

Evidence Gathering for the Tendring District Local Development Framework



Core Strategy Discussion Document Issues and Possible Options

March 2009

Tendring
District Council



Important Notice

This is the Council's Local Development Framework (LDF): Core Strategy - Discussion Document on Issues and Possible Options which has been specifically designed to encourage individual members of the public, community groups and other stakeholders to get involved in the early stages of planning for the longer term future of our district.

To help you take part in this consultation exercise, a questionnaire/comment form has been produced that corresponds to the different sections of this document. You can fill in this questionnaire in a number of ways:

- If you have access to the internet, the questionnaire/comment form is available on the Council's website www.tendringdc.gov.uk where it can either be printed out or filled in and submitted on-line;
- Paper copies of the questionnaire/comment form are available at the various 'deposit points' where this document is available for public view;
- If you require paper copies of the questionnaire/comment form, please contact the Council's Development Plans Team by e-mail on planningpolicy@tendringdc.gov.uk or by telephone on **01255 686177**.

The closing date for submitting your completed questionnaire/comment form is Friday 1st May at 4.00pm. Any submissions received after that time will not be considered.

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

**The Development Plan Manager
Planning Services
Tendring District Council
Council Offices
Thorpe Road
Weeley
Clacton-on-Sea
Essex CO16 9AJ**

Further Information and Contacts

Information on the general Local Development Framework process, updates on the Council's progress in preparing Development Plan Documents and information on current consultation exercises is available on the planning pages of the Council's website www.tendringdc.gov.uk.

If you have any questions regarding the Local Development Framework, including this document, please feel free to contact a member of the Council's Development Plans Team by telephone on **01255 686177** or by e-mail on planning.policy@tendringdc.gov.uk.

For more detailed information and guidance on the national planning system, please visit the Communities and Local Government website www.communities.gov.uk.

If you require a version of this document in an alternative format please contact us

BENGALI

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CHINESE

如果你需要这份文件的简体中文翻译，可以通过www.Tendringdc.gov.uk订购。

GUJERATI

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HINDI

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POLISH

Jeśli potrzebujesz ten dokument w j. polskim, tłumaczenie może być zlecone na stronie www.Tendringdc.gov.uk

TURKISH

Eğer bu dökümanı Türkçe olarak istiyorsanız, çeviri www.Tendringdc.gov.uk yolu ile düzenlenebilir.

URDU

اگر آپ کو اس دستاویز کی ضرورت اردو میں ہے تو www.Tendringdc.gov.uk کے ذریعہ اس کے ترجمہ کی فرماش کی جا سکتی ہے

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1. Introduction

- 1.1 The preparation of a Local Development Framework (hereafter the 'LDF') is a statutory requirement for local planning authorities under the 2004 Planning and Compulsory Purchase Act (as subsequently amended). The LDF is a portfolio of planning documents containing the local authority's planning policies and proposals to guide development in their area over a certain period of time. For Tendring, the LDF period will be to 2026; a full 15 year period beyond its anticipated adoption in 2011, replacing the current Local Plan when it expires.
- 1.2 The Core Strategy lies at the heart of the LDF and, although it is only one element of the portfolio, it is the most important because it will set out the community's vision for change in our district, highlight the key issues and growth requirements that need to be addressed and will also explain how the Council will use its planning powers, working in close partnership with other organisations, to deliver a positive future for our area.
- 1.3 It is very important to understand that the Core Strategy is about the big picture; it will not contain detailed information on very local or site-specific issues in the way that the Local Plan did. However, in preparing the Core Strategy, the Council will have to make the big decisions that will influence the way in which more site-specific and detailed issues will be dealt with in future planning documents, such as the Site Allocations document and Area Action Plans (which will contain detailed proposals maps), and when dealing with planning applications for individual development proposals.
- 1.4 To encourage communities, individual members of the public and other stakeholders to get involved in strategic planning and give you the opportunity to have your say early on in the process (before important and long-lasting decisions on the future are made), the Council has produced this document which sets out some 'Issues and Possible Options' for you to consider.

Preparing the Core Strategy

- 1.5 The preparation of the Core Strategy will involve the following stages. These correspond with the Town and Country Planning (Local Development) (England) Regulations 2008:

Issues and Possible Options Consultation 23rd March to 1st May 2009 (WE ARE HERE)

This is the first stage of the process and the subject of this document. This is an informal consultation which is not a requirement of the regulations but which the Council believes is important to enable stakeholders to engage in the planning process at an early stage.

Formal Consultation Summer/Autumn 2009

Taking the comments received in response to this discussion document into account, the Council will prepare the first proper draft of the Core Strategy and will publish it for formal public consultation where stakeholders will be invited to make detailed comments or object to its content. This document will contain the Council's decisions on the planning strategy and a detailed set of planning policies and will be the last opportunity for stakeholders to comment. This is anticipated in August 2009.

Submission Early 2010

Taking into account the comments and objections received in response to consultation on the Core Strategy document in Summer 2009, the Council will prepare the final draft of the Core Strategy incorporating any changes as deemed necessary. The Council will then formally submit the document to the Secretary of State. At this point, the process of examination begins.

Independent Examination Mid 2010

The Secretary of State will appoint an independent planning inspector to oversee a series of debates involving different stakeholders and covering issues of particular relevance or contention. The Inspector will decide who to invite to the examination and what issues to discuss. The Inspector will want to be satisfied (or convinced otherwise) that the Council's Core Strategy is 'sound' i.e. justified by robust evidence, effective in delivering the desired outcomes and in accordance with national planning policy.

Adoption of the document Early 2011

Following the Examination, the Inspector will produce a report containing decisions as to whether the Core Strategy is judged to be 'sound'. If sound, subject to any minor changes required by the Inspector, the Council can begin the process of adoption. On adoption, the Core Strategy will become a statutory document.

Working in Partnership

- 1.6 Whilst the Council in its statutory role as local planning authority has the main responsibility for overseeing the preparation of the Core Strategy, it will be prepared in partnership with a number of other organisations including neighbouring authorities, utility companies and emergency services.
- 1.7 Even in preparing this Discussion Document on Issues and Possible Options, the following organisations have been involved by sharing knowledge, compiling technical data, providing advice and assisting us in commissioning technical studies:
 - Anglian Water
 - Babergh District Council
 - Colchester Borough Council
 - East of England Development Agency (EEDA)
 - Environment Agency
 - Essex County Council
 - Essex Fire Authority
 - Essex Police
 - Essex Wildlife Trust
 - Federation of Small Businesses
 - Haven Gateway Partnership
 - Home Builders Federation
 - Natural England
 - North-East Essex Primary Care Trust
 - Tendring Hundred Water
 - Tendring Local Strategic Partnership (LSP)
 - Tendring Regeneration Ltd (INTend)
- 1.8 The Tendring Local Strategic Partnership (LSP), which includes a number of key partners working together, produced the Tendring Sustainable Community Strategy (December 2007) which includes various objectives for bringing about positive changes in our district. The LSP will not only be a key body in assisting the Council in preparing the Core Strategy, it will also play an increasingly important role in delivering the objectives of the Sustainable Community Strategy and the Core Strategy.

Involving the Community

- 1.9 The Council is required to carry out public consultation on its various development plan documents in accordance with its Statement of Community Involvement (SCI) which was adopted in May 2008 having itself been the subject of public consultation and examination. To engage the public and other stakeholders in preparing the Core Strategy, the Council will undertake a series of events during the consultation period including public exhibitions not only at this stage of consultation but also at the next 'formal' stage of consultation.
- 1.10 The Statement of Community Involvement can be viewed on the Council's website www.tendringdc.gov.uk or at any of the Council offices along with the schedule of public exhibitions.

Using Your Response

- 1.11 Whilst this is an informal consultation exercise, your participation in this exercise is extremely important to us. All comments received within the consultation period will be carefully considered and although the Council might not always necessarily agree with some suggestions, we will always give a reason. Very often, public comments do have a real influence on the content of development plans. The current Local Plan for example changed quite significantly from the 'First Deposit Draft' in 2004 to the final adopted version in 2007, mainly as a result of comments made by the public and other stakeholders.
- 1.12 Your responses to this discussion document will be recorded on the Council's consultee database and we will produce a further report that summarises the results of the consultation exercise. That report will in itself form part of the 'evidence base' in preparation of the first proper draft of the Core Strategy which will be the subject of formal consultation later this year.
- 1.13 By providing your contact details, we will also write to you to keep you updated on the progress of the different parts of the Local Development Framework, letting you know when certain documents are published; and informing you of future public consultation exercises.

2. Structure of this document

- 2.1 LDF Core Strategies are very different to the old-style Local Plans. Instead of just containing a large number of planning policies divided into different chapters for different topics, they need to document a logical sequence of 'events' that demonstrate how the local authority has considered the wider policy framework and understood the characteristics of their area. They need to identify the key development issues, established a vision for the future and then frame their development strategy and planning policies to address some of the issues and deliver that vision.
- 2.2 Whilst what you are currently reading is a Discussion Document on Issues and Possible Options for informal consultation, we have attempted to structure it in the same format that we anticipate using for the formal version of the Core Strategy. This will allow you to see how your comments may have influenced the formal Core Strategy document that will be published later this year.
- 2.3 It is also useful to show at this early stage how the different aspects of the Core Strategy fit together so that, when we do produce the formal version later in the year, people will find the format familiar and relatively straight forward to follow.
- 2.4 So, in terms of structure, Core Strategies are expected to contain the following elements:
- Strategic Context
 - Spatial Portrait
 - Key Issues
 - Spatial Vision and Objectives
 - Spatial Strategy
 - Core Policies
- 2.5 In addition to these elements, the Tendring LDF Core Strategy will also contain a section on 'Development Policies'. Some authorities choose to produce a separate document on Development Policies but we have decided to include them as part of the Core Strategy document to make more efficient use of the consultation process and has shown to be effectively undertaken by other local authorities.
- 2.6 This document therefore contains a chapter devoted to each of the above listed elements including an additional chapter on Development Policies.
- 2.7 Overleaf is a summary of what each chapter of the Core Strategy will seek to broadly cover along with our suggestions as to how, through your responses to this consultation document, we would like you to help us shape their content.

Chapter 3 – Strategic Context

Purpose: This chapter will explain how the content of the Core Strategy will be influenced by other policies, plans and strategies including the planning legislation, national and regional planning policies, local strategies and technical documents produced not only by the Council itself but by other partners as well.

How you can help: In responding to this discussion document, we would like your view as to whether there are any other plans; strategies or studies that we have failed to mention in our initial list that you think should either also inform the preparation of the Core Strategy or which should be supported through the policies and proposals in the Core Strategy.

Chapter 4 – Spatial Portrait

Purpose: This chapter will contain a profile of the Tendring district that draws upon our knowledge of its key geographical features, socio-economic make-up and other characteristics and how these vary, broadly, from one part of the district to another. These factors will need to be carefully considered when identifying the key issues facing our area and coming up with new policies and proposals.

How you can help: In responding to this discussion document, we would like your view as to whether our first attempt at expressing the characteristics of our district matches your knowledge or perception of Tendring. Perhaps there are factors that we have failed to mention that you feel need to be taken into account.

Chapter 5 - Key Issues

Purpose: Drawing upon the strategic context and the profile of our district contained in the spatial portrait, this chapter will set out the key development issues facing our district; issues that the development strategy and planning policies should aim to address.

How you can help: In responding to this discussion document, we would like to know whether you think our initial list of key development issues are the right issues or whether we have got it wrong. If there is a development issue that you think should be included in the list, please let us know.

Chapter 6 – Spatial Vision and Objectives

Purpose: Drawing upon the work that the Local Strategic Partnership has already done in preparing the Sustainable Community Strategy, this chapter will explain our vision for change in the district and will set out the objectives for turning that vision into reality.

How you can help: In responding to this discussion document, we would like your opinion of the vision and objectives we have come up with. You might think they are too specific or too vague or you might want to suggest a different vision for Tendring altogether.

Chapter 7 – Spatial Strategy

Purpose: This chapter will explain how the growth requirements primarily for new jobs and housing and infrastructure to support that growth will be distributed throughout our district.

How you can help: In responding to this discussion document, we would like you to carefully consider a few first options that we have come up with based on some of the technical work we have undertaken so far. We would like to know which one you would be more likely to support, which ones you would object to (with your reasons) or which ones you feel would best or least address some of the issues identified in Chapter 5. You might even want to suggest an entirely different strategy altogether in which case we would be particularly interested in the rationale behind it.

Chapter 8 – Core Policies

Purpose: This chapter will contain a series of policies that will set out, in principle, how the Council, sometimes working in partnership with other organisations, will seek to deliver upon its objectives including perhaps policies on creating jobs, regeneration and protecting the environment.

How you can help: In responding to this discussion document, we would like you to consider the list of Core Policies we are thinking about including in the Core Strategy and are interested in your opinion as to what these policies should seek to achieve. We would also like to know if you think we've missed something in our initial list.

Chapter 9 – Development Policies

Purpose: This chapter will contain a series of policies which will set out the detailed criteria against which planning applications for new development will be judged when they are submitted to the Council's planning department. These policies will provide guidance on, for example, design and layout, energy efficiency and disabled access.

How you can help: In responding to this discussion document, we would like you to consider the list of Development Policies we are thinking about including in the Core Strategy and are interested in your opinion as to what these policies should seek to achieve. We would also like to know if you think we've missed something in our initial list. You might even have a view on how well, or otherwise, the policies in the current Local Plan have worked in practice and whether there is a case for carrying some of those forward into the LDF.

- 2.8 For each chapter of this document, we have drawn upon our knowledge and some of the evidence that has been produced to date to provide our initial thoughts as to what the Core Strategy might contain. These are first-draft suggestions and are by no means set in stone; we are genuinely interested in any alternative ideas you might have.
- 2.9 To make this consultation exercise as easy to understand as possible, the document contains a series of questions under each of the following chapters 3 to 9. We are particularly interested in your opinion on these and we would urge you to concentrate on providing comments in response to these questions.

- 2.10 You will find the questions in green text boxes like the example below:

Question 20: Do you think we should plan for more than 6,500 new homes in the period 2011-2026? If so, how many more new homes should we plan for and why?

- 2.11 You can see we have asked a great number of questions and some of these are quite complex. So, please do not feel you have to provide a response to all of the questions in this document; even if you only have an opinion on one of the issues raised in this document, we are interested to know what it is.

You do not have to respond to all the questions in this document.

Only respond to the ones you want to.

3 Strategic Context

- 3.1 Whilst the Core Strategy will be a plan for the Tendring district, to ensure ‘soundness’, we must have regard to and ensure consistency with a wide range of other policies, guidance, strategies and plans that have been produced not only by the Council but also by central government and other public bodies. Ensuring consistency with this framework of other policies, guidance, strategies and plans (apart from getting the Core Strategy approved by an Inspector in the first instance) will:
- improve our chances of securing central government and regional funding for various projects and initiatives;
 - maximise the potential for efficient partnership working between the Council and other public bodies to successfully deliver improvements in our district; and
 - minimise the number of appeals and challenges against any planning decisions that are inconsistent with government or regional policy.
- 3.2 So, the ‘strategic context’ therefore provides the framework in guiding the Core Strategy, and which will be used to help deliver objectives and projects identified in those other plans and strategies. This chapter identifies these other policies, guidance, strategies and plans of which we are aware, explains how they are relevant to our district and what the consequences might be for the content of the Core Strategy. The strategic context is presented under the following categories:
- National Context
 - Regional Context
 - Sub-Regional Context
 - County Context
 - Local Context
 - Technical Evidence

National Context

To be judged sound, the policies and proposals contained in LDF Core Strategies and other development plan documents must be in accordance with national planning policy unless there are local circumstances that might justify otherwise.

Planning Policy Guidance/Statements – National planning policy is contained within the government's Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS) of which there are a number covering a variety of subjects. These are designed to ensure a consistent approach across the country to planning issues of national significance. At the time of writing, the following combination of PPGs and PPSs, of which not all are directly relevant to planning in our district, formed the basis of national planning policy:

- PPS1 – Delivering Sustainable Development
- PPS1 Supplement – Planning and Climate Change
- PPG2 – Green Belts
- PPS3 – Housing
- PPG4 – Industrial, Commercial Development and Small Firms
- PPG5 – Simplified Planning Zones
- PPS6 – Planning for Town Centres
- PPS7 – Sustainable Development in Rural Areas
- PPG8 – Telecommunications
- PPS9 – Biodiversity and Geological Conservation
- PPS10 – Planning for Sustainable Waste Management
- PPS11 – Regional Spatial Strategies
- PPS12 – Local Spatial Planning
- PPG13 – Transport
- PPG14 – Development on Unstable Land
- PPG15 – Planning and the Historic Environment
- PPG16 – Archaeology and Planning
- PPG17 – Planning for Open Space, Sport and Recreation
- PPG18 – Enforcing Planning Control
- PPG19 – Outdoor Advertisement Control
- PPG20 – Coastal Planning
- PPS22 – Renewable Energy
- PPS23 – Planning and Pollution Control
- PPG24 – Planning and Noise
- PPS25 – Development and Flood Risk

When new PPS documents are prepared, emerging consultation drafts will also be a material consideration in preparing the Core Strategy. PPS4 'Planning for Sustainable Economic Development' is one such example.

PPS12 is particularly relevant to the process of preparing the LDF Core Strategy and amongst other things, requires that it should not repeat or reformulate national or regional policy. Therefore, where a subject is covered in sufficient detail by a PPG or PPS, there is no need to cover those subjects in the policies of the Core Strategy.

Government Circulars – In addition to national policy contained in PPGs and PPSs, there are also a number of non-statutory 'circulars' issued by the government from time to time that provide guidance on dealing with specific planning issues such as planning obligations and gypsy and traveller sites. Whilst these are non-statutory, we still need to take them into account in preparing the Core Strategy.

Good Practice Guides – There is no statutory requirement for Core Strategies to conform to the content of good practice guides produced by the government but they provide a useful point of reference when dealing with particular issues. The 'Good Practice Guide on Planning for Tourism' for example is particularly relevant in a district like Tendring.

Question 1: Are you aware of any other type of national policy, guidance, strategy or plan that you think need to be included in this list and taken into account when preparing the Core Strategy?

Regional Context

To be judged sound, the policies and proposals contained in LDF Core Strategies and other development plan documents must also be in accordance with regional policy. Tendring is part of the East of England region which is represented by the East of England Regional Assembly (EERA) and for which there is a specific Government Office (Go-East). Each region has its own set of strategic planning policies that, in turn, have been prepared in accordance with the national planning policy framework explained above.

The East of England Plan – Regional Spatial Strategy (RSS) 14 otherwise known as the East of England Plan was produced by the East of England Regional Assembly and was formally adopted in May 2008. The East of England Plan is extremely important because it sets out the growth requirements for each district in the region. The main implications for our district arising from the East of England Plan are:

- **A minimum of 8,500 new dwellings must be built between 2001 and 2021;**
- **A target 20,000 new jobs need to be created jointly between Tendring and Colchester between 2001 and 2021; and**
- **Identification of Tendring as part of the ‘Haven Gateway’ regional sub-area within which Clacton and Harwich are identified as ‘regeneration areas’.**

As well as these specific requirements, the East of England Plan contains a number of policies and targets to which the Core Strategy should conform.

East of England Regional Economic Strategy – As well as the East of England Plan, there is the Regional Economic Strategy which was produced by the East of England Development Agency (EEDA) working with EERA. The Regional Economic Strategy complements the East of England Plan and sets out a vision for how the economy of the eastern region might change between now and 2031.

For our district, this strategy recognises the importance of port expansion at Bathside Bay, Harwich, as a development of regional significance and acknowledges the need for urban renaissance and regeneration in Clacton and Jaywick. The Haven Gateway sub-region is identified as an ‘engine of growth’ where improving the capacity of strategic road and rail routes is a key strategic ambition; particularly the A12 and A120.

More generally, it identifies the importance of sustainable and energy efficient design, diversification of the rural economy and transport improvements as key facets of economic growth.

