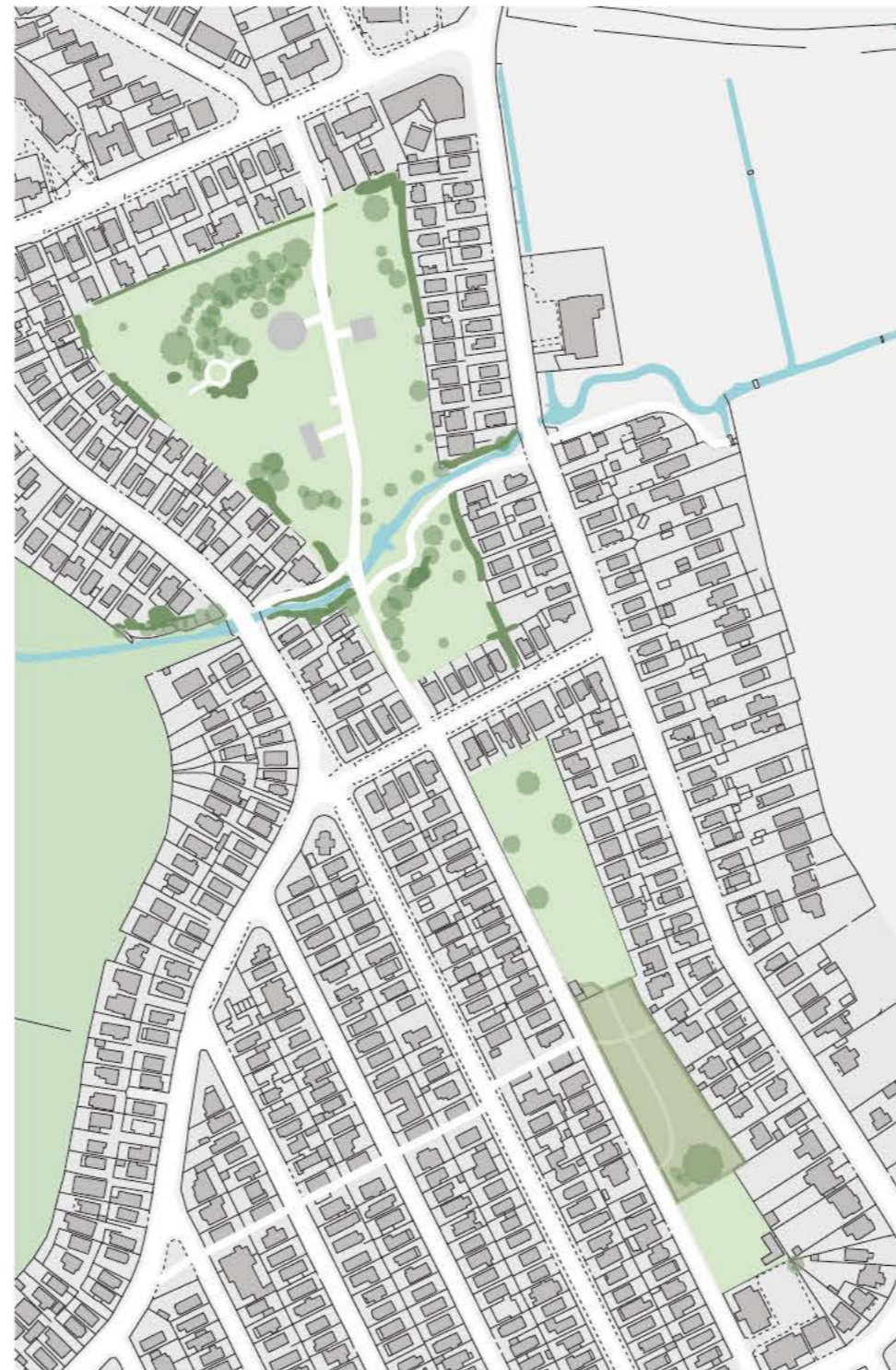


Fig. 89. Map of existing condition for Crossways Park (top) and green space on Garden Road (bottom)



Fig. 90. Map showing proposed improvements for Crossways Park (top) and green space on Garden Road (bottom)

10.3.3 St Christopher's Way (0.5ha)

Existing condition:

- Triangular space, only one side is fronted by homes, others homes back onto to space.
- Currently used for parking but unsurfaced and no marked bays
- Lightly used for parking - never full
- Near St Christopher's church (blue circle)
- Surrounded by very small plots

Proposed improvements:

1. Provide limited parking in marked-out on-street bays as part of landscaping scheme, alternating with street trees.
2. Provide bollard lighting along street
3. Create path around edge of space to improve informal access from back gardens.
4. Play for younger children/toddlers near church
5. Play for older children at the wider end of the space
6. Tree planting



Fig. 91. Map of existing condition of St Christopher's Way



Fig. 92. Map of proposed improvements to St Christopher's Way

10.3.4 Fern Way (0.2ha)

Existing condition:

- Triangular space, only one side is fronted by homes - rest are backs
- Surrounded by some of the most cramped and poor quality plots in Jaywick Sands with virtually no gardens
- On-street parking on one side due to lack of on-plot parking
- Grassed with no play / equipment
- Lack of street lighting, at either end of street only

Proposed improvements:

1. Formalise on-street parking as part of landscaped approach alternated with trees
2. Provide bollard lighting along street
3. Tree planting
4. Static and natural play features (low maintenance) to provide resident amenity
5. Benches and picnic tables.



Fig. 93. Maps of existing condition and proposed improvements to Fern Way

10.3.5 Sea Crescent (0.15 ha)

Existing condition:

- Fronted and well overlooked by homes to all sides
- No footways
- Grass and one single tree
- Overhead cables pass along the straight edge, on the green space
- No seating or encouragement for active use

Proposed improvements:

1. Natural play and benches for informal use
2. Tree planting for shade/environmental/ecological benefit
3. New footway along Sea Way
4. Potential for pond/blue SuDS feature

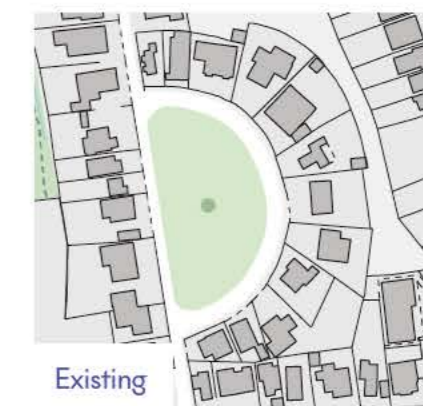


Fig. 94. Maps of existing condition and proposed improvements to Sea Crescent

10.3.6 Brooklands Gardens (0.55ha)

Existing condition

- The only open space in Brooklands (pop. c. 1500) which has
- The smallest plots and private yards/ gardens
- Includes MUGA and other play equipment but not in good condition
- Little shade or seating

Proposed improvements:

Substantial improvement to be extremely well used and meet the NEAP standard for play and equipment covering all ages and maximise amenity:

1. New play (including some bespoke play equipment) for young and older children including boundary fencing, bins, planting, seating for supervision etc)
2. New boundary, surface, lighting and increase size to (38x18m MUGA)
3. Include outdoor gym equipment for adults
4. Add more seating and picnic tables
5. Add trees for canopy cover and shade
6. New paths



Existing

Fig. 95. Map of existing condition of Brooklands Gardens



Proposed

Fig. 96. Map of proposed improvements to Brooklands Gardens

10.3.7 Lotus Way green space (1.4ha)

Existing condition

- Small informal play area (without equipment) near Lotus Way
- (Guinness Trust) homes
- Mix of informal green space and small community gardens
- Linear route with unsurfaced footpath along top of bank - good potential route for walking/running
- Not all the links into the rear of Brooklands are easily accessible
- Biodiversity is good due to presence of watercourse but further
- Habitat could be created

Proposed improvements:

1. Surface footpath to provide all-weather path (cost in active travel)
2. Improve access points from Brooklands (cost in active travel)
3. Landscape clean up new & biodiverse planting around the watercourse & maintain natural green space character
4. Revitalize existing informal play and seating area



Existing

Fig. 97. Map of existing condition of Lotus Way



Proposed

Fig. 98. Map of proposed improvements to Lotus Way

10.4 Delivery of public open space improvements

Delivery of the identified public open space improvements can be achieved as a series of standalone projects and could be considered as potential 'quick wins' as they do not have significant dependencies on other aspects of the Place Plan framework.

Delivery and funding partners could include community groups, Active Essex/Essex County Council, as well as other grant funding schemes aimed at improving health and wellbeing, biodiversity, climate resilience or sustainable drainage.

To deliver all the identified public open space improvements would require capital funding in the order of £3-3.5m at 2023 costs. Further information and breakdowns can be found in Appendix A.

	Open space	Size	Existing provision
1	Crossways Park	2ha	U12s equipment/ MUGA (NEAP)
2	Garden Road	0.8ha	None
3	St Christopher's	0.5ha	None
4	Fern Way	0.2ha	None
5	Sea Crescent	0.15ha	None
6	Brooklands Gardens	0.55ha	U12s equipment/ MUGA (NEAP)
7	Lotus Way	1.4ha	Informal play landscape (LAP)

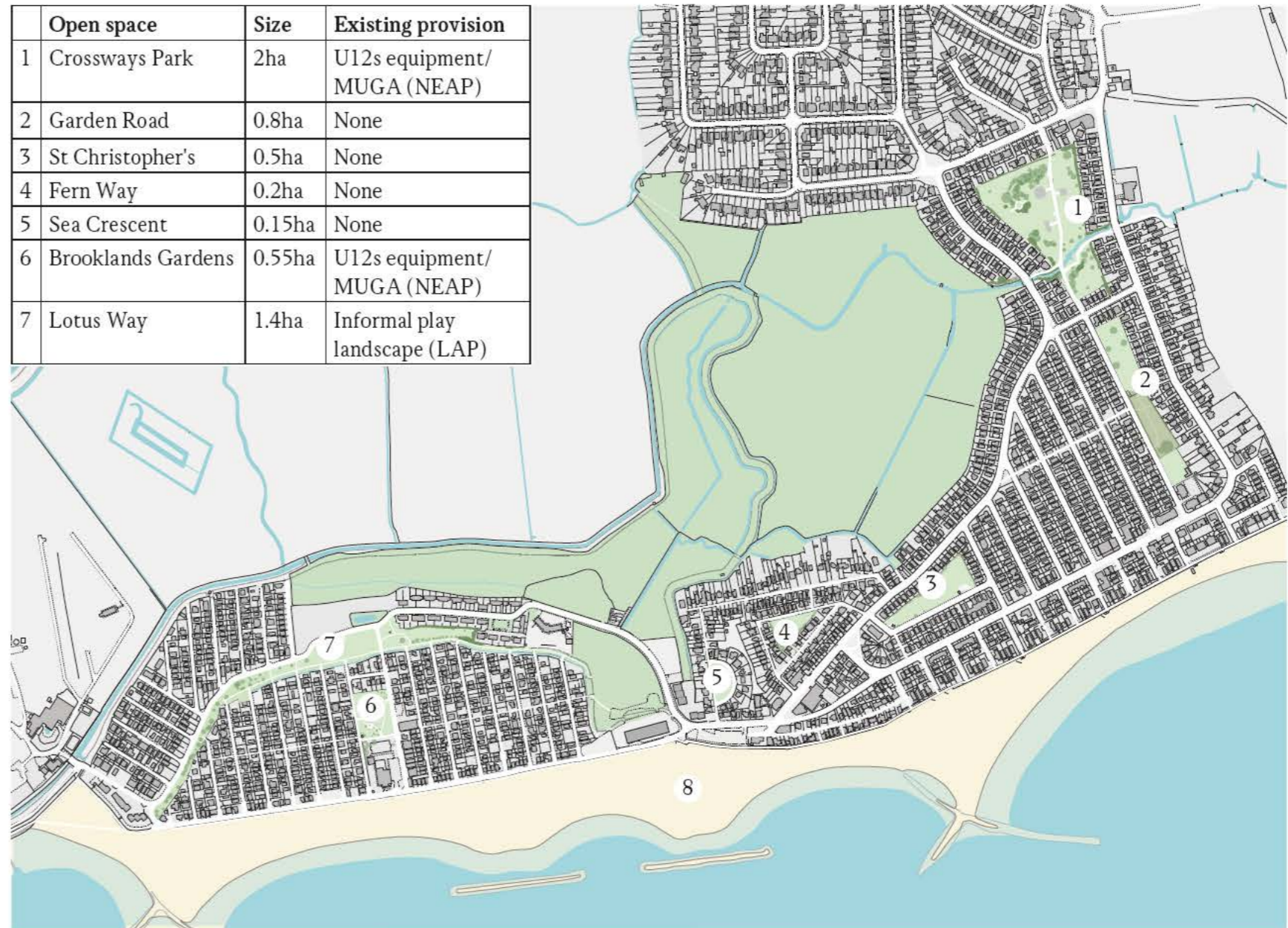


Fig. 99. Map of existing public open spaces in Jaywick Sands

11. Accessibility and connectivity

11.1 Background and aims

Connectivity within and around Jaywick Sands presents a number of challenges and these impact the access for residents to basic services as well as jobs, family and friends. Some routes, such as Brooklands, are also unsafe for vulnerable users due to insufficient footways, and others, such as the alleyways that could provide good direct through routes, feel unsafe at night. Emergency access and evacuation in a flood event is also limited and a concern to the emergency services.

More broadly although Jaywick Sands benefits from being in a beautiful coastal location and with nature-rich rural areas to the north, public access to these areas is limited and this impacts on residents' ability to connect with nature and improve their health and wellbeing through exercise and regular time outdoors. Increasing the network of routes and access points to both the beach and the rural hinterland will improve accessibility and bring health benefits.

While wider infrastructure improvements, for example to public transport, are beyond the scope of the Place Plan, improvements to existing walking and cycling routes, and creation of new routes, will create a positive impact on a number of indicators which are relevant to the Place Plan objectives.

11.2 Strategic approach

The accessibility and connectivity strategy aims to improve existing routes, where they exist, and to create new connections in strategic locations. Accessibility and connectivity to the beach, and improvements to Brooklands, are addressed through the flood defence and seafront public realm strategy as they are integrally linked to the delivery of flood defences. This section sets out the additional improvements to the movement network that are recommended as part of the Place Plan.

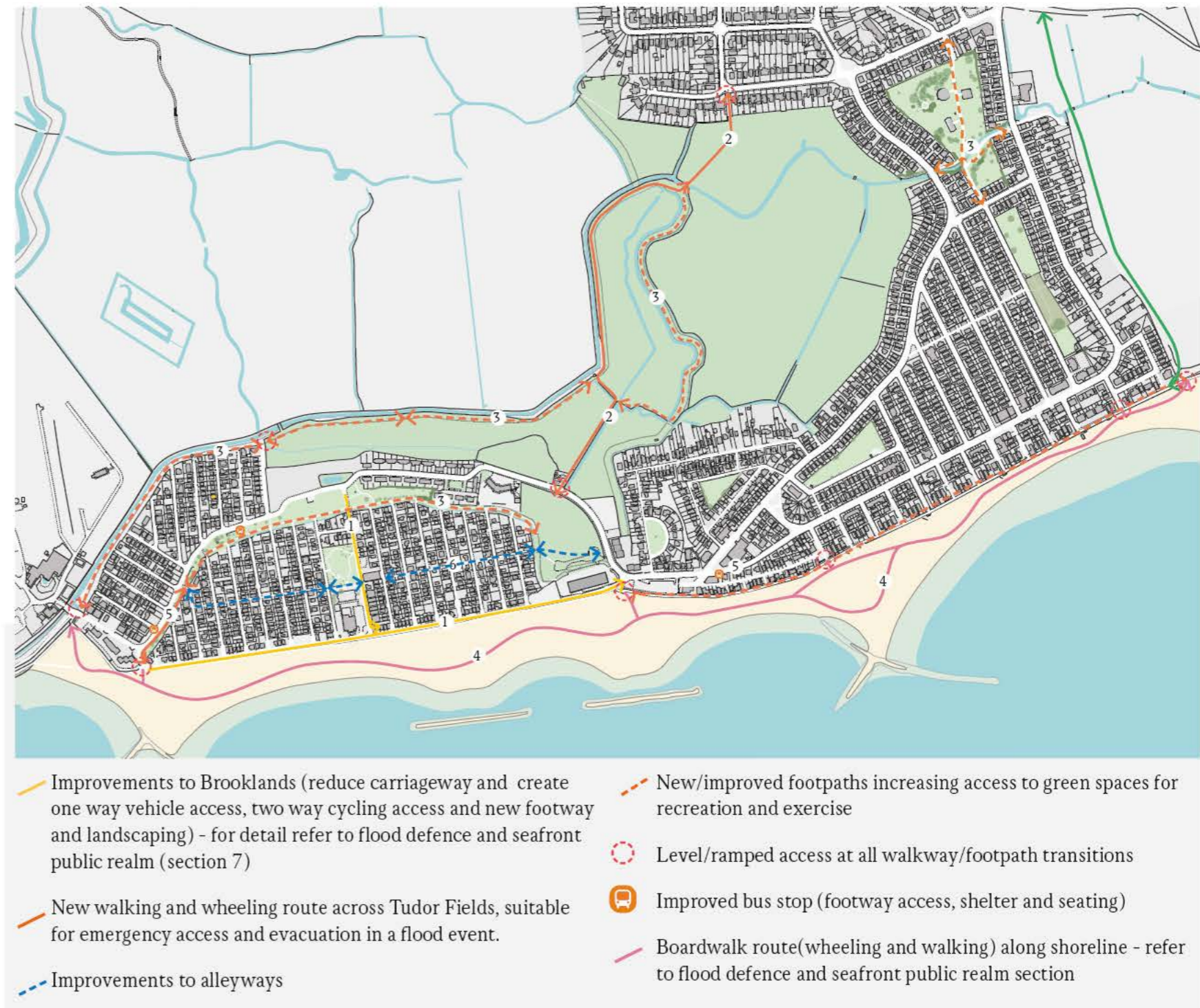


Fig. 100. Map of proposed accessibility and connectivity improvements

11.3 New route across Tudor Fields

A new route is proposed across Tudor Fields which will both substantially improve connectivity from Brooklands and Grasslands to the primary school and GP surgery in the Tudor Estate, and can also provide much-needed emergency access and evacuation route in a flood event. This addresses the concerns highlighted in the consultation by emergency services and the Environment Agency about the lack of a flood safe emergency route. While it may not be feasible to raise the route to above the worst future flood scenarios, the route can be set at a level that would be safe in an extreme current day flood event and more regular / high probability future flood risk events. A turning head area should be provided at the southern end.

A new route from Lotus Way to Crossways for walking and cycling would reduce the travel distance to the primary school by as much as ten minutes walking time for families within Brooklands and Grasslands, where we know there are more families with young children. Currently many children need to take the bus to school as families do not own cars. A safe off-road route that can be used by cycles will also encourage more families to cycle to school, reducing travel time substantially.

A further benefit of the new proposed route will be allowing access to natural green space, benefitting health and wellbeing and helping meet the identified deficit in accessible natural greenspace for residents in the most deprived parts of Jaywick Sands. The new route would work with further footpath improvements (see following section) to increase access while keeping access controlled to ensure that impacts on wildlife and biodiversity are minimised.

Safeguarding potential alternative emergency route

An alternative emergency egress/access route was suggested for consideration within the Place Plan as part of the Environment Agency's initial options assessment. This route, along the back of the golf course, connects high ground in the Village to high ground West Road. Records show the high point in the village has been historically safe from flooding however, it would currently be cut off from other safe areas in a flood event. An additional route here would allow emergency services further into Jaywick Sands in a flood event, however the land required to achieve this route is not within TDC's control.

It is recommended that the option of developing this route in the



Fig. 101. Map showing proposed new route and alternative emergency access route to be safeguarded.

future should be explored with landowners, and development which would prevent the delivery of this route should be resisted as this provides a long-term flood safe route which would be outside the area affected by flooding in 100 year climate change scenarios.

11.3 New route across Tudor Fields (continued)

The design of the new route would involve widening and raising the height of the existing raised bank, which is too narrow to currently accommodate vehicles. The following outline design requirements should be incorporated:

- Surfacing suitable for emergency vehicle access and day-to-day walking and cycling - typically a minimum width of 3.5m but with passing places at regular intervals.
- Include suitable access control measures at either end to prevent unauthorised vehicle access while not preventing authorised walking, wheeling and cycling.
- Include boundary treatment such as post and rail fence with wildlife friendly wire mesh or similar, to prevent users going off-route and disturbing wildlife on either side
- Bridges over watercourses to be designed to allow passage of wildlife and not to impede surface water drainage.
- Include benches at regular intervals to provide rest stops
- No lighting in order to minimise disturbance to wildlife and discourage antisocial night-time use.



Fig. 103. Aerial view of proposed access/evacuation route (solid) and footpath (dashed)



Fig. 104. Existing raised bank toward Tudor Fields

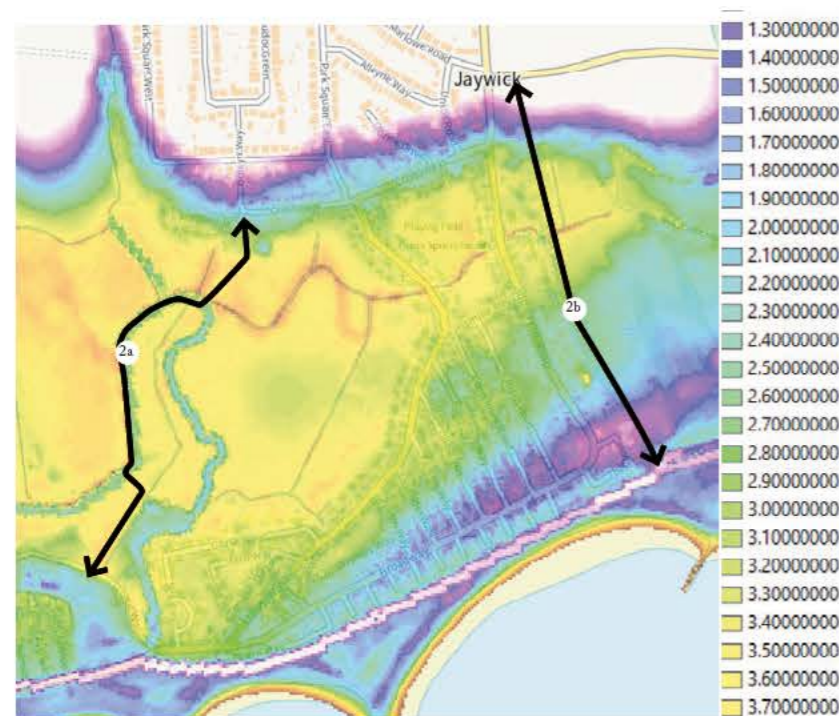


Fig. 102. Proposed routes for emergency access/egress and 0.5% AEP + Climate Change (100 years) flood event depths map, depths given in metres from existing ground level (EA, 2022)

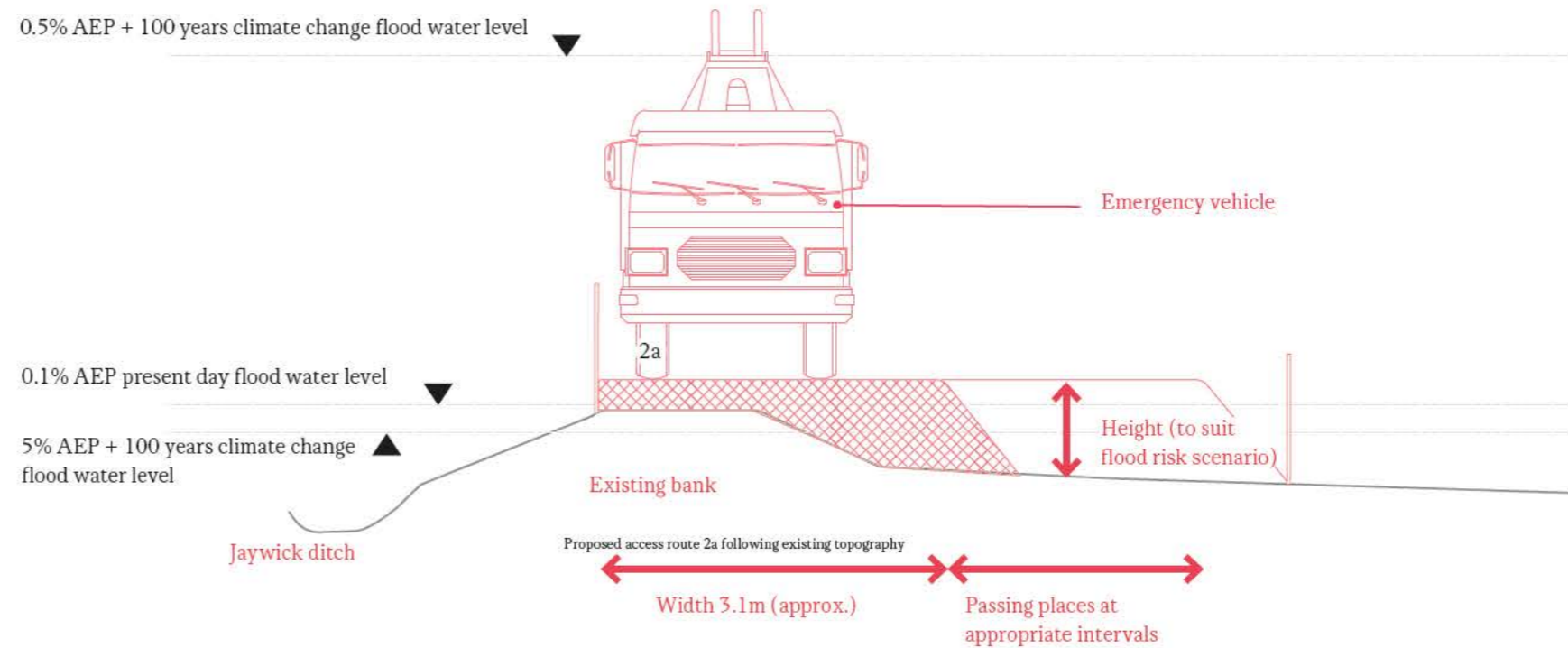


Fig. 105. Typical section through raised bank

11.4 Improvements to existing footpaths

The walking only routes around Tudor Fields and the perimeter of Brooklands/Grasslands should be made suitable for walkers and wheelchair users as far as possible, over the marsh landscape, with points to pass, rest and enjoy nature along the way, and link up with existing pathways and make the existing route more pleasant and accessible.

In places, residents have taken on the maintenance of these routes, and some are planted and well cared for. In other areas, residents have blocked off access with fences and gates. It will be critical to engage with residents to understand their concerns about safety, security and maintenance expectations for improvements to these routes however, the interventions themselves should be simple and achievable as stand alone projects.

Further scoping and engagement will be required and design must ensure that works will not negatively impact existing environment and ecology. Recommended improvements include:

- Stabilisation and widening of banks where required
- Surfacing with hardcore wearing course to rural footpath standard
- Stepped and ramped connections at level changes



Fig. 106. Hard to access footpath behind Brooklands

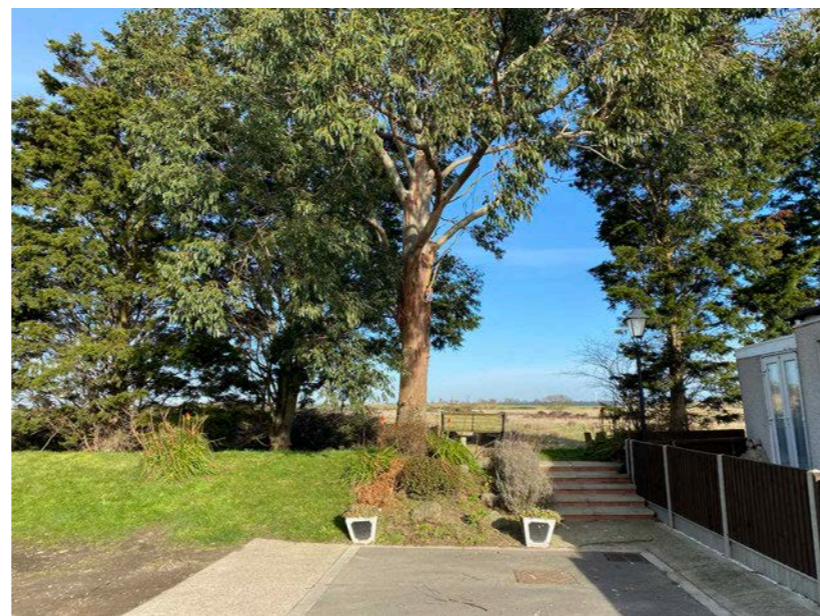


Fig. 107. Cared for access to footpath behind Grasslands

11.5 Alleyways

The street grid of Brooklands and Grasslands includes cross-routes known as the alleyways, which are currently poorly maintained, unlit and feel unsafe. Typically home owners are responsible for repairing the boundary fences and walls to the alleyways but costs mean that most are in poor condition and some are unsafe.

Their poor condition thus prevents the alleyways being used as an integral part of the movement network, meaning residents take longer routes in order to avoid them.

Improvements would be a relatively low cost high impact intervention and should include the following:

- Resurfacing to an adoptable pedestrian standard
- Repairs to boundary walls/fences
- New lighting - due to narrow width, should be ground-set lighting within the path surface

Like the roads in Brooklands, Grasslands and parts of the Village, the alleyways are not part of a maintained network, and ongoing maintenance should be included as part of highway/infrastructure responsibility/ownership decision.



Fig. 108. Existing alley between Brooklands plots

11.6 Bus stops and shelters

Bus stops form an important part of the infrastructure serving the community due to the low rate of car ownership in Jaywick Sands and reliance on public transport as a means of accessing services and employment. Improving the public transport experience is also important as part of supporting increased visitor numbers coming to Jaywick Sand by sustainable travel modes.

The physical bus infrastructure in parts of Jaywick Sands is limited. There are several key bus stops without paved footway access, seating or shelters, meaning they do not meet user needs and are particularly unsuitable for residents with health and mobility difficulties. We have identified three stops where there is sufficient space to include shelters, lighting, seating and paving, which would greatly improve the experience at these frequently used stops.

The stops identified for improvement are within Essex Highways maintenance responsibility and will require coordination and agreement on provision, design and maintenance of any shelters. However at the Sunspot site this has been achieved with ease and this provides a useful benchmark for the deliverability of improvements to this aspect of the movement network.

11.7 Delivery of accessibility and connectivity improvements

Accessibility and connectivity improvements identified as part of this element of the Place Plan are easily achievable and have few dependencies on other parts of the strategy.

They can therefore be seen as 'quick wins' that can be brought forward as soon as funding becomes available and in order to take advantage of potential funding sources, the projects should be further scoped with additional technical design and feasibility work to ensure a robust basis for funding bids.

High level costs have been developed which suggest that implementation of the full suite of improvements identified may require funding of £5-£5.5m (2023 values).



Fig. 109. Proposed bus shelter locations (existing stops named)



Fig. 110. Beach Way existing bus stop

12. Drainage infrastructure

12.1 Background and aims

Jaywick Sands experiences regular issues with foul and surface water drainage, along with a lack of maintenance of many streets within the village. This arises due to the historic development of the village and the confusion around responsibilities for maintaining and improving the streets and the drainage network. It is worsened by the increasing intensity of rainfall due to climate change, leading to an increased frequency of surface water flooding.

Most of the streets in the regeneration area are not adopted or maintained by the Highways Authority (Essex Highways) and are technically private roads. However the original Freeholders Association which was intended to be responsible for the private roads is no longer in existence, leaving a vacuum regarding maintenance responsibility. While Essex County Council funded some improvements to the north-south streets in Brooklands in 2015, it did not take on the maintenance responsibility for the streets or their drainage, and as a result no maintenance has taken place since that date. Patch repairs to Brooklands itself were completed in 2022 by Essex County Council but no full-scale improvement to either the carriageway or the drainage.

Mains foul drainage and surface water drainage should, in theory, be separate systems though in many parts of the country they are combined into a single combined drainage (sewerage) network. Typically mains drainage – foul and surface water – is adopted by the local statutory undertaker for drainage (e.g. Anglian Water) which is the successor to the former system of Water Boards.

Within Jaywick Sands, Anglian Water maintain the foul drainage network, though it is understood that they do not have an active maintenance schedule for all the runs. Drains are not regularly maintained, instead they are unblocked as and when issues are reported to Anglian Water.

The surface water drainage network is more complex, see Fig 111:

- Along Lotus Way surface water sewers are maintained by Anglian Water.

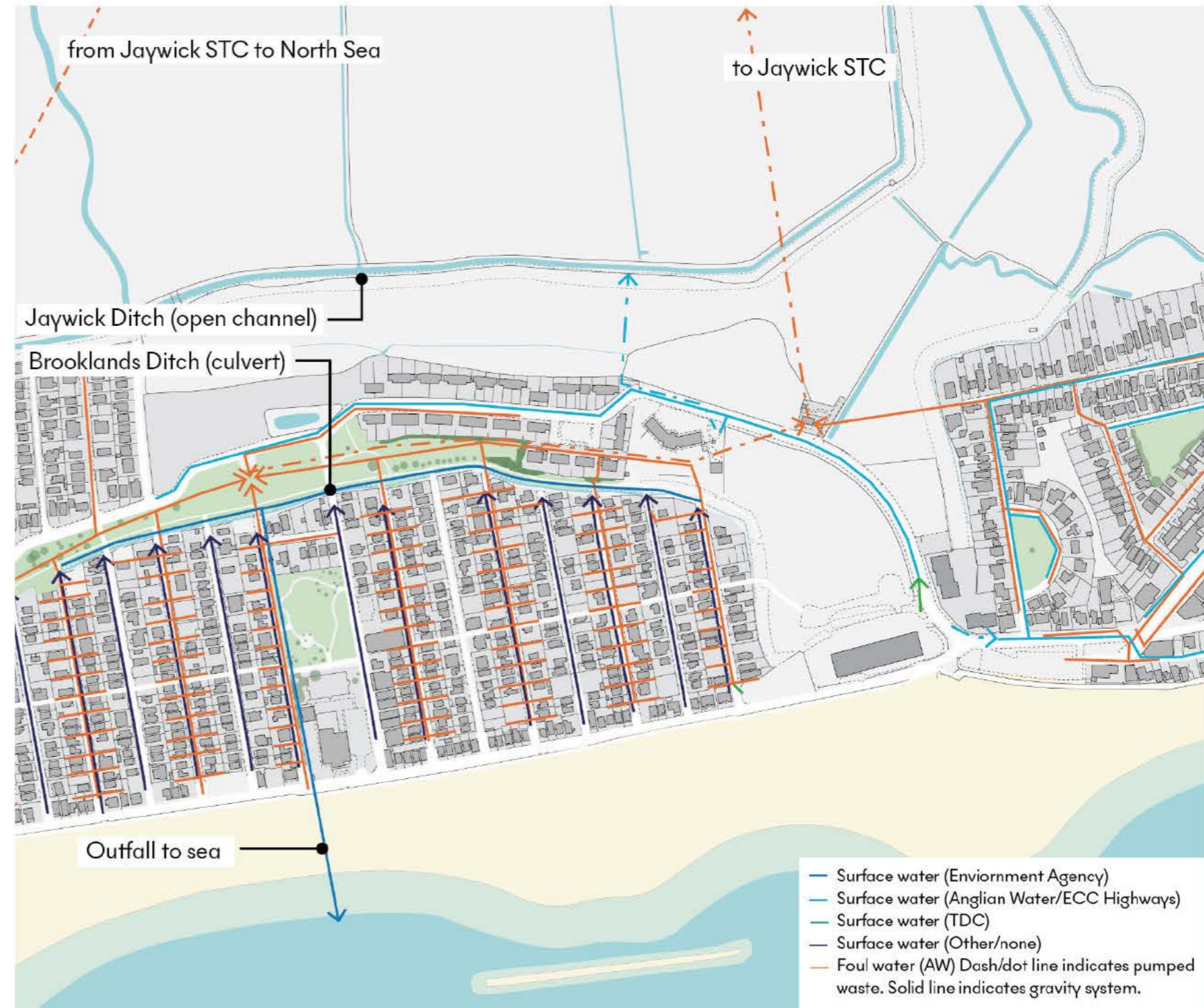


Fig. 111. Map showing the location and ownership drainage infrastructure in Jaywick Sands

- In Brooklands surface water from the north-south roads historically had no formal drainage. Since improvements to these streets in 2015 surface water drains towards Brooklands ditch, no statutory body takes maintenance responsibility for this street drainage.
- The surface water from Brooklands drains into a culvert system which outfalls into the sea. The Environment Agency is responsible and maintains these assets

There are areas of the settlement where there is no surface water drainage system in place, including the seafront road of Brooklands itself, and other unimproved streets in the Village. There are other parts of the surface water drainage network, including sections of culvert and the Jaywick Ditch, which are not adopted or maintained by any known authority. In addition, within Brooklands, the surface water drainage installed in 2015 was intended to drain the streets only and there is no provision for surface water drainage from homes. As a result it appears that many properties have connected their rainwater drainage from roofs, etc, into the mains foul drainage, adding flows for which this network does not have capacity, leading to backing up and overflowing of drains.

In order to support the wider Place Plan objectives and strategy, addressing the deficits in the physical drainage infrastructure, and putting in place a sustainable management and maintenance strategy, will be required. Without an authority taking on responsibility for maintenance and improvement of the surface water drainage network in areas where there is currently no adopted/maintained drainage, the issues experienced by residents – including overflows and backing up of the foul drainage network; frequent surface water flooding on the streets; and seawater flooding onto Brooklands at high tide; will continue and worsen with climate change.

12.2 Strategic approach

Addressing the issues with the surface water and foul drainage network will require partnership working with a number of statutory providers and bodies. It is recommended that adoption and improvement of the drainage network forms part of agreeing a wider approach to adoption and maintenance of the currently unadopted (and therefore unmaintained) streets. While the position of Essex Highways has historically been that they will not

adopt the streets due to their non-compliance with contemporary design standards (too narrow), many narrow streets and paths in other locations are already maintained by Essex Highways. It is unlikely that Anglian Water will adopt a surface water drainage network which takes water flows from the street network, without there being a statutory body that has agreed to maintain the highway drains themselves.

It is therefore recommended that Essex Highways formally adopt all the streets which remain unadopted. Adoption of streets is usually subject to a payment of a commuted sum to the adopting authority, and this will need to be negotiated and funding agreed.

The surface water drainage network will also require investment in its improvement as the network is not designed to accommodate residential surface water flows and below ground drains may not be sufficient to take those flows, even at greenfield runoff rates. It is unlikely that any statutory undertaker will agree to adopt and maintain the surface water drainage network without these improvements having been made, and usually a commuted sum is also required for adoption of currently unadopted assets. The amount of investment required is not known and would need a more detailed study to be undertaken.

Funding could be sought for the improvement work as part of wider regeneration plans for Jaywick Sands, on condition that an appropriate authority (which may most appropriately be the Lead Local Flood Authority with the wider national changes to the adoption regime for sustainable drainage systems) would then adopt and maintain the network going forward.

The Environment Agency's responsibilities will also need to be clarified, both in relation to drainage through the sea wall and as the authority responsible for the main rivers network (ditches) that form part of the surface water network. It is also recommended that TDC's and the Environment Agency's asset maintenance responsibilities with regard to watercourses within or adjacent to TDC owned land is clarified and any discrepancies or oversights are resolved as part of ongoing liaison with the Environment Agency.

12.3 Delivery

Works to improve the network up to current standards, and to

make it resilient to future increased stormwater flows as a result of climate change, will be costly and disruptive and will require phasing. Commuted sums or a funding agreement for ongoing maintenance will also need to be established.

The scale of funding required cannot be established without further engagement with statutory undertakers, including Anglian Water and the Environment Agency, and more detailed technical studies. Funding should be sought to progress this technical work as a priority.

13. Community engagement and stewardship

Achieving the objectives of the Place Plan will require sustained and meaningful involvement of existing residents and businesses within the regeneration area. The history of community engagement in Jaywick Sands is mixed and has been complicated by the wide range of local community organisations that have developed over time with differing priorities and perspectives. Residents in Jaywick Sands also come from a range of backgrounds and include relatively new residents as well as some who have lived in the community for a long time. Jaywick Sands is not a parished area so has no elected parish councillors or formal community governance.

Community engagement requires a sustained and consistent approach over time which builds trust. Engagement should take place at all levels – from doorstep conversations with residents through to joint working with community organisations, formal consultations, regular online and offline communications, drop-in sessions, workshops and other in-person activity. The Place Plan objectives address complex and interconnected issues which are challenging, often emotive, and link local and global concerns. Engaging the community with these questions and ensuring that residents have enough information to make informed decisions, is resource-intensive but vital – as the Council has stated within the Local Plan, only with the support of the local community will any proposals for change be deliverable.

A community governance and stewardship model should be developed which has legitimacy through involving a representative range of community members with a rotating and refreshed membership over time. The right model will need to be developed with the local community and could take the form of an elected parish or town council, a residents association with defined status and remit, or another structure which also enables local businesses and existing community organisations to have a defined role. Developing this model will take time and to assist with this, a funded programme of capacity building for local community leaders should be considered.

In the interim, a statement of community involvement should be developed which sets out how Tendring District Council, as the

regeneration lead for Jaywick Sands, will work with the community until such time as a longer-term governance model is agreed. This should set out a clear process and expectations for how decisions will be made and communicated, with and on behalf of the community. It is also recommended that a dedicated community liaison officer responsible for local engagement in Jaywick Sands, should be provided until an agreed milestone in the delivery of the Place Plan.

14. Delivery and action plan

Delivering the Place Plan vision will require coordinated work by a range of partners and with the full involvement of the community. It must be emphasized that while the Place Plan sets out a vision and an accompanying framework for guiding change in Jaywick Sands, achieving this will require substantial investment and is currently unfunded. Delivering the strategy set out in the Place Plan in full may, subject to decisions around funding and phasing, require a 20 year timeframe.

Expanding on the high level delivery comments within section 3.4, this section of the report outlines potential timescales and recommended next actions for each element of the Place Plan. It should be emphasised that this is subject to the outcome from public consultation, further feedback from statutory authorities and the decision-making processes of the Council as the regeneration lead.

14.1 Flood defences and seafront public realm

This element of the Place Plan is both fundamental to achieving the wider regeneration objectives and the most costly and challenging aspect of the Plan to deliver. Securing protection against sea level rise is a precondition for the sustainability of Jaywick Sands as a community. The timescales for the delivery of the seafront framework will affect the wider regeneration benefits resulting and will impact on the confidence of market-led investment into Jaywick Sands. Until the long-term future of the settlement is felt to be secure in terms of flood defence, investment will be limited and short-term.

The delivery of the preferred option for upgraded flood defences, which integrates this with a significant amount of new public realm, improved accessibility to the beach and new facilities, will require a very substantial total funding commitment in the region of £108m at 2023 values (further detail in appendix A). If delivery is planned for after 2033, when national Flood Defence Grant in Aid (FDGiA) benefits can be drawn down to part-fund the scheme, the partnership funding required may be in the region of £84m at 2023 values. Drawdown of these benefits after 2033 assumes no change to the national framework for assessing and funding tidal

flood defences but this cannot be guaranteed within the context of evolving climate-related policy and pressures on public funding.

If the nationally preferred option for flood defences alone, with no additional public realm or seafront amenities, were to be implemented in accordance with the Environment Agency's recent report, this would require partnership funding in the region of £20m (2023 values). Delivery would be undertaken in phases with the first phase in 2023 and the second planned for around 2058. It should be emphasised that this also assumes no change to the national framework for assessing and funding tidal flood defences.

Next steps for this element of the Place Plan should include:

- Further technical studies to develop the design approach, in consultation with the Environment Agency, and to provide additional basis for cost estimates
- Impact assessments including economic impact appraisal to evaluate benefit-cost ratio for the preferred option
- Exploration of partnership funding options

Some elements of the seafront strategy are suitable for 'quick wins' should funding be available, and these would secure more immediate benefits to the community. These include:

- Implement pilot scheme converting Brooklands to a one-way system and introducing footway segregated from the carriageway
- Delivery of the beach boardwalk connected to existing ramped access points to the beach.

14.2 Improvements to residential areas

Achieving the reuse of vacant and derelict plots will require initial investment in plot acquisition and development. Due to the poor viability of market housing development in Jaywick Sands, the development model will either require full funding through the Council or through a potential sale and leaseback or rental guarantee arrangement with an institutional investor through the underlying increase in value of the properties over time, as values rise in Jaywick Sands due to the wider regeneration programme, accrues to the Council.

While values are currently net negative for developing new homes in Jaywick Sands, this will change when long-term flood defences are secured and blight and deprivation addressed. It is therefore in the interests of the Council to maintain an underlying interest in the capital value of new homes over the long term. It would therefore be preferable for new homes developed through the strategy to be rented at either affordable rents or market rents.

Development of new homes on vacant plots will be most effectively achieved using a pattern book of house types developed specifically for Jaywick Sands and potentially utilising off-site prefabricated construction. This would reduce construction costs, work with the limited site access and working areas available, and achieve a high standard of construction with regard to flood resilience and energy efficiency. Self- and custom-build homes could also be an option for later tranches of development, when values have risen to make this viable while providing a return on the initial investment into site acquisition and infrastructure.

At present day values, the purchase and development of vacant and derelict plots in line with the recommended strategy may require investment of between £8m-£10m. Further detail can be found in Appendix A.

Next steps for this element of the Place Plan should include:

- Establish funding requirement for the acquisition of vacant and derelict plots through market valuation
- Develop outline pattern book designs for plot redevelopment and market test to establish development costs
- Secure funding for acquisition and development of vacant and derelict plots
- Explore potential funding options to incentivise owner-occupiers to improve flood resilience of their properties
- Explore relocation options in partnership with developments in the wider district, including Homes England at Hartley Gardens.

In addition the following 'quick win' can be delivered in the short term:

- Develop technical guidance for property owners for assessing the flood resilience of their properties, implementing

improvements and preparing flood safety plans

14.3 Creating space for business, tourism and local services

This element of the Place Plan primarily comprises a land use and safeguarding framework rather than direct delivery of physical regeneration projects. The primary delivery mechanism will therefore be through the planning process, however addressing deficits in local services and social infrastructure requires further joint working with partners, and may require capital funding depending on the agreed approach. Further development of commercial space on TDC-owned sites should also be scoped.

High level costs have not been developed for the potential capital projects which may emerge from these next steps, as this will be dependent on the outcomes from the further feasibility and scoping studies.

Next steps for this element of the Place Plan should include:

- Establish a working group with local healthcare providers to scope potential models for local service delivery to meet identified needs
- Further feasibility studies to establish demand for additional Council-led business space development. It is recommended that this be targeted at specific sectors and could include provision of services such as early years childcare by private sector providers.
- Shopfront improvement grants programme targeted at existing commercial properties

14.4 Public open spaces

Delivery of the identified public open space improvements can be achieved as a series of standalone projects and could be considered as potential 'quick wins' as they do not have significant dependencies with other aspects of the Place Plan framework. Subject to funding the identified improvements could be delivered within a 2-3 year timeframe.

Delivery and funding partners could include community groups, Active Essex/Essex County Council, as well as other grant funding schemes aimed at improving health and wellbeing, biodiversity, climate resilience or sustainable drainage.

To deliver all the identified public open space improvements would require capital funding in the order of £3-3.5m at 2023 costs. Further information and breakdowns can be found in Appendix A.

Next steps for this element of the Place Plan should include:

- Further project development including design and feasibility studies to establish more detailed costs and delivery timescales
- Funding sources for implementation should then be sought and secured.

14.5 Accessibility and connectivity

Accessibility and connectivity improvements identified as part of this element of the Place Plan are easily achievable and have few dependencies on other parts of the strategy.

They can therefore be seen as 'quick wins' that can be brought forward as soon as funding becomes available and in order to take advantage of potential funding sources, the projects should be further scoped with additional technical design and feasibility work to ensure a robust basis for funding bids. Subject to funding the new route across Tudor Fields could be delivered within a 3 year timeframe and other improvements could be achieved more quickly.