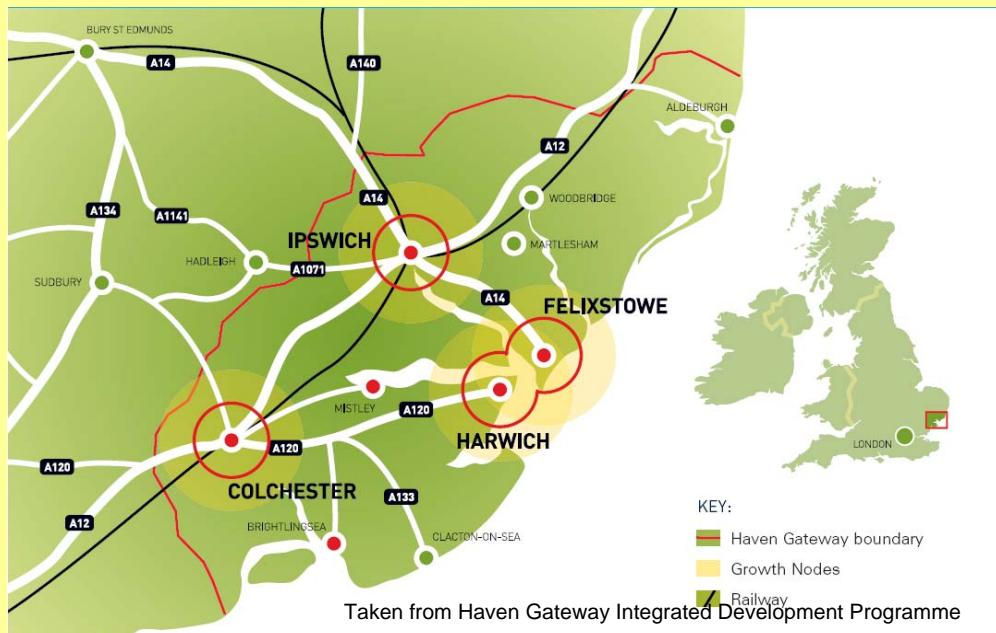
The East of England Regional Assembly has also produced the following strategies which should be taken into account when preparing the Core Strategy:

- **Environment Strategy;**
- **Integrated Sustainability Framework;**
- **Regional Health Strategy;**
- **Regional Housing Strategy;**
- **Regional Social Strategy.**

Question 2: Are you aware of any other regional policy, guidance, strategies or plans that you think need to be included in this list and taken into account when preparing the Core Strategy?

Sub-Regional Context

Whilst the Core Strategy needs to be in conformity with national and regional policy, it should also be used positively as a tool to help deliver the objectives contained in other plans and strategies prepared at a sub-regional and local level. Within the East of England region, our district forms part of the 'Haven Gateway' sub-region which is recognised through the East of England Plan and the Regional Economic Strategy as an area of strategic importance as a gateway to Europe via the ports of Harwich and Felixstowe with the major towns of Colchester and Ipswich identified as key centres for development and change.



The Haven Gateway is designated as a growth area where a significant proportion of the region's growth in new jobs and housing is expected to take place and where funding is allocated for new infrastructure to support regeneration and facilitate these high levels of growth. The Core Strategy must reflect the district's important role within the Haven Gateway and helps deliver the sub-regional objectives of the Haven Gateway Partnership.

Haven Gateway Integrated Development Programme – The Haven Gateway Partnership made up of representatives of local authorities, other public bodies and key private sector organisations, was set up in 2001 to coordinate the growth in the sub-region and in 2008 it published the Integrated Development Programme. This programme identifies the Haven Gateway's priorities for grant funding including, for our district, regeneration in Harwich, Clacton, Walton and Jaywick.

In addition to the Integrated Development Programme, the Partnership commissioned and produced the following technical studies for the Haven Gateway area that will form an important part of the Council's evidence base:

- **Haven Gateway Employment Land Study**
- **Haven Gateway Green Infrastructure Study**
- **Haven Gateway Infrastructure Study**
- **Haven Gateway Regeneration Study**
- **Haven Gateway Water Cycle Study**

Question 3: Are you aware of any other sub-regional policy, guidance, strategies or plans that you think need to be included in this list and taken into account when preparing the Core Strategy?

County Context

Our district is also part of the county of Essex for which there is an 'Essex Partnership'. This is a partnership of organisations who deliver services to the public across Essex including all local authorities (county, district, town and parish councils); police; fire service; health trusts; academic institutions; private, community and voluntary bodies. The Essex Partnership will play an important role in delivering improvements in Essex and it is important that the Core Strategy reflects and, where possible, assists in delivering the county-wide objectives.

Essex Strategy – The Essex Partnership has produced a county-wide strategy for improving the quality of life in our communities in the period to 2018 and identifies 64 individual actions for improvement of which 33 are applicable to our district. These include measures to increase educational achievement and skills, support vulnerable people and improve access to housing.

Local Area Agreement – The Essex Partnership is currently working on a 'Local Area Agreement', an agreement between the partnership and central government on specific projects that should receive grant money to enable some of the improvements required in the area to be delivered.

Essex County Council is responsible for the delivery of a number of key services including education; social care and highways but also has a statutory planning function to deal with minerals and waste and plays an important role supporting, advising and assisting local authorities in preparing their Local Development Frameworks and representing districts at the regional level.

To date, Essex County Council have produced the following documents that will inform the preparation of our Local Development Framework:

- [Essex Minerals Local Plan](#)
- [Essex Waste Local Plan](#)
- [Essex Shoreline Management Plan](#)
- [Essex Local Transport Plan](#)
- [Developer Contribution Guidelines](#)
- [Essex Cycling Strategy](#)
- [Essex Walking Strategy](#)
- [Essex Coast Subject Plan](#)
- [Essex Road Passenger Transport Study](#)
- [Gypsy and Travellers Accommodation Assessment](#)
- [Schools Organisation Plan](#)
- [Essex Childcare Sufficiency Assessment](#)
- [Children and Young People's Plan](#)

Question 4: Are you aware of any other county-wide policy, guidance, strategies or plans that you think need to be included in this list and taken into account when preparing the Core Strategy?

Local Context

There are a number of organisations working at the district level that have an important role to play in delivering improvements in our area and who have produced plans and strategies that the Core Strategy should reflect and seek to assist in their delivery.

Sustainable Community Strategy – The Sustainable Community Strategy, published in September 2007, is designed to find “joined-up” solutions to the big problems and issues which impact on large numbers of the public on a regular basis. The Sustainable Community Strategy was drawn up by the Local Strategic Partnership (LSP) which is a partnership including representatives of various public organisations that operate in the Tendring area including the Council, the Primary Care Trust and the Police.

The Core Strategy will, in effect, be the land-use tool for delivering many of the objectives contained in the Sustainable Community Strategy so it will be vital that the objectives of both strategies are compatible.

Tendring District Corporate Plan – The Council’s corporate plan, currently under review, sets out the Council’s vision and priorities for the future as an organisation. It will be important to ensure that the objectives of the Core Strategy and Corporate Plan are compatible.

Other than the Corporate Plan, the Council also has a variety of other plans and strategies that the Core Strategy will need to reflect and, where possible, support. Relevant plans and strategies include:

- **Tendring Anti-Social Behaviour Strategy & Protocol**
- **Audit of Crime and Disorder in Tendring**
- **Tendring Housing Strategy**
- **Tendring Regeneration Strategy**
- **Coastal Protection Strategy**
- **Contaminated Land Strategy**
- **Open Space Audit**

The following plans and strategies have been produced by other organisations working at a local level and will also inform the Core Strategy. These include:

- **North-East Essex PCT 5-Year Health Strategy**
- **North-East Essex PCT Strategic Health Needs Assessment**
- **Tendring Hundred Water Resource Management Plan**
- **Colne Estuary Strategy**
- **Dedham Vale AONB Management Plan**
- **Suffolk Coast and Heaths AONB Management Plan**
- **INTend Delivery Plan**

Question 5: Are you aware of any other local policy, guidance, strategies or plans that you think need to be included in this list and taken into account when preparing the Core Strategy?

Technical Evidence

For any Local Development Document, including the Core Strategy to be prepared with the best interest of the district's people at heart, it needs to have been based on robust evidence.

The 'evidence base' takes time to prepare and is continuing to be developed. Some of the documents that were prepared in preparation of the previous Local Plan are still relevant now, some have had to be updated but others will need to be prepared from scratch. So far, the Council has already commissioned or produced the following technical documents:

- **Landscape Character Assessment 2001);**
- **North Essex Authorities Retail Study (2005);**
- **Defining District Sub-Areas Study (2008);**
- **Defining a Settlement Hierarchy Study (2008);**
- **Strategic Housing Market Assessment (2008);**
- **Employment Study - Part 1 (2009);**
- **Strategic Flood Risk Assessment – Part 1 (2008)**
- **Harwich Master Plan (2005)**
- **Harwich Flood Risk Assessment (2008);**
- **Jaywick Flood Risk Study (2008);**
- **Historic Characterisation Study (2008).**

The following technical documents are either currently being prepared or will be commissioned over the next few months:

- **Strategic Housing Land Availability Assessment;**
- **Tendring and Tendring Land-Use (Transport) Model;**
- **Clacton Town Centre Vision Report**
- **Wildlife Habitat Survey;**
- **Employment Study – Part 2**
- **Strategic Flood Risk Assessment – Part 2**
- **Settlement Development Boundary Review;**
- **Landscape Impact Assessment;**
- **Climate Change and Renewable Energy Study;**
- **Housing Viability Study;**
- **Strategic Housing Market Assessment Update;**
- **Infrastructure Study**
- **Tall Buildings Strategy**
- **Walton Master Plan**
- **Open Space Study.**
- **Planners Guide to the Rural Economy**

Question 6: Are there any other technical studies that you think we need to produce to inform the preparation of the Core Strategy?

Sustainability Appraisal, Strategic Environmental Assessment, Habitat Regulations Assessment and Equality Impact Assessment

Sustainability Appraisal

In parallel with the Core Strategy a Sustainability Appraisal (SA) is being prepared. SA involves numerous stages, which are linked to the stages of preparing the Core Strategy. The first stage of SA involves the preparation of a Scoping Report, which outlines environmental baseline, sustainability issues facing the district and SA framework. The SA Scoping Report is out for consultation alongside this discussion document.

SA helps to ensure that plans contribute to sustainable development and effectively involves asking the question 'how sustainable is the plan' throughout the plan preparation process. The SA Scoping Report includes an initial appraisal of the sustainability of each option for growth suggested in this discussion document.

As part of the next stage, the SA will appraise all genuine options for the spatial strategy, core policies and development policies, which will assist the Council in selecting the best options for inclusion in the next draft of the Core Strategy. The SA report will be published for consultation alongside the next draft of the Core Strategy.

Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is required, by a European Directive, to assess the environmental effects of policies and proposals in Local Development Frameworks. The objective of SEA is to provide for a high level of protection of the environment to contribute to the integration of environmental considerations into plan preparation.

As there is some overlap between SA and SEA, it is best practice to combine these two assessments.

Habitat Regulations 'Appropriate' Assessment

An 'Appropriate Assessment' is a requirement from the European Habitats Directive and for Tending is required to consider the impact of the policies and proposals in Local Development Frameworks on our three sites of international importance for wildlife – Hamford Water; the Colne Estuary; and the Stour Estuary.

The SA Scoping Report includes the Habitat Regulations Assessment 'screening opinion' and the SA report will include the appropriate assessment.

Equality Impact Assessment

An Equality Impact Assessment is a way to make sure that plan makers think carefully about the likely impacts of their plans on different groups of society to ensure that people are not being discriminated against and the needs of all the population are being addressed.

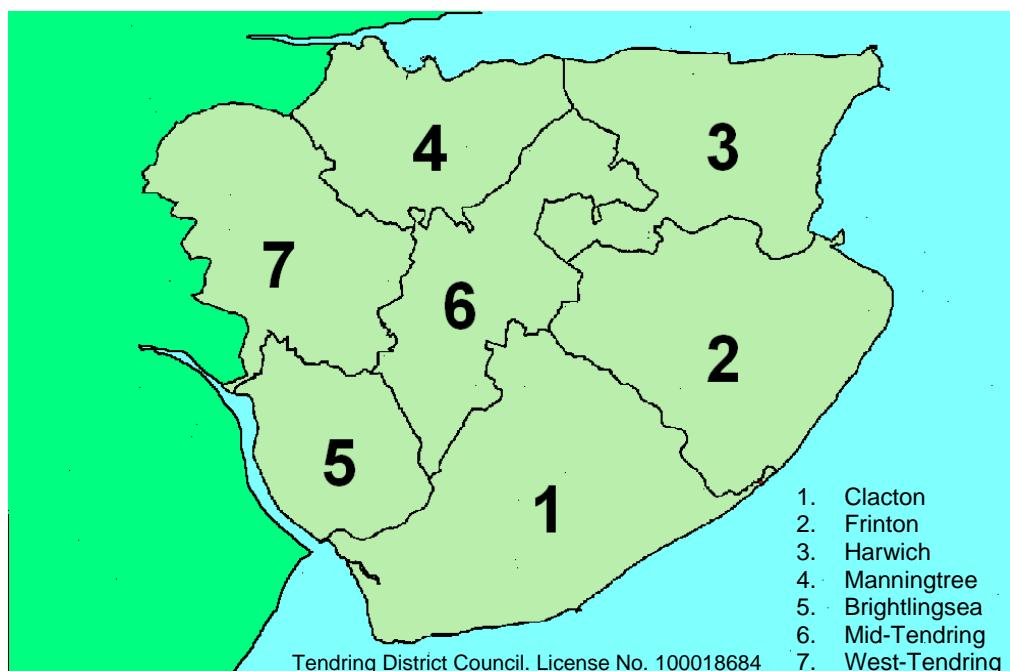
An Equality Impact Assessment will be carried out on the formal Core Strategy document and the outcomes published in the SA report.

Question 7: Is there anything else you think we should say about these Assessments?

4 Spatial Portrait

- 4.1 For us to plan for the future, it is important that we understand what our district is like now by considering various socio-economic and environmental factors. The ‘spatial portrait’ is effectively a profile of the district that will demonstrate that we have understood the different characteristics of the area. From the spatial portrait we can then identify some of the key issues that we will need to address through the Core Strategy.
- 4.2 Geographically, our district is unusual in that, instead of having one main urban area (like Colchester or Chelmsford), Tendring is a peninsula bordered on three sides by water with five individual urban areas quite separate from each other. Furthermore, we have a large rural hinterland with 27 rural villages of varying size and character.
- 4.3 Because our district is so diverse, we feel that one spatial portrait for Tendring as a whole would not reflect the differences between one part of the district and another. For example, whilst statistics show that Tendring has a much higher than average proportion of residents of 65 years and over, that statistic alone does not reveal the fact that, in some parts of the district, the demographic structure is actually not that dissimilar to the regional average.
- 4.4 For this reason, although we intend to produce one spatial portrait summarising the characteristics of the district as a whole, this will be supplemented by a series of spatial portraits for different broad areas of the district. To do this, we have split the district into seven “sub-areas” as shown in Fig 1 below:

Fig 1: District Sub-Areas



- 4.5 The seven sub-areas are based on groups of Parish or Town Council areas that each contain a handful of settlements that either have a fairly close relationship or affinity to one another, share certain characteristics or have a particular relationship with a nearby urban area due to their proximity.

Sub-Area 1 – Clacton contains the un-parished area of Clacton-on-Sea and Jaywick and the adjoining parishes of Little Clacton, St. Osyth and Weeley.

Sub-Area 2 – Frinton contains the Frinton and Walton Town Council area (including Kirby Cross, Kirby-le-Soken and Great Holland) and the adjoining parishes of Beaumont and Thorpe-le-Soken.

Sub-Area 3 – Harwich contains the Harwich Town Council area and the adjoining parishes of Great Oakley, Little Oakley, Ramsey & Parkeston and Wrabness.

Sub-Area 4 – Manningtree contains the Manningtree Town Council area and the adjoining parishes of Bradfield, Lawford, Little Bromley and Mistley.

Sub-Area 5 – Brightlingsea contains the Brightlingsea Town Council area and the adjoining parishes of Alresford and Thorrington.

Sub-Area 6 – Mid-Tendring contains the parishes of Great Bentley, Little Bentley, Tendring and Wix.

Sub-Area 7 – West Tendring contains the parishes of Ardleigh, Elmstead, Frating and Great Bromley.

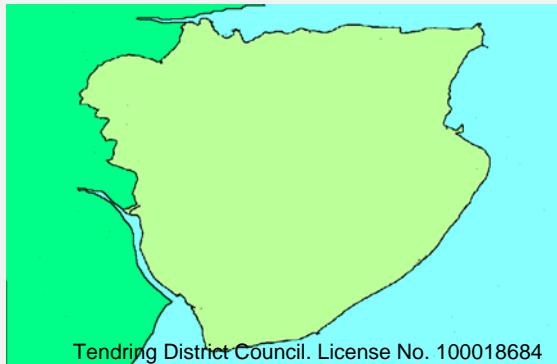
- 4.6 The following section contains our first drafts of a spatial portrait statement, firstly for the district as a whole and then for each of the seven sub-areas. Each statement summarises the geography of the area and then provides profiles under the headings of people, housing, economy, environment and infrastructure. The spatial portrait below is based on the knowledge and evidence we had at the time of writing; so it is likely that before we produce the formal Core Strategy document, we will update it to reflect the latest evidence available at that time and any comments or suggestions that you might have.

- 4.7 Please read through the following statements and see if you think they reflect the characteristics of the district as you see it. We want to make sure we get it right, so your views will be very valuable.

Spatial Portrait – The Tendring District

Our district is part of the East of England region and, located on the north-eastern tip of the county of Essex, forms part of the Haven Gateway. Tendring is a coastal district and a peninsula bordered by the Stour Estuary to the north, the North Sea to the south and east and the Colne estuary to the south-west. The western inland boundary of our district abuts the large town of Colchester.

The settlement pattern of our district is dispersed rather than centred on one principle town. The largest settlements are located on the coasts and estuaries with the inland area comprising a rural hinterland containing more than 20 individual villages of varying size. The district's largest settlement is Clacton-on-Sea with a population nearly three times the size of any other settlement.



People

Total population (2007): 146,200

Projected population (2026): 170,000

Average Age: 45 years (Regional average = 38)

Percentage of residents who are 65 years or older: 27% (Higher than anywhere else in the UK; Regional average = 17%)

Percentage of residents suffering with long-term illness: 24% (Regional Average = 16%)

Average Life Expectancy: 79 years

Percentage of students leaving school with no qualifications: 25% (Regional Average = 14%)

Recorded Crime (2006-2008): 66 offences per 1,000 people per year (regional average = 75)

Housing

Total households (2007): 67,000

Percentage of homes that owner-occupied: 78% (Regional Average = 71%)

Percentage of social housing: 10% (Regional Average = 17%)

Percentage of private rented housing: 8%

Average house price (2009): £170,000 (Essex average = £222,000)

Estimated Demand for Housing: 1,000 dwellings per annum

Estimated Need for Affordable Housing: 1,500 dwellings per annum

Rate of House Building 2001-2008: 450 dwellings per annum

Economy

Total Jobs: 41,000

Largest employment sectors: Health and education (28%); Retail (18%); Hotel and restaurant (9%); and Manufacturing (9%)

Percentage of working-age residents unemployed (2007): 6.3% (Regional average = 4.5%)

Percentage of working-age residents claiming unemployment benefits (2007): 2.8% (Regional average = 1.9%)

People that live and work in the district each day: 36,000

People commuting out of the district for work each day: 17,500

People travelling into the district for work each day: 5,000

Main destinations of Tendring's workers: Tendring (67%); Colchester (16%); and London (9%)

Average household income (2007): £22,000 (Regional average = £26,000)

Environment

Habitats of International Importance: Hamford Water; Stour Estuary; and Colne Estuary (Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and 'Ramsar' Sites). Colne Estuary is also designated a 'Special Area of Conservation' (SAC).

Local Wildlife Sites: More than 100 smaller sites throughout the district are designated as Local Wildlife Sites in recognition of their biodiversity value that include over 50 individual areas of ancient woodland.

Landscape Sensitivity: Approximately 25% of district is classed as high landscape sensitivity. Notable examples include part of the Dedham Vale Area of Outstanding Natural Beauty (AONB), the southern shores of the Stour Estuary (recognised locally as an area with the potential for inclusion in the Suffolk Coast and Heaths AONB) and the undeveloped portions of our coastline which offer long-distance views to and from the coast.

Built Heritage: 1,100 individual listed buildings, 27 Scheduled Ancient Monuments and 3 registered Historic Parks and Gardens. Also 20 individual Conservation Areas designated in recognition of their special architectural and historic character.

Flooding: Being a coastal district, significant parts of our area are at risk of tidal and, to a lesser extent, river flooding. Notably, many of our built-up areas are at risk of flooding and, over the years, there has been significant investment in coastal defences in these areas.

Infrastructure

Railway stations: 14 in total on three lines (Clacton to London Liverpool Street; Harwich to London Liverpool Street; and Walton to Colchester Town)

Bus Routes: Frequent inter-urban routes include 3/4 Village Link Clacton to Harwich; 76 Clacton to Colchester; 7/8/8a Clacton to Walton; and 103/104 Harwich to Colchester.

Main roads: A120 Harwich to Colchester; A133 Clacton to Colchester; and A137 Colchester to Ipswich (via Ardleigh and Lawford)

District Hospitals: 2 (Clacton and Harwich)

Nearest General Hospital: Colchester

Number of Doctors Surgeries: 32

People per GP: 1,700

Schools: 40 Main stream Infant, Junior and Primary Schools and 7 Secondary Schools

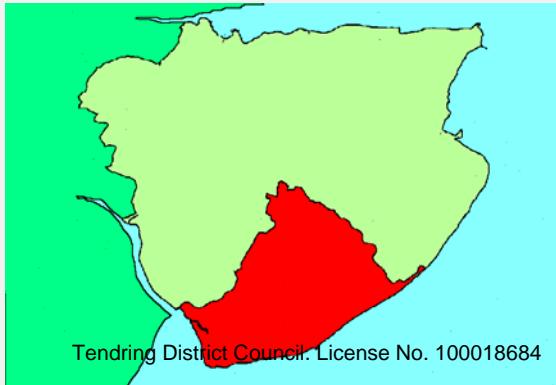
Open Space: 276 hectares (57 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population).

Question 8: Is this the Tendring you know? Have we got any of our facts wrong? Are there any other factors we should have included?

Spatial Portrait – Sub-Area 1: Clacton

Sub-Area 1 comprises the south-east corner of our district and contains the largest individual settlement; the seaside town of **Clacton-on-Sea** which includes, to the west, the built up area of **Jaywick**, an interwar plotlands development characterised by bungalows and chalets of lightweight construction; and to the east, the sedate neighbourhood of **Holland-on-Sea**.

Clacton is recognised as a Priority Area for Regeneration within the wider Haven Gateway. The town is best known for its role as a holiday destination and was at the peak of its popularity during the inter-war period.



The sub-area also contains the villages of **Little Clacton**, **Weeley Heath** and **Weeley** which together form an almost continuous finger of development extending from the north of Clacton into to the centre of the district along the B1441 which used to be the main road from Clacton to Colchester. West of Clacton, along the B1027, lies the historic village of **St. Osyth** which has its origins in the Saxon period and to the west of St. Osyth lies its sister settlement, **Point Clear** on the Colne Estuary, the western extremities of which are dominated by large holiday and chalet parks.

People

Percentage of District's 146,200 people: 47%

Average Age: 45 years (Regional average = 38)

Percentage of residents who are 65 years or older: 28% (Regional Average = 17%)

Average Life Expectancy: 78 years

Percentage of residents suffering with long-term illness: 27% (Regional Average = 16%)

Recorded Crime (2006-2008): 88 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: Clacton Town Centre, Jaywick and Rush Green Ward, Clacton

Housing

Percentage of District's 67,000 Households: 48%

Percentage of homes that owner-occupied: 75% (Regional Average = 71%)

Percentage of social housing: 11% (Regional Average = 17%)

Percentage of private rented housing: 14%

Estimated percentage of District's housing demand: 52%

Estimated percentage of District's Need for Affordable Housing: 56%

Percentage of District's housing development 2001-2008: 44% (200 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 47%

Largest employment sectors: Health and education (31%); Retail (21%); Hotel and restaurant (9%); and Manufacturing (9%)

Percentage of working-age residents claiming unemployment benefits (2007): 3.7% (Regional average = 1.9%)

Main Retail centre: Clacton Town Centre (250 retail units)

Main Business or Industrial Areas: Gorse Lane Industrial Estate and Oakwood & Crusader Business Parks, Clacton.

Median Household Income: £14,000 per annum

Environment

Habitats of International Importance: Notable examples include Ray Creek and Brightlingsea Creek, north and south of Point Clear (part of the wider Colne Estuary); and Holland Brook Site of Special Scientific Interest (SSSI).

Local Wildlife Sites: Various examples including important areas of ancient woodland such as Hartley Wood, Riddles Wood and Weeleyhall Wood.

Landscape Sensitivity: Approximately 21% of this sub-area is classed as being of high landscape sensitivity. Key landscapes include the coastal marshes and coastal slopes south of St. Osyth.

Built Heritage: In terms of built heritage, the area contains 13% of the district's listed buildings and 8 Scheduled Monuments including the Martello towers. There are 3 Conservation Areas: St. Osyth; Great Clacton; and Clacton Seafront.

Flooding: The topography of this part of the district is generally flat and, in parts, low lying with a significant part of the coast at risk of tidal flooding, particularly in the southern part of the area around St. Osyth Marshes including the built-up areas of Jaywick, Point Clear and Martello Bay in Clacton.

Infrastructure

Railway stations: 2 (Clacton and Weeley)

Bus Routes: Various frequent routes serving the urban area and surrounding villages including 17/18 Clacton to Point Clear and 3/4 Village Link Clacton to Harwich (via Little Clacton and Weeley).

Main roads: A133 Clacton to Colchester; and B1027 Clacton to Colchester (via St. Osyth).

Hospital: Clacton District Hospital.

Doctors Surgeries: 13

People per GP: 2,100

Schools: 14 Main stream Infant, Junior and Primary Schools and 3 Secondary Schools

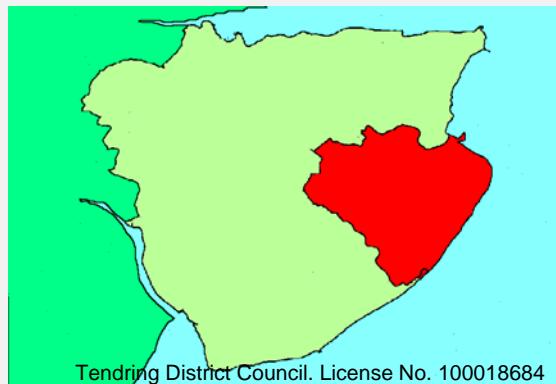
Open Space: 128 hectares (27 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population).

Question 9: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

Spatial Portrait – Sub-Area 2: Frinton

Sub-Area 2 comprises the east-central part of the district lying between the Clacton and Harwich areas and contains the seaside towns of **Frinton-on-Sea** and **Walton-on-the-Naze** that, together with **Kirby Cross** have merged into one large joined-up urban settlement. To the north and south of Kirby Cross lie the satellite villages of **Kirby-le-Soken** and **Great Holland** respectively.

Frinton is well known for its Arcadian character, the traditional nature of its main shopping street, Connaught Avenue, and its large houses in the Avenues. It is a pocket of relative affluence within a district that also has some of the country's most deprived areas. It also has a greater proportion of residents of retirement age than any other town in the country.



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Walton-on-the-Naze, further east, is much more vibrant than Frinton but has a very seasonal economy that sees many of the small shops only opening for part of the year. The area is generally more deprived and, like other traditional seaside towns, is showing signs of physical degradation.

Further inland along the B1033 lays the large rural village of **Thorpe-le-Soken** and to the north of Thorpe, on the coastal road to Harwich (B1414) lies the small linear village of **Beaumont-Cum-Moze**.

People

Percentage of District's 146,200 people: 15%

Average Age: 50 years (Regional average = 38)

Percentage of residents who are 65 years or older: 36% (Regional Average = 17%)

Average Life Expectancy: 79 years

Percentage of residents suffering with long-term illness: 27% (Regional Average = 16%)

Recorded Crime (2006-2008): 44 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: Walton-on-the-Naze

Housing

Percentage of District's 67,000 Households: 16%

Percentage of homes that owner-occupied: 85% (Regional Average = 71%)

Percentage of social housing: 8% (Regional Average = 17%)

Percentage of private rented housing: 7%

Estimated percentage of District's housing demand: 18%

Estimated percentage of District's Need for Affordable Housing: 5%

Percentage of District's housing development 2001-2008: 13% (56 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 11%

Largest employment sectors: Health and education (32%); and Retail (20%)

Percentage of working-age residents claiming unemployment benefits (2007): 2.2% (Regional average = 1.9%)

Main Retail centre: Frinton Town Centre (120 retail units)

Main Business or Industrial Areas: Kirby Cross Trading Estate

Median household income: £17,000 per annum

Environment

Habitats of International Importance: Notable examples include Hamford Water which extends from the Walton Backwaters and which dominates the northern parts of the area; and Holland Brook Site of Special Scientific Interest (SSSI).

Local Wildlife Sites: Various examples including Peddlars Wood, Frinton; Upper Holland Brook, Great Holland; and Great Holland pits.

Landscape Sensitivity: It is estimated that approximately 46% of this area is considered to be of high landscape sensitivity. Key landscape features include Hamford Water; Holland Haven; and the Holland Coastal slopes west of Frinton.

Built Heritage: In terms of built heritage, this sub-area contains 11% of the district's listed buildings including 3 Scheduled Monuments. There are 5 Conservation Areas: Frinton and Walton; Thorpe-le-Soken; Thorpe Station and Maltings; Great Holland; and Kirby-le-Soken.

Flooding: The topography of this part of the district is generally flat and, in selected parts, low lying with parts of the coast at risk of tidal flooding, most notably around Walton-on-the-Naze and its backwaters.

Infrastructure

Railway stations: 4 (Walton, Frinton, Kirby Cross and Thorpe-le-Soken. Thorpe-le-Soken station has a particularly important role as the interchange between the Clacton to London express service and the intermediate branch line service between Walton and Colchester.

Bus Routes: Main regular route is 7/8/8a Clacton to Walton (via Great Holland, Kirby Cross, Kirby-le-Soken and Frinton);

Main roads: B1033 Frinton and Walton to Weeley (via Thorpe-le-Soken).

Hospital: None

Doctors Surgeries: 5

People per GP: 1,500

Schools: 5 Main stream Infant, Junior and Primary Schools and 1 Secondary School (split over two campuses)

Open Space: 62 hectares

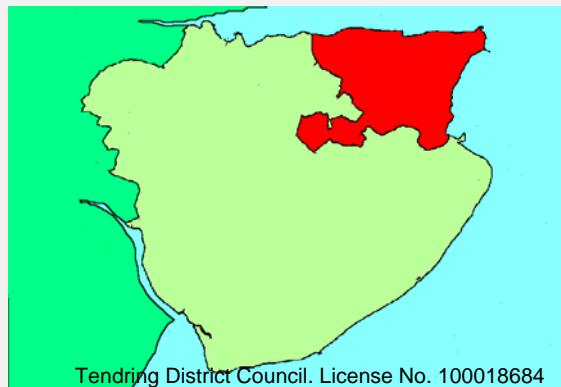
Question 10: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

Spatial Portrait – Sub-Area 3: Harwich

Sub-Area 3 comprises the north eastern extremities of the district and contains, most notably, the historic port of **Harwich** which, over the years, together with the seaside town of **Dovercourt**, the villages of **Parkeston**, **Little Oakley** and part of the parish of **Ramsey**, have merged into one large joined-up urban settlement.

This urban settlement is recognised as a growth point and a 'Priority Area for Regeneration' within the wider Haven Gateway sub-region and could see a significant level of job growth over the next ten years as Harwich International Port is proposed for expansion at Bathside Bay to increase its capacity as a container port. The development already has planning permission and is expected to be completed by 2016 – along with a major upgrade of the A120.

Further inland the sub-area contains the village of **Ramsey** with its distinctive windmill just north of the A120; **Wrabness** which overlooks the attractive Stour Estuary; and the linear village of **Great Oakley** on the coastal road to Thorpe-le-Soken (B1414).



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People

Percentage of District's 146,200 people: 16%

Average Age: 41 years (Regional average = 38)

Percentage of residents who are 65 years or older: 20% (Regional Average = 17%)

Average Life Expectancy: 79 years

Percentage of residents suffering with long-term illness: 20% (Regional Average = 16%)

Recorded Crime (2006-2008): 67 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: Harwich Old Town and Dovercourt Town Centre

Housing

Percentage of District's 67,000 Households: 16%

Percentage of homes that owner-occupied: 72% (Regional Average = 71%)

Percentage of social housing: 14% (Regional Average = 17%)

Percentage of private rented housing: 14%

Estimated percentage of District's housing demand: 2%

Estimated percentage of District's Need for Affordable Housing: 14%

Percentage of District's housing development 2001-2008: 20% (91 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 16%

Largest employment sectors: Transport and communications (28%) and Health and education (17%)

Percentage of working-age residents claiming unemployment benefits (2007): 3% (Regional average = 1.9%)

Main Retail centre: Dovercourt Town Centre (120 retail units)

Main Business or Industrial Areas: Harwich International Port

Median Household Income: £18,500 per annum

Environment

Habitats of International Importance: Notable examples include Hamford Water east of Great Oakley and the Stour Estuary around Copperas Bay.

Local Wildlife Sites: Various examples including important areas of ancient woodland such as Copperas Wood and Stour Wood.

Landscape Sensitivity: It is estimated that approximately 43% of this area is considered to be of high landscape sensitivity. Key landscape features include Hamford Water and the slopes that surround it and the coastal slopes overlooking the Stour Estuary, recognised as a potential extension to the Suffolk Coast and Heaths AONB.

Built Heritage: In terms of built heritage, this sub-area contains 28% of the district's listed buildings and 8 Scheduled Monuments including Beacon Hill Fort, Harwich. There are 4 Conservation Areas: Harwich; Dovercourt; Great Oakley; and Ramsey.

Flooding: Significant parts of the coast are at risk of tidal flooding, particularly Harwich Old Town and Parkeston Quay. Ramsey Creek, and the land within the valley around Ramsey Ray are at risk of river flooding.

Infrastructure

Railway stations: 4 (Harwich Town, Harwich International, Dovercourt and Wrabness)

Bus routes: Main regular routes are 3/4 Village Link Harwich to Clacton (via Great Oakley) and 103/104 R to Colchester (via Ramsey, Great Oakley and Wrabness)

Main roads: A120 Harwich to Colchester; B1414 Harwich to Thorpe-le-Soken; and B1352 Ramsey to Mistley (via Wrabness)

Hospital: Harwich District Hospital

Doctors Surgeries: 5

People per GP: 1,800

Schools: 8 Main stream Infant, Junior and Primary Schools and 1 Secondary School

Open Space: 41 hectares (12 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population)

Question 11: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

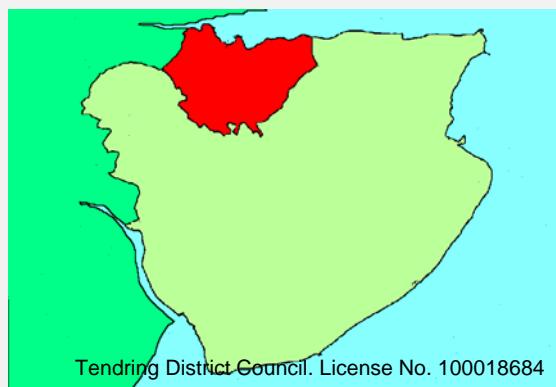
Spatial Portrait – Sub-Area 4: Manningtree

Sub-Area 4 comprises the north western part of the district which contains the tiny historic town of **Manningtree** which together with **Lawford** and **Mistley** has coalesced into one large contiguous urban settlement which lies in close proximity to the Suffolk border along the Stour Estuary.

East of the main urban settlement lies the sprawling linear village of **Bradfield** and further inland is the tiny village of **Little Bromley**.

Manningtree is recognised as the smallest town in the country and has its own traditional town centre. Lawford, to the west has seen the greatest growth in residential development of which a significant proportion is accommodated by people who commute to and from London from work, taking advantage of the mainline railway station.

Mistley, to the east, which was principally developed in the 18th Century to encourage the development of a Spa town which didn't materialise. It is most famous for its historic quay and maltings buildings, some of which have been converted into residential accommodation over the last few years.



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People

Percentage of District's 146,200 people: 7%

Average Age: 40 years (Regional average = 38)

Percentage of residents who are 65 years or older: 17% (Same as regional average)

Average Life Expectancy: 81 years

Percentage of residents suffering with long-term illness: 17% (Regional Average = 16%)

Recorded Crime (2006-2008): 35 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: None

Housing

Percentage of District's 67,000 Households: 6%

Percentage of homes that owner-occupied: 78% (Regional Average = 71%)

Percentage of social housing: 12% (Regional Average = 17%)

Percentage of private rented housing: 10%

Estimated percentage of District's housing demand: 10%

Estimated percentage of District's Need for Affordable Housing: 5%

Percentage of District's housing development 2001-2008: 9% (40 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 8%

Largest employment sectors: Health and education (31%) and Manufacturing (15%)

Percentage of working-age residents claiming unemployment benefits (2007): 1.3% (Regional average = 1.9%)

Main Retail centre: Manningtree Town Centre

Main Business or Industrial Areas: Lawford Dale Industrial Estate

Median Household Income: £21,500 per annum

Environment

Habitats of International Importance: The Stour Estuary, which dominates the northern edge of the sub-area and includes Cattawade Marshes Site of Special Scientific Interest.

Local Wildlife Sites: Few examples including Aldercarr Woodland, Lawford.

Landscape Sensitivity: It is estimated that approximately 32% of this area is considered to be of high landscape sensitivity. Key features include land east of Lawford that is designated as part of the Dedham Vale Area of Outstanding Natural Beauty; and coastal slopes overlooking the Stour Estuary, recognised as a potential extension to the Suffolk Coast and Heaths AONB.

Built Heritage: In terms of built heritage, this sub-area contains 22% of the district's listed buildings and 5 Scheduled Ancient Monuments (including the Mistley Towers). There are 3 Conservation Areas in this sub-area at Bradfield, Lawford and Manningtree & Mistley)

Flooding: Most of the sub-area is on higher ground but Parts of the built up areas are at risk of tidal flooding, particularly parts of Lawford Industrial Estate, Manningtree Quayside and Mistley Quay.

Infrastructure

Railway stations: 2 (Manningtree and Mistley)

Bus routes: Main regular route is 103/104 to Harwich or Colchester (via Lawford, Manningtree, Mistley and Bradfield)

Main roads: A137 Lawford to Colchester/Ipswich; B1035 Mistley to Thorpe-le-Soken; and B1352 Mistley to Ramsey/Harwich

Hospital: None

Doctors Surgeries: 2

People per GP: 1,700

Schools: 4 Main stream Infant, Junior and Primary Schools and 1 Secondary School

Open Space: 8 hectares (13 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population)

Question 12: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

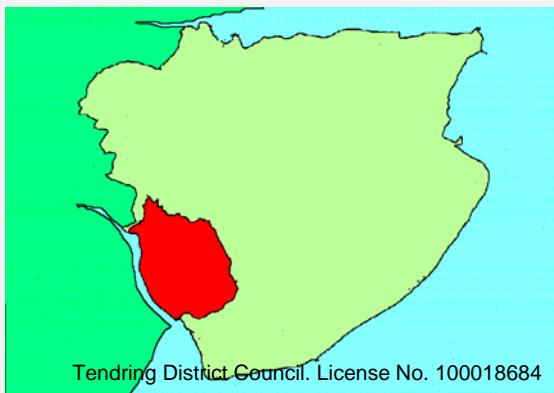
Spatial Portrait – Sub-Area 5: Brightlingsea

Sub-Area 5 contains the south western part of the district and contains, most notably, the town of **Brightlingsea** on the Colne Estuary which effectively lies on its own island and the neighbouring villages of **Alresford** and **Thorrington**.