High level costs have been developed which suggest that implementation of the full suite of improvements identified may require funding of £5-£5.5m (2023 values).

Next steps for this element of the Place Plan should include:

- Secure funding for further project development including design and feasibility studies to establish more detailed costs and delivery timescales
- Funding sources for implementation should then be sought and secured.

14.6 Drainage infrastructure

Addressing the issues with the surface water and foul drainage network will require partnership working with a number of statutory providers and bodies. Once an agreed approach has been established, the physical works to improve the network up to current standards, and to make it resilient to future increased stormwater flows as a result of climate change, will be costly and disruptive and will require phasing. Commuted sums or a funding agreement for ongoing maintenance will also need to be established.

The scale of funding required cannot be established without further engagement with statutory undertakers, including Anglian Water and the Environment Agency, and more detailed technical studies.

Next steps for this element of the Place Plan should include:

- Establish working group with Anglian Water, Essex Highways/Essex County Council and the Environment Agency to develop an agreed approach and responsibilities matrix
- Undertake technical studies to establish the physical upgrades required and associated costs
- Secure funding for implementation and future maintenance

14.7 Community engagement / stewardship

This aspect of the Place Plan is fundamental to the delivery of the wider objectives and must be implemented alongside the next steps for the other parts of the strategy. Delivery should be undertaken by the Council through funding a dedicated community liaison officer.

Next steps for this element of the Place Plan should include:

- Develop interim statement of community involvement and appoint community liaison officer
- Capacity building for community leaders as a first step towards development of longer term governance / stewardship model.

Appendices

Appendix A: High level delivery costs

A1. Flood defences and seafront public realm framework

The following costs are high level estimates at 2022/2023 costs and with an approximately 60% optimism bias applied to account for the early stage of development and to cover currently unpriced risk factors. Risk factors in delivering the seafront framework will include:

- Mitigation costs with regard to parts of the beach being designated a geological SSSI and a Local Wildlife Site
- Impact of sea level rise on wider beach profile

Item	Outline cost (2023)
Baseline cost of flood defences (nationally preferred option prepared and costed by the Environment Agency)	£50.3m
Additional cost of c. 1km length of new sea wall (c. 1km of new sea wall is already costed into the nationally preferred option) - EA informal estimate	£25m
Additional rock groyne and beach nourishment (cost at upper end of EA informal estimate)	£10m
Promenade and associated public realm works, seafront amenities, street lighting (construction cost)	£13.6m
Reconfiguration of Brooklands road to include footways and cycle way along with resurfacing of carriageway (construction cost)	£2.4m
Boardwalk construction costs	£2.6m
Project costs, fees and the like - budget estimate	£3.7m
Total (Present Day Value, 2022/23)	£107.6m

Assuming the FDGiA benefits available in 2033 were used to part-fund the strategy, these may comprise approximately £24m so the additional partnership funding required would be approximately £84m at present day values.

Consideration of future maintenance costs will also be required as the Environment Agency's remit is for maintenance of defence assets only and would not extend to the maintenance of the wider public realm.

A2. Improving residential areas

The following costs are based on high level assumptions regarding the purchase and redevelopment of currently vacant and derelict plots along with those plots already in the TDC portfolio.

Item	Outline cost (2023)
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]
Total (Present Day Value, 2022/23)	£10m

A3. Creating space for business, tourism and local services

High level costs have not been developed for any potential further Council-led commercial development as further feasibility and demand studies will need to be undertaken.

A4. Public open spaces

Delivery of the identified public open space improvements can be achieved as a series of standalone projects and could be considered as potential 'quick wins' as they do not have significant dependencies on other aspects of the Place Plan framework. Initial high level budget estimates have been prepared and are

summarised below. Funding could be sought through active lifestyles initiatives, grant funding and other sources.

	Open space	Outline cost (2023)
1	Crossways Park	£1.1m
2	Garden Road	£1m
3	St Christopher's	£0.25m
4	Fern Way	£0.2m
5	Sea Crescent	£0.1m
6	Brooklands Gardens	£0.4m
7	Lotus Way	£0.2m
	Total (Present Day Value, 2023)	£3.25m

A5. Accessibility and connectivity

Delivery of the identified improvements can be achieved as a series of standalone projects and could be considered as potential 'quick wins' as they do not have significant dependencies on other aspects of the Place Plan framework. Initial high level budget estimates have been prepared and are summarised below. Funding could be sought through active lifestyles initiatives, grant funding and other sources.

	Project	Outline cost (2023)
1	New access/evacuation and walking route	£2.5m
2	Footpath improvements	£2m
3	Alleyway improvements	£0.5m
4	Bus stop improvements	£0.2m
	Total (Present Day Value, 2023)	£5.2m

A6. Drainage infrastructure

The scale of funding required cannot be established without further engagement with statutory providers including Anglian Water and the Environment Agency.

Appendix B: Application of the Sequential and the Exception Tests

The National Planning Policy Framework (paragraph 159) states that:

“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”

The sequential test is a method to test if a suitable alternative location for the development is available. The exception test is a method to test if a proposal will provide wider sustainability benefits to the community that outweigh the flood risk; and be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both tests may need to be passed in order for the proposal to comply with the NPPF. The Government's Planning Practice Guidance (PPG) sets out the process for applying the sequential and exception tests, in order to comply with the National Planning Policy Framework position. The project team have undertaken extensive engagement with the Environment Agency to develop a shared approach to designing for flood resilience and enabling the viable replacement of existing substandard homes with more flood resilient dwellings. This has resulted in an agreed approach to the application of the sequential and exception test in Jaywick Sands which is described below.

While the standard of protection that may be provided by flood defence upgrades in the future is not known, development that comes forward in the mean time must assume no upgrades will be delivered. This results in considerable cost and viability issues for new-build development.

B1. Applying the sequential test and the first part of the exception test

Jaywick Sands is identified as a Priority Area for Regeneration under Policy PP14 of the adopted Tendring Local Plan. Policy PP14 states that Priority Areas for Regeneration 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, and that the Council will support proposals for new development which are consistent with achieving its regeneration aims.

Jaywick Sands has a high proportion of poor quality homes which are also at risk of flooding, now and in the future. Actual flood risk today includes flood depths of 500mm (0.5m) for some homes along the seafront in the design (0.5% AEP) flood event, and rises to depths of 3m and above over the next 100 years. Therefore, improving the safety of residents in a flood event, and the flood resistance and resilience of homes, is an important part of meeting the aims of Policy PP14.

All of the Priority Area for Regeneration, as shown on the adopted Policies Map, falls within Flood Zone 3. For proposals which can demonstrate that they meet the regeneration aims of PP14, sites outside the identified policy area boundary are unlikely to provide reasonable alternatives, so the sequential search area would reasonably be set as the boundary of the policy area. Although the whole of this area is in Flood Zone 3, some areas within Jaywick are at greater risk due to increased depths, velocities and other factors. The sequential approach should be applied to consider whether there are suitable lower risk alternative sites within the policy area. This reflects the approach to the sequential test identified in Diagram 2 in paras 020 and 021 of the Flood Risk and Coastal Change section of the PPG as well as the advice given in para 033. If the sequential test was passed, the first part of the Exception Test would also be passed as wider sustainability benefits would be demonstrated.

However, for development proposals which would not be consistent with achieving the regeneration aims of PP 14, the sequential search area may need to be set wider and applicants will need to demonstrate wider sustainability benefits to the community which outweigh flood risk. In practice, if proposals are not consistent with achieving the regeneration aims of PP14, demonstrating these sustainability benefits, and demonstrating that there are no available sites at lower flood risk, may be challenging.

B2. Applying the second part of the exception test

In order to satisfy the second part of the Exception Test, applicants

must provide evidence to show that the proposed development would be safe and that any residual flood risk can be overcome to the satisfaction of the local planning authority, taking account of any advice from the Environment Agency.

Jaywick Sands benefits from flood defences but there is a present day flood risk for a 0.5% AEP event in seafront areas, with inundation depths of up to 0.5m. The Shoreline Management Plan has a 'Hold the Line' policy position for the coastal defences protecting Jaywick Sands, which states that an appropriate flood defence for the community will be maintained into the future, although the standard of protection is not defined. This is an unfunded aspiration for the future flood management of the frontage, and its delivery will require continued partnership working, and significant partnership funding. While uncertainties regarding funding and viability exist, it is important that any new development is designed to be both resilient to flooding (should there be any delay to the delivery of improved coastal flood defences) as well as being safe for the future occupants.

To meet the NPPF requirement for 'safe development', the Environment Agency typically look to ensure that internal habitable space for 'more vulnerable' development (which includes residential uses) should have floor levels set above the design flood level, plus the appropriate 'freeboard' allowance. This is to ensure that future residents are not placed in danger from flood hazards and the development is appropriately flood resistant and resilient in the event of a flood (reflecting aims of para 167 of the NPPF). The design flood level for tidal flooding is typically the level of inundation for an 0.5% AEP event plus an allowance for climate change over the lifetime of the property (which for residential is typically set at 100 years). It may be considered acceptable for 'more vulnerable' development types, which include residential development, to flood on the ground floor in a residual risk scenario, provided there is refuge above the flood level, and the development is protected by flood defences for the lifetime of the development.

It is the preferred approach of TDC and the Environment Agency for new properties not to flood internally in a design flood event, given that it may be many years before the defences are renewed and raised. However, it is recognised that, due to the unusual plot pattern and land ownership in Jaywick Sands, that replacing a single dwelling on-plot is highly challenging to

achieve, without detrimental impacts on future residents and neighbouring occupiers, as demonstrated in the Jaywick Sands Design Guide SPD. In effect this means that replacing existing individual dwellings on the smallest plots, if required to have all habitable space above the design flood level, would not be possible without consolidating multiple plots into a single property holding. This could act as a barrier to improving housing quality and flood resilience in Jaywick Sands and would therefore work against the aims of Policy PP14 of the Tendring Local Plan, and NPPF paragraphs 152, 153 and 161c.

The Environment Agency have indicated that a holding objection will not be raised for proposals in the areas of Jaywick Sands which lie within Flood Zone 3, which are for on-plot replacement dwellings and involve no net increase in bedspaces, if the following criteria are met in full by the applicant:

- Floor levels for habitable space must be higher than the floor levels of the property being replaced;
- Floor levels for habitable space should be set, if possible, above the present day 0.5% AEP flood level. If this is not possible without contravening the other design guidance within the SPD regarding parking, internal and external space standards, amenity, daylight, sunlight and overlooking, floor levels should be set so that internal flooding in a 0.5% AEP present day event would be no greater than 0.3m (the FD2320 matrix threshold for 'danger to some').
- Flood resistant and/or flood resilient construction measures

(as appropriate) are used to minimise damage to the property in a flood event, and to allow the re-occupancy of the building quickly;

- A secure and accessible area of refuge is provided above the flood level of a 0.1% AEP event, plus the appropriate climate change allowance and freeboard;
- Buildings and their foundations are designed to withstand the hydrostatic and hydrodynamic pressures of flood water so that they will remain standing during flood conditions when refuge is relied on.
- An escape window or hatch is provided from the refuge level to facilitate communication with neighbours and emergency response authorities and to provide options for rescue should this become necessary.

A full site-specific flood risk assessment will be required for all applications and this must cover the approach to other related matters, including but not limited to flood warning and evacuation, access and egress, and resident awareness.

For proposals which would result in a net increase in the number of bedspaces on the site, and therefore increase the number of people living within Flood Zone 3, the Environment Agency will raise a holding objection unless the normal requirements for 'safe development' are followed in full and all habitable floorspace is raised above the design flood level, with the appropriate climate change and freeboard allowances.

It is important to note that while the Environment Agency provides comment, which can include a holding objection, to proposals, it is for the Local Planning Authority to weigh the planning balance and reach a decision on whether the response to flood risk within the design represents a safe and appropriate response to site specific circumstances, and therefore the second part of the exception test will be passed.

B3. Impact of flood risk on values and viability

A further consideration is the insurability and the mortgageability of properties in Jaywick Sands. Currently the flood risk is not a factor for insurance (due to Flood Re) or mortgage providers, due to the low values and the relatively good flood protection in the present day. The Place Plan team are engaging with Flood Re to understand how the industry understanding of flood risk may evolve as it is critical for any successful regeneration, that new homes and commercial premises created are mortgageable and insurable in the long term, and hold value for potential purchasers.

The Association of British Insurers (ABI) advises no new development in areas that will flood in a 1% AEP for 100yrs climate change scenario - which is different from Environment Agency advice - and also use different commercial available modelling tools to inform their assessment of flood risk.

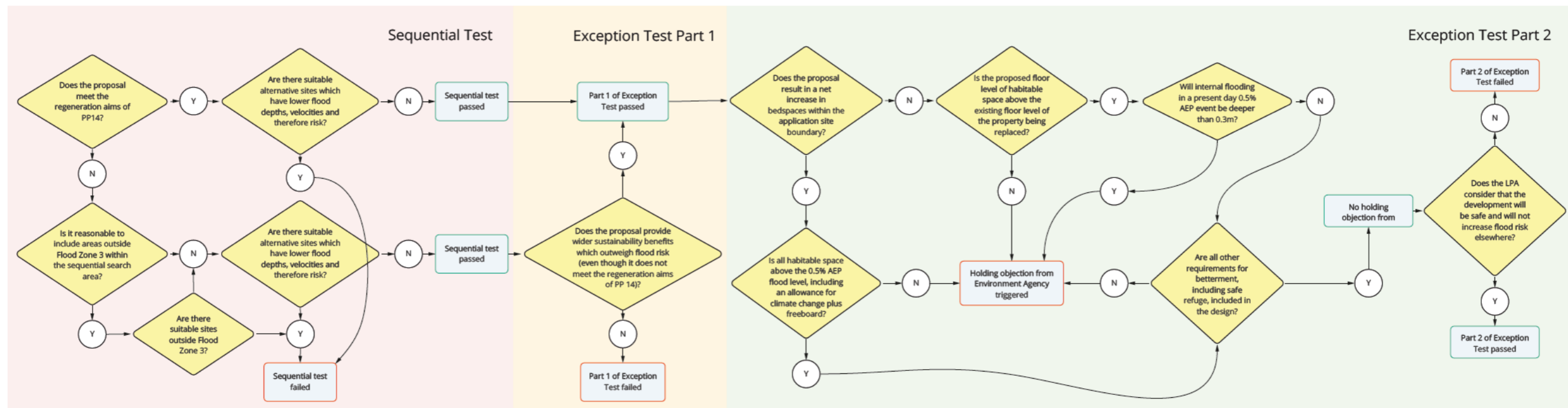


Fig. B1. Diagram showing sequential test approach

Appendix C: Assessment of options for flood defences

C1. The need for flood defence improvements

The current flood defences along the seafront of Jaywick Sands provide less protection to the community every year, due to sea level rise as a result of climate change. A 0.5% AEP (annual Exceedance Probability, meaning the chance in any given year of defences being overtopped) is the standard of protection that is nationally the benchmark for tidal flood defences, but currently much of the frontage already offers a lower standard of protection. In addition, the existing defences are ageing and a condition survey by the Environment Agency has established that the residual life of the defences along Brooklands, will last only until around 2038. Beyond this date, the risk of a failure or breach of the sea wall increases, which would lead to widespread flooding.

The Environment Agency recently completed a comprehensive study into the West Clacton and Jaywick Sands defences. The study area is around 3.5 km long and is shown in Figure C1. The frontage covers the coastline from the western end of the Cockett Wick sea wall to the eastern boundary at West Clacton town. It is divided into five Defence Units (DU1-5):

- Defence Unit 1: Cockett Wick
- Defence Unit 2: Brooklands
- Defence Unit 3: Brooklands to the Close
- Defence Unit 4: The Golf Course Frontage
- Defence Unit 5: West Clacton

The majority of DU1 is covered by another project currently developing a capital scheme and so is not considered further in this study. That scheme is improving the 330 m long Cockett Wick sea wall to provide a 0.5% AEP standard of protection (SoP). It involves wall raising and construction of a new revetment along its length. The design allows for further raising of the wall and revetment in year 50. The Cockett Wick scheme uses benefits for this frontage that extend into DU2 and DU3 but only for the next 15 years when they can again be claimed for future schemes in the area.

The primary concern on this stretch of coast would be failure and subsequent breach of a seawall. This would lead to widespread flooding in the area as much of it is below mean high water spring tide level. Table 2 shows the year in which this is expected to occur for each DU.



Fig. C1. Map of West Clacton and Jaywick Sands Defensive Units, as designated by the Environment Agency.

Table 1 – Standard of Protection provided by existing defences against wave overtopping

	DU2	DU3	DU4	DU5
Year 0 (2022)	0.5% AEP	1% AEP	1% AEP	3.3% AEP
Year 50 (2072)	2% AEP	5% AEP	5% AEP	10% AEP
Year 100 (2122)	33.3% AEP	100% AEP	100% AEP	>100% AEP

Table 2 – Residual life of seawalls at each DU i.e., the year that breach risk increases.

DU2	DU3	DU4	DU5
Year 16 (2038)	Year 76 (2098)	Year 14 (2036)	Year 62 (2084)

C2. Site constraints affecting options for flood defences

The nearshore area fronting DU1 and DU2 forms part of the Essex Estuaries Special Area of Conservation (SAC) as designated under the Conservation of Habitats and Species Regulations 2017 (as amended).

The Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone is also located immediately offshore along the whole frontage as designated under the Marine and Coastal Access Act (2009). The Clacton Cliffs and Foreshore are geological features of international importance, extending from the land into the subtidal area. The area has been identified as one of the best Ice Age sites in Britain and contains an abundance of molluscan and mammalian fossil remains.

Clacton Cliffs and Foreshore is a designated SSSI (Site of Special Scientific Interest) split over three sites, all of which are in favourable condition. The SSSI is designated for one of the most important Pleistocene interglacial deposits in Britain.

There are four Scheduled Monuments in the tidal flood risk area that benefits from the sea defences. The first is Lion Point Decoy located around 500 m inland of DU1/2 and is an elongated decoy, constructed around 1860 for trapping pochard. There are also three Napoleonic Martello Towers along the shoreline. The one at the western end of the study area, sited just behind the Cockett Wick sea wall is the Jaywick Martello Tower and is an important recreational asset that houses a visitor centre and art gallery.

The frontage is used by many for commuting and recreational activities such as dog walking. For defences to be effective, the seawalls must be a certain height. To avoid disrupting coastal views, it is important to keep future wall raising to a minimum and to investigation options that reduce the need for wall raising or mitigate its impacts e.g, footpath raising.

Additional to the above constraints identified by the Environment Agency, the beach is also identified as a Local Wildlife Site within the Tendring Local Plan



Fig. C2. Maps of area designations. Source: DEFRA

C3. Current sea wall - advantages and disadvantages

The sea wall currently varies in height relative to streets and paths alongside it on the landward side. Along Brooklands the wall is between 1.5-1.9m high relative to the street while along the Village seafront it varies greatly, between 400mm and 1100mm high relative to the path that runs along the seafront. At the eastern end, between the Village and the Clacton Martello Tower, the sea wall is very low and can be stepped over with ease.

the vehicle ramps. Once on the beach itself it is difficult for these users to move across it without a beach suitable wheelchair or pushchair as there are no boardwalks or surfaced paths to the water's edge and the beach is uneven with dunes, gravel and vegetation.

There are 4 no points of ramped vehicle access to the beach (controlled and permitted for Environment Agency/emergency access only) and a number of steps that cross the sea wall allowing for pedestrian access but only for people who can use steps. This means that access for disabled people and for people with pushchairs is very limited, as they can only access the beach using

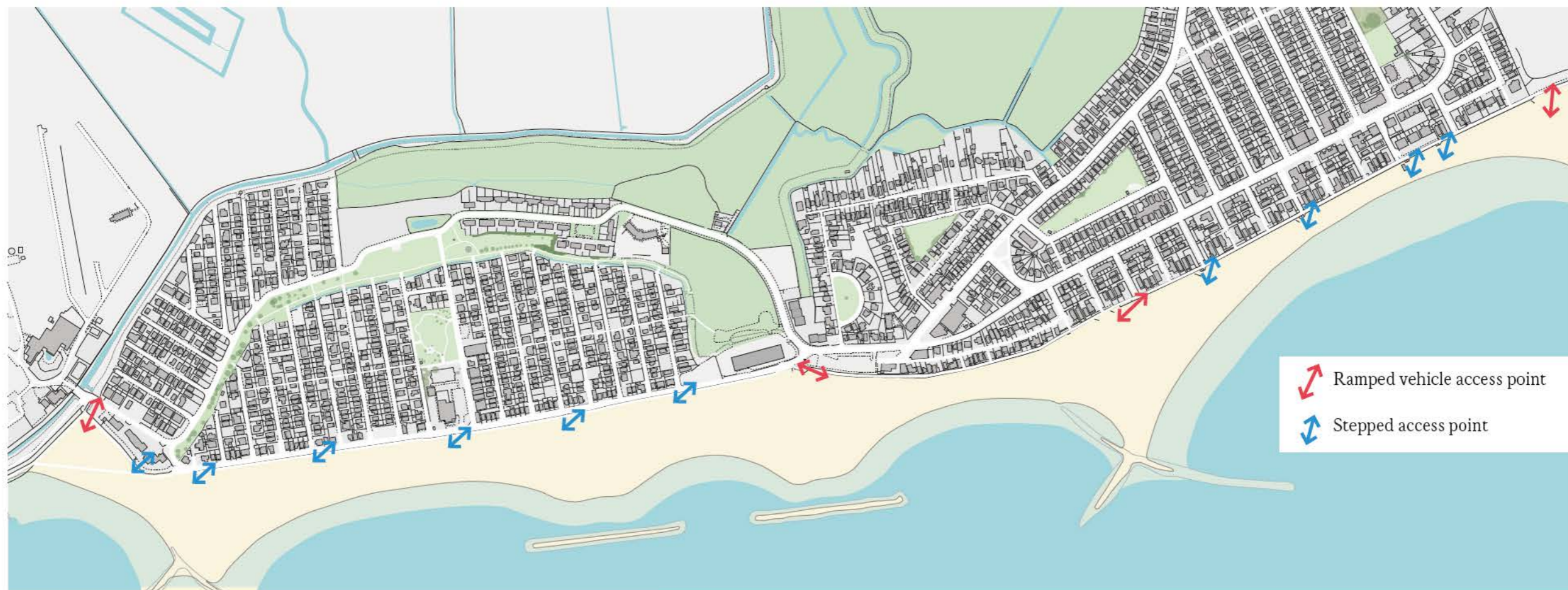


Fig. C3. Map of access points located along the current sea wall

C4. Accessibility and visibility of beach



Brooklands seafront - sea wall varies between approx. 1.5-1.9m above the road level.

Village seafront - relatively low sea wall height.