The town of Brightlingsea grew around its historic 'Cinque Port'. One of a number of ports established around the south-east for military and trade purposes.

Brightlingsea is a popular area from to sail and the waterside is characterised by its maritime features, boat related activities and sailing clubs. It once had its own branch line railway, the reminence of which are still visible and is now accessible only by one single road, the B1029.

The Alresford and Thorrington areas have seen the majority of mineral extraction in recent years and may of the former pits have become lakes of significant importance to wildlife conservation.



People

Percentage of District's 146,200 people: 8%

Average Age: 42 years (Regional average = 38)

Percentage of residents who are 65 years or older: 20% (Regional Average = 17%)

Average Life Expectancy: 80 years

Percentage of residents suffering with long-term illness: 19% (Regional Average = 16%)

Recorded Crime (2006-2008): 37 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: None

Housing

Percentage of District's 67,000 Households: 7%

Percentage of homes that owner-occupied: 86% (Regional Average = 71%)

Percentage of social housing: 3% (Regional Average = 17%)

Percentage of private rented housing: 11%

Estimated percentage of District's housing demand: 11%

Estimated percentage of District's Need for Affordable Housing: 10%

Percentage of District's housing development 2001-2008: 11% (50 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 7%

Largest employment sectors: Health and education (32%) and other Financial and Business Services (15%)

Percentage of working-age residents claiming unemployment benefits (2007): 1.3% (Regional average = 1.9%)

Main Retail centre: Brightlingsea Town Centre (40 units)

Main Business or Industrial Areas: Shipyard Estate and Morses Lane Industrial Estate, Brightlingsea

Median Household Income: £20,250 per annum

Environment

Habitats of International Importance: The Colne Estuary including Brightlingsea Creek; Flag Creek and Alresford Creek.

Local Wildlife Sites: Numerous examples including important areas of ancient woodland such as Crestland Wood and Thorringtonhall Wood; along with important freshwater aquatic sites such as Arlesford Lodge Pits and Robinson Road Lakes.

Landscape Sensitivity: It is estimated that approximately 46% of this area is considered to be of high landscape sensitivity. Key features include the Brightlingsea drained marshes and coastal slopes and the valleys south of Alresford and Thorrington.

Built Heritage: In terms of built heritage, this sub-area contains 8% of the district's listed buildings and one Scheduled Ancient Monument. There are 2 Conservation Areas in this sub-area at Brightlingsea and Brightlingsea Hall and All Saints Church.

Flooding: The town of Brightlingsea effectively sits on an island and the lowest lying built-up areas are at risk of tidal flooding particularly to the south of the town around the waterside.

Infrastructure

Railway stations: 1 (Alresford)

Bus routes: Hourly services include 74/7B Clacton to Colchester (via Thorrington and Alresford); and 74X/78X Brightlingsea to Colchester (via the University of Essex)

Main roads: B1029 Brightlingsea to Ardleigh and B1027 Clacton to Colchester (via Thorrington and Alresford)

Hospital: None

Doctors Surgeries: 2

People per GP: 2,900

Schools: 3 Main stream Infant, Junior and Primary Schools and 1 Secondary School

Open Space: 11 hectares (16 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population)

Question 13: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

Spatial Portrait – Sub-Area 6: Mid-Tendring

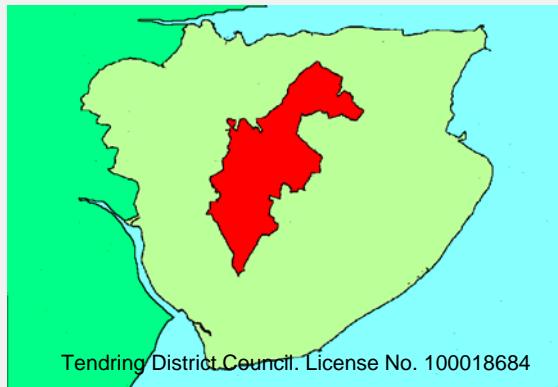
Sub-Area 6 forms the rural heart of the district where the villages lie roughly equidistance between the district's urban towns and where there is no obvious connectivity to, or affinity with, any one urban settlement in particular.

The largest settlement within this area is the village of **Great Bentley** with its famous village green, which is the largest anywhere in the country.

It also includes **Wix**, which lies just south of the A120; and the smaller villages of **Aingers Green**, **Tendring**, **Tendring Heath** and **Little Bentley**.

The area has seen limited development in recent years and, whilst both the A120 and A133 dissect this area, they both bypass the villages and as a result, most villages, with the exception of Great Bentley, have a sedate, dormitory nature.

Intensive farming is very apparent throughout this sub-area with the majority of land within the area being of high-grade agricultural value.



People

Percentage of District's 146,200 people: 3%

Average Age: 42 years (Regional average = 38)

Percentage of residents who are 65 years or older: 20% (Regional Average = 17%)

Average Life Expectancy: 80 years

Percentage of residents suffering with long-term illness: 20% (Regional Average = 16%)

Recorded Crime (2006-2008): 53 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: None

Housing

Percentage of District's 67,000 Households: 3%

Percentage of homes that owner-occupied: 85% (Regional Average = 71%)

Percentage of social housing: 4% (Regional Average = 17%)

Estimated percentage of District's housing demand: 3%

Estimated percentage of District's Need for Affordable Housing: 1%

Percentage of District's housing development 2001-2008: 1% (4 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 4%

Largest employment sectors: Wholesale (27%) and retail (21%)

Percentage of working-age residents claiming unemployment benefits (2007): 1.5% (Regional average = 1.9%)

Main Retail centre: Great Bentley village centre

Main Business or Industrial Areas: Plough Lane Industrial Estate, Great Bentley

Median Household Income: £26,700 per annum

Environment

Habitats of International Importance: None

Local Wildlife Sites: A few examples including Highbarn Wood; Little Bentleyhall Wood; and Stonehall Wood.

Landscape Sensitivity: Away from the more sensitive coastal areas, it is estimated that the majority of the area is of moderate landscape sensitivity.

Built Heritage: In terms of built heritage, this sub-area contains 7% of the district's listed buildings and one Scheduled Ancient Monument. There are 2 Conservation Areas in this sub-area at Great Bentley and Tendring village.

Flooding: Being more inland, tidal flooding is not an issue for this sub-area. There are selected areas at risk of river flooding but these do not affect any built-up areas.

Infrastructure

Railway stations: 1 (Great Bentley)

Bus routes: 107/109 Colchester to Walton (running through Tendring and Little Bentley)

Main roads: A133 Clacton to Colchester (running between Great Bentley and Little Bentley); A120 Harwich to Colchester (via Wix); and B1035 Thorpe-le-Soken to Manningtree (via Tendring and Tendring Green)

Hospital: None

Doctors Surgeries: 2

People per GP: 430

Schools: 3 Main stream Infant, Junior and Primary Schools (no Secondary Schools)

Open Space: 19 hectares

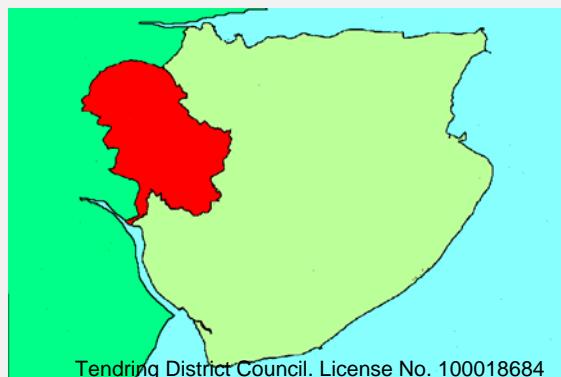
Question 14: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

Spatial Portrait – Sub-Area 7: West Tendring

Sub-Area 7 comprises the western part of the district's rural hinterland that abuts eastern edge of the major urban settlement **Colchester**, the country's oldest recorded town. In fact, a small part of Colchester falls within this area. The largest whole settlement is the village of **Elmstead Market** located on the A133 along with **Ardleigh, Frating, Hare Green** and **Great Bromley**.

Colchester is recognised as a 'Key Area for Development and Change' in the East of England Plan and has seen significant changes in recent years. The Colchester Fringe adjoining the Tendring district is characterised by the 'Crown Interchange' between the A120 and the A12, the main trunk road into London serving Essex, Suffolk and Norfolk and Ipswich Road (A1232) which is home to a number of prestige car dealerships. Frating, Hare Green and Great Bromley together form a cluster of villages close to the interchange of the A120 and A133, the district's main strategic roads.

Between the Crown Interchange and the small village of Ardleigh, lies Ardleigh Reservoir that supplies water to the Tendring and Colchester areas. Intensive farming is very apparent throughout this sub-area with the majority of land within the area being of high-grade agricultural value.



People

Percentage of District's 146,200 people: 4%

Average Age: 42 years (Regional average = 38)

Percentage of residents who are 65 years or older: 16% (Regional Average = 17%)

Average Life Expectancy: 79 years

Percentage of residents suffering with long-term illness: 20% (Regional Average = 16%)

Recorded Crime (2006-2008): 35 offences per 1,000 people (regional average = 75 offences)

Areas of Deprivation: None

Housing

Percentage of District's 67,000 Households: 4%

Percentage of homes that owner-occupied: 90% (Regional Average = 71%)

Percentage of social housing: 5% (Regional Average = 17%)

Percentage of private rented housing: 5%

Estimated percentage of District's housing demand: 4%

Estimated percentage of District's Need for Affordable Housing: 1%

Percentage of District's housing development 2001-2008: 2% (9 dwellings per annum)

Economy

Percentage of District's 41,000 Jobs: 7%

Largest employment sectors: Health and education (26%), retail (13%) and construction (13%)

Percentage of working-age residents claiming unemployment benefits (2007): 0.9% (Regional average = 1.9%)

Main Retail centre: Elmstead Market village centre

Main Business or Industrial Areas: TBS and Manheim Auctions

Median Household Income: £28,200 per annum

Environment

Habitats of International Importance: A very part of the southern periphery of the sub-area, in Elmstead Parish, adjoins the Colne Estuary.

Local Wildlife Sites: Various examples mainly around Ardleigh Parish including Bullock Wood and Churn Wood.

Landscape Sensitivity: Away from the more sensitive coastal areas, it is estimated that the majority of the area is of moderate landscape sensitivity.

Built Heritage: In terms of built heritage, this sub-area contains 11% of the district's listed buildings and one Scheduled Monument. There is one Conservation Area at Ardleigh.

Flooding: Being more inland, tidal flooding is not an issue for this sub-area. There are selected areas at risk of river flooding but the only village affected is Great Bromley

Infrastructure

Railway stations: None

Bus routes: Frequent service 103/104 Harwich to Colchester (via Ardleigh) and hourly services 76 Clacton to Colchester (via Frating and Elmstead Market); and 105/107 Walton to Colchester (via Great Bromley)

Main roads: A133 Clacton to Colchester (via Frating and Elmstead Market; A137 Lawford to Colchester (via Ardleigh); and B1029 Brightlingsea to Ardleigh (via Frating and Great Bromley)

Hospital: None

Doctors Surgeries: 3

People per GP: 960

Schools: 3 Main stream Infant, Junior and Primary Schools (no Secondary Schools)

Open Space: 5 hectares (9 hectares short of the National Playing Field Association standard of 2.4 hectares per 1,000 head of population)

Question 15: Do you live or work in this part of the district? Have we got any of our facts wrong? Are there any other factors we should have included?

5 Key Issues

- 5.1 From looking carefully at the requirements from the Strategic Context in Chapter 3, the facts and figures contained in the Spatial Portrait set out in Chapter 4 above and discussions between Council officers, we have identified what we believe are the key issues affecting our district; issues that the policies and proposals in the Core Strategy should ultimately aim to address.
- 5.2 We are very interested in your opinion on what the key issues facing Tendring are. The following 9 issues, as we see them, are in no order of priority or severity:

Key Issues:

- **Areas of Deprivation:** Clacton and Harwich are identified as 'Priority Areas for Regeneration' in the East of England Plan as they contain neighbourhoods with severe levels of deprivation where unemployment and ill health are common and where average life expectancy is as low as 70 years. Walton-on-the-Naze is also recognised locally as an area of deprivation.
- **Weak Economy:** Lack of high-paid jobs, higher than average unemployment, low educational achievement and a lack of skills which is most acute in Clacton and Harwich. Higher paid jobs are more abundant outside the district and there is a high level of daily commuting out of the district, mainly to Colchester and London.
- **Housing Need:** There is a significant shortage of affordable housing throughout the district, mainly social rented accommodation. This problem is particularly acute in Clacton and Harwich.
- **Limited Brownfield Land:** The supply of previously developed 'brownfield' sites within the district is limited and therefore the majority of new growth will need to be on greenfield land.
- **Climate Change and Flood Risk:** The District is surrounded by the coast and estuaries and many residential and commercial properties lie within areas at risk of tidal flooding; a risk that is expected to increase year on year as a consequence of global climate change. Areas affected include parts of Harwich, Clacton (particularly Jaywick), Walton-on-the-Naze, Brightlingsea, Lawford and St. Osyth parish.
- **Ageing Population:** Tendring is very popular as a place in which to retire; particularly in the areas of Clacton and Frinton. This has led to an imbalance in the population structure which puts pressure on local health services.
- **Attractive Environment:** The area has a wealth of attractive landscapes, areas of historic character and important wildlife designations including Hamford Water and the Colne Estuary which need to be safeguarded.
- **Weak Transport Links:** Strategic transport links within the district are weak; particularly north-south links between the Clacton and Harwich areas.
- **Proposed Port Expansion:** Harwich port has planning permission to be expanded into Bathside Bay which will create a significant number of new jobs in the Harwich area and bring about the potential for associated jobs in industry and warehousing within the area.

Question 16: Do you agree that these are the biggest issues affecting our district? Would you suggest any others?

6 Spatial Vision and Objectives

- 6.1 Having thought about the characteristics of our district and the issues that we are faced with now, it is important to have a ‘vision’ of what we want our district to be like in the future. This will help us to focus on drawing up policies and proposals that help us get from where we are now, to where we want to be in 2026.
- 6.2 Due to the unique characteristics of Tendring, we think our vision should be in two parts:
- an ‘**overarching vision**’ – a brief statement setting out what Tendring as a whole will be like in 2026; and
 - a ‘**spatial vision**’ – a more detailed description setting out what specific places in the district will be like in 2026.

Overarching Vision

- 6.3 The Core Strategy must contribute to the delivery of ‘sustainable development’ to help create communities where people want to live, work and visit. The Local Strategic Partnership spent a lot of time thinking about the best ways of doing this and produced a ‘Sustainable Community Strategy’. The Tendring Local Strategic Partnership is a collaboration of key private, public and voluntary organisations responsible for shaping the future of the district.
- 6.4 The 2007 Tendring Sustainable Community Strategy is an important document that sets out how the different partners will work to address some of the issues facing our district, whether they be to do with education, health or even transport and planning. This strategy is set to be reviewed this year and might introduce a different vision that we will need to take into account when we put the Core Strategy together.
- 6.5 The Sustainable Community Strategy includes a vision for the district and we think it would make sense for this vision to be compatible with the ‘overarching vision’ we need to include in the Core Strategy.
- 6.6 Our initial idea for an overarching vision for the future of Tendring, which matches the current Sustainable Community Strategy vision, is as follows:

By 2026 Tendring will have a thriving and prosperous economy. All our residents will be able to access a safe and healthy quality of life in an attractive environment.

Each of our communities will offer a range of new housing and other important services and facilities, and children and young people will have the opportunity to have a good start in life.

Question 17: Do you agree that this should be the overarching vision for the district to 2026?

Spatial Vision

- 6.7 The overarching vision sets out a general picture of what the district will be like in the future. However, the Government also requires the Core Strategy vision to have a 'spatial dimension'. In other words, it should explain how '*places*' within the district will change and what they will be like by 2026. For instance, the economy of Harwich is likely to change a lot when the port expansion at Bathside Bay happens.
- 6.8 In Chapter 7 of this document, there are a number of possible options for growth being consulted on, which will affect the characteristics of places in the district in different ways. We have not included any suggestions for the vision of individual parts of the district at this stage because we really want to find out what you think first.
- 6.9 We are particularly interested in how you feel your part of the district should change. If you want to respond to the following question, please think about your local economy, the environment, the housing in your area.

Question 18: What do you think the different places within Tendring should be like in 2026? How should they change? Do they need to change?

Strategic Objectives

- 6.10 To achieve our overarching vision for the district, we need to have a series of broad objectives that set out what we need to do between now and 2026.
- 6.11 The purpose of the strategic objectives is to provide a link between the overarching vision and the more detailed strategy and policies that will form the rest of the Core Strategy. All the policies and proposals that we include in the Core Strategy should help to address one or more of the strategy objectives.
- 6.12 The strategic objectives suggested below are based on an understanding of the district and the main issues and challenges facing the district that we looked at in Chapters 4 and 5.

- **Strengthen Tendring's Economy**
- **Reinforce Harwich's role as a major gateway to Europe and facilitate major port expansion at Bathside Bay**
- **Promote Tendring as an attractive place to visit**
- **Promote the physical, social and economic regeneration of Tendring's most deprived area**
- **Protect and enhance Tendring's unique maritime heritage and historic built environment**

- Protect Tendring's rural character, unspoilt open countryside and sensitive coastal and estuarine landscapes and carefully manage urban growth
- Bring balance to Tendring's age profile by making the district an attractive place to live and work for younger people whilst providing for the needs of its older residents
- Address Tendring's high need for new housing that is decent and affordable
- Improve the quality of life of Tendring's residents, particularly those who are most disadvantaged.

Question 19: Do you agree with these proposed strategic objectives? Are there other strategic objectives that should be included in the Core Strategy?

Spatial Themes

- 6.13 The following 'spatial themes' have been developed to provide a logical structure for the Core Strategy document. Under each theme, there will be a series of relevant Core Policies and Development Policies, all of which will need to help deliver the Strategic Objectives and vision for the future of the district.
- 6.14 Policies in the Core Strategy will be arranged under the following four spatial themes:
- **Managing Growth** - Policies under this theme will quantify, direct and contain development growth to help achieve sustainable patterns of development and set out the infrastructure needed to deliver this growth
 - **The Economy** – Policies under this theme will provide the right conditions to allow businesses to flourish to achieve economic growth
 - **The Environment** – Policies under this theme will help protect and enhance the district's natural and built environmental assets, taking into account the likely impacts of climate change
 - **Mixed and Balanced Communities** – Policies under this theme will help to create safe, healthy and balanced communities and to improve the quality of life of all Tendring's residents, particularly the most disadvantaged residents

7 Spatial Strategy

- 7.1 The spatial strategy will explain how, in broad terms, the growth in new homes and jobs in the period 2011 to 2026 will be distributed throughout our district and which individual towns and villages will be affected.
- 7.2 It will not identify individual sites to be developed but when we prepare the Site Allocations document next year, the sites that we do allocate will need to fall within the broad areas identified for growth in the spatial strategy. So it is important that we get the spatial strategy right now so we do not encounter any major problems when allocating individual sites later on in the process.
- 7.3 Having a number of settlements geographically dispersed throughout the area, it is not altogether obvious where new jobs and housing for our district would best be located so it is important that we fully understand the implications of the growth requirements as set out in the East of England Plan, then consider a range of options thinking about the key issues from Chapter 5 and some of the technical evidence that has been prepared.

New Homes

- 7.4 The East of England Plan requires that Tendring accommodates a minimum of 8,500 new homes between 2001 and 2021. Because the Core Strategy will effectively cover the 15 year period 2011 to 2026, we also need to add a further five years worth of housing (at 430 dwellings per annum) which means an additional 2,150.
- 7.5 Between 2001 and 2008, 3,147 dwellings have already been built and it is anticipated that between now and 2011, a further 1,000 could be built in accordance with the policies and proposals in the current Local Plan (subject to prevailing economic conditions). Therefore, we reckon that in the spatial strategy, we need to plan for approximately **6,500** new dwellings.

Table 1: Housing Requirements for the Tendring Core Strategy (net dwelling stock increase)	
East of England Plan requirement 2001-2021	8,500
East of England Plan requirement 2021-2026	2,150
Total (minimum) requirement 2001-2026	10,650
Dwellings already built 2001-2008	3,147
Dwellings expected to be built 2008-2011	1,000
Minimum dwellings that we need to plan for 2011-2026	6,500

- 7.6 Importantly, the 6,500 dwellings in the period 2011-2026 is a minimum requirement and we will not be able to justify planning for any less than that. However, we could plan for more than 6,500 if there are benefits to the district in doing so.
- 7.7 We need to carefully consider whether there would be any merits in planning for more than the 6,500 new homes that are required and we are particularly interested in your views on the subject. Below we have listed what we see as the potential advantages and disadvantages of increasing the housing numbers over and above the minimum requirements:

Advantages of planning for more than 6,500 new dwellings 2011-2026:

- Greater scope to address the shortage of affordable housing;
- More opportunities to secure neighbourhood facilities and other community benefits as a part of major new greenfield developments;
- More opportunities to create new jobs, particularly in the construction industry;
- A larger resident population will increase spending in the local economy and bring about more opportunities for job creation in the retail and service sectors; and
- Provides an element of flexibility that might avoid the need for a review the Core Strategy if a revision to the East of England Plan increases the housing requirement for Tendring.

Disadvantages of planning for more than 6,500 new dwellings 2011-2026:

- Potential increased in the detrimental impact on the natural environment and a greater permanent loss of open countryside and agricultural land;
- Difficulty in ensuring the appropriate infrastructure is in place because Infrastructure providers such as the primary care trust, education authority, emergency services and utility providers have been planning their future expenditure based on the East of England Plan's minimum growth requirement; and
- Grant funding at the regional level for new infrastructure is allocated to local authorities to enable them to deliver their minimum growth requirements as set out in the East of England Plan.

Question 20: Do you think we should plan for more than 6,500 new homes in the period 2011-2026? If so, how many more new homes should we plan for and why?

New Jobs

- 7.8 The employment growth requirements, as set out in the East of England Plan, are that we work with Colchester Borough Council to create 20,000 new jobs across Colchester and Tendring between 2001 and 2021. Of that 20,000, it was felt that 6,100 jobs would be a realistic share for our district compared with 13,900 in the Colchester Borough. This broadly reflected the lower amount of new housing we were expected to deliver compared to Colchester.
- 7.9 However, between 2001 and 2008, there had actually been a net increase of approximately 5,900 full-time equivalent jobs in our district, mainly in the service sectors including retail, health, social care and education. This means that most of the job creation target has already been achieved, some 13 years before the end of the East of England Plan period. In retrospect, it is clear that the target of 6,100 new jobs was too conservative and, if upwards of 6,500 new homes will be developed in the period 2011-2026, the job target will need to be exceeded, considerably, to ensure that housing growth in our district is supported by new jobs and local unemployment is addressed.
- 7.10 For this reason, we have referred to some up to date job creation forecasts produced by the East of England Regional Assembly that will influence future job creation targets in the next version of the East of England Plan. These suggest that, in Tendring, it will be possible to deliver a net job increase of 13,000 over the period 2001-2026 (of which 5,900 has already been achieved).
- 7.11 These figures take account of the current recession which will significantly limit economic growth over the next couple of years. In reality, net job growth between now and 2011 will be at best negligible and at worst negative.

However, because the LDF will plan for growth over the 15 year period beyond 2011, we must assume that the economy will recover from its current downturn and that further economic growth will be possible in the period 2011-2026. Therefore we need to plan, in the most sensible way, for growth in new jobs now so we are in a strong position to take advantage of the economic recovery when it comes.

- 7.12 Assuming that in the period 2008-2011, there will in reality be a net loss in jobs in the region of 200 because of the recession, we will need to plan for a net job increase of 7,300 in the period 2011-2026 to achieve the employment growth forecast.

Table 2: Job Creation Forecast for the Tendring Core Strategy (net change in full-time equivalent jobs)	
East of England job growth forecast 2001-2026	13,000
Jobs created 2001-2008	5,900
Net job change expected in 2008-2011	-200
Jobs that we need to plan for 2011-2026	7,300

- 7.13 To achieve this growth, we need to facilitate the creation of 7,300 jobs between 2011 and 2026. Work on the Council's employment study to date suggests that, beyond the recession, there could be the potential for at least a further 3,800 jobs in the district with minimal intervention but that, with the right action, 7,300 jobs could be created and potentially many more.

- 7.14 The employment study puts forward a number of 'scenarios' for job growth in the district:

1. **Minimal Intervention** – job growth would be driven by the increase in population brought about by the 6,500 new homes to be built. The vast majority of job growth would therefore be in the service sector which includes tourism, retail, health, social care and education but there would also be growth in office jobs. There would however be a decline in industry and warehousing to reflect the national trend. It is estimated that this scenario of minimal intervention could have the potential to create an additional 3,800 jobs (net); just over half the growth that would be required to achieve the most recent forecast.
2. **Bathside Bay** – assumes that major port expansion at Bathside Bay in Harwich takes place by 2016. Under this scenario, there would be more growth in port related activity at Harwich and greater opportunities for growth in industry and warehousing along the A120 corridor associated with the port expansion. As with scenario 1, there would also be significant growth in the service sector and office jobs. It is estimated that this scenario could potentially create an additional 7,500 jobs; which would achieve the most recent forecast.
3. **Aspirational** – involves a significant uplift in the economy by harnessing all of the potential for growth in the district and adopting a more radical approach to new development. This approach would involve:
 - significant investment and renaissance in our seaside towns along with a more pro-active approach to promoting tourism;
 - port expansion in Harwich and associated growth in industry and warehousing along the A120 corridor;

- more development in and around some of our rural villages;
- greater promotion of our natural assets (such as Hamford Water) for tourism;
- attracting more young people to stay in the district and move into the district to balance the population structure;
- improving the skills base amongst our working age residents; and
- taking advantage of Colchester's economic strength by having business development in the west of the district.

This approach could see growth in all sectors of employment but mainly the service sector in office jobs. It is estimated that this scenario could potentially create an additional 12,800 new jobs; significantly exceeding the recent forecast.

4. The Consultants' Recommendation - Our employment experts have suggested that, if the Council is serious about creating new jobs, in reality, the third 'ambitious' scenario may not be able to be achievable in the 15 year period 2011 to 2026 but that a 'hybrid' approach that seeks to deliver scenario 2 (Bathside Bay port expansion) along with some elements of scenario 3 is likely to be the most successful approach. This could potentially create 10,000 new jobs; still well above the most recent forecast.

7.15 We are really interested to know what you think the Council's strategic approach to job creation should be:

Question 21: Of the job growth scenarios 1, 2 and 3 above, which one do you think we ought to pursue through the Core Strategy? Do you agree with the consultants' recommendation (4) to have a hybrid of scenarios 2 and 3?

Settlement Hierarchy

7.16 The Core Strategy will need to set out the approach to growth in and around different types of settlements depending on where they figure within a 'settlement hierarchy'. In our district, we have a lot of settlements of varying sizes both urban and rural with varying levels of services and facilities, some of which would be more capable of accommodating growth in jobs and housing than others.

7.17 The policies in the East of England Plan suggest that urban settlements should be the main focus of new growth in jobs and housing. We believe that the following of the district's settlements could be classed as 'Urban Settlements' because they have large centres of population, a fairly wide range of services and facilities and, subject to more detailed considerations of infrastructure and land availability, are likely to provide the best locations for new growth:

Urban Settlements

- Clacton-on-Sea & Jaywick (including Holland-on-Sea);
- Frinton & Walton (including Kirby Cross);
- Harwich & Dovercourt (including Parkeston and Little Oakley);
- Lawford, Manningtree & Mistley;
- Brightlingsea; and
- The eastern fringe of Colchester.

Question 22: Do you agree that these settlements should be classified as 'Urban Settlements' and be the main focus for new growth in housing and jobs to meet the regional requirements?

- 7.18 The East of England Plan also suggests that in certain key rural settlements, there could be some smaller-scale growth related to local needs and sympathetic to local character. We believe that, owing to their current range of services and facilities, the following of our rural settlements could be classed as 'Key Rural Service Centres' and could have the potential for some small scale growth:

Key Rural Service Centres

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

Question 23: Do you agree that these settlements should be classified as 'Key Rural Service Centres' and accommodate some small scale growth in housing and jobs related to local needs and sympathetic to local character? If so, what kind of development and how much?

- 7.19 For other rural settlements with a more limited range of services and facilities, the East of England Plan suggests that growth should be limited to that required to support the continued viability of agriculture and other economic activities such as tourism, the diversification of the economy, the provision of housing for local needs and the sustainability of local services.
- 7.20 We believe that the following settlements could be classed as 'Other Rural Settlements':

Other Rural Settlements:

- | | |
|--|--|
| <ul style="list-style-type: none">• Aingers Green• Ardleigh• Beaumont-Cum-Moze• Bradfield• Frating• Great Bromley• Great Holland• Great Oakley• Hare Green• Kirby-le-Soken• Little Bromley | <ul style="list-style-type: none">• Little Bentley• Point Clear• Ramsey• Tendring• Tendring Green• Thorrington• Weeley• Weeley Heath• Wix• Wrabness |
|--|--|

Question 24: Do you agree that these settlements should be classified as 'Other Rural Settlements' where growth should be limited? If so, what kind of development, if any, do you think would be suitable in or around these villages?

Spatial Strategy Options

- 7.21 Having considered the levels of growth in jobs and housing that are required by the East of England Plan and the potential, or otherwise, of the different settlements within the district to accommodate some of that growth, this section looks more closely at the possible geographical distribution of the new development between different parts of the district.
- 7.22 In some districts, where there is one dominant town or city that will be the obvious location for growth, the main issue to be resolved through the spatial strategy is which direction that town or city should expand. For Tendring however, it is not that simple because there are a number of urban settlements where the growth could go and so there are numerous permutations for what the spatial strategy for Tendring could involve.
- 7.23 Drawing upon our knowledge of the district, national and regional planning policy, some of the factors presented in the spatial portrait and key issues, we have developed four options for the distribution of growth in new jobs and housing that we would like you to consider.
- 7.24 For each of the options, we have assumed at this stage that we will only be planning to deliver 6,500 new homes in line with the East of England Plan's minimum requirement and that new jobs will be delivered in accordance with the consultants' recommended strategy (as discussed above).
- 7.25 The four options are as follows:
- **Option 1: Priority Areas for Regeneration**
 - **Option 2: Incremental Growth**
 - **Option 3: Economic Potential**
 - **Option 4: Hybrid Approach**
- 7.26 Each option has a slightly different emphasis but all four options recognise Clacton and Harwich as being areas that should expect to accommodate a large proportion of the new growth owing to their size, range of services and facilities and potential for job creation.
- 7.27 Depending on what comments and any new technical data we receive, for example on infrastructure, the jobs and homes figures might need adjusting before we publish the preferred option later this year. However, based on the current information we have, we would not expect the proportions of growth to change dramatically unless there is a significant increase in the housing requirement.

Spatial Strategy – Option 1: Priority Areas for Regeneration

One of the key issues affecting our district is the high level of deprivation in Clacton and Harwich. Both areas are recognised as 'Priority Areas for Regeneration' within the Haven Gateway. Both suffer higher than average unemployment and an acute shortage of affordable housing. This option focuses new growth in jobs and housing on Clacton and Harwich.

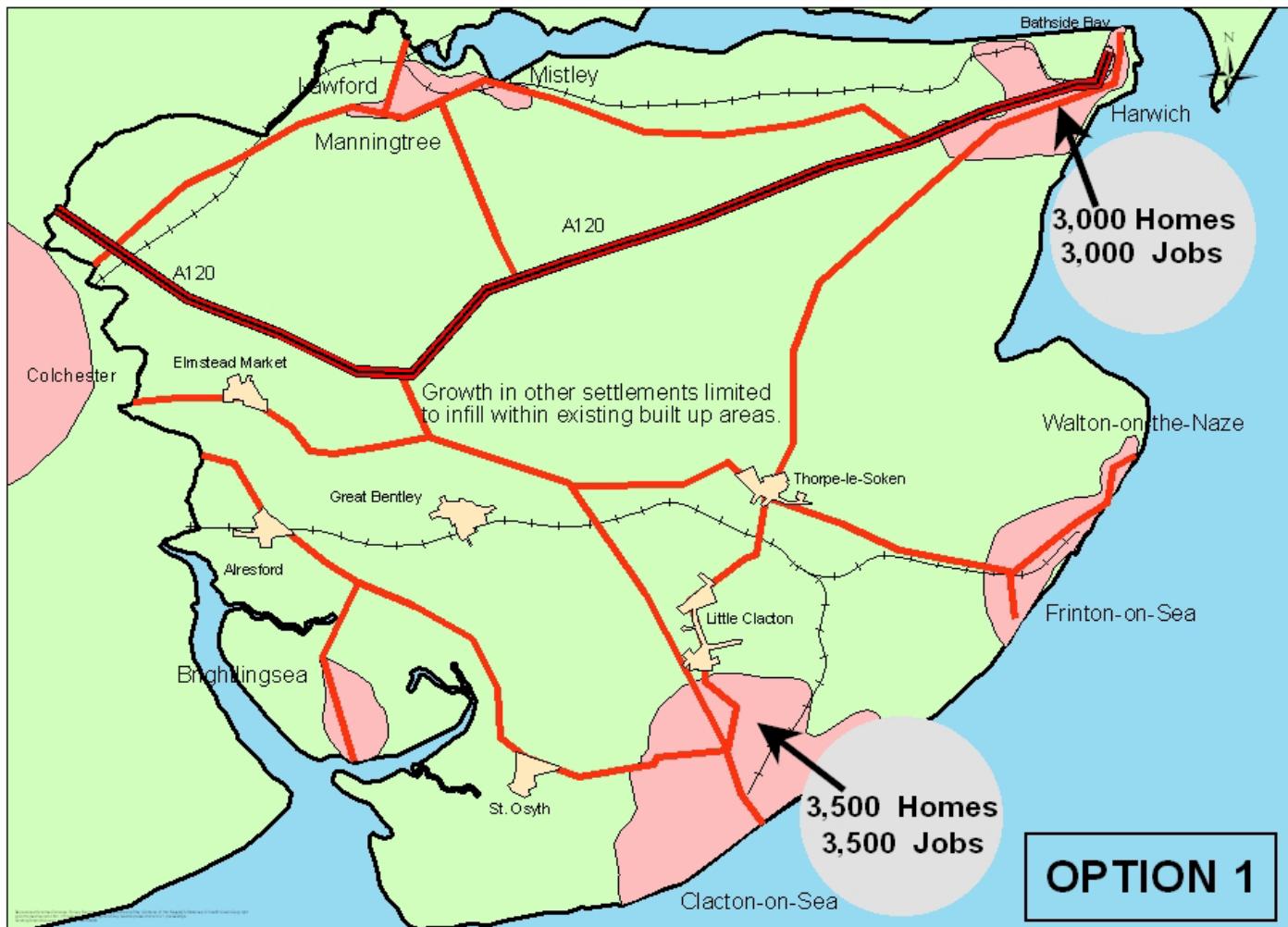
This option could bring about the creation of around 6,500 new jobs.

Advantages of Option 1:

- The Clacton and Harwich areas have the greatest need for affordable housing and the highest levels of unemployment in the district;
- Clacton and Harwich have the widest range of shops, services and facilities and would provide the most sustainable locations for growth;
- Development would be at a large enough scale to deliver significant community benefits including new community facilities, new roads and recreational open space;
- Clacton and Harwich have surplus capacity in both primary and secondary schools to absorb some growth; and
- The economies of Clacton and Dovercourt town centre would benefit from increased population growth and its associated spending power.

Disadvantages of Option 1:

- There would be a significant loss of countryside (on greenfield sites) on the edge of Clacton and Harwich and a high environmental impact;
- There would be an erosion of the green gaps in and around Clacton and Harwich;
- There could be an increase in traffic on certain stretches of road; and
- There would be little scope to address housing and employment needs elsewhere in the district.



OPTION 1

Question 25: Do you think Option 1 provides a sensible and sustainable way of distributing the new growth throughout the district? Are there any elements of this option that raise concerns that we might not have thought about?

New Homes: Nearly all of the new homes would be built in and on the periphery of Clacton and Harwich urban areas. The Council would seek to maximise the use of brownfield sites within the built up areas but around 80% of the new development would need to be on suitable greenfield sites on the settlement edge in the form of sustainable new neighbourhoods.

These neighbourhoods would contain a range of new housing of different size, type and tenure that reflected the areas' needs and demands, including affordable housing and accommodation for the elderly.

In other settlements, new housing will be limited to infill opportunities within the existing built up areas or affordable village housing through the rural exceptions policy.

New Jobs: Around 6,500 new jobs could be created. In Clacton, the majority of the new jobs will be in retail, tourism, leisure, health and education generated through the planned population increase and the continued investment in (and promotion of) Clacton town centre and seafront. There would also be some growth in the office sector but a slight decline in industry and warehousing.

In Harwich, the vast majority of jobs will be at the port generated through port expansion at Bathside Bay. There will also be opportunities for growth in industry and warehousing in the A120 corridor associated with the expanded port, and some jobs in retail, tourism, leisure, health and education generated from the planned population increase.

Elsewhere in the district, new jobs will be provided through development opportunities within built up areas, the expansion of existing businesses and modest diversification in the rural economy.

New Infrastructure: Growth will be supported by infrastructure, including new schools and doctors surgeries as part of new neighbourhoods where required. Elsewhere in the district, the Council will secure investment to increase capacity in existing facilities.

New neighbourhoods will also be served by public transport (bus or rail) and will also make provision for walking and cycling, incorporate green infrastructure including formal and informal open space and meet all necessary highway safety and capacity improvements.

Expansion of the port will depend on the upgrading of the A120 between Colchester and Harwich to accommodate the increased traffic movement of container lorries using the port. The A133 may need to be upgraded to dual carriageway standards between Weeley and Frating to accommodate a potential increase in traffic and strengthen the link between Clacton and Harwich.

Spatial Strategy – Option 2: Incremental Growth

Another approach is to distribute growth between our urban settlements broadly on a pro-rata basis relative to the size of the existing built up area and its population, recent development rates, the associated demand for new housing and the identified need for affordable housing. This is effectively a population/housing driven option that would represent natural or incremental growth.

As with Option 1, Clacton would be the main focus for growth but there would be more scope for development in and around other settlements, including some of the key rural villages where local needs justify.

Advantages of Option 2:

- There would be opportunities for growth throughout the district to address some of the district-wide shortage of jobs and affordable housing;
- Development rates in the urban settlements would not be significantly different to those achieved in recent years;
- Developments would be large enough to deliver community benefits including new community facilities, new roads and recreational open space in a variety of locations throughout the district;
- Greater choice of housing and employment opportunities will allow flexibility to react to economic changes; and
- Environmental impacts would spread around the district rather than concentrated in one area.