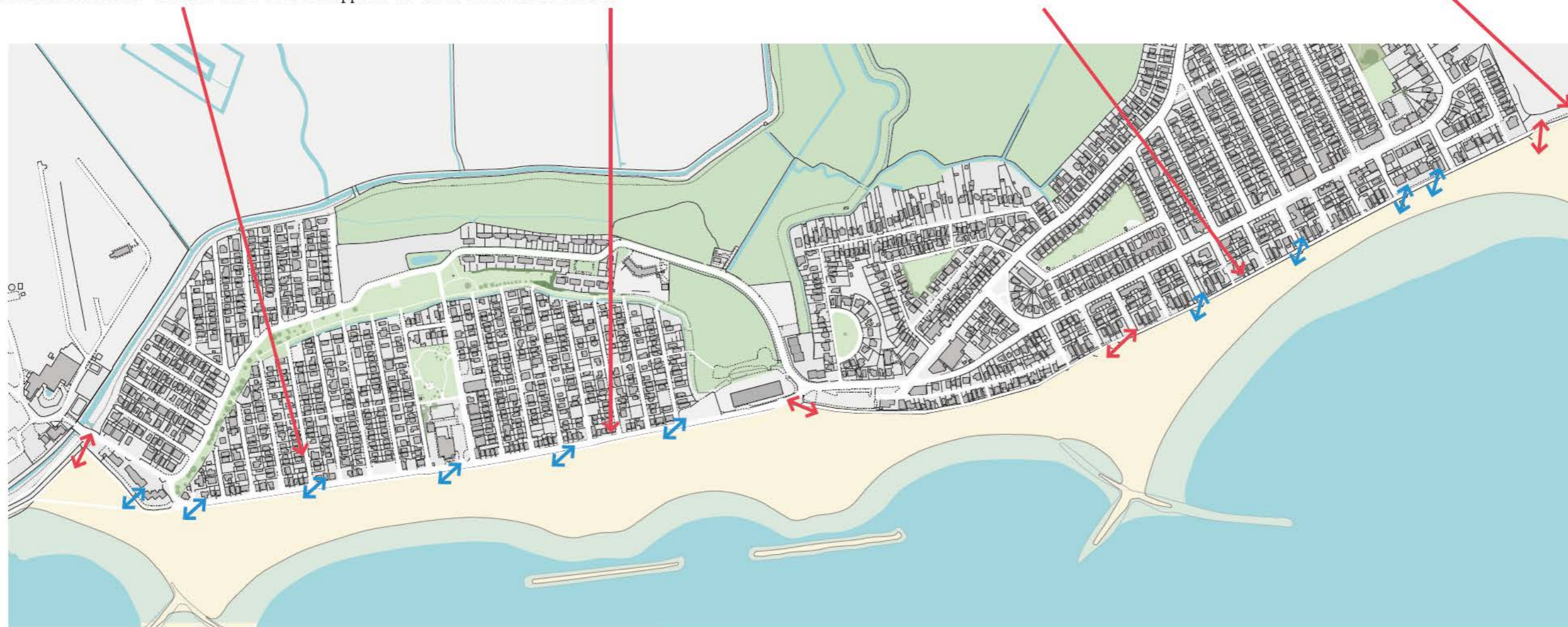


Fig. C4. Map of access points located along the current sea wall, with photographs showing the visibility of the beach from the land side

C5. Width of beach

The beach width varies greatly along the frontage due to the buildup of sand and gravel that has occurred since the rock groynes were constructed. These created a series of shallow bays and at some points the beach is nearly 100m wide as a result while at its narrowest, at the Village, it is around 35m wide at high tide.



Fig. C7. Map with key of cross-sections illustrated below.

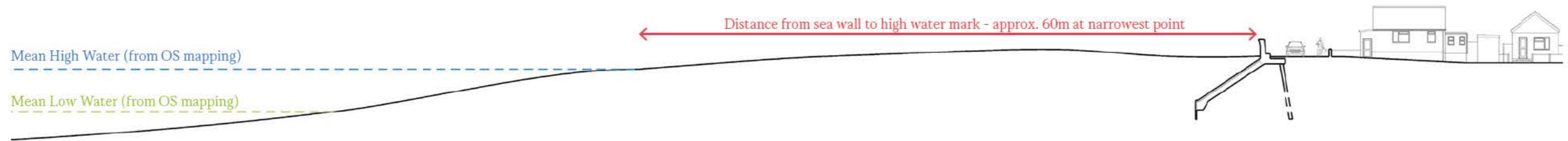


Fig. C5. Brooklands (DU2) - cross-section at narrowest point

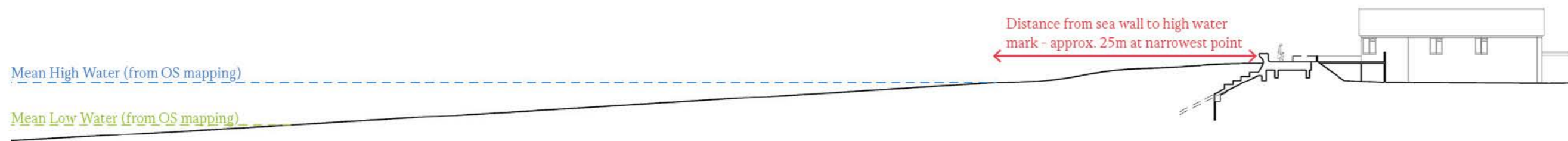


Fig. C6. Village (DU3) - cross-section at narrowest point

C6. Current typical section through the sea wall

AOD=Above Ordnance Datum

Section through Brooklands (Defence Unit 2)

Top of wall currently varies between 4.93-5.38m AOD^[1]

The level of the road is currently around 3.5m AOD (from topographic survey data) although it slopes downwards at the very east end to the Lotus Way roundabout which is at approx. 2.3m AOD.

For the purposes of this report and comparisons we have illustrated the road at 3.5m AOD (the level for the majority of the seafront) and the current top of the sea wall at 5.16m AOD (the average of the height variance along the wall). This means the top of wall is illustrated at 1.66m above road level.

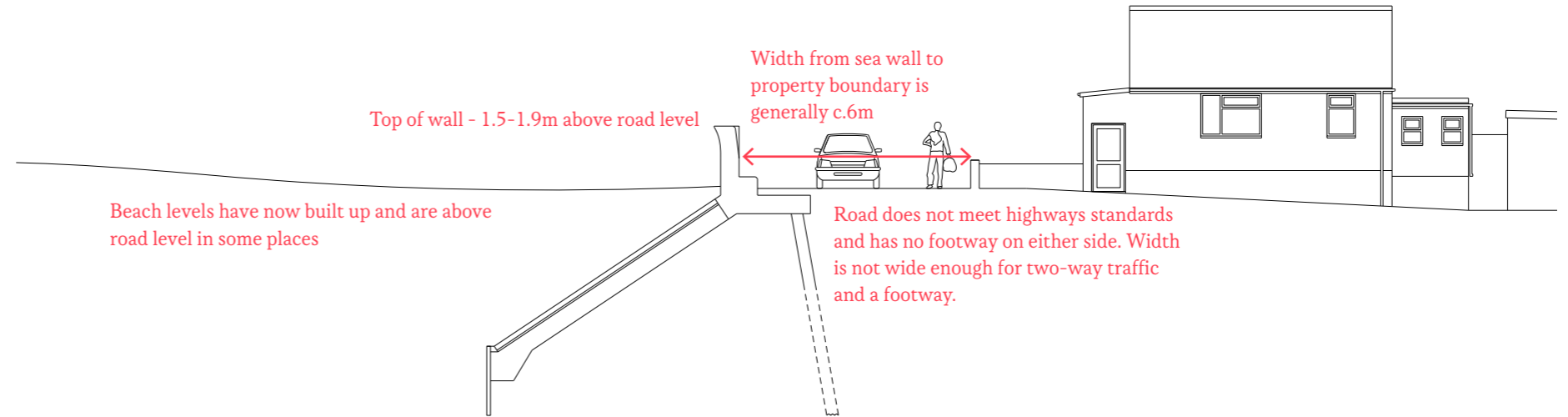


Fig. C8. Current typical section through Brooklands

Section through the Village (Defence Unit 3)

Top of wall currently varies between 4.78-5.48m AOD.

The level of the promenade also varies. A full topographic survey along the promenade is not available, but from a review of historic drawings of the sea wall improvements in the 1970s, and from survey information provided as part of planning applications, the majority of the promenade level appears to be at around 4.35m AOD.

For the purposes of this report and comparisons we have illustrated the promenade at 4.35m AOD (the approximate level for the majority of the seafront)) and the current top of the sea wall at 5.13m AOD (the average of the height variance along the wall). This means the top of wall is illustrated at 0.78m above road level.

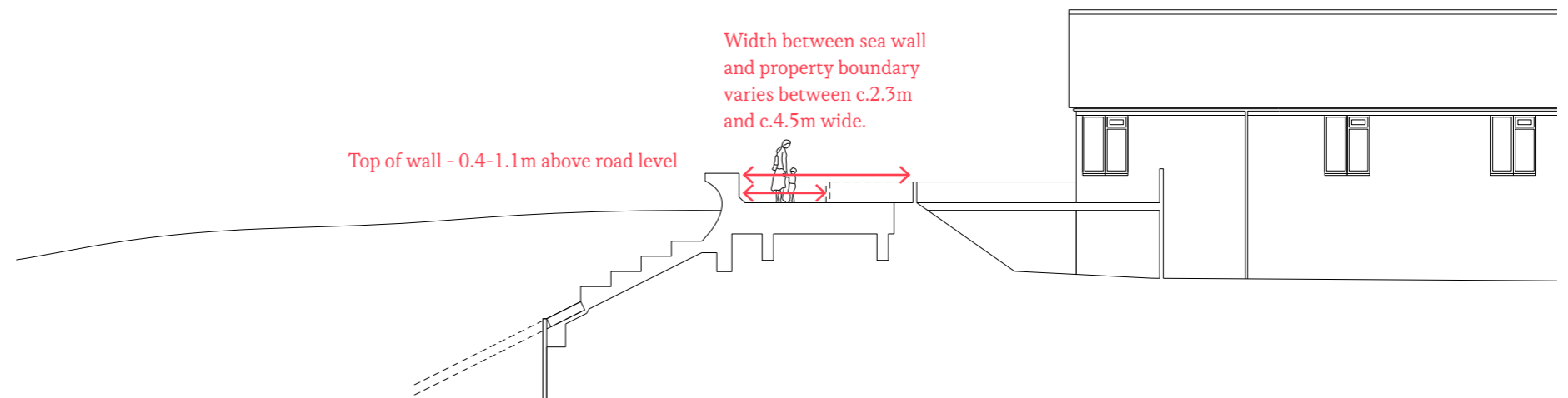


Fig. C9. Current typical section through the Village

1 Email from Environment Agency, 11.07.2023

C7.1 Option A - Nationally preferred design option developed by the Environment Agency in line with Treasury and DEFRA guidance

Any flood defence option will have to include a combination of maintenance and replacement of existing defences or defence elements as required; wall raising; and beach recharge. This is to avoid failure and breach of the seawall by managing the risk of wave overtopping to within tolerable limits and reducing the risk that extreme tide levels exceed the wall crest.

The Environment Agency has assessed a longlist of 22 options, and a shortlist of 5 options, covering baseline options (do nothing, do minimum, maintain existing), and two other options - raising the seawall and maintaining existing beach levels (option 4); and raising seawall in conjunction with raising beach levels (option 5). Both options 4 and 5 had variants, which would provide different standards of protection (SoP) using the same basic strategy.

The most economically advantageous option, from this shortlist, was option 4b - this would increase the seawall crest height to maintain a 1% AEP standard of protection. Because this is lower

than the 0.5% AEP SoP that is the level of protection that is usually required for new development, the Environment Agency considered that the 'locally preferred option', based on wider regeneration impacts, would be option 4c. This would provide the 0.5% AEP SoP. It should be noted that 'locally preferred' is an assessment by the Environment Agency and was not identified through local consultation or engagement with stakeholders.

Discussions with the Environment Agency clarified that the locally preferred option 4c was costed on the basis that approximately 50% of the existing sea wall could be raised (i.e. had foundations strong enough to take extra height) and 50% would need to be new sea wall constructed on the existing line. It was noted that the assumption was that new sea wall would be constructed similarly to the work being undertaken at Cockett Wick, i.e. on the line of the existing wall but not reliant on the existing wall for structural support.

The sea wall would be raised in two phases - a first phase in the 2033-2057 epoch and the second phase in the subsequent epoch. This is to maximise the use of Flood Grant in Aid (FGiA) to fund the works.

Due to the constrained access and proximity of homes, the new sea wall would be constructed using a site compound on the seaward side. Vehicle access points for construction would be created or widened from existing access points and these would be later adapted for ongoing pedestrian and vehicle access, with flood gates as required. The site compound would need to be protected from flooding during the construction period. This would involve locally raising the beach levels to create a bund.



Fig. C10. Map showing line of sea of wall to be raised for Option A

C7.2 Option A - cross-sections showing construction phase (indicative - developed by Place Plan team)

Section through Brooklands (DU2)

The new crest level of the wall would be 5.77m AOD in two phases with the final phase being completed post 2058. This is between 0.5-0.77m higher than the existing sea wall.

It is likely that the majority of the construction along Brooklands would be wall raising on top of the existing wall, which has piled foundations for most of the length.

Construction would be undertaken from the seaward side due to needing to maintain access along Brooklands for residents and for emergency vehicles.

A hoarding would be needed on the landward side to secure the construction zone.

Section through the Village (DU3)

The new crest level of the wall at the completion of the final phase post-2058 would be 5.84m AOD. This is between 0.4-1m higher than the existing sea wall.

It is likely that the majority of the construction along this defence unit would be a new wall, constructed similarly to the wall currently in process at Cockett Wick. This would replace the old wall and create a new walkway at the same time. The walkway is likely to need to be at the same height as the existing one, due to the need to maintain access to the existing homes.

Construction would be undertaken from the seaward side due to limited space, but it is not clear how constructing a new wall and walkway can be achieved while maintaining access to properties. It is likely that access to homes will need to be from the rear for at least a period of time, and that construction would temporarily impinge on private front garden space. This could have implications for the stability of existing homes.

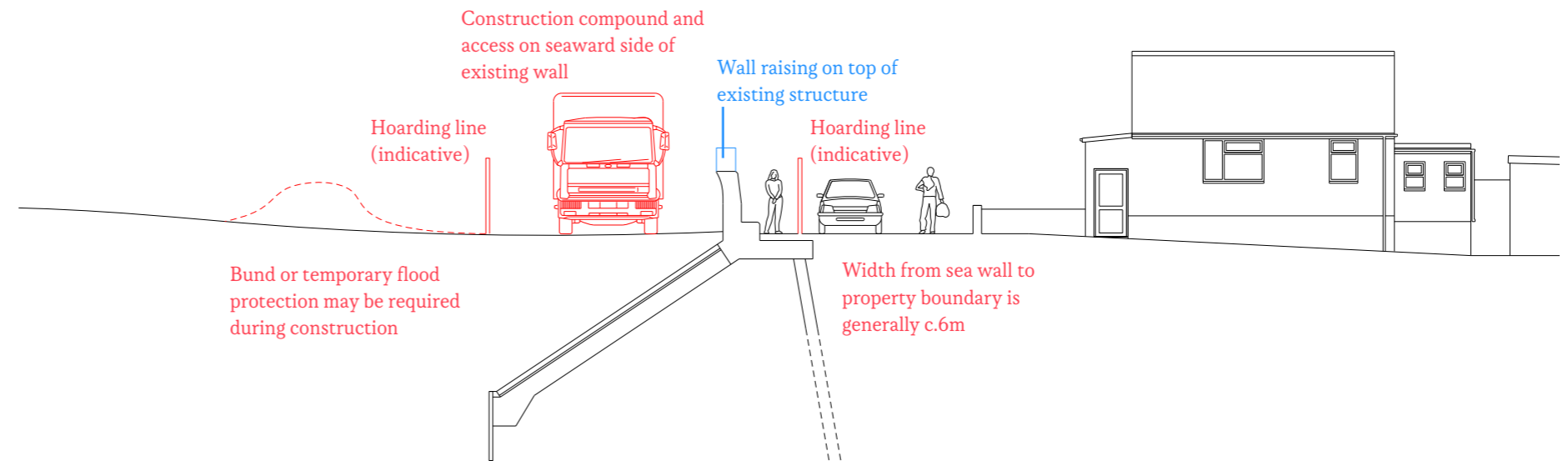


Fig. C11. Option A - cross-section through Brooklands during construction

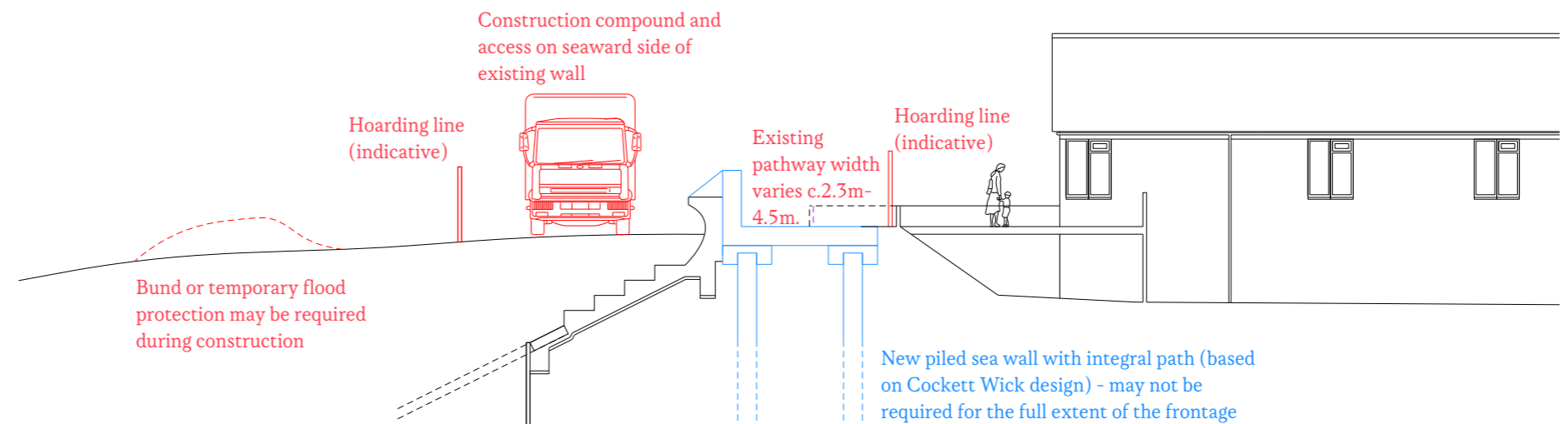


Fig. C12. Option A - cross-section through the Village during construction



Fig. C13. Photographs of current works at Cockett Wick showing extent of plant and storage required for wall raising and defence reinforcement works.

C7.3 Option A - cross-sections after completion

These sections show the wall raising after both phases of construction - noting that the nationally preferred option in line with Treasury and DEFRA guidance involves undertaking the wall raising works in two phases, one to start in 2033 and the second to start in 2057.

Section through Brooklands (DU2)

The wall would be around 2.3m above the road level - too high to see over. (Eye level is around 1.5m for a standing person).

The existing narrow road width would remain. The potential would still exist to relandscape Brooklands into a one-way street, which would allow for a footway on the landward side, adjacent to homes.

No improvements to disabled access to the beach would be possible, as there would not be sufficient space to introduce compliant low-gradient ramps.

Section through the Village (DU3)

The new wall would be around 1.5m above the level of the promenade walkway. This is similar to the height of the existing sea wall along Brooklands.

It is possible that flood gates could be installed in a wall of this height in order to permit full access to the beach in normal circumstances, including for wheelchair users and visitors and residents using buggies and prams.

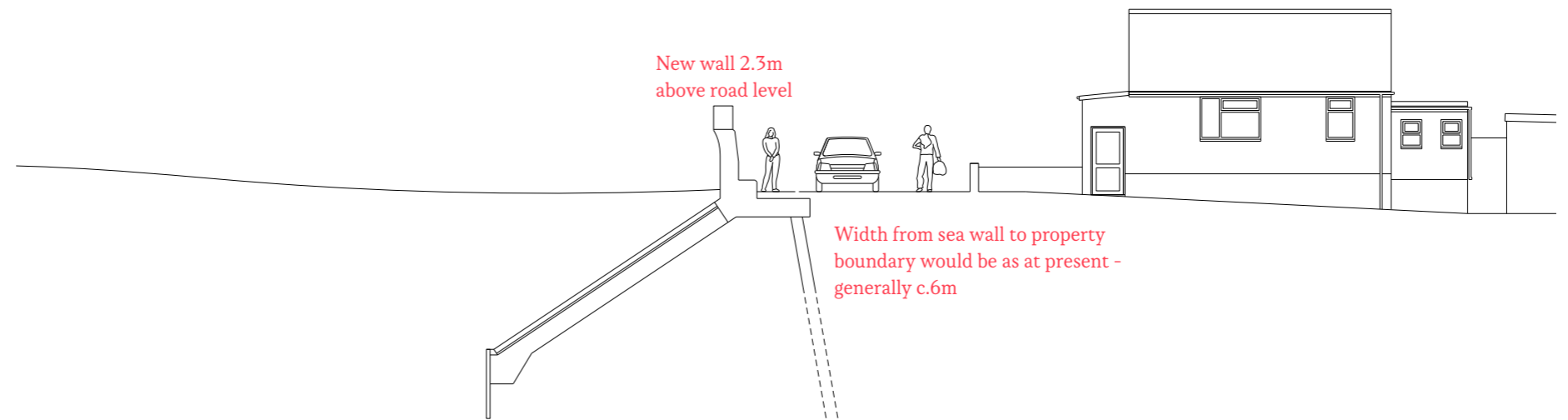


Fig. C14. Option A - cross-section through Brooklands after construction

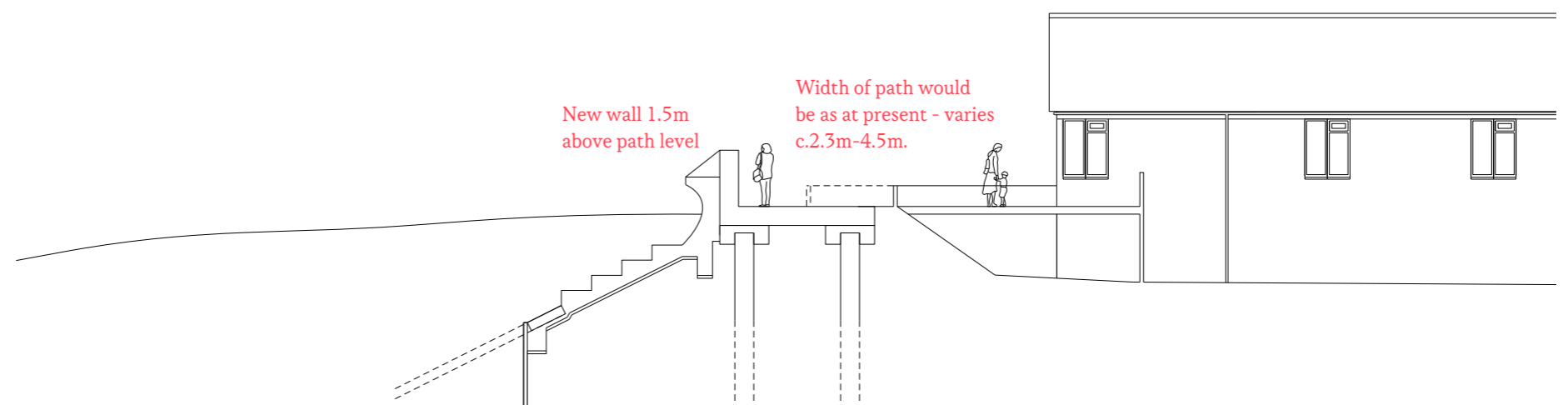


Fig. C15. Option A - cross-section through the Village after construction

C7.4 Option A - before and after comparison

These visualisations show the wall raising after both phases of construction - noting that the likely Nationally preferred option based on cost benefit and in accordance with the Treasury guidelines, means undertaking the wall raising works in two phases, one to start in 2033 and the second to start in 2058.



Fig. C16. View of Brooklands seafront (DU2) - current condition



Fig. C18. View of Village seafront (DU3) - current condition



Fig. C17. Visualisation of Brooklands seafront (DU2) after full wall raising (both phases)



Fig. C19. Visualisation of Village seafront (DU3) after full wall raising (both phases)

C7.5 Option A - cost-benefit and impact on wider Place Plan objectives



Fig. C20. Visualisation of Brooklands seafront (DU2) after full wall raising (both phases)



Fig. C21. Visualisation of Village seafront (DU3) after full wall raising (both phases)

The costs of option A (Present Value costs) have been estimated by the Environment Agency as follows (base date 2022)

Time period	Cost (present value at the start of each phase)	Grant in aid that would be available (FDGiA)	Required partnership funding (present value at the start of each phase))
2033-2057	£61.3m	£37m	£24.4m
2058-2087	£46m	£40.1m	£5.9m
2088-2121	£7.2m	£40.1m	0

The total Present Value (2022) cost of this option is £50.3m and the total Present Value (2022) partnership funding required is approx. £20m. As the scheme would not commence until the mid 2030s, and would be undertaken in phases, the Environment Agency’s estimate is that partnership funding of roughly £1m/year should be set aside each year for the next two decades.