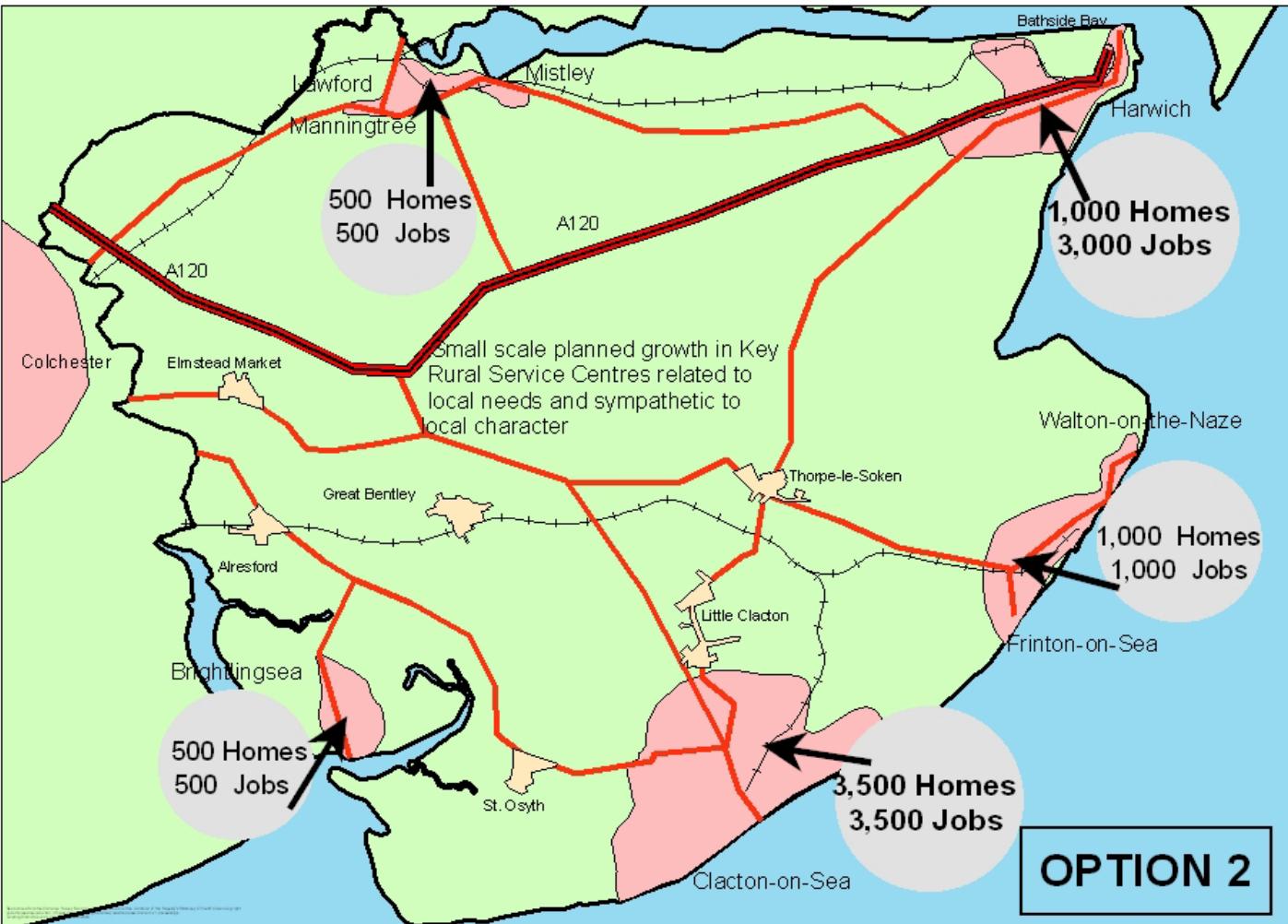
Disadvantages of Option 2:

- There would be a significant loss of countryside (on greenfield sites) on the edge of some or potentially all of the urban settlements;
- There would be some erosion of the green gaps, particularly in and around Clacton and Harwich; and
- There could be an increase in traffic on certain stretches of road, including some rural roads.

New Homes: Just over half of the new homes would be built in and around Clacton reflecting its role as our district's largest, most populous settlement with the highest demand for new homes and most acute shortage of affordable housing. The other urban settlements would receive more modest levels of housing development broadly consistent with their relative population size, housing demand and affordable housing need.

The Council would seek to maximise the use of brownfield sites within the built up areas but around 80% of the district's new development would need to be on suitable greenfield sites on the settlement edges; some of which would be in the form of new neighbourhoods.

For the Key Rural Service Centres, there may be opportunities for small-scale housing development relative to local needs and sympathetic to local character but for other rural settlements, housing growth would be limited to infill opportunities within the existing built up areas or affordable housing permitted through the rural exceptions policy.



Question 26: Do you think Option 2 provides a sensible and sustainable way of distributing the new growth throughout the district? Are there any elements of this option that raise concerns that we might not have thought about?

New Homes: Around 8,500 new homes could be created. In Clacton, Frinton and Walton, the majority of the new jobs will be in retail, tourism, leisure, health and education generated through the planned population increase and through continued investment in (and promotion of) the town centres. There would also be some growth in the office sector but a slight decline in industry and warehousing.

In Harwich, the vast majority of jobs will be at the port generated through port expansion at Bathside Bay. There will also be opportunities for growth in industry and warehousing associated with the expanded port, and some jobs in retail, tourism, leisure, health and education generated from the planned population increase. For Lawford, Manningtree and Mistley and Brightlingsea, there would be some potential for jobs in the service sectors including offices.

Elsewhere in the district, new jobs will be provided through development opportunities within built up areas, the expansion of existing businesses and modest diversification in the rural economy.

New Infrastructure: New housing and employment related development will be supported by the necessary infrastructure including new schools and doctors surgeries as part of new neighbourhoods where required. Elsewhere, the Council will secure investment to increase capacity in existing facilities.

New neighbourhoods will also be served by public transport, will make provision for walking and cycling, will incorporate green infrastructure including formal and informal open space and will meet all necessary highway safety and capacity improvements.

The A120 will be upgraded between Colchester and Harwich to accommodate the increased traffic movement of container lorries using the port and the A133 may need to be upgraded to dual carriageway standards between Weeley and Frating to accommodate a potential increase in traffic and strengthen the link between Clacton and Harwich. There may also need to be transport improvements for Brightlingsea.

Spatial Strategy – Option 3: Economic Potential

This option involves distributing housing growth on a pro-rata basis in line with the potential for job creation taking into account the proposed port expansion at Bathside Bay, Harwich and the strength of Colchester as an economic centre and a growth point in its own right.

Harwich would see the biggest amount of growth but there would also be major developments in Clacton and eastward expansion of Colchester in the vicinity of the Crown Interchange where the A120 meets the A12.

Advantages of Option 3:

- There would be maximum potential to create new jobs taking advantage of our close links with Colchester;
- Lower environmental impact on Clacton and an opportunity to protect the green gaps around it;
- Developments would be large enough to deliver community benefits including new community facilities, new roads and recreational open space in a variety of locations throughout the district;
- Greater choice of housing and employment opportunities will allow flexibility to react to economic changes; and
- Environmental impacts would spread around the district rather than concentrated in one area.

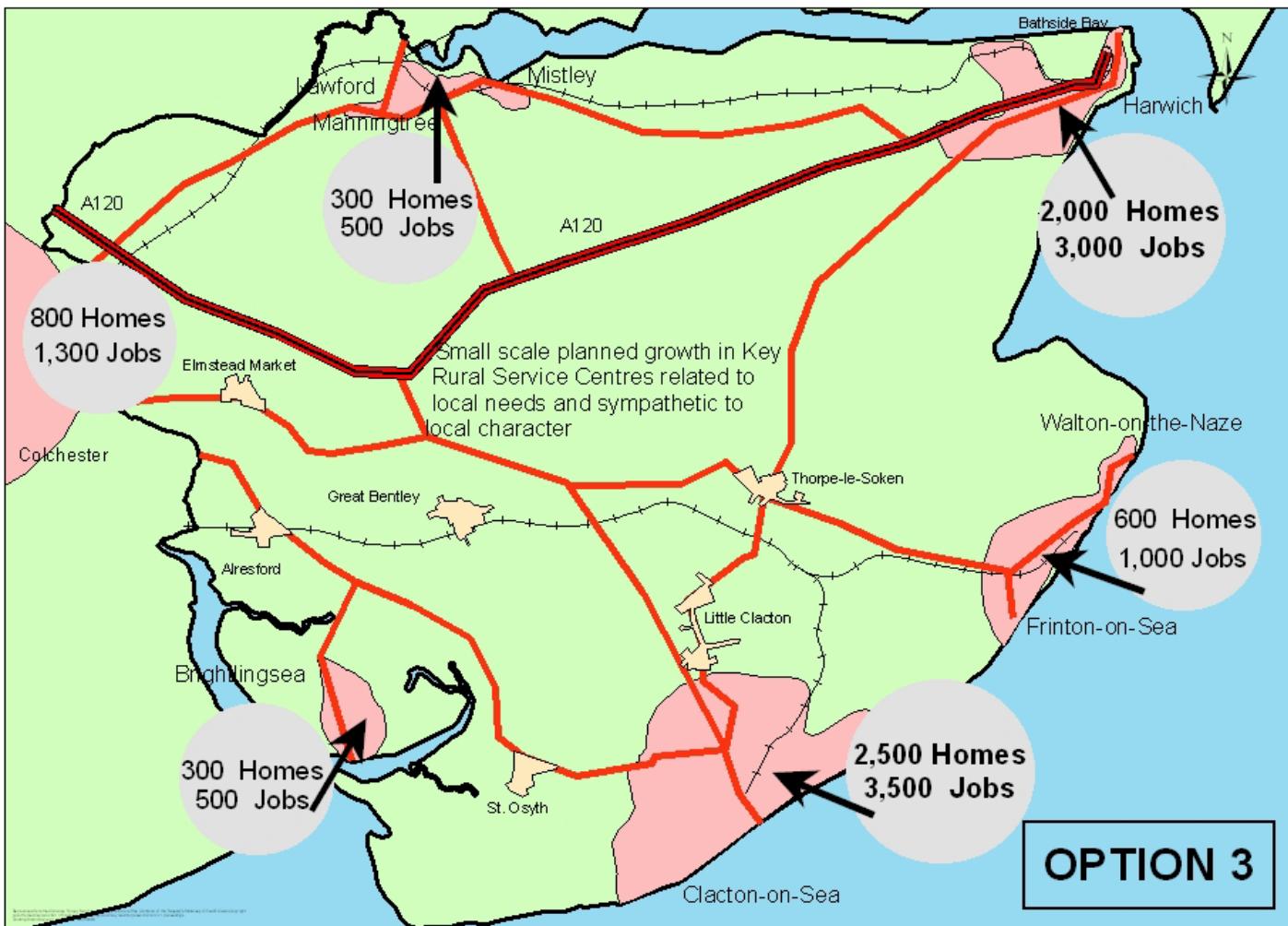
Disadvantages of Option 3:

- There would be a significant loss of countryside (on greenfield sites) on the edge of some or potentially all of the urban settlements;
- This strategic does not recognise the overwhelming need for affordable housing in the Clacton area;
- Pending the provision of a further A12 access point, development on the edge of Colchester is likely to have a significant impact on Colchester's road network which already suffers with congestion and for which the Colchester LDF has not made any contingency; and
- There could be an increase in traffic on certain stretches of road, including some rural roads.

New Homes: Just under half of the new homes would be built in and around Harwich reflecting its potential for job growth associated with port expansion at Bathside Bay. Clacton and the Colchester Fringe would also see some major housing growth but the other urban settlements would receive more modest levels of housing development broadly consistent with their lower economic potential.

The Council would seek to maximise the use of brownfield sites within the built up areas but around 80% of the district's new development would need to be on suitable greenfield sites on the settlement edges; some of which would be in the form of new neighbourhoods.

For the Key Rural Service Centres, there may be opportunities for small-scale housing development relative to local needs and sympathetic to local character but for other rural settlements, housing growth would be limited to infill opportunities within the existing built up areas or affordable housing permitted through the rural exceptions policy.



Question 27: Do you think Option 3 provides a sensible and sustainable way of distributing the new growth throughout the district? Are there any elements of this option that raise concerns that we might not have thought about?

New Homes: Just under half of the new homes would be built in and around Harwich reflecting its potential for job growth associated with port expansion at Bathside Bay. Clacton and the Colchester Fringe would also see some major housing growth but the other urban settlements would receive more modest levels of housing development broadly consistent with their lower economic potential.

In Clacton, Frinton and Walton, the majority of the new jobs will be in the service sectors generated through the planned population increase and through continued investment in (and promotion of) the town centres. There would also be some growth in the office sector but a slight decline in industry and warehousing.

For Lawford, Manningtree and Mistley and Brightlingsea, there would be some potential for jobs in the service sectors and offices but elsewhere in the district, new jobs will be provided through development opportunities within built up areas, the expansion of existing businesses and modest diversification in the rural economy.

New Infrastructure: New housing and employment related development will be supported by the necessary infrastructure including new schools and doctors surgeries as part of new neighbourhoods where required. Elsewhere, the Council will secure investment to increase capacity in existing facilities.

New neighbourhoods will also be served by public transport, will make provision for walking and cycling, will incorporate green infrastructure including formal and informal open space and will meet all necessary highway safety and capacity improvements.

The A120 will be upgraded between Colchester and Harwich to accommodate the increased traffic movement of container lorries using the port. The A133 may need to be upgraded to dual carriageway standards between Weeley and Frating to accommodate a potential increase in traffic and strengthen the link between Clacton and Harwich. There may also need to be transport improvements for Brightlingsea.

Spatial Strategy – Option 4: Hybrid Approach

This option is a hybrid between options 2 and 3. It distributes new housing growth on a pro-rata basis driven by the housing-led factors in option 2 but includes an element of employment growth on the fringe of Colchester to take advantage of its economic strength.

Advantages of Option 4:

- There would be maximum potential to create new jobs taking advantage of our close links with Colchester;
- Development rates in the urban settlements would not be significantly different to those achieved in recent years;
- Developments would be large enough to deliver community benefits including new community facilities, new roads and recreational open space in a variety of locations throughout the district;
- Greater choice of housing and employment opportunities will allow flexibility to react to economic changes; and
- Environmental impacts would spread around the district rather than concentrated in one area.

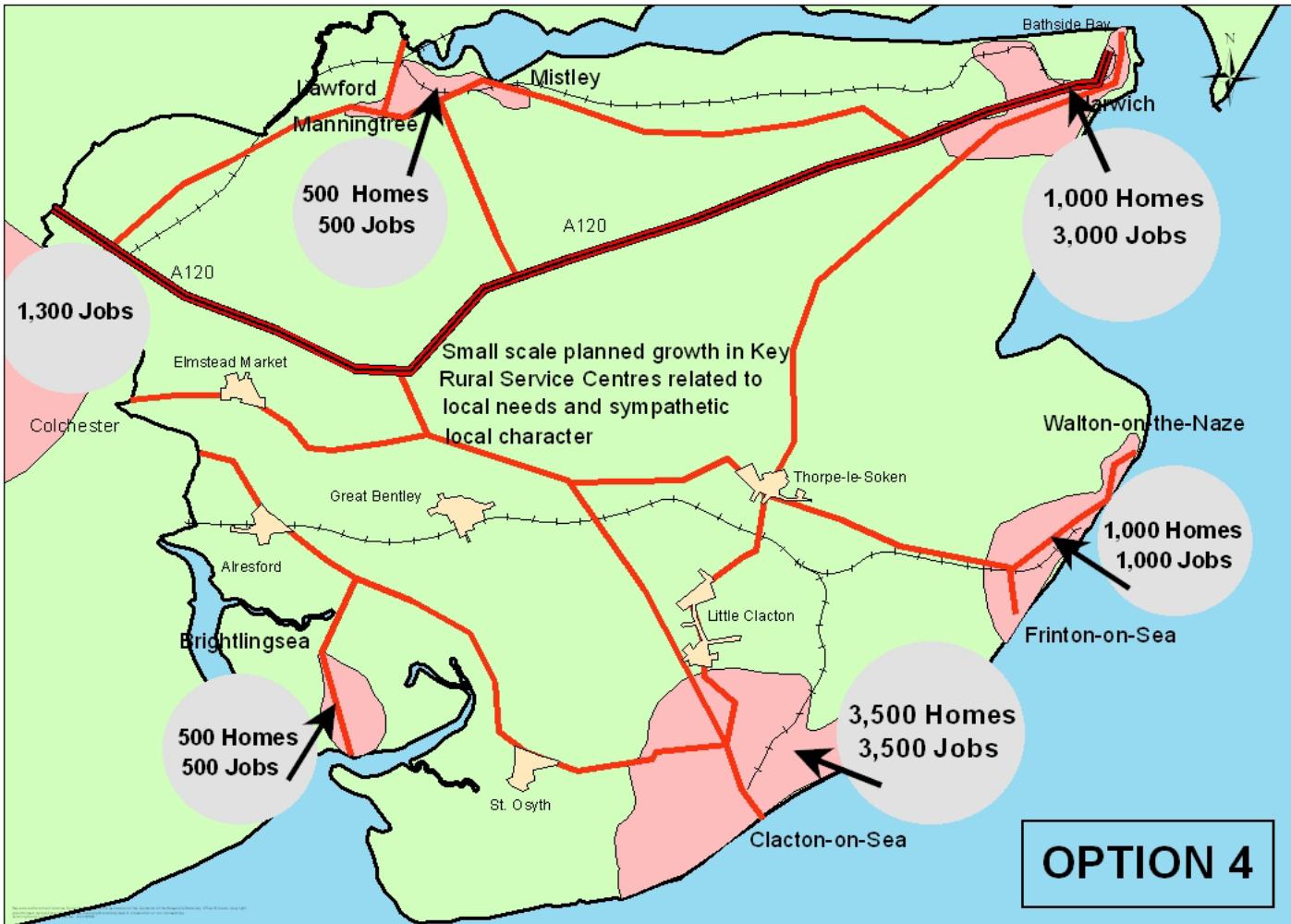
Disadvantages of Option 4:

- There would be a significant loss of countryside (on greenfield sites) on the edge of some or potentially all of the urban settlements;
- Major development on the edge of Colchester is likely to have an impact on Colchester's road network which already suffers with congestion and for which the Colchester LDF has not made any contingency;
- Business development on the edge of Colchester may benefit Colchester residents more than people living in our district;
- Tending residents would have to travel across the district to get to the business park on the Colchester Fringe;
- There could be an increase in traffic on certain stretches of road, including some rural roads; and
- There would be some erosion of the green gaps, particularly in and around Clacton and Harwich.

New Homes: Just over half of the new homes would be built in and around Clacton reflecting its role as our district's largest, most populous settlement with the highest demand for new homes and most acute shortage of affordable housing. The other urban settlements would receive more modest levels of housing development broadly consistent with their relative population size, housing demand and affordable housing need.

The Council would seek to maximise the use of brownfield sites within the built up areas but around 80% of the district's new development would need to be on suitable greenfield sites on the settlement edges; some of which would be in the form of new neighbourhoods.

For the Key Rural Service Centres, there may be opportunities for small-scale housing development relative to local needs and sympathetic to local character but for other rural settlements, housing growth would be limited to infill opportunities within the existing built up areas or affordable housing permitted through the rural exceptions policy.



OPTION 4

Question 28: Do you think Option 4 provides a sensible and sustainable way of distributing the new growth throughout the district? Are there any elements of this option that raise concerns that we might not have thought about?

New Jobs: Around 10,000 new jobs could be created. In Harwich, the vast majority of jobs will be at the port generated through port expansion at Bathside Bay. There will also be opportunities for growth in industry and warehousing associated with the expanded port, and some jobs in retail, tourism, leisure, health and education generated from the planned population increase. The Colchester Fringe would see major growth in office jobs and in the service sector to support the new housing.

In Clacton, Frinton and Walton, the majority of the new jobs will be in the service sectors generated through the planned population increase and through continued investment in (and promotion of) the town centres. There would also be some growth in the office sector but a slight decline in industry and warehousing.

For Lawford, Manningtree and Mistley and Brightlingsea, there would be some potential for jobs in the service sectors and offices but elsewhere in the district, new jobs will be provided through development opportunities within built up areas, the expansion of existing businesses and modest diversification in the rural economy.

New Infrastructure: New housing and employment related development will be supported by the necessary infrastructure including new schools and doctors surgeries as part of new neighbourhoods where required. Elsewhere, the Council will secure investment to increase capacity in existing facilities.

New neighbourhoods will also be served by public transport, will make provision for walking and cycling, will incorporate green infrastructure including formal and informal open space and will meet all necessary highway safety and capacity improvements.

The A120 will be upgraded between Colchester and Harwich to accommodate the increased traffic movement of container lorries using the port. The A133 may need to be upgraded to dual carriageway standards between Weeley and Frinton to accommodate a potential increase in traffic and strengthen the link between Clacton and Harwich. There may also need to be transport improvements for Brightlingsea.

Question 29: Having looked at all four options, which do you prefer and why? Otherwise, do you have an alternative suggestion for how the new growth in jobs and housing should be distributed around the district?