The Environment Agency’s Benefit:Cost Ratio analysis shows an average BCR of 2.6 and an incremental BCR of 2.3. This is based on total Present Value costs of £50.3m and total Present Value benefits of £131.9m.

The benefits included in this analysis are solely the monetised value of flood damages avoided, based on the currently assessed value of homes and businesses available. No assessment has been made of wider benefits or disbenefits resulting from this option.

A range of wider impacts could be anticipated as a result of this option. Positive impacts could include:

- Increase in value of homes due to their safety from flooding. Currently flood risk is a factor in keeping property values in Jaywick Sands abnormally low, although it is not the sole factor.
- Increase in community safety and resilience and a consequent benefit to mental health and wellbeing resulting from maintaining a good standard of protection from flooding.

Negative impacts could include:

- Public realm improvements to Brooklands road and to the beach could not be undertaken until these wall raising works were complete, unless it was accepted that abortive costs would be incurred.
- The effect of the raised sea wall directly in front of existing properties could be anticipated to have a negative impact on their value.
- Reduced access to the beach would have a negative impact on the potential to develop the beach as an economic driver for the community (tourism, watersports etc)
- Wider disbenefits could be felt in terms of the desirability of Jaywick Sands as a place to live, which could impact on property values in the whole community and offset any potential increase in values resulting from properties having a lower risk of flooding
- Wider impacts on the tourism economy of the area including the caravan parks as the beach would be less attractive and accessible.

C8.1 Option B - advance the line

This alternative option has been developed to explore the potential to design a flood defence approach that mitigates some of the challenges and disadvantages of the nationally preferred option, while using a broadly similar approach of constructing a higher sea wall and maintaining the same new crest levels.

This option would involve the construction of a new sea wall along the whole frontage, approximately 10-15m on the seaward side of the existing sea wall, so that the construction of the new wall (including construction traffic loading) would not damage the existing sea wall during the works. The existing sea wall could then be demolished and the space used for other purposes, such as improved public realm and accessibility to the beach.

An additional rock groyne might be required in order to widen the beach at the narrowest part of the Village, along with some additional beach nourishment at that location, while for the rest of the frontage broadly the same level of beach recharge and maintenance would be required as in option A.

The costs of this option would be higher than Option A, as the whole sea wall will be replaced, and there will also be the costs of demolishing and re-landscaping the existing sea wall area.

This option would be more preferably completed in a single phase, rather than the two phases anticipated by the Environment Agency for option A. This would require more partnership funding than option A, as the same amount of Flood Grant in Aid would not be available.



Fig. C22. Map showing line of new sea of wall proposed under Option B, and location of potential additional rock groyne

C8.2 Option B - cross-sections showing construction phase

Section through Brooklands (DU2)

The new crest level of the wall would be 5.77m AOD. This is between 0.5-0.77m higher than the existing sea wall.

The new wall would be constructed on the seaward side of the existing sea wall. The existing sea wall would remain in place until the new wall was complete, following which it would be demolished.

Construction would not affect existing homes or access along Brooklands.

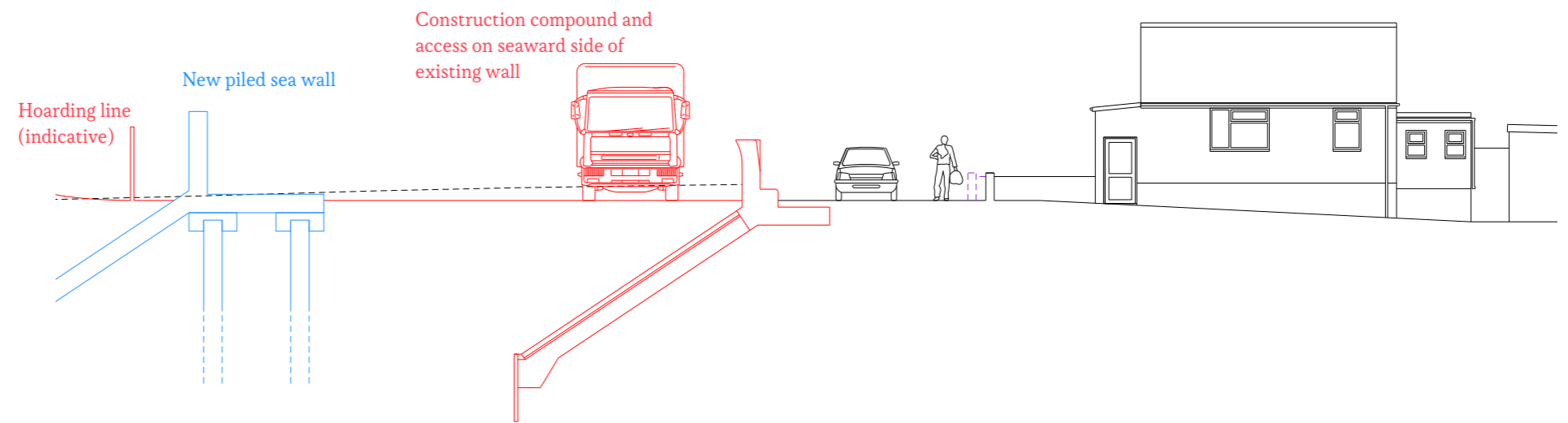


Fig. C23. Option B - cross-section through Brooklands during construction

Section through the Village (DU3)

The new crest level of the wall would be 5.84m AOD. This is between 0.4-1m higher than the existing sea wall.

The new wall would be constructed on the seaward side of the existing sea wall. The existing sea wall would remain in place until the new wall was complete, following which it would be demolished.

Construction would not affect existing homes or access arrangements.

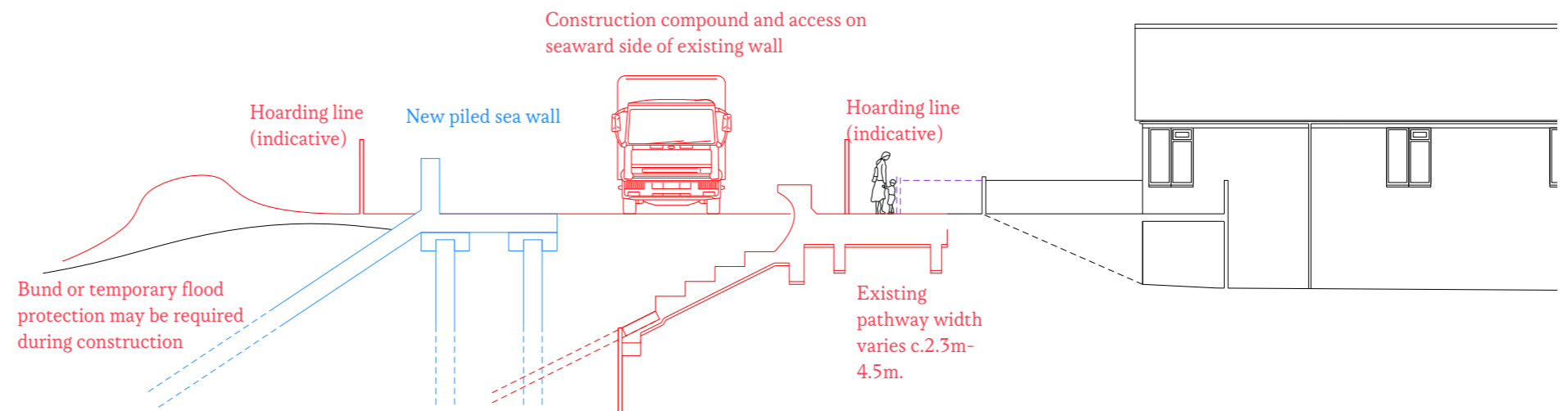


Fig. C24. Option B - cross-section through the Village during construction

C8.3 Option B - cross-sections showing potential integration with public realm and beach access

Section through Brooklands (DU2)

The area between the new sea wall and Brooklands offers the opportunity for substantial public realm and accessibility improvements. This diagram shows a potential promenade on top of the sea wall, with ramps and steps giving access to the beach, and a re-designed Brooklands road with footways on both sides and a segregated cycle track.

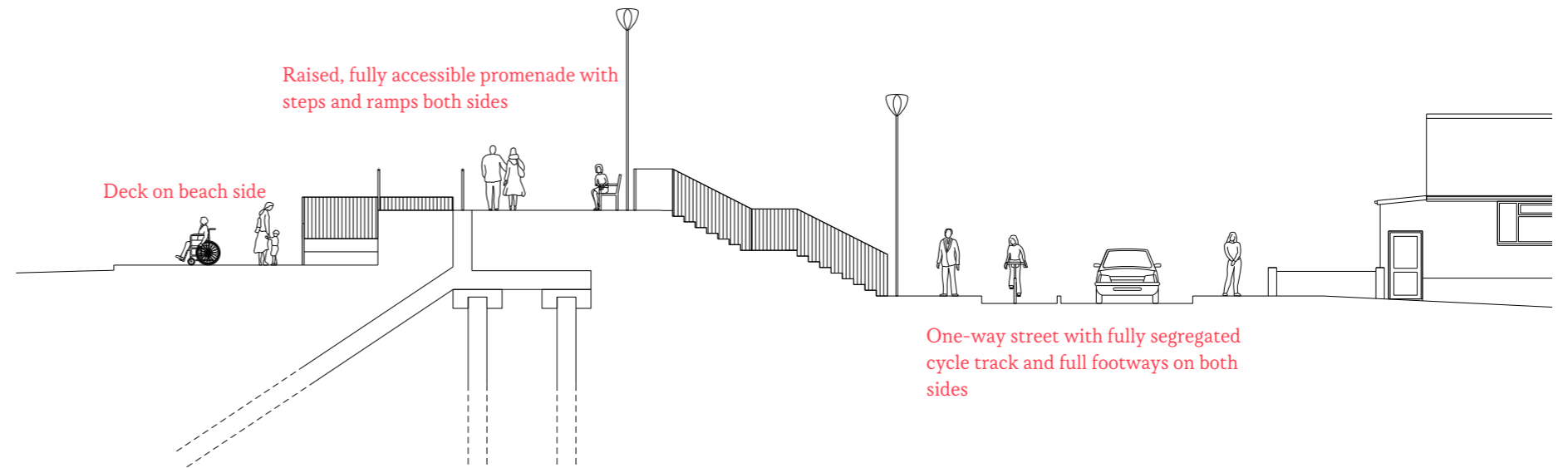


Fig. C25. Option B - cross-section through Brooklands after construction

Section through the Village (DU3)

The new crest level of the wall would be 5.84m AOD. This is between 0.4-1m higher than the existing sea wall.

The new wall would be constructed on the seaward side of the existing sea wall. The existing sea wall would remain in place until the new wall was complete, following which it would be demolished. Construction would not affect existing homes or access arrangements.

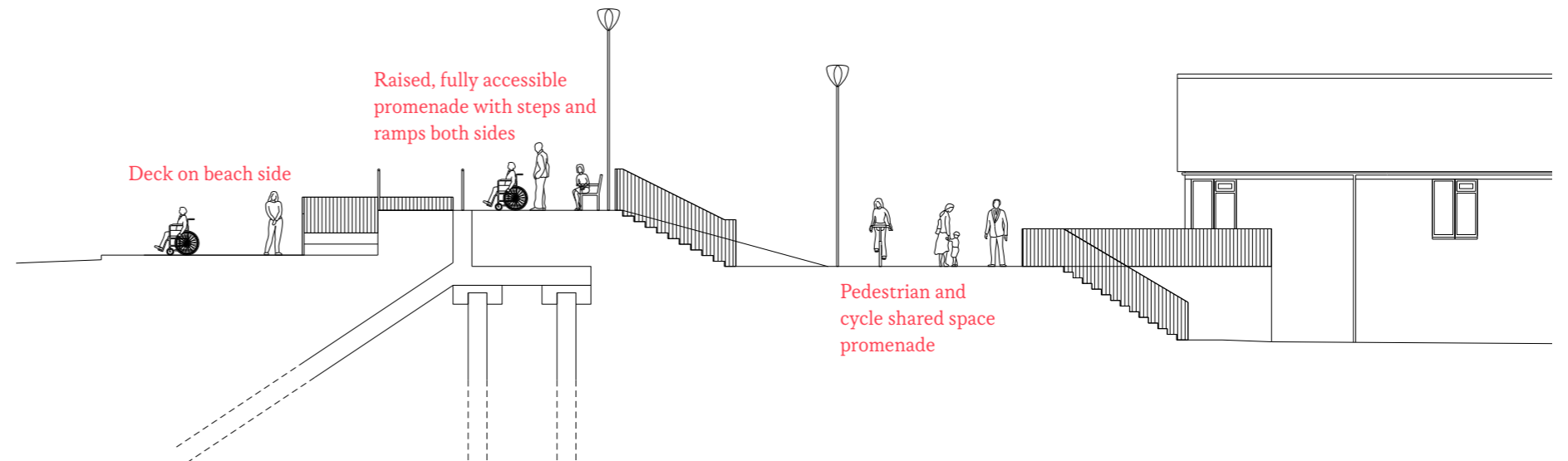


Fig. C26. Option B - cross-section through the Village after construction

C8.4 Option B - Brooklands indicative section and plan

Moving the sea wall to the seaward side is relatively minimal in overall terms as the beach is very wide.

The opportunity would be created for a wide range of potential activities to be designed in between the street and the promenade including car/cycle parking; play; market stalls.

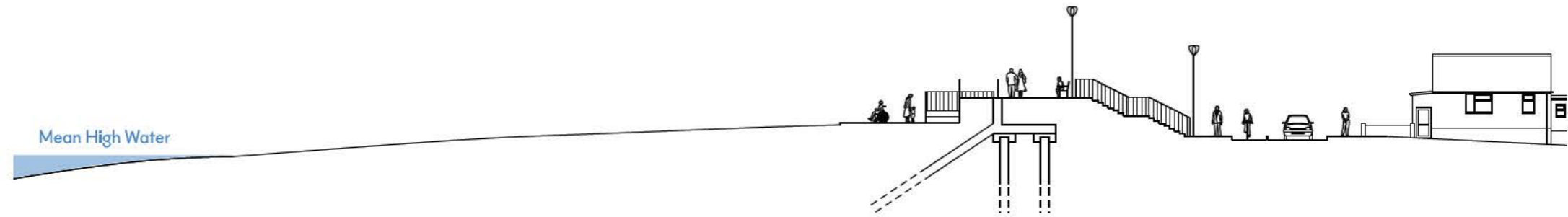


Fig. C27. Option B - indicative section through beach and sea wall at Brooklands

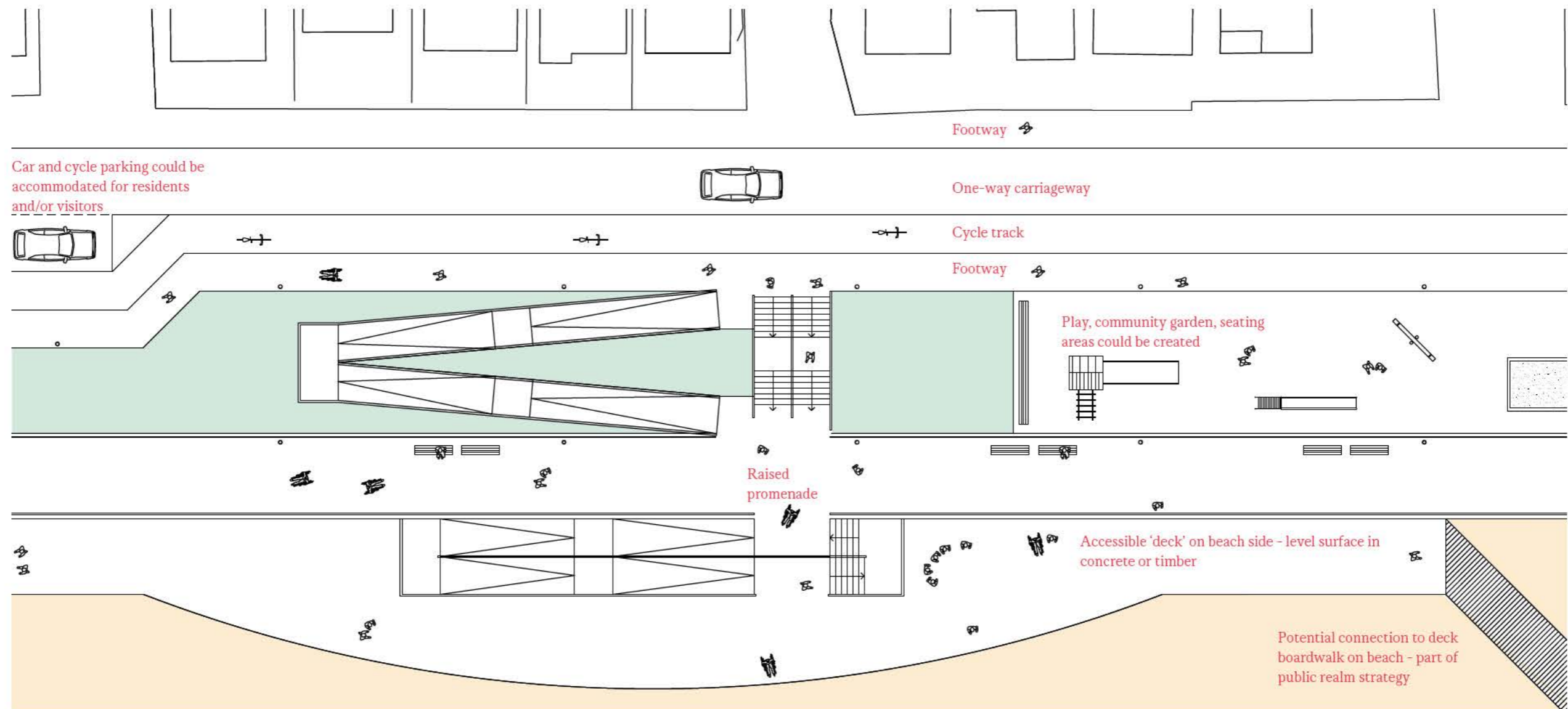


Fig. C28. Option B - indicative plan of proposed new sea wall at Brooklands

C8.6 Option B - Village indicative section and plan

As at Brooklands, the opportunity created by moving the sea wall forwards slightly, would create space that could be used for a range of different functions.

An additional rock groyne would be required to extend the beach at the narrowest point, along with additional localised beach recharge.

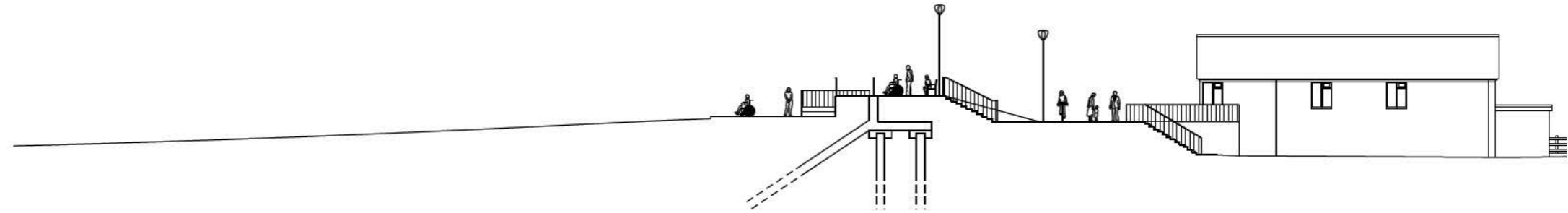


Fig. C29. Option B - indicative section through beach and sea wall at the Village

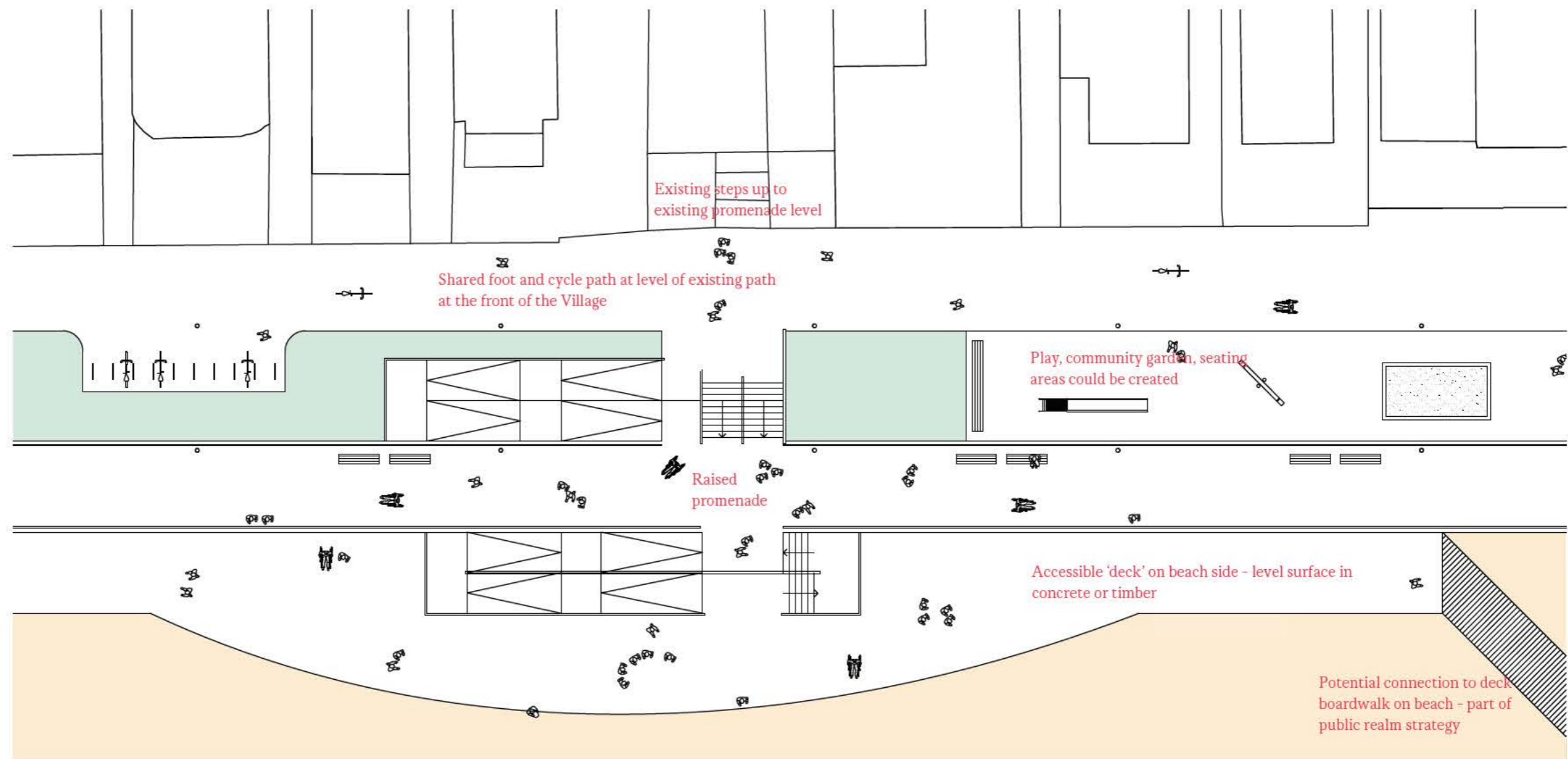


Fig. C30. Option B - indicative plan of proposed new sea wall at the Village

C8.7 Option B - before and after comparison



Fig. C31. View of Brooklands seafront (DU2) - current condition



Fig. C33. View of Village seafront (DU3) - current condition



Fig. C32. Visualisation of Brooklands seafront (DU2) after line of sea-wall is advanced



Fig. C34. Visualisation of Village seafront (DU3) after line of sea-wall is advanced

C8.8 Option B - cost-benefit and impact on wider Place Plan objectives



Fig. C35. Visualisation of Brooklands seafront (DU2) after line of sea-wall is advanced



Fig. C36. Visualisation of Village seafront (DU3) after line of sea-wall is advanced

The following costs are high level estimates prepared by the Place Plan team, at 2022/2023 costs and with an approximately 60% optimism bias applied to account for the early stage of development and to cover currently unpriced risk factors. Risk factors in delivering the seafront framework will include:

- Mitigation costs with regard to parts of the beach being designated a geological SSSI and a Local Wildlife Site
- Impact of sea level rise on wider beach profile

Item	Outline cost (2023)
Baseline cost of flood defences (nationally preferred option prepared and costed by the Environment Agency)	£50.3m
Additional cost of c. 1km length of new sea wall (c.1km of new sea wall is already costed into the nationally preferred option) - EA informal estimate	£25m

Additional rock groyne and beach nourishment (cost at upper end of EA informal estimate)	£10m
Promenade and associated public realm works, seafront amenities, street lighting (construction cost)	£13.6m
Reconfiguration of Brooklands road to include footways and cycle way along with resurfacing of carriageway (construction cost)	£2.4m
Boardwalk construction costs	£2.6m
Project costs, fees and the like - budget estimate	£3.7m
Total (Present Day Value, 2022/23)	£107.6m

Assuming the FDGiA benefits available in 2033 were used to part-fund the strategy, these may comprise approximately £24m so the additional partnership funding required would be approximately £84m at present day values.