New Neighbourhoods

- 7.28 Being a predominantly rural district, the supply of previously developed 'brownfield' land in sustainable locations is fairly limited. Over the last few years, we have actually been successful in delivering the vast majority of new housing on brownfield land. However, based on our emerging research, it will not be possible to continue this into the future. Greenfield land will be needed to deliver a large part of the growth between now and 2026.
- 7.29 We will adopt a sequential approach to identifying new housing sites that will give priority to the use of brownfield land but, depending on which spatial strategy option the Council chooses, most of the new housing will need to be provided through the development of 'new neighbourhoods' on greenfield land on the edge of some of our urban settlements.
- 7.30 The advantage of greenfield development is that, due to lower development costs, there are better opportunities to secure new community facilities, transport infrastructure, employment opportunities and higher levels of affordable housing in an integrated way. The disadvantages though are the impact on the environment and a permanent loss of countryside. However, we would seek to minimise any impact and mitigate any visual effects.

Site Selection Factors

- 7.31 In carefully considering greenfield sites for the development of new neighbourhoods, we will take the following factors into account:
- Accessibility to existing jobs, shops, services and community facilities
 - Biodiversity impact
 - Capacity of transport infrastructure (roads, public transport etc)
 - Capacity of social infrastructure including health and education
 - Capacity of utilities such as water, sewerage, drainage and electricity
 - Commercial viability
 - Deliverability of land
 - Environmental designations
 - Flood risk
 - Highway safety
 - Land ownership
 - Local Green Gaps
 - Opportunities to provide new jobs, shops, services and facilities
 - Opportunities to strengthen the urban edge with green infrastructure
 - Ownership of land
 - Quality of agricultural land
 - Visual landscape impact

Question 30: Are there any other factors we should take into account when selecting greenfield sites for the development of new neighbourhoods? Should any of the factors carry greater weight/priority than others?

Broad Areas for Settlement Growth

- 7.32 Whatever spatial strategy option the Council chooses, it is clear that new neighbourhoods will need to be built on the edge of Clacton and, more than likely, Harwich. If there is more of a distribution of growth throughout the district, the other urban areas will also require some neighbourhood development.
- 7.33 Taking the site selection factors above into account, we will need to identify the broad direction in which urban areas might need to expand. Clearly, the presence of the sea limits to a great extent which direction our urban settlement can grow but we are interested in your views on where you think growth could take place. For each of the urban settlements where there are broad options for settlement expansion, the following section sets out what we think these options might be.

Clacton-on-Sea & Jaywick

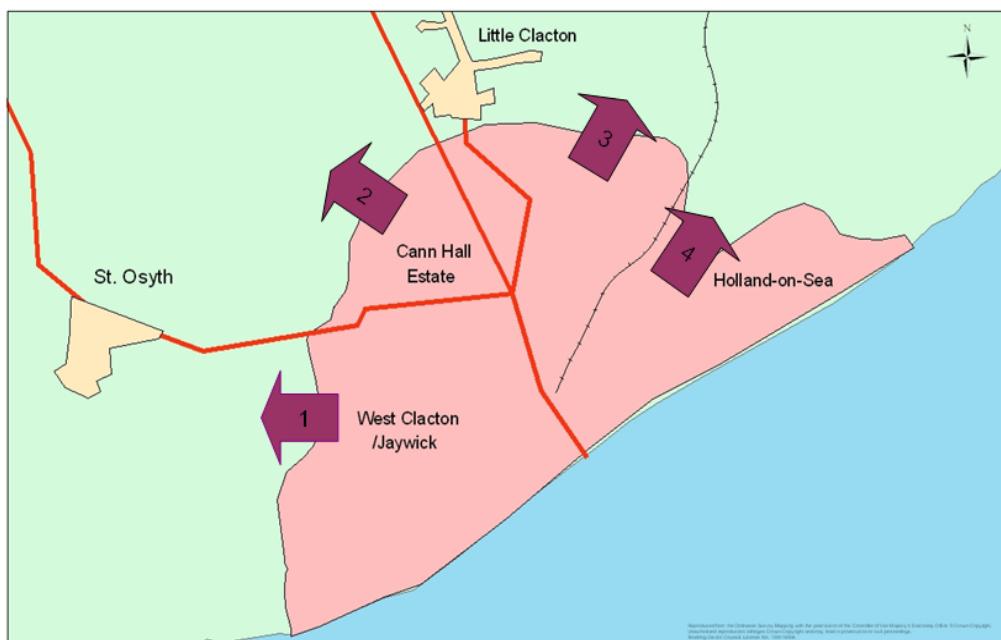
Option 1 – Westward expansion towards Jaywick and St. Osyth

Option 2 – Northward Expansion around the Cann Hall estate;

Option 3 – Northward expansion of Great Clacton around Centenary Way;

Option 4 – Eastward Expansion in the vicinity of Holland-on-Sea; or

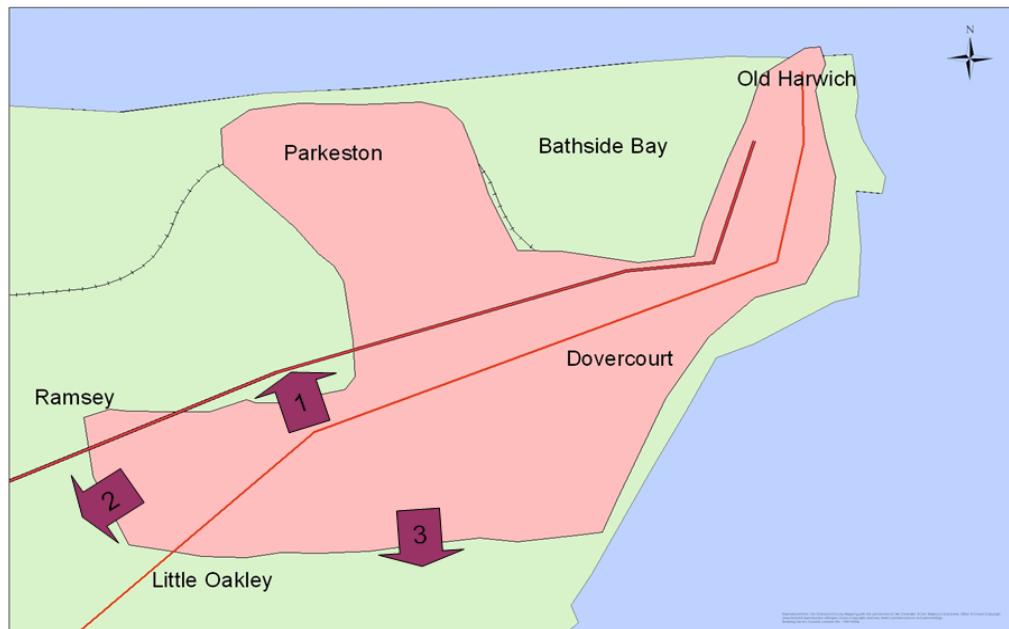
Option 5 – A combination of options 1 to 4.



Question 31: If there is a need for major new neighbourhood development on the edge of Clacton, which direction do you think the town should expand? Why?

Harwich & Dovercourt

- Option 1 – Northward Expansion towards the A120;
Option 2 – Westward Expansion in the vicinity of Ramsey and Little Oakley;
Option 3 – Southward Expansion around Low Road and Oakley Road; or
Option 4 – A combination of options 1 to 3



Question 32: If there is a need for major new neighbourhood development on the edge of Harwich, which direction do you think the town should expand? Why?

Frinton & Walton

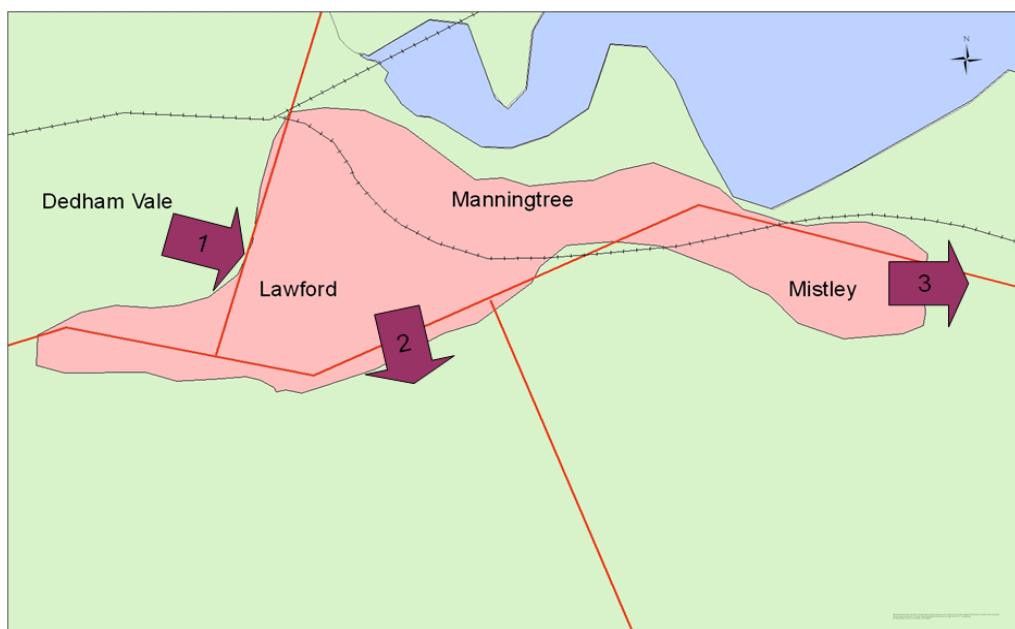
- Option 1 – Eastward expansion of Frinton towards Great Holland;
- Option 2 – Expansion in the vicinity of Kirby Cross;
- Option 3 – Expansion northwards in the vicinity of Turpins Farm;
- Option 4 – Expansion at Walton-on-the-Naze; or
- Option 5 – A combination of options 1 to 4



Question 33: If there is a need for modest new neighbourhood development on the edge of Frinton and Walton, which direction do you think the town should expand? Why?

Lawford, Manningtree & Mistley

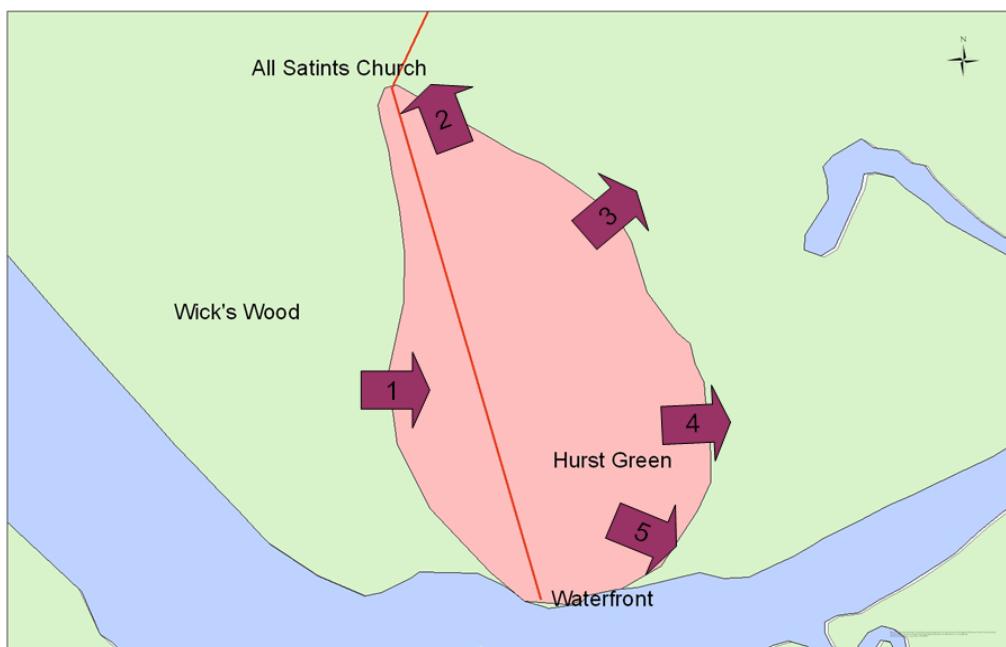
- Option 1 – Expansion around Dale Hall, Lawford;
- Option 2 – Southern expansion in the vicinity of Long Road;
- Option 3 – Expansion of Mistley in the vicinity of Harwich Road; or
- Option 4 – A combination of options 1 to 3



Question 34: If there is a need for modest new neighbourhood development on the edge of Lawford, Manningtree and Mistley, which direction do you think the settlement should expand? Why?

Brightlingsea

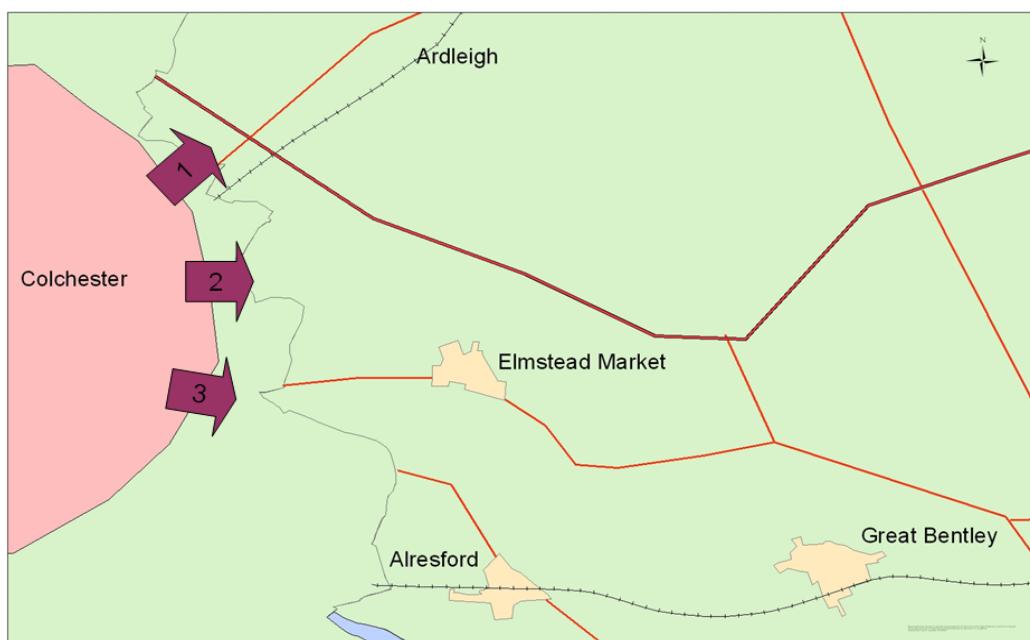
- Option 1 – Westward expansion towards Wick's Wood;
- Option 2 – Northward expansion towards All Saints Church;
- Option 3 – Eastward Expansion in the vicinity of Lower Marsh Farm;
- Option 4 – Eastward Expansion in the vicinity of Robinson Road;
- Option 5 – Southern expansion in the vicinity of Hurst Green; or
- Option 6 – A combination of options 1 to 5



Question 35: If there is a need for modest new neighbourhood development on the edge of Brightlingsea, which direction do you think the town should expand? Why?

Eastern Fringe of Colchester

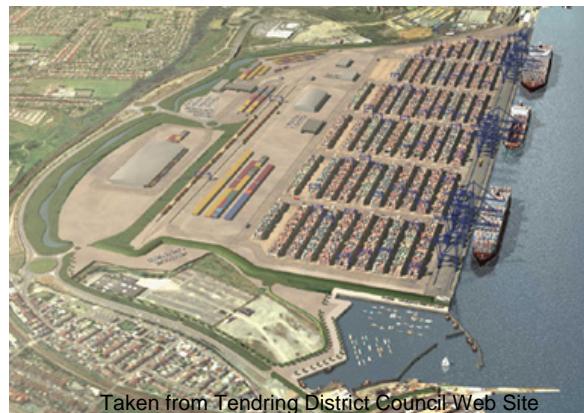
- Option 1 – Expansion into Ardleigh near Plains Farm;
- Option 2 – Expansion in the vicinity of Crockleford Heath;
- Option 3 – Growth in the vicinity of the University of Essex; or
- Option 4 – A combination of options 1 to 3



Question 36: If there is a need for new neighbourhood development on the eastern fringe of Colchester, which part of Colchester should expand? Why?

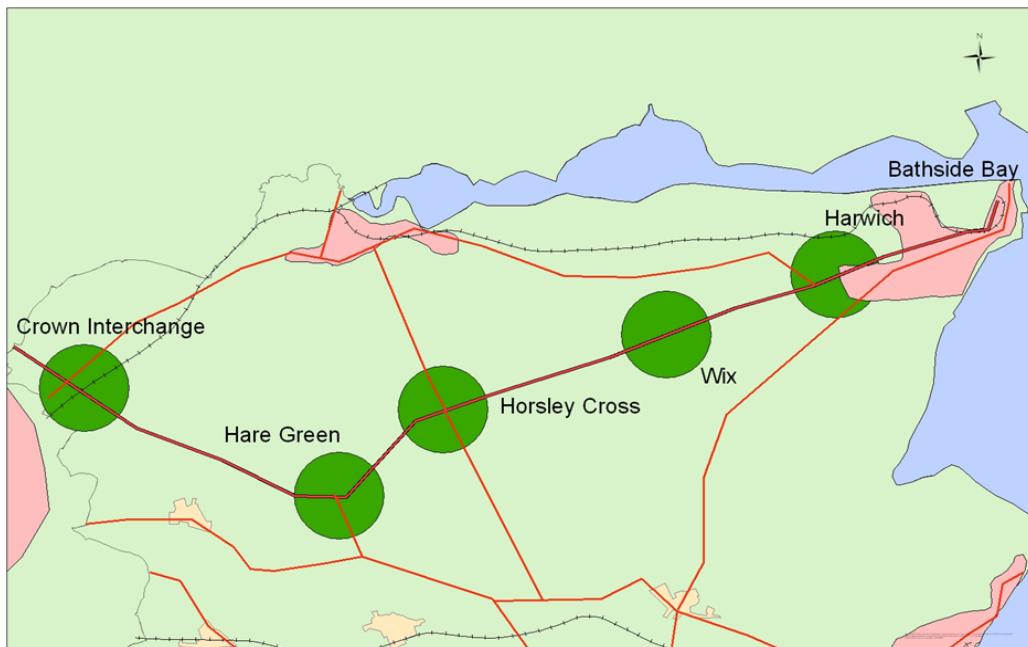
Bathside Bay and the A120 Corridor

- 7.34 The biggest single opportunity for job creation in our district is the proposed expansion of Harwich port at Bathside Bay which has planning permission and is anticipated to start in 2015. The expansion is expected to create around 770 direct jobs at the port and 1000 jobs in associated activities.



Taken from Tendring District Council Web Site

- 7.35 The A120 is the key transport route from the port of Harwich to the rest of the country. With the proposed expansion of the port at Bathside Bay and the associated A120 upgrade, there is likely to be significant interest from companies in the industry and warehousing sectors to set up business in locations along the 'A120 Corridor', taking advantage of fast links to the port, Colchester and the A12.
- 7.36 In recent years, there have been proposals put forward for major industrial and warehousing developments along the A120 corridor at Hare Green and Horsley Cross. Both proposals were rejected following Public Inquiries, due to their remoteness from existing centres of population and their potential impact on the countryside.
- 7.37 We are interested in your view as to whether you believe the A120 corridor does hold the key to future industry and warehousing growth; and if so, whether this growth should be concentrated on the edge of existing large built up areas like Harwich or the Colchester Fringe; or whether the economic benefits of development in more remote locations such as Hare Green or Horsley Cross, outweigh the environmental impacts.



Location 1 – Crown Interchange

This location enjoys good linkages with the A12, Colchester, London, Ipswich and Felixstowe and is on the periphery of Colchester, a major centre of population, thus maximising the opportunity for sustainable patterns of travel as well as offering a location that is well connected to infrastructure and likely to attract inward investors. Being on the fringe of Colchester, a significant element of employment opportunities would however expect to be taken up by Colchester residents.