Consideration of future maintenance costs will also be required as the Environment Agency's remit is for maintenance of defence

assets only and would not extend to the maintenance of the wider public realm.

Additional positive impacts above and beyond the positive impacts of Option A would include:

- Increasing value of seafront properties due to better quality outlook, views and public realm/accessibility
- Additional tourism potential due to better beach access, promenade and beachside facilities integrated into public realm
- Wider catalytic regeneration impacts for the economy of Jaywick Sands

Financialising these benefits would require further detailed modelling.

C8.9 Option B - Isometric diagrams



Fig. C38. Isometric diagram of Option B proposal for Brooklands seafront (DU2)



Fig. C37. Isometric diagram of Option B proposal for the Village seafront (DU3)

C9. Option C - beach reshaping

The second alternative option is to reshape the beach with increased deposits of sand and gravel which would absorb more wave energy and therefore, while wall raising would still be required, this would not be as high as in option A. This option was looked at, in outline, by the Environment Agency and discounted due to the much higher estimated costs.

The Environment Agency's description of this option was:

- Raise existing seawall where conditions permit to achieve specified SoP in combination with raised beach levels.
- Where existing seawall not suitable for raising, construct new wall on same alignment to provide consistent SoP.
- Initial beach recharge to increase existing volume and subsequent recharges as required to maintain.
- Extend groynes to accommodate larger beach.
- Additional offshore breakwaters.

The cost of this option was estimated to be £ 117.4 at 2022 costs. This was more than double the cost of option A at £50.3m. This option was therefore not taken forward.

As a result it is not known what height the sea wall would need to be raised to, nor more detail about the location of additional breakwaters and the extent of the increased beach. The diagram below therefore shows this option purely indicatively and should not be taken to represent an actual design.



Fig. C39. Map indicatively showing Option C, with reshaped beach and potential locations of new rock groynes (dotted)

C10. Options comparison

Option A - nationally preferred option in line with Treasury and DEFRA guidance

- Cost (2022 values) - £50.3m according to Environment Agency's high level estimates
- Partnership funding required (2022 values) - approx £20m
- Baseline scheme - still requires substantial partnership funding
- Will not be fully complete until after 2058
- High sea wall in front of homes cuts off views and will have value impact
- Little opportunity for public realm enhancement between homes and sea wall
- Little opportunity for increased public access to beach
- Little opportunity to increase tourism economy
- Most cost effective solution to provide a good standard of flood risk protection to Jaywick Sands



Fig. C40. Map showing line of sea of wall to be raised for Option A

Option B - Advance the line including public realm improvements

- Cost (2022 values) - a high level estimate prepared by the Place Plan team is £107.6m.
- Partnership funding required (2022 values) - a high level estimate is in the region of £84m, depending on drawdown of FDGiA benefits which will be affected by phasing and timescales
- Costs above assume completion after 2033. Bringing the defence improvements forward in time will increase the funding required because the availability of FDGiA will reduce.
- Increased public realm between homes and new sea wall - less impact on views
- Likely positive impact on value of homes
- Opportunities to increase tourism to the beach with additional facilities
- Opportunity for greater accessibility to beach for all users - could be a substantial USP for Jaywick beach as a destination



Fig. C41. Map showing line of new sea of wall proposed under Option B, and location of potential additional rock groyne

Option C - Beach reshaping with wall raising

- Cost (2022 values) - £117.4m according to Environment Agency's high level estimates
- Partnership funding required (2022 values) - approx £87m
- Will not be fully complete until after 2058
- Raised sea wall in front of homes but may not be quite as high as option A - less impact on views
- Little opportunity for public realm enhancement between homes and sea wall
- Little opportunity for increased public access to beach
- Little opportunity to increase tourism economy



Fig. C42. Map indicatively showing Option C, with reshaped beach and potential locations of new rock groynes (dotted)

Appendix D. Initial strategic options appraisal

A range of initial strategic options were assessed for their high level feasibility and their fit against the objectives of the Place Plan. These options deliberately included extreme scenarios in order to ensure all approaches had been robustly tested.

A central aim of the Jaywick Sands regeneration is that substandard housing is removed from the market through either demolition, or upgrading/redevelopment. In most cases upgrading will not be possible therefore redevelopment or demolition are the options to be tested. In order to enable this, residents of substandard homes will need to be re-housed, but mechanisms - outside of the brief of the Place Plan team - are required to ensure that rehousing is conditional on the sale of the existing substandard home to TDC, or the demolition or redevelopment of the plot by the landowner. Previous initiatives of this kind have resulted in 'backfilling' of the vacated property without improvements being made. Enforcement and purchase powers therefore need to be fully integrated into the delivery of the Place Plan.

The options assessed consider a range of approaches to rehousing residents of substandard homes, and assume that the powers to enforce on substandard homes are available and put to use. Detailed timescales have not been considered, but the team note that enforcement may become substantially more effective if and when the proposed changes, proposed in the Levelling Up White Paper, to landlord licensing and the EPC requirements for private rented accommodation come into effect.

The strategic approaches considered included:

1. Full decant and demolition of Jaywick Sands with residents rehoused in other areas
2. Comprehensive redevelopment of Brooklands and parts of the Village into new flood resilient housing and other uses
3. New mixed tenure development on all land owned by Tendring District Council including land either side of Lotus Way and Tudor Fields, including land outside the settlement framework, enabling decant and redevelopment of existing substandard homes and additional market housing
4. New affordable and social housing development on land owned by Tendring District Council inside the settlement framework

only, enabling decant and redevelopment of existing substandard homes

5. Development on individual (vacant) plots owned by Tendring District Council within Brooklands
6. Purchase and redevelopment of consolidated parcels of adjoining plots in Brooklands and the Village, to redevelopment alongside Tendring owned plots
7. Public realm, environmental improvements and standalone projects to boost the local economy and address infrastructure deficits within Brooklands and the Village only (no new or replacement homes)

D1. Full decant and demolition, no rebuild

This scenario would involve the phased decant and demolition of all existing homes and property within Flood Zone 3. Alternative housing would be provided to residents and it is likely that compensation would need to be offered. It is possible that Jaywick Sands could continue to be accessed and used for leisure and recreation, for example as a country park and beach with biodiversity and greening benefits.

Positive:

- Number of residents within Flood Zone 3 would be significantly decreased.
- Flood defence upgrades would not be required to protect homes or property (although protection of existing holiday parks may need to be considered)

Negative:

- Works against community wishes - would not achieve the stated aim of having community support for the proposals
- High cost of decant and replacement housing.
- Lengthy process of compulsory purchase required, during which the existing community would experience worsening outcomes due to lack of investment and increased blight.

D2. Comprehensive redevelopment of Brooklands and parts of the Village

This scenario would involve the phased compulsory purchase of all homes within Brooklands and the majority of the Village, focusing on the areas with poorest housing quality and flood resilience. Following CPO these areas would be redeveloped into new flood resilient housing and other uses, and a new street layout could be developed. Residents of existing homes would need to be offered rehousing elsewhere in the district before having the option to return to new homes (similar to an estate regeneration model).

Positive:

- Flexibility to redevelop in a street pattern, building form and use/tenure mix that is not constrained by the existing street layout
- More economically viable than redevelopment of individual plots or small consolidated holdings
- All homes would meet flood resilient standards and current building regulations regarding energy efficiency

Negative:

- Works against community wishes - would not achieve the stated aim of having community support for the proposals
- High cost of decant and temporary housing for residents before they can move back into new homes
- Lengthy process of compulsory purchase required, during which the existing community would experience worsening outcomes due to lack of investment and increased blight.

D3. New development on all land owned by Tendring District Council including Tudor Fields, enabling decant and redevelopment of existing substandard homes

This scenario would use TDC owned land to create a substantial amount of new mixed-tenure housing and associated local services, potentially up to 1000 homes over a number of phases. New homes could be used to rehouse residents from existing substandard homes which could then be purchased and demolished or redeveloped in phases. An outline indicative masterplan and viability assessment for this option was developed to test this

scenario and can be found in Appendix E.

Positive:

- Significant development area could provide a wide range of homes
- Once residents had been rehoused, there would be a range of options for the redevelopment of existing plots, which could involve altering the street pattern and layout to better suit viable development.
- All homes would meet flood resilient standards and current building regulations regarding energy efficiency
- Including market housing could improve viability although the market is untested and this may not prove correct.

Negative:

- Increased number of residents would be living in Flood Zone 3, which would increase the complexity of evacuation in a flood event and would be contrary to Environment Agency preferences. Sequential and Exception tests would need to be met and this could be challenging as Tudor Fields lies outside the Priority Area for Regeneration.
- Viability concerns as evidence base for the Local Plan did not demonstrate a market for new homes in this location. Substantial development in this location could result in an oversupply of new homes in this part of Tendring, negatively impacting the deliverability of other housing developments outside Flood Zone 3 which are allocated in the Local Plan.
- Tudor Fields is a Local Wildlife Site so significant ecological mitigation would be required, adding to the costs of development.
- New development would need to be strongly linked to removing existing substandard homes from the market. Risk that this might not occur and therefore the primary aim of the Place Plan would not be met.

D4. New development on land owned by Tendring District Council inside settlement boundary only, enabling decant and redevelopment of existing substandard homes

This scenario would see new, mainly affordable and social rent, homes built within the settlement boundary defined in the Local Plan and the policy area for the Priority Area for Regeneration.

Approximately 200 homes could be developed along with related local services and facilities to meet existing infrastructure deficits. New homes would be used to rehouse residents from existing substandard homes, which would be purchased and redeveloped.

Positive:

- Limited new development unlikely to result in a substantial increase in the number of people living within Flood Zone 3. Environment Agency likely to be more supportive as development is within the identified Priority Area for Regeneration and therefore the Sequential and Exception test would be likely to be satisfied.
- Policy compliant with Local Plan
- Unlikely to impact deliverability of housing on other allocated sites in the Local Plan due to being affordable-led housing
- Prioritising meeting existing community needs and deficits in infrastructure is more likely to meet with community approval.

Negative:

- Likely to have a significant funding / viability gap as housing would be mainly affordable or social rent and substantial infrastructure would be included
- New development would need to be strongly linked to removing existing substandard homes from the market. Risk that this might not occur and therefore the primary aim of the Place Plan might not be met
- While not a Local Wildlife site, land either side of Lotus Way has a high number of protected species and therefore ecological mitigation would be required.

D5. Redevelop single / double plots owned by Tendring District Council, enabling gradual decant and redevelopment of existing substandard homes

This scenario would see new homes built on plots currently owned by Tendring District Council, which have a capacity of 8 new homes in total across all plots, because a large number are undevelopable under the emerging Design Guide SPD. New homes would be used to rehouse residents from existing substandard homes, which would be purchased and redeveloped.

Positive:

- No increase in the number of people living within Flood Zone

3. Environment Agency likely to be supportive as development is within the identified Priority Area for Regeneration and therefore the Sequential and Exception test is likely to be satisfied.

- Gradual redevelopment with no large scale CPO or rehousing costs
- No impact on protected species or wildlife - little ecological mitigation required.

Negative:

- Very few new homes can be built on plots currently owned by TDC - only 7 in total at this time.
- Rehousing residents would therefore happen extremely slowly and regeneration would take longer
- Building on small disconnected plots is economically inefficient and proportionally higher build costs would therefore be expected
- As TDC owned plots are currently vacant, new homes would be required to have non-habitable ground floors which adds to costs and limits capacity of plots in order to comply with overlooking and daylighting standards.

D6. Purchase consolidated holdings of several adjacent plots, for redevelopment alongside TDC owned plots

This scenario would see additional plots purchased, in particular holdings comprising several adjacent plots consolidated into a single parcel. New homes would be used to rehouse residents from existing substandard homes, which would be purchased and redeveloped.

Positive:

- No increase in the number of people living within Flood Zone 3. Environment Agency likely to be supportive as development is within the identified Priority Area for Regeneration and therefore the Sequential and Exception test is likely to be satisfied.
- Gradual redevelopment with no large scale CPO or rehousing costs
- No impact on protected species or wildlife - little ecological mitigation required.

Negative:

- Capacity of the parcels identified is still low - if developed in line with the emerging Jaywick Sands Design Guide SPD, the parcels would have a total capacity of 10 new homes, which in combination with plots already owned by the Council, would yield 18 homes in total.
- Rehousing residents would therefore happen extremely slowly and regeneration would take longer
- Building on small parcels is economically inefficient and proportionally higher build costs would therefore be expected
- As parcels are currently vacant, new homes would be required to have non-habitable ground floors which adds to costs and limits capacity of plots in order to comply with overlooking and daylighting standards.

D7. Public realm, environmental improvements and standalone projects to boost the local economy and address local infrastructure deficits only (no new or replacement homes)

In this scenario, housing replacement or development would not be undertaken by TDC and the focus of regeneration would be environmental, social and economic projects only. These could include:

- Upgrading Brooklands to be a one-way street, allowing full pavements to be created on each side and including traffic calming measures and cycleway provision as well as access to the beach
- Improvements to existing green and public spaces to increase functionality, ecological value and visual appeal, including tree planting, play and recreation facilities, allotment provision and similar
- Meanwhile projects or purchase and re-letting of vacant commercial units including those on Broadway, for social enterprise, local startups and converted to uses that would meet social infrastructure deficits e.g. healthcare, early years provision, etc
- Landscaping of Lotus Way including tree planting, cycling provision, SuDS (sustainable drainage solutions) and traffic calming to improve the environment and encourage walking and cycling.

These projects can of course be delivered as part of or alongside other options considered above - they are included here as a stand-alone 'option' to provide a baseline for comparison in terms of costs and benefits.

Positive:

- Relatively inexpensive and quick to deliver projects which do not have dependencies on large-scale land acquisition or the improvement of flood defences
- Quick wins which can have a high visual impact and tackle blight, improving community wellbeing and pride in place
- Could improve property values and incentivise property owners to upgrade or improve their properties incrementally

Negative:

- Do not directly address housing quality or take substandard homes out of the market - relies on property owners themselves to achieve this

D8. Preferred options

The options taken forward for further development and appraisal, and for public consultation are:

- D4. New affordable and social housing development on land owned by Tendring District Council inside the settlement framework only, enabling decant and redevelopment of existing substandard homes
- D5. Development on individual (vacant) plots owned by Tendring District Council within Brooklands
- D6. Purchase and redevelopment of existing substandard homes within Brooklands and the Village, either as individual plots or as consolidated parcels of adjoining plots
- D7. Public realm, environmental improvements and standalone projects to boost the local economy and address infrastructure deficits within Brooklands and the Village only (no new or replacement homes)

The following sections in this report develop each of these scenarios in more detail to explore their potential impact, costs and viability.

These options could be combined into a composite preferred option which could incorporate both development on undeveloped land within the settlement boundary, development of TDC or other

currently vacant plots, and public realm and other 'quick win' projects and this is shown as a 'composite' option in section 12.

Appendix E: Early options explored and rejected for development across all TDC owned land

Note: the options for development across all TDC owned land were developed in 2019 and appraised financially at that date. Viability has not been updated as this option has not been selected as a preferred option for further development.

The approach to new development on the currently undeveloped sites is heavily dependent on the approach to flood resistance and resilience, as well as the flood datum for planning purposes that is agreed with the Environment Agency. Two options were considered at a very early stage for appraisal:

- Fully defended masterplan - assumes a planning application would be submitted after flood defences were upgraded to a 0.5% AEP plus climate change allowance, allowing new development to be designed as 'normal' with limited flood resilience features.
- Undefined masterplan - assumes a planning application would be submitted before any upgraded defences had been committed to and therefore the development would need to have all habitable space above the 0.5% AEP plus climate change flood datum. This would add cost and complexity to the scheme.

Aside from the approach to flooding, the main challenges for developing the undeveloped greenfield sites would be:

- Retaining the existing drainage network of ditches, which is key to the flood drainage of the site and surrounding area. Drainage ditches may possibly be realigned to better suit a new layout of development.

- Ensuring development did not increase the risk of flooding elsewhere by reducing the permeability of the site and pushing floodwater elsewhere.
- Addressing the fluvial flood risk on the site
- Mitigating habitat loss of what is currently a Local Wildlife Site alongside creating biodiversity net gain
- The soil and ground conditions are challenging and require non-standard foundation design. Highways design may also require additional engineering.
- Limited access points currently into the site and with limited width. Additional site acquisition would be required to enable adequate vehicle, bus and emergency access and a network of pedestrian and cycle connections.
- Creating a successful edge to existing homes, particularly the 'tandem' plots behind Meadow Way, that is respectful of the views and privacy of existing residents yet does not create a barrier between communities
- Utilities infrastructure requirements
- Social infrastructure requirements to support new homes - a new primary school and GP facilities are identified in the Jaywick Sands Infrastructure Assessment. Play and open space will be required to meet usual standards.

These issues impact the likely net developable area on the site but also the opportunity to create a distinctive sense of place linked to the landscape character of the site.

E1.1. Fully defended scenario: outline masterplan

The fully defended masterplan assumes all new development can be built as 'normal' design and construction, with habitable space at ground and no allowance for flood resilience in design or construction. It also assumes that streets and roads do not need to be raised or flood defended in order to create safe emergency routes.

Fluvial flooding is mitigated through a landscape-led design which retains the existing ditch network, creating a 'green chain' in and around the development. In this scenario, a green buffer is shown between the 'tandem' existing plots behind Meadow Way, and the back of new homes on Tudor Fields. This would assume that the 'tandem' plots continue to be accessed from Meadow Way.

The block layout on the masterplan drawing is indicative only and does not show the variety of typologies which would be employed to reach a c. 40dph net density on the site. As in both scenarios, a new 'village centre' is created between Brooklands and the Village as a catalyst for economic regeneration and tourism. No allowance within the costs is made for flood defence infrastructure.

Homes

- c. 860 homes assuming around 40dph net density
- Assuming 30% affordable homes, this creates 258 affordable homes.

Other

- c. 3000 m² of non-residential uses (retail, leisure, workspace) included.
- 0.44ha site area for school allowed for but no cost allowance made for build.

Viability (at 2019 costs and values)

- Total costs: £278m
- GDV: £244m
- Residual land value (without allowance for developer profit): **-£33m**
- Developer profit: £42m (based on 15% of total costs i.e. industry norm)
- Residual land value (including allowance for developer profit) **-£75m**

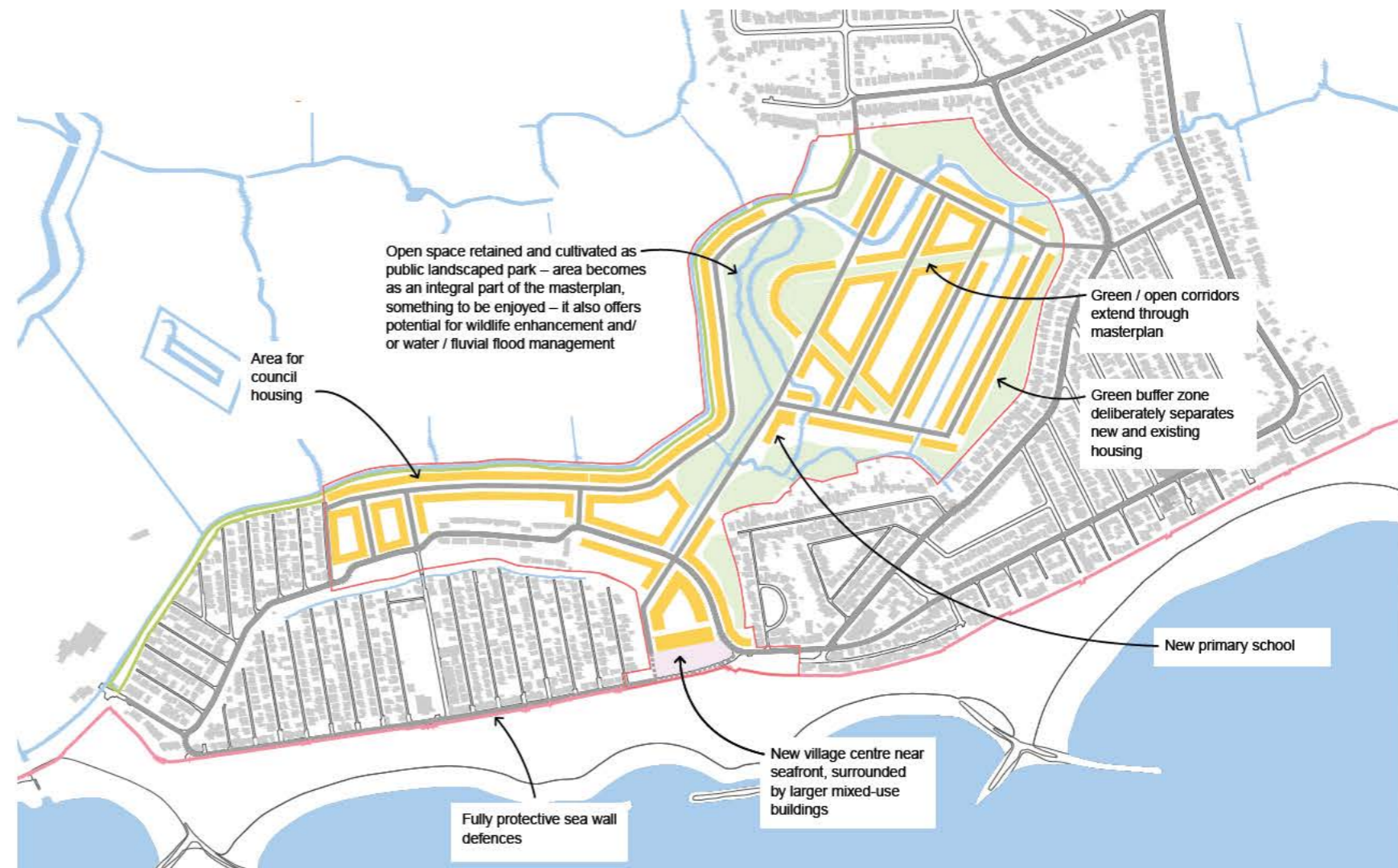


Fig. E1. Map diagram of fully defended masterplan

Notes on development appraisal

- Appraisal excludes all costs mentioned previously (off-site ecological mitigation, s106, flood defence infrastructure)
- The land has no value/cost.
- Policy compliant mix including 30% Affordable Housing (value based on ratio from Rouse Farm values)
- Houses are c. 100 sqm GEA on average
- On costs at 20% including finance are included
- Contingency at 10% is included
- Development Management costs are included at 3%

Assumed values

- Residential - £3,330 (sqm) (based on Tudor Estate values)
- Leisure rent (sqm) £75 (8% yield) (based on Clacton values with an adjustment)
- Retail rent (sqm) £250 (8% yield)
- Workspace rent (sqm) £80 (10% yield)

E1.2. Fully defended scenario - use mix and housing design

Primarily two storey homes are envisaged, with a higher density core of four storey buildings in the village centre comprising mixed use buildings with a non-residential ground floor and residential units above, overlooking the beach.



Fig. E2. Map diagram of fully defended masterplan

Ground floor uses

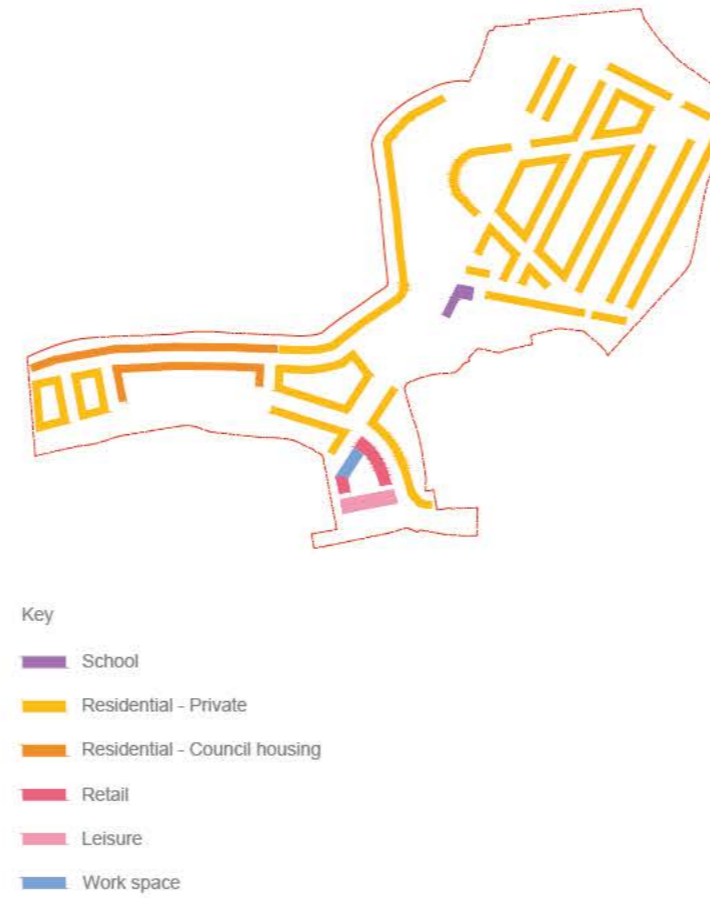


Fig. E3. Diagram of proposed ground floor uses for fully-defended masterplan

Building heights

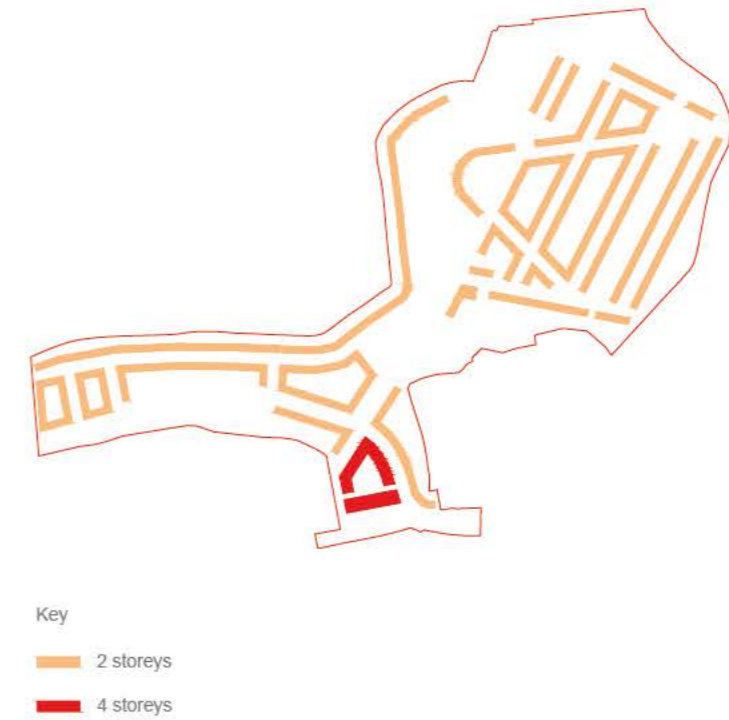


Fig. E4. Diagram of proposed building heights for fully-defended masterplan



Fig. E5. Examples of good quality, well-designed homes relevant to the character and built form of Jaywick Sands

E1.3. Fully defended scenario - costs

Areas	Residential			Non Resi				Total
	Private (70%)	Council (30%)	Total	Leisure	Retail	Work space	School	
GEA (m2)	60,292	25,839	86,131	1,215	1,241	780	1,600	90,967
Units	603	258	861					861
Indicative Costs								
GEA (m2)	£133,847,574	£57,363,246	£191,210,820					
Units	£109,932,480	£47,113,920	£157,046,400					
Average	£121,890,000	£52,239,000	£174,129,000	£1,730,000	£1,767,000	£1,610,000	£4,586,000	£183,822,000
Abnormals								
Road Infrastructure								
6m	1,000 m		£1,440 £/m	£1,440,000				£1,440,000
4.5m	630 m		£1,080 £/m	£680,400				£680,400
Culvert		2 Nr	£60,000 Item	£120,000				£120,000
		6 Nr	£30,000 Item	£180,000				£180,000
Open Space Allowance	68,700 m2		30 £/m2	£2,061,000				£2,061,000
Public Plaza	35,000 m2		180 £/m2	£6,300,000				£6,300,000
Total (Rounded to nearest million)								£195,000,000

Info for costing

Residential	Rouses Farm	£144,590,244.00					
	Units	950	£152,200.26	£152,000.00			
	M2	78,205	£1,848.86	£1,850.00			
						Add for increased difficulty say 20%	
						£30,400.00	£182,400
						£370.00	£2,220
Non Resi	Work Space	Median	£1,588	Add for External Works and Contingencies	30%	£476.40	£2,064
	Retail	Median	£1,095	Add for External Works and Contingencies	30%	£328.50	£1,424
	Leisure	Median	£1,095	Add for External Works and Contingencies	30%	£328.50	£1,424
Primary School	Primary Schools BCIS	Median	£2,293	Add for External Works and Contingencies	25%	£573.25	£2,866

Qualifications / Exclusions

- | | |
|--|--|
| <ol style="list-style-type: none"> 1 No allowance for off-site flood or ecological mitigation measures. 2 Allowances for culverts, not bridges 3 No allowance for off-site reinforcement of external service or Highway infrastructure 4 The above figures are exclusive of professional fees 5 The above figures are based on current levels (1Q 2019) 6 Contingency in Resi figures as per Rouse Farm. 7 Contingency in Non-Resi and Primary School | <ol style="list-style-type: none"> 8 All costs are subject to further investigations over ground conditions and any contamination fou |
|--|--|

E2.1. Undefended scenario: masterplan

The undefended masterplan assumes no further flood defences are provided within the timeframe required to allow the 'fully defended' scenario to be developed. This therefore requires the development itself to be flood proofed. This scenario envisages a mix of the two possible approaches to flood proofing:

- Raising the ground level - in a central area of Tudor Fields
- Raising habitable rooms above ground level elsewhere

In addition a raised access road is created to allow emergency egress and access in a flood event as the current street network will not be passable. Fluvial flooding is mitigated through a landscaped design which retains the existing ditch network, creating a 'green chain' in and around the development. In this scenario, a new street is created behind the 'tandem' existing plots behind Meadow Way, which would allow them to be 're-fronted' onto this rather than accessed as at present, behind other homes.

The block layout on the masterplan drawing is indicative only and does not show the variety of typologies which would be employed to reach a c. 40dph net density on the site. The village centre is created as in the other scenario.

Homes

- c. 820 homes assuming around 40dph net density
- Assuming 30% affordable homes, this creates 246 affordable homes.

Other

- c. 3000 m² of non-residential uses (retail, leisure, workspace) included.
- 0.44ha site area for school allowed for but no cost allowance made for build.

Viability (at 2019 costs and values)

- Total costs: £290m
- GDV: £233m
- Residual land value (without allowance for developer profit): **-£57m**
- Developer profit: £44m (based on 15% of total costs i.e. industry norm)
- Residual land value (including allowance for developer profit) **-£101m**



Fig. E6. Map diagram of undefended masterplan

Notes on development appraisal

- Appraisal excludes all costs mentioned previously (off-site ecological mitigation, s106, flood defence infrastructure off-site)
- The land has no value/cost.
- Policy compliant mix including 30% Affordable Housing (value based on ratio from Rouse Farm values)
- Houses are c. 100 sqm GEA on average
- On costs at 20% including finance are included
- Contingency at 10% is included
- Development Management costs are included at 3%

Assumed values

- Residential - £3,330 (sqm) (based on Tudor Estate values)
- Leisure rent (sqm) £75 (8% yield) (based on Clacton values with an adjustment)
- Retail rent (sqm) £250 (8% yield)
- Workspace rent (sqm) £80 (10% yield)

E2.2. Undefined scenario: housing design

Design approaches for new development on the larger sites should learn from best practice nationally and internationally. Examples of potential approaches are shown here but the preferred approach can only be developed with a fuller understanding of the flood datum required for the site.

These images show reference projects for each of the three strategies that can be used to flood proof development in the absence of raised sea defences:

- Landscape shaping - changing ground levels, raising areas of the site out of the flood datum so that homes can be partially or fully built with habitable space at grade with entrances and streets.
- Raised ground floors with undercroft parking or other non-habitable ground floor uses - creating raised decks to provide shared or private amenity space, or raised 'pavilions' using the floodable green space around as amenity.
- Flood resilient construction at ground floor level

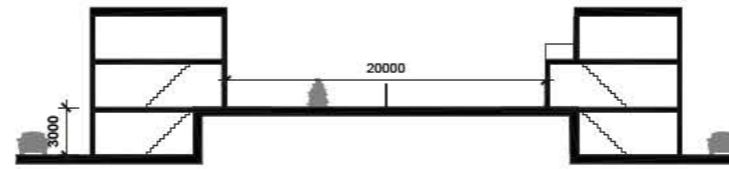


Fig. E7. Raising ground levels between buildings to create amenity space accessed from habitable rooms above street level

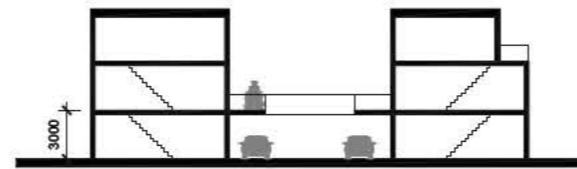


Fig. E8. Undercroft parking below a raised amenity deck

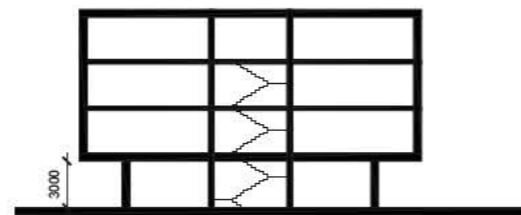


Fig. E9. 'Pavilion' building raised above ground level with parking or non-habitable shared facilities at ground level.



Fig. E10. Example of landscape shaping with undercroft parking



Fig. E11. Example of flood-resilient construction at ground floor level



Fig. E12. Example of undercroft parking below a raised amenity deck



Fig. E13. Example of 'pavilion' building raised above ground level

E2.3. Undefended scenario: costs

Areas	Residential			Non Resi				Total
	Private (70%)	Council (30%)	Total	Leisure	Retail	Work space	School	
GEA (m2)	57,355	24,581	81,935	1,215	1,241	780	1,600	86,771
Units	573	246	819					819
Indicative Costs								
GEA (m2)	£127,326,990	£54,568,710	£181,895,700					
Units	£104,569,920	£44,815,680	£149,385,600					
Average	£115,948,000	£49,692,000	£165,641,000	£1,730,000	£1,767,000	£1,610,000	£4,586,000	£175,334,000
Abnormals								
Resilient measures 49% of Resi Raised Road Buildup	400 Nr		£24,000 £/Nr	£9,600,000				£9,600,000
3.5m high (assumed) Road Infrastructure	700 m		£2,310 £/m	£1,617,000				£1,617,000
6m	700 m		£1,440 £/m	£1,008,000				£1,008,000
4.5m	1,530 m		£1,080 £/m	£1,652,400				£1,652,400
Culvert	3 Nr		£60,000 Item	£180,000				£180,000
	6 Nr		£30,000 Item	£180,000				£180,000
Raised Terps								
3m	60,000 m2		£180 £/m2	£10,800,000				£10,800,000
Open Space Allowance								
Public Plaza	51,300 m2		30 £/m2	£1,539,000				£1,539,000
	35,000 m2		180 £/m2	£6,300,000				£6,300,000
Total (Rounded to nearest million)								£208,000,000
Info for costing								
Residential	Rouses Farm	£144,590,244.00						
	Units	950	£152,200.26	£152,000.00				
	M2	78,205	£1,848.86	£1,850.00				
Non Resi	Work Space	Median	£1,588	Add for External Works and Contingencies	30%	£476.40	£2,064	
	Retail	Median	£1,095	Add for External Works and Contingencies	30%	£328.50	£1,424	
	Leisure	Median	£1,095	Add for External Works and Contingencies	30%	£328.50	£1,424	
	Primary Schools BCIS	Median	£2,293	Add for External Works and Contingencies	25%	£573.25	£2,866	

Qualifications / Exclusions

- | | | | |
|---|---|----|---|
| 1 | No allowance for off-site flood or ecological mitigation measures. | 8 | Assumed that 75% of residential properties required flood defence resilience. |
| 2 | Allowances for culverts, not bridges | 9 | £20k + prelims and contingencies allowed per property for flood defence |
| 3 | No allowance for off-site reinforcement of external service or Highway infrastructure | 10 | All costs are subject to further investigations over ground conditions and any contamination found. |
| 4 | The above figures are exclusive of professional fees | | |
| 5 | The above figures are based on current levels (1Q 2019) | | |
| 6 | Contingency in Resi figures as per Rouse Farm. | | |
| 7 | Contingency in Non-Resi and Primary School | | |

E3. Delivery and potential phasing

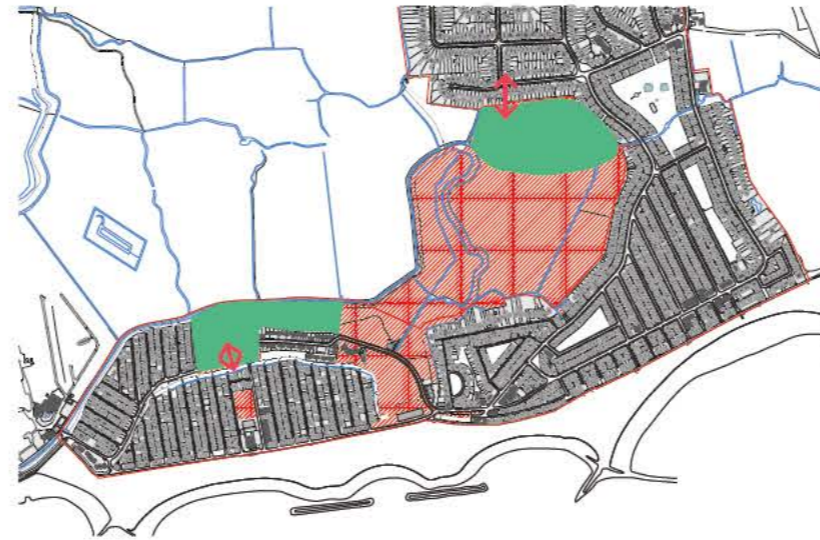
Delivery of the residential and commercial development in the Place Plan is challenging due to the viability issues resulting from the low values in Brooklands and Grasslands in particular.

The optimum delivery approach would be for the public sector to develop for long term rent (overcoming the scarcity of in-house resource by using an external development manager). Comprehensive regeneration, combined with secure long term flood protection, is likely to bring an increase in values, although this will take a number of years to achieve. This would be expected to deliver below market, but positive, financial returns over the long term in addition to the social outcomes.

This approach is also optimal because the public sector has the lowest cost of capital. Funding from other sectors is likely to be more expensive. However an alternative approach would be for the public sector to guarantee index linked rents over time which would allow private sector investors to provide capital at a higher, but still relatively low cost.

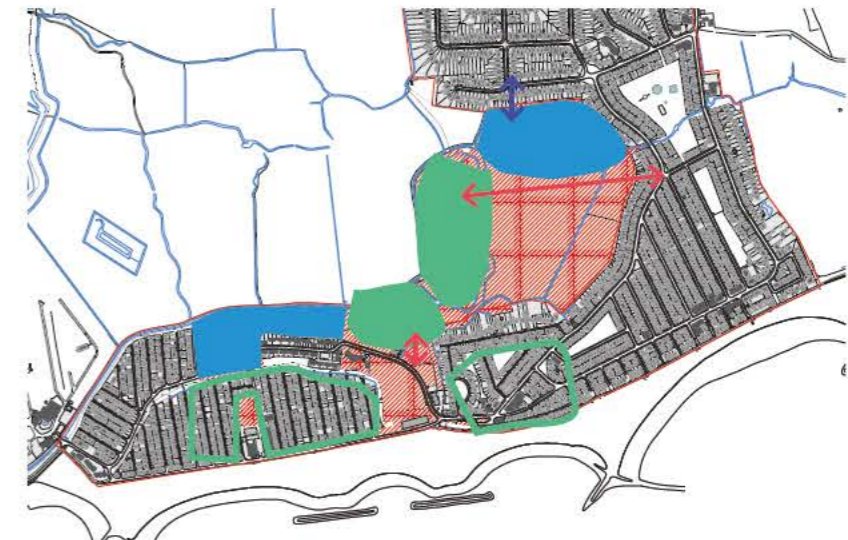
Some individual development elements might be delivered by third sector delivery partners e.g. supported housing or affordable housing. Some housing might be deliverable to the north of the Place Plan area (where residential values are higher) by the private sector subject to highways access being secured (potentially by compulsory acquisition) and infrastructure capacity and cost. This area is however still subject to flood risk.

Development within Grasslands and Brooklands, which is likely to be on individual (or potentially double) plots, is currently required to be flood resilient and is mainly on poor quality ground requiring piled foundations, both of which issues raise build costs. For most locations, at current residential values, it is unlikely that building for sale, with the possible exception of sea front plots, is viable. So here again a public sector led approach, for long term rent, is likely to be the optimum delivery approach. Again the rental guarantee approach is also possible. Commercial development is also of marginal viability so the same issues arise.



PHASE 1

- New market led homes adjacent to Tudor Estate (market sale)
- New council/social rent homes adjacent to Grasslands (c. 100+ affordable rent)



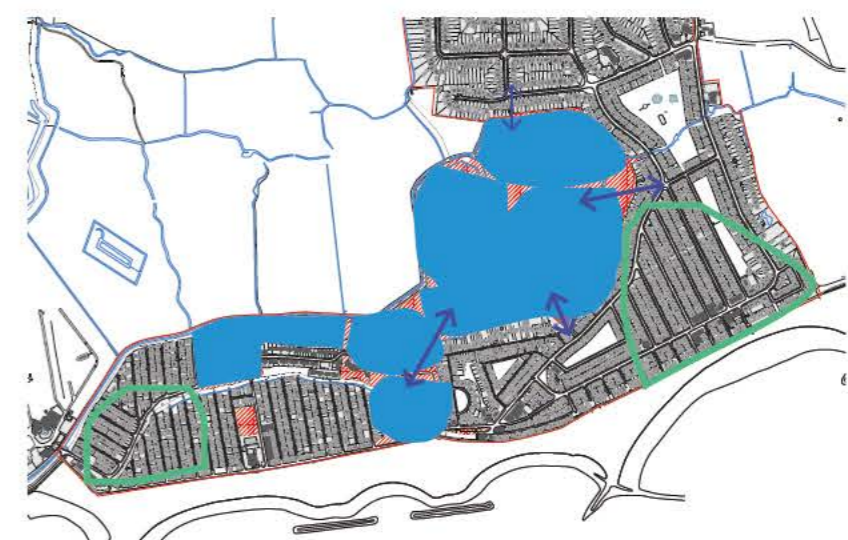
PHASE 2

- New market led homes adjacent to Tudor Estate (market sale)
- Redevelop c.100 plots in Brooklands/Village as PRS (effectively these form an affordable tenure) - focus on central area
- New school site/local community infrastructure/services e.g. supermarket



PHASE 3

- New market led homes adjacent to Tudor Estate (market sale + 30% affordable)
- Further c. 100 homes in Brooklands/Village
- Leisure/mixed use seafront development + public realm



PHASE 4

- Continued redevelopment of Brooklands/Grasslands/Village plots



Fig. E14. Diagram showing potential phasing of development

E4. Further site assembly required to support Tudor Fields development

Currently none of the existing points of access onto the Tudor Fields area, are adequate for vehicle and pedestrian access.

This page shows the potential site assembly required to deliver an integrated and connected community which is one of the key aims of the Jaywick Sands Coastal Village Vision.



Fig. E15. Map diagram of further site assembly required for Tudor Field development

Appendix F. Outline masterplan for development on land either side of Lotus Way - rejected option

A high level outline masterplan and capacity study has been developed for the land within the settlement boundary owned by Tendring District Council. This comprises land either side of Lotus Way and would link up the Village, Brooklands and Grasslands. The site has never been developed although there are some utilities infrastructure installations.

The principal challenges of a masterplan for this site include:

- Linking the different parts of the community together successfully, while limiting negative impacts on existing residents who currently enjoy open landscape views and a lack of neighbours
- Accommodating the existing utilities infrastructure installations (pumping stations and substations) within the layout
- How to address the drainage ditches and dyke around Brooklands, creating green space which can accommodate sustainable drainage features while being an attractive, safe and functional environment for residents to enjoy.
- Surface water drainage and attenuation will be a key challenge as the soil conditions do not allow for the use of soakaways - so attenuation features should be designed in from the start
- Accommodating parking at a reasonable level without creating a parking-dominated environment

The indicative masterplan has been developed to accommodate the following brief and assumptions:

- Flood defences will not be upgraded prior to the implementation of the masterplan through a planning application, so development must include non-habitable ground floor space.
- Space to be provided for uses that address identified infrastructure and service deficits locally, including early years provision, GP surgery/healthcare hub, supermarket, community library as well as open space including allotments
- Mix of housing types and sizes to meet the needs of residents to be rehoused from substandard properties while generating a balanced community with housing for single people, couples, families, elderly residents and those requiring adapted dwellings (M4(3) homes). Housing to be at least 50% affordable in



Fig. F1. Indicative masterplan

line with the objective of rehousing residents of substandard housing, most of whom are in receipt of Local Housing Allowance

- Open space to be a minimum of 10% of site area in accordance with Local Plan policy.
- Masterplan to work around the workspace and covered market project which is currently on site, although it is envisaged that in the future that facility could be relocated elsewhere and its site redeveloped for more intensive, higher value uses when values improve as a result of the wider regeneration.

This brief is oriented to providing regeneration benefits to Jaywick

Sands. It presents both challenges from a viability perspective and also opportunities to create a mix of uses including space for social infrastructure which can offer real benefits to the community of Jaywick Sands.

Area of development sites:

North of Lotus Way: 48,774m² / 4.88ha
 South of Lotus Way: 17,336m² / 1.73ha

Total: 66,110m² / 6.61ha

F1. Outline masterplan concept and layout



Fig. F2. Indicative masterplan

1. 'Green link' with connection to Local Wildlife Site
2. Open space including allotments at the heart of the community
3. New pedestrian and cycle link into the Village area, increasing permeability
4. Retain existing attenuation pond as focus for new housing at the eastern end of the site
5. All streets to be a 'home zone' / 'Woonerf' design to slow vehicle movement to walking pace and creating space for informal on-street play and recreation
6. Small plot pattern creating characteristically 'Jaywick' development form on a more generous scale
7. Short 'closes' of semi-detached and detached homes encourages neighbourliness - ending in views to the open landscape in a similar way to existing Jaywick streets
8. New 'village centre' with apartments above E class and other uses (supermarket, healthcare, early years) which use the requirement for non-habitable ground floor space effectively
9. Village 'square' as a sheltered and welcoming social space
10. Parking for non-residential uses - using vehicle access point created as part of workspace development currently in construction.

The indicative masterplan takes a context-led approach to create a scale, form and typology of development which would be appropriate for Jaywick Sands and enhance what is positive and distinctive about its character.

Working with the existing landscape features - the banks, drainage ditches and ponds that are so functionally important, as well as part of the unique character of this part of Jaywick, the siting and function of new public open space is used as a way to link the different parts of the community together. The masterplan also

seeks to create visual and walking links out to the wider area. It is envisaged that Tudor Fields, which is also owned by Tendring District Council, would be the site for biodiversity enhancement as well as increased public access to capitalise on its already recognised status as a Local Wildlife Site.

A new village centre is created between Brooklands and the Village, building on the activity already taking place with the workspace and covered market project. In this area, the non-habitable ground floor space is ideal for creating a mixed-use

and vibrant centre with three-storey buildings accommodating apartments above active ground floor uses to create density and activity.

On the north side of Lotus Way, the small plot, gridded pattern of Jaywick is extended while expanding the plot dimensions to accommodate more generously sized homes and gardens. Here the predominant typology would be semi-detached homes with garage, home office and ancillary utility space at ground floor level.

F2. Housing typology A: 3 storey houses (non habitable ground floor)



Fig. F3. Location for housing typology A in indicative masterplan

This typology uses the ground floor space below the design flood datum for non-habitable uses linked to the home above - for example, garage, utility/storage space, home office. This creates homes that are well tailored to a coastal/rural lifestyle with space for cycles, paddleboards, etc. Any home office use would need to be strictly regulated and controlled to ensure that it did not become used as habitable space over time.

Semi-detached typologies (and 'link attached) homes are more cost effective to build than detached homes, due to a lower ratio of external wall, while offering many of the advantages of a detached home such as access to rear gardens without going through the interior of the home itself. Short terraces (4-8 homes) could also be a useful typology for Jaywick Sands and are more efficient still.

'Chalet style' gable-fronted designs would build on the typical characteristics of Jaywick Sands while bringing a contemporary inflection. The characteristic variety in housing design in the area can be achieved through using a range of pattern book designs as well as through custom-and self-build for which Jaywick may be a good location.



Fig. F4. Examples of good quality, well-designed 3-storey homes

F3. Housing typology B: 3 storey apartment buildings (non habitable ground floor)



Fig. F5. Location for housing typology A in indicative masterplan

This typology comprises apartments on two floors above ground floor non-residential uses.

In the central part of the site where a focus for commercial and social activity is to be created, ground floor uses would be mainly E-class uses including local shops/supermarket, community facilities such as early years provision, GP/healthcare, library, alongside business units/workspace to let.

On the edges and on the north and west of Lotus Way, ground floor uses could include some garaging/parking as well as communal facilities for building residents such as shared laundry facilities, co-working, event space/party room, storage and utilities such as refuse stores and cycle parking.

Designs aim to create activity at ground floor level without being dominated by garaging. Apartments above would be designed with balconies and shared communal garden/courtyard space would be provided at ground level. Roofs should be used for photovoltaic panels as part of lowering carbon emissions.

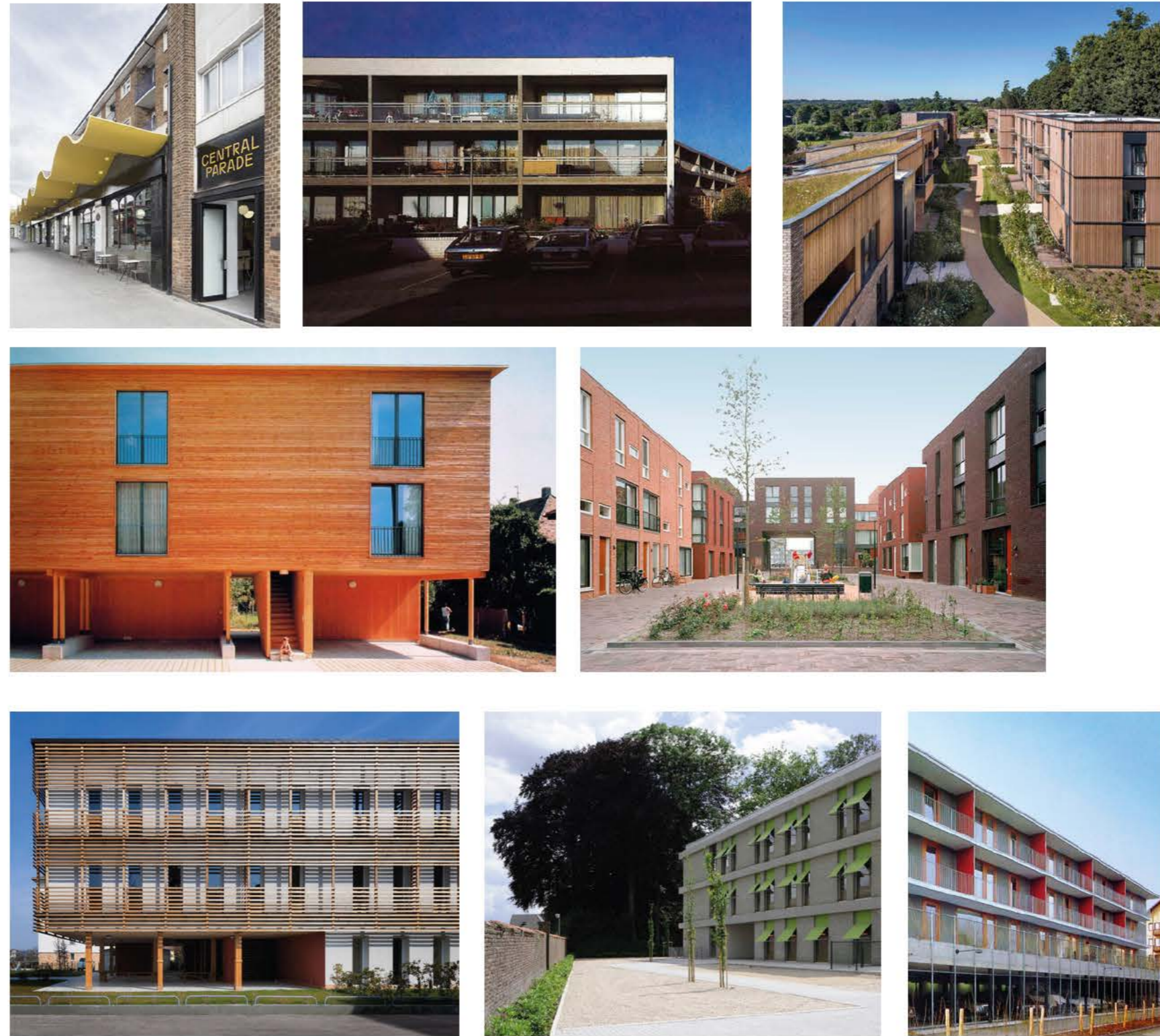


Fig. F6. Examples of good quality, well-designed 3-storey homes with non-habitable ground floor

F4. Streets and open spaces

Streets and spaces would be designed to create a people-centred environment with an active public realm incorporating formal and informal opportunities for play and recreation.

Streets would be designed to 'Woonerf' (living streets) principles in order to slow vehicle speeds down and encourage walking, cycling and use of the public realm.

The central 'square' would be designed as a multifunctional hard landscape space activated through the active frontages of the ground floor commercial and community uses.

Green spaces would be designed as multi-functional and multi-generational spaces for formal and informal play, sport and recreation. As allotments are a current deficit and as the existing Dig for Jaywick programme is successful, an area for potential allotments has been identified.

All streets and open spaces would be designed with integrated SuDS features.



Fig. F7. Examples of high quality street, open space and public realm design

F5. Amount and mix of housing and non-residential uses



Parcel	No of homes
A	25
B	16
C	4
D	7
E	8
F	8
G	15
H	24
J	6
K	21
L	30
M	58
Total	222

Non-residential floorspace below houses to be garage/carport/utility/home office space.

50% of non-residential floorspace below apartments to be used for parking and communal shared facilities for residents.

Remaining non-residential floorspace to be E class and community uses to meet masterplan brief and address local infrastructure deficits

Notional non-residential uses:

Supermarket (assume mid size Tesco Express or similar)	400m ²
Early years nursery (assume 24 place)	180m ²
GP surgery/ healthcare hub (6 consulting rooms+ ancillary)	510m ²
Library (assume similar to Golf Green Hall)	150m ²
E class units (commercial/social enterprise)	482m ²
Total	1,722m²

Fig. F8. Map key of parcels

	1b2p flat (50m ² GIA)	2b2p flat (70m ² GIA)	2b2p house (80m ² GIA)	3b6p house (110m ² GIA)	4b8p house (130m ² GIA)
Quantity	42	52	36	56	36
		88			
% of total units	19%	40%		25%	16%
Target mix (blended across tenure)	20%	40%		25%	15%

Dwellings per hectare (gross site area): 34

Dwellings per hectare (site area net of public open space, inclusive of roads and private open space): 43

Bedspaces per hectare (gross): 160

	Apartment buildings			Houses		
	Large	Medium	Small	2 bed	3 bed	4 bed
Quantity	2	6	1	36	56	36
GIA (residential spec space)	984m ²	744m ²	456m ²	80m ²	110m ²	130m ²
GIA (non-residential spec space)	492m ²	372m ²	228m ²	40m ²	55m ²	65m ²
GEA (residential spec space)	1,060m ²	808m ²	506m ²	95m ²	128m ²	149m ²
GEA (non residential spec space)	530m ²	404m ²	253m ²	47m ²	64m ²	75m ²
Total GEA per building type	3,180m²	7,273m²	759m²	5,127m²	10,720m²	8,067m²

F6. Open space and streets



Fig. F9. Map key of open spaces

A - public green open space	424m ²
B - public green open space (incl. allotments)	6,118m ²
C - public open green space	3,759m ²
D - public open green space	2,008m ²
E - public square (area includes parking and access route)	2,479m ²
F - public landscaped car parking (additional to provision currently being delivered as part of market scheme)	1,952m ²
G - communal open green space (residents only?)	2,379m ²
Total open green space	12,680m ² / 1.27ha
Total public hard landscape (not including car park)	2,479m ² / 0.25ha

Public open space as % of gross site area: 23%

Roads: 1128 linear metres, 6m wide

List of figures

Fig. 1. Map showing components of the Jaywick Sands Place Plan and the Local Plan boundaries.....	7	England data.....	19	Fig. 50. An example of vacant and derelict housing in poor condition.....	27
Fig. 2. Map showing location of Jaywick Sands in the wider area.....	10	Fig. 24. View of the beach and Martello Tower.....	19	Fig. 51. Map showing Tendring District Council land ownership in Jaywick Sands.....	29
Fig. 3. Development of Jaywick Sands. Source: historic map records.....	11	Fig. 25. View of the grassy dunes at Jaywick beach.....	19	Fig. 52. Map showing locations of nearby allocated housing sites.....	30
Fig. 4. Jaywick Sands, c1930 ©Unknown.....	11	Fig. 26. Map of local environmental designations in Jaywick Sands.....	20	Fig. 53. Extract from Tendring Local Plan Policies Map.....	32
Fig. 5. Estate office, 1936 ©Unknown.....	11	Fig. 27. View of Tudor Fields (Local Wildlife Site).....	20	Fig. 54. Diagram of place-based opportunities and constraints.....	34
Fig. 6. Vintage postcard, 1950s ©Unknown.....	11	Fig. 28. Flood risk and defences at Jaywick Sands. Source: 2015 Jaywick Sands Strategic Flood Risk Assessment, 2023.....	21	Fig. 55. Map and photographs of Jaywick Sands' coastline.....	35
Fig. 7. Development of Jaywick Sands. Source: OS historic map records.....	12	Fig. 29. Map showing depths of inundation predicted in a climate change to Climate Change scenario for a 0.5% AEP event. Source: Environment Agency, 2022.....	22	Fig. 56. Map and photographs of the rural landscape of Jaywick Sands.....	35
Fig. 8. Flood in 1953.....	12	Fig. 30. Map showing extent of the flood 'cell' in which Jaywick Sands is located. Upgrades to all the defences shown would be required to continue to protect Jaywick Sands in the future. Source: Jaywick SFRA, 2023.....	22	Fig. 57. Map and photographs showing the unique pattern and character of buildings found in Jaywick Sands.....	35
Fig. 9. The beach, 1980s.....	12	Fig. 31. Buick Avenue.....	23	Fig. 58. Map showing the areas at risk from flooding in Jaywick Sands, photographs of the sea wall and examples of flood-resilient buildings in Jaywick Sands.....	36
Fig. 10. Sunspot, 1950s.....	12	Fig. 32. Beach and the wall.....	23	Fig. 59. Map and photographs showing local wildlife site in Jaywick Sands.....	36
Fig. 11. Map showing boundaries of Lower Super Output Areas in Jaywick Sands.....	13	Fig. 33. Brooklands.....	23	Fig. 60. Jaywick Sands from the air - showing the extensive beach and rural setting.....	37
Fig. 12. Sea Holly Way.....	13	Fig. 34. House on the seafront.....	23	Fig. 61. Map and tables showing the defence units relevant to Jaywick Sands and the expected lifespan. Source: Jaywick Sands Coastal Defence Study 2023, Environment Agency.....	40
Fig. 13. View of the grassy dunes at Jaywick beach.....	13	Fig. 35. Village house.....	23	Fig. 62. Map of design framework for flood defences and the seafront.....	41
Fig. 14. Diagram showing age profile.....	14	Fig. 36. Grasslands.....	24	Fig. 63. Sketch visualisation of the new seafront design strategy along the Brooklands seafront.....	42
Fig. 15. Diagram showing age profile from Jaywick LSOA level ONS (2012): 2011 Census data.....	14	Fig. 37. Grasslands map.....	24	Fig. 64. Indicative cross-section showing the strategic design approach to the Brooklands seafront.....	42
Fig. 16. Diagram showing health profile at Jaywick LSOA level.....	14	Fig. 38. Plot diagram - Brooklands/Grasslands.....	24	Fig. 65. Isometric sketch showing the main elements of the seafront design strategy along the Brooklands seafront.....	42
Fig. 17. Diagram showing qualifications profile.....	15	Fig. 39. Plot diagram - Brooklands seafront.....	24	Fig. 66. Indicative cross-section showing the design framework for the Brooklands seafront and the distance to high water at the narrowest point of the beach.....	43
Fig. 18. Diagram showing employment profile.....	15	Fig. 40. The Village.....	25	Fig. 67. Indicative plan of the design strategy for the Brooklands seafront showing integration of improved streetscape, public realm, accessibility and amenities.....	43
Fig. 19. Map showing distance of key services and amenities for Jaywick wider area.....	16	Fig. 41. The Village map.....	25		
Fig. 20. Map showing distance of key services and amenities for Jaywick.....	17	Fig. 42. Plot diagram - The Village typical streets.....	25		
Fig. 21. Existing movement network.....	18	Fig. 43. Plot diagram - The Village seafront.....	25		
Fig. 22. Jaywick Sands seafront.....	18	Fig. 44. Tudor Estate.....	26		
Fig. 23. Map of environmental designations in the wider area around Jaywick Sands. Source: Natural England and Historic		Fig. 45. Tudor Estate map.....	26		
		Fig. 46. Tudor Estate street.....	26		
		Fig. 47. Tudor Estate street.....	26		
		Fig. 48. Diagram showing housing tenure at Jaywick LSOA level Census 2021.....	27		
		Fig. 49. Examples of occupied housing in poor condition.....	27		

Fig. 68. Sketch visualisation of the new seafront design strategy along the Village seafront.....	44	Fig. 86. Plan showing land use framework for business, tourism and local services.....	53	Fig. 109. Proposed bus shelter locations (existing stops named)	64
Fig. 69. Indicative cross-section showing the design approach to the Village seafront	44	Fig. 87. Indicative site strategy for TDC owned development sites in the village centre.....	54	Fig. 110. Beach Way existing bus stop.....	64
Fig. 70. Isometric sketch showing the main elements of the seafront design strategy along the Village seafront	44	Fig. 88. Map of existing public open spaces in Jaywick Sands....	55	Fig. 111. Map showing the location and ownership drainage infrastructure in Jaywick Sands	65
Fig. 71. Indicative cross-section showing the design framework for the Village seafront and the distance to high water at the narrowest point of the beach	45	Fig. 89. Map of existing condition of Crossways Park (top) and green space on Garden Road (bottom).....	56	Fig. B1. Diagram showing sequential test approach.....	73
Fig. 72. Indicative plan of the design strategy for the Village seafront showing integration of improved path in front of homes, public realm, accessibility and amenities.	45	Fig. 90. Map showing proposed improvements to Crossways Park (top) and green space on Garden Road (bottom)	56	Fig. C1. Map of West Clacton and Jaywick Sands Defensive Units, as designated by the Environment Agency.	74
Fig. 73. Aerial photograph of an example beach boardwalk	46	Fig. 91. Map of existing condition of St Christopher's Way.....	57	Fig. C2. Maps of area designations. Source: DEFRA.....	75
Fig. 74. An example of beach boardwalk with bench	46	Fig. 92. Maps of existing condition and proposed improvements to Fern Way	57	Fig. C3. Map of access points located along the current sea wall	76
Fig. 75. Photograph of current condition of Brooklands.....	46	Fig. 93. Map of proposed improvements to St Christopher's Way	57	Fig. C4. Map of access points located along the current sea wall, with photographs showing the visibility of the beach from the land side	77
Fig. 76. Sketch illustration for a one-way system on Brooklands	46	Fig. 94. Maps of existing condition and proposed improvements to Sea Crescent.....	57	Fig. C5. Brooklands (DU2) - cross-section at narrowest point..	78
Fig. 77. Vacant plots within Brooklands (TDC in green/other vacant plots in blue)	47	Fig. 95. Map of existing condition of Brooklands Gardens	58	Fig. C6. Village (DU3) - cross-section at narrowest point.....	78
Fig. 78. Photographs of some of the vacant plots within Brooklands.....	47	Fig. 96. Map of existing condition of Lotus Way	58	Fig. C7. Map with key of cross-sections illustrated below.	78
Fig. 79. Diagram of single vacant plots acquired in order to develop a single 2 bedroom flood safe home on side by side or back to back plots on typical Brooklands avenue arrangement.....	48	Fig. 97. Map of proposed improvements to Brooklands Gardens	58	Fig. C8. Current typical section through Brooklands	79
Fig. 80. Diagram showing use of Brooklands plots for parking ..	48	Fig. 98. Map of proposed improvements to Lotus Way.....	58	Fig. C9. Current typical section through the Village	79
Fig. 81. Diagram showing how purchasing adjoining plots to a double vacant plot allows two new homes to be developed.....	48	Fig. 99. Map of existing public open spaces in Jaywick Sands....	59	Fig. C10. Map showing line of sea of wall to be raised for Option A	80
Fig. 82. Plan showing application of strategy to currently vacant and derelict plots	49	Fig. 100. Map of proposed accessibility and connectivity improvements	60	Fig. C11. Option A - cross-section through Brooklands during construction.....	81
Fig. 83. Infographic showing process for replacing poor quality and non-resilient homes with good quality new homes.....	50	Fig. 101. Map showing proposed new route and alternative emergency access route to be safeguarded.	61	Fig. C12. Option A - cross-section through the Village during construction.....	81
Fig. 84. Examples of good quality, well-designed homes showing approaches relevant to the character and built form of Jaywick Sands	51	Fig. 102. Proposed routes for emergency access/egress and 0.5% AEP + Climate Change (100 years) flood event depths map, depths given in metres from existing ground level (EA, 2022) ..	62	Fig. C13. Photographs of current works at Cockett Wick showing extent of plant and storage required for wall raising and defence reinforcement works.....	81
Fig. 85. Map showing location of non-residential uses in and around Jaywick Sands	52	Fig. 103. Aerial view of proposed access/evacuation route (solid) and footpath (dashed).....	62	Fig. C14. Option A - cross-section through Brooklands after construction.....	82
		Fig. 104. Typical section through raised bank	62	Fig. C15. Option A - cross-section through the Village after construction.....	82
		Fig. 105. Existing raised bank toward Tudor Fields.....	62	Fig. C16. View of Brooklands seafront (DU2) - current condition	83
		Fig. 106. Hard to access footpath behind Brooklands	63	Fig. C17. Visualisation of Brooklands seafront (DU2) after full wall raising (both phases)	83
		Fig. 107. Cared for access to footpath behind Grasslands.....	63		
		Fig. 108. Existing alley between Brooklands plots.....	63		

Fig. C18. View of Village seafront (DU3) - current condition ...	83	Fig. C37. Isometric diagram of Option B proposal for Brooklands seafront (DU2).....	92	Fig. E16. Map diagram of further site assembly required for Tudor Field development.....	106
Fig. C19. Visualisation of Village seafront (DU3) after full wall raising (both phases)	83	Fig. C38. Isometric diagram of Option B proposal for the Village seafront (DU3).....	92	Fig. F1. Indicative masterplan	107
Fig. C20. Visualisation of Brooklands seafront (DU2) after full wall raising (both phases)	84	Fig. C39. Map indicatively showing Option C, with reshaped beach and potential locations of new rock groynes (dotted)	93	Fig. F2. Indicative masterplan	108
Fig. C21. Visualisation of Village seafront (DU3) after full wall raising (both phases)	84	Fig. C40. Map showing line of sea of wall to be raised for Option A	94	Fig. F3. Location for housing typology A in indicative masterplan	109
Fig. C22. Map showing line of new sea of wall proposed under Option B, and location of potential additional rock groyne	85	Fig. C41. Map showing line of new sea of wall proposed under Option B, and location of potential additional rock groyne	94	Fig. F4. Examples of good quality, well-designed 3-storey homes	109
Fig. C23. Option B - cross-section through Brooklands during construction.....	86	Fig. C42. Map indicatively showing Option C, with reshaped beach and potential locations of new rock groynes (dotted)	94	Fig. F5. Location for housing typology A in indicative masterplan	110
Fig. C24. Option B - cross-section through the Village during construction.....	86	Fig. E1. Diagram of constraints on the undeveloped sites.....	98	Fig. F6. Examples of good quality, well-designed 3-storey homes with non-habitable ground floor.....	110
Fig. C25. Option B - cross-section through Brooklands after construction.....	87	Fig. E2. Map diagram of fully defended masterplan.....	99	Fig. F7. Examples of high quality street, open space and public realm design	111
Fig. C26. Option B - cross-section through the Village after construction.....	87	Fig. E3. Map diagram of fully defended masterplan.....	100	Fig. F8. Map key of parcels	112
Fig. C27. Option B - indicative plan of proposed new sea wall at Brooklands.....	88	Fig. E4. Examples of good quality, well-designed homes relevant to the character and built form of Jaywick Sands.....	100	Fig. F9. Map key of open spaces.....	113
Fig. C28. Option B - indicative section through beach and sea wall at Brooklands	88	Fig. E5. Diagram of proposed ground floor uses for fully-defended masterplan	100		
Fig. C29. Option B - indicative plan of proposed new sea wall at the Village	89	Fig. E6. Diagram of proposed building heights for fully-defended masterplan	100		
Fig. C30. Option B - indicative section through beach and sea wall at the Village.....	89	Fig. E7. Map diagram of undefended masterplan	102		
Fig. C31. View of Brooklands seafront (DU2) - current condition	90	Fig. E8. Example of flood-resilient construction at ground floor level	103		
Fig. C32. Visualisation of Brooklands seafront (DU2) after line of sea-wall is advanced.....	90	Fig. E9. Example of undercroft parking below a raised amenity deck	103		
Fig. C33. View of Village seafront (DU3) - current condition ...	90	Fig. E10. Raising ground levels between buildings to create amenity space accessed from habitable rooms above street level.....	103		
Fig. C34. Visualisation of Village seafront (DU3) after line of sea-wall is advanced.....	90	Fig. E11. Undercroft parking below a raised amenity deck.....	103		
Fig. C35. Visualisation of Brooklands seafront (DU2) after line of sea-wall is advanced.....	91	Fig. E12. 'Pavilion' building raised above ground level with parking or non-habitable shared facilities at ground level.....	103		
Fig. C36. Visualisation of Village seafront (DU3) after line of sea-wall is advanced.....	91	Fig. E13. Example of landscape shaping with undercroft parking	103		
		Fig. E14. Example of 'pavilion' building raised above ground level	103		
		Fig. E15. Diagram showing potential phasing of development ..	105		