Location 2 – Hare Green

This location is at the interchange between the A120 and A133 and development here would provide the opportunity to deliver major improvements to the strategic road connection, creating a direct route between Clacton and Harwich. However, this location is remote from any major centre of population thus encouraging increased car-borne travel and development here would have a significant impact on the character of the open countryside. A proposal to allocate land for business development in this area was subject to significant objections at the 2006 Local Plan Inquiry and consequently rejected by the Planning Inspector.

Location 3 – Horsley Cross

This location is at the interchange between the A120 and B1035 and is known to be attractive to companies wishing to relocate from other parts of the district. However, this location is very remote from any existing centre of population thus encouraging increased car-borne travel and development here would have a significant impact on the character of the open countryside. Development in this area was the subject of a 2007 planning application and a “call in” public inquiry in its own right. The Planning Inspector said that the arguments at the time were finely balanced but the Secretary of State refused the application.

Location 4 – Wix

This location is relatively remote from any major centre of population although it is closer to Harwich than Hare Green and Horsley Cross. Development here would have a significant impact on the character of the open countryside and would result in a significant increase in car-borne travel.

Location 5 – Harwich

Harwich itself provides opportunities along the A120 corridor for growth in industry and warehousing close to the port and to an existing centre of population thus minimising the need for car-borne journeys. The disadvantage of this area is that there are some significant physical and environmental constraints including topography, risk of flooding and areas protected for their environmental value. These constraints make sites in this area expensive to develop and less attractive to companies wishing to move into the area.

Question 37: Do you think there could be new business and industrial park allocations along the A120 to create new jobs following the proposed port expansion at Bathside Bay? If so, which of the above broad locations do you think would be best?

8 Core Policies

- 8.1 Alongside the Spatial Strategy for growth, the Core Strategy will contain 'Core Policies' which explain, in principle, how the Council will use its planning powers, working in partnership with other organisations, to tackle some of the big issues facing the district and deliver the key objectives.
- 8.2 Having considered national and regional policies and our initial list of key issues and objectives, we have come up with a broad range of policy areas that we think need to be covered in the Core Strategy. Under each theme, the following section explains what core policies we think we need and what they are likely to cover; each with a question for you to think about. We are very interested in your views on each of these subjects and new policy areas that you think we have missed. For example, in question 45, you may think there is another equally important strategic road improvement needed.

Managing Growth

- 8.3 Under the theme of 'managing growth', we think there will need to be core policies covering the following subjects:
- Securing Sustainable Development
 - Containing Urban Growth
 - Development in The Countryside
 - Securing Infrastructure
 - Housing Mix and Affordability
 - Promoting Healthy, Safe and Sustainable Transport Options
 - Upgrading the Strategic Road Network
 - Achieving well designed high quality places

Question 38: Do you think there are any other subjects under the theme of 'managing growth' that should be covered by a specific Core Policy?

Securing Sustainable Development

- 8.4 Achieving sustainable development is at the heart of national, regional and local planning policy and we think there should be a core policy that sets out what we mean by 'sustainable development'. This will provide a checklist of criteria that can be used to assess whether a proposal, in broad terms, is sustainable. Criteria could include evaluating whether development is supported by effective transport provision, leisure, community and other essential services; making sure it is well designed; and ensuring it minimises environmental impacts.

Question 39: Do you agree that there should be a specific core policy on securing sustainable development? If so, what do you think the key elements of sustainable development should be?

Containing Urban Growth

- 8.5 We think that urban growth should be carefully managed so as not to lead to unsustainable developments in remote and poorly accessible locations, nor the coalescence of settlements and uncontrolled urban sprawl across the open countryside. Where settlements do need to expand to meet requirements, this growth should be carefully planned and contained within clearly defined boundaries.
- 8.6 In the past, we have been quite successful in containing urban growth by drawing 'Settlement Development Boundaries' around our towns and villages, beyond which there are strict controls on new development. We think it would be prudent to continue with this policy in the LDF.

Question 40: Do you agree that there should be a specific policy on containing urban growth? If so, do you agree that drawing carefully defined 'Settlement Development Boundaries' around our towns and villages is the best way of doing it?

Development in the Countryside

- 8.7 Whilst we would want to control development in the countryside, there are some forms of development that can take place in the countryside. So we think it would be useful to also have a core policy that explains what types of development might be acceptable. These may include agricultural buildings, the conversion of redundant barns, extensions to existing dwellings and farm diversification schemes.

Question 41: Do you agree that there should be a specific policy on development in the countryside? If so, what kind of developments do you think could be allowed?

Securing Infrastructure

- 8.8 If an area is going to accommodate growth in jobs and housing, it needs to have the necessary infrastructure in place to support that growth including schools, early years and childcare facilities, healthcare, roads, public transport, sewerage and other utilities. So we think there should be a specific core policy that explains how the Council will ensure that the infrastructure demands of growth are addressed.
- 8.9 We have been working closely with infrastructure providers such as the primary care trust, the education authority, the highways authority and the utility companies. We are producing an infrastructure study to understand current strengths and deficiencies in local services and the implications of new growth.
- 8.10 Some of these infrastructure providers have their own plans to improve capacity and we will take these into account and assist them in delivering those plans where possible. For bigger infrastructure projects, there may be opportunities to secure grant funding from central government.

- 8.11 However, when it comes to meeting the infrastructure requirements of new developments, we think the developer should cover the costs by providing infrastructure on site or by making financial contributions towards off-site provision. Some local authorities have adopted a 'tariff' or 'standard charge' per dwelling.

Question 42: Do you agree that it is important to have a specific core policy on securing infrastructure? If so, what kind of infrastructure do you think we need and what role do you think developers should play in helping to deliver it?

Housing Mix and Affordability

- 8.12 The government's planning policy requires that a range of housing size, type and tenure be provided as part of major housing schemes to ensure mixed and balanced communities. According to the Strategic Housing Market Assessment undertaken last year, there is a significant demand (over 1,000 dwellings per annum) for a mix of housing sizes and types throughout the district; approximately 50% market and 50% affordable housing.
- 8.13 We think there should be a specific core policy that explains how we will ensure that a mix of housing size, type and tenure is provided within major developments. Measures could include actively requiring a mix of housing on sites above a certain size or seeking a proportion of development to be affordable housing – our current affordable housing target in the Local Plan is 40% given the high level of identified need. Another measure might be to work closely with registered social landlords and the Homes and Communities Agency to secure funding for 100% affordable housing schemes containing a variety of dwelling sizes.
- 8.14 The delivery of affordable housing through the rural exceptions policy is another way of delivering housing to meet local needs and there are currently schemes in the pipeline in Aingers Green, Thorrington and Thorpe-le-Soken.

Question 43: Do you agree that there should be a specific core policy on achieving a mix of housing? If so, what kind of housing do you think we should be building and what measures do you think we should take to deliver new affordable housing?

Promoting Healthy, Safe and Sustainable Transport Options

- 8.15 Developments should be accessible by a variety of different transport modes including walking, cycling and public transport; not just the private car. It is the government's policy to place greater emphasis on walking and cycling as these forms of transport do not contribute greatly towards carbon emissions and provide greater health benefits. However in the past, there has been so much emphasis on making sure new developments are more accessible by car; and walking and cycling has been neglected.
- 8.16 We think we need a core policy that explains how we will give greater priority to walking and cycling within new developments but still make provision for road transport (particularly public transport). So we need to set out a clear

transport hierarchy that should be taken into account when planning new developments, that looks something like this:

1. walking and providing access for people with mobility impairment
2. cycling
3. public transport (including taxis)
4. powered two wheelers (i.e. motorcycles)
5. commercial vehicles (including heavy goods vehicles)
6. cars (shopping and visitors)

Question 44: Do you agree that we should be promoting walking and cycling as a priority over other forms of transport? Can you think of any circumstances where an alternative approach might be needed?

Upgrading the Strategic Road Network

- 8.17 Our district is served by two A roads; the A133 between Clacton and Colchester and the A120 trunk road between Harwich and Colchester. The A120 is important because it carries a lot of the freight traffic to and from the port of Harwich and the A133 is important because it carries a lot of commuter traffic and a large volume of daytrippers and tourists in the summer months.
- 8.18 We think that there are three main problems with our strategic road network that may need to be addressed to accommodate growth:
1. The section of the A133 between Weeley and Frating is regularly congested, particularly at peak summer weekends, and contains a number of awkward junctions and bends;
 2. The A120 will have more Heavy Goods Vehicles using it when the port is expanded; and
 3. The linkage between Clacton and Harwich is very poor with the A133/A120 interchange at Hare Green not allowing direct travel between Clacton and Harwich.
- 8.19 Before Hutchinson Ports can commence development at Bathside Bay, the A120 must be improved to accommodate the traffic arising from the container port. However, no proposals for a preferred route have yet been published by the Highways Agency.
- 8.20 For the A133 to be upgraded, we will need to investigate various sources of funding which may include grant funding or developer contributions.

Question 45: Do you agree that the A133 and A120 need upgrading? Do you agree that a link between them should be created to improve the linkages between Clacton and Harwich? If so, how do you think these improvements should be paid for? Are there any other strategic road improvements that you think are needed?

Achieving Well Designed High Quality Places

8.21 The success of a new place is ultimately judged by how enjoyable it is to use or visit, how easy it is to find your way, how safe and secure it feels, how the buildings and adjacent spaces relate to each other and how attractive it looks. We think there should be a core policy that broadly sets out what will be expected from new developments in terms of achieving these aspects with detailed criteria for design and layout set out in the development policies section of the document.

Question 46: Do you agree that we should have a core policy that requires developments to be well designed and of high quality? In your opinion, what makes a well designed and high quality place?

The Environment

8.22 Under the theme of 'the environment', we think there will need to be core policies covering the following subjects:

- Environmental Protection and Enhancement
- Climate Change, Sustainable Construction and Renewable Energy
- Designated Sites
- Biodiversity
- Development and Flood Risk
- Securing Green Infrastructure

Environmental Protection and Enhancement

8.23 The natural, built and historic environment is one of our district's greatest assets and the need for growth must be carefully balanced with the need to protect and enhance local character and distinctiveness.

8.24 We think there should be a core policy that sets out, in broad terms, what the Council will do to protect and enhance of our environment. Measures might include protecting certain designated areas from development, preparing more management plans for our Conservation Areas, securing the provision of 'green infrastructure' and having detailed development policies dealing with landscape impacts or sustainable construction.

Question 47: Do you agree that its natural, built and historic environment is one of our district's greatest asset? If, what measures do you think we should take to ensure it is protected and enhanced?

Climate Change, Sustainable Construction and Renewable Energy

8.25 As well as trying to minimise the need to travel by car, an element of tackling climate change is to encourage energy efficiency within new buildings and support alternative forms of electricity generation. We think there should be a specific core policy dealing with this very important issue.

8.26 By the time the Core Strategy is formally adopted in 2011, all new homes will need to be constructed to level 3 of the government's 'Code for Sustainable

Homes' in accordance with the national building regulations. In 2013 this will go up to Code level 5 and in 2016 all homes will have to be constructed to Code level 6 – 'zero carbon'. We need to consider whether it would be sensible and viable to promote a higher level of sustainable construction through our planning policies than required, or whether we adopt the minimum building regulation requirements. We would be interested to know what you think.

- 8.27 We also need to decide whether we insist on a percentage of all energy generation within new development schemes to be from renewable sources. The East of England Plan suggests a 10% target as a minimum. We need to think about whether a higher target will be feasible and whether the Council would need to employ expert staff to determine whether these targets are being achieved in development proposals.
- 8.28 We think we ought to have a more positive approach to the development of wind turbines and other forms of renewable energy because they contribute towards greener energy and have the potential to bring about job opportunities.

Question 48: Do you agree that there should be a specific core policy on securing sustainable construction and renewable energy? If so, how do you feel about the development of wind turbines? Do you think we should set more challenging targets for sustainable construction than required by the government?

Designated Sites

- 8.29 Certain parts of our district are designated for their importance to biodiversity and wildlife and some are recognised as being of international importance. Environmental designations include Ramsar Sites, Special Protection Areas (SPA) and Sites of Special Scientific Interest, National Nature Reserves (NNR) and County Wildlife Sites. Hamford Water, the Colne Estuary and the Stour Estuary are notable examples of areas protected for their biodiversity value.
- 8.30 Part of our district west of Lawford forms part of the Dedham Vale Area of Outstanding Natural Beauty (AONB) and large swathes of land south of the Stour Estuary is recognised as possible future extension to the Suffolk Coast and Heaths AONB.
- 8.31 So we think there ought to be a core policy that reinforces the Council's commitment to protecting these areas for their environmental quality and explains how we will work in partnership with other bodies, including Natural England and the Essex Wildlife Trust, to safeguard their protection for future generations.

Question 49: Do you agree that the Council should resist development that has the potential to adversely affect sites designated for their biodiversity value and/or natural beauty? Can you think of any circumstances where development in one of these designated areas might be acceptable?

Biodiversity

- 8.32 A site does not have to be formally designated to be of biodiversity value for both plants and animals. So it is important that new development minimises the impact on biodiversity and, where possible, seeks to retain or replace key features like important trees, hedges or water features. We think there should be a core policy that explains our approach to protecting biodiversity.

Question 50: Do you agree that there should be a specific core policy dealing with protecting biodiversity? If so, what measures do you think we should include?

Development and Flood Risk

- 8.33 Large parts of Tendring are at risk of coastal flooding and government policy contained in PPS25 is very strict about what kind of development can and cannot take place in flood risk areas to minimise the risk to human life and property. PPS25 requires that new development be located in areas at the lowest risk of flooding. Unfortunately some of our built up areas including parts of Harwich, Brightlingsea, Walton-on-the-Naze, Lawford, Manningtree & Mistley, Jaywick and large parts of the parish of St. Osyth are in flood risk areas.
- 8.34 Whilst the national policy position is clear, there might be areas within our district that are at some risk of flooding but due to the regenerative benefits development could bring, an exceptional approach to development might be justified. Harwich for example is a growth point and a priority area for regeneration where the socio-economic benefits of new development might outweigh the risk of flooding.

Question 51: Do you agree that there should be a specific core policy on development and flood risk to amplify the national policy? If so, are there any parts of our district where development might be acceptable in the flood risk area?

Securing Green Infrastructure

- 8.35 'Green Infrastructure' includes public open space, country parks, woodland, allotments and green corridors running through developments. The Haven Gateway Green Infrastructure Study identified our district as an area deficient in green infrastructure and we think there may be opportunities to deliver new strategic green infrastructure, partly through grant funding and partly from new developments to minimise their impact on the countryside and/or to strengthen the urban edge.

Question 52: Do you agree that there should be a specific core policy on securing green infrastructure? If so, what sort of green infrastructure would you like to see and how do you think we might be able to secure it?

The Economy

8.36 Under the theme of 'the economy', we think there will need to be core policies covering the following subjects:

- Creating Jobs
- Regeneration Areas
- Clacton Area Action Plan
- Regeneration in Jaywick
- Employment sites
- Freight Transport
- Promoting Tourism
- Town Centres
- Public Car Parking
- Neighbourhood Centres

Question 53: Do you think there are any other topics under 'Strengthening the Economy and Promoting Regeneration' that should be covered by a specific Core Policy?

Creating Jobs

- 8.37 We think there should be a specific core policy that explains what the Council will do, working with other partners, to stimulate the local economy and create new jobs in order to deliver the job target set out in the East of England Plan and reduce unemployment in the district.
- 8.38 Job creation is a Council priority and our employment study suggests there is potential for significant growth in our economy. However, it is important that we take the correct measures to make the most of this potential and deliver new jobs. Such measures could include allocating a range of commercially viable sites for business development, promoting vitality in our town centres, improving transport, delivering new schools and doctors' surgeries to support the new housing development and promoting tourism and rural diversification.
- 8.39 We can also seek to attract inward investment into the area by improving the image of our district and working with the education authority and others to address the shortage of skills.
- 8.40 Creating new jobs is one of biggest challenges facing our district and we are particularly interested in any ideas you might have.

Question 54: What do you think we can do to stimulate the economy and create new jobs in the district?

Regeneration Areas

- 8.41 There are certain areas within our district where the quality of life, the economy or even the physical environment need to be improved through new investment and taking advantage of regeneration and renewal opportunities which present themselves. Clacton and Harwich are identified as Priority Areas for Regeneration within the Haven Gateway and there are particular parts of these towns where economic development resources need to be focussed. A few areas outside Clacton and Harwich would also benefit from regeneration.
- 8.42 Regeneration has the ability to create jobs and revitalise communities and we think the following parts of our district should be identified as regeneration areas:
- Clacton Town Centre and Seafront;
 - Jaywick;
 - West Clacton;
 - Walton-on-the-Naze;
 - Dovercourt Town Centre and Adjoining Areas;
 - Harwich;
 - Mistley Waterfront; and
 - Brightlingsea Waterfront.

Question 55: Do you agree that the areas listed above are in need of regeneration? Do you think there are any other areas that should be included?

- 8.43 We have a number of on-going projects in each of these areas including the Clacton Town Centre improvements, Dovercourt Townscape Heritage Initiative and the Harwich Master Plan but we will need to have a core policy that sets out a broad vision for each area that the more detailed policies and proposals contained in the Site Allocations Document and the Clacton Area Action Plan will seek to deliver.
- 8.44 Table 3 over the page lists each of the regeneration areas and sets out what we believe are the main issues that need to be addressed for each:

Table 3: Regeneration Areas and Issues

Clacton Town Centre and Seafront	<ul style="list-style-type: none">address high levels of deprivation amongst residents including poor health and low incomes;seize opportunities for economic development in new retail, office and leisure;protect and enhance the area's traditional seaside character;promote and diversify the area's tourism offer in a changing economy;secure investment in infrastructure and tourist facilities;enhance the public realm; andtackle crime and anti-social behaviour.
Jaywick	<ul style="list-style-type: none">reduce the risk to human life posed by flooding that is expected worsen over the next 50-100 years as a result of climate change;address high levels of deprivation amongst residents including poor health and low incomes;address poor living conditions and sub-standard housing stock;enhance the public realm; andtackle crime and anti-social behaviour.
West Clacton	<ul style="list-style-type: none">address high levels of deprivation amongst residents including poor health and low incomes;address high levels of unemployment;address the shortage of affordable housing; andlack of community facilities.
Dovercourt Town Centre and adjoining areas	<ul style="list-style-type: none">stimulate economic activity and physical renewal;protect and enhance the area's historic environment;address the shortage of affordable housingaddress high levels of deprivation amongst residents including poor health and low incomes; andenhance the public realm.
Harwich	<ul style="list-style-type: none">physical regeneration that protects and enhances the area's historic maritime heritage;stimulate economic activity;reduce the risk to human life posed by flooding that is expected worsen over the next 50-100 years as a result of climate change;enhance the public realm;deliver the Harwich Master Plan which includes marina development; andpromote Harwich as the gateway to Europe.
Walton-on-the-Naze	<ul style="list-style-type: none">stimulate all-year economic activity;physical regeneration that diversifies the leisure-based economy;protect and enhance the area's traditional seaside character; andreduce the risk to human life posed by flooding that is expected worsen over the next 50-100 years as a result of climate change.
Brightlingsea Waterfront	<ul style="list-style-type: none">physical regeneration that diversifies the leisure-based economy whilst respecting the area's maritime heritage;improve transport links and public access; andreconcile conflicts between commercial activities and the area's environmental quality.
Mistley Waterfront	<ul style="list-style-type: none">physical regeneration that protects and enhances the area's historic maritime heritage;sustain the port-related economy;improve transport links and public access; andreconcile conflicts between commercial activities and the area's environmental quality.

Question 56: Do you have any ideas about what the vision for each of our regeneration areas should be? What kinds of development do you think are needed to regenerate these areas?

Clacton Area Action Plan

- 8.45 Area Action Plans are useful planning documents that contain more detailed policies and proposals for dealing with specific areas that either have complex issues or require a careful approach to growth or regeneration.
- 8.46 One such area is Clacton town centre. It is the largest area of commercial activity in the district and has the potential to be improved and expanded to accommodate a proportion of the district's growth. However, there is also a high level of deprivation including poor health, high unemployment, low skills and poor housing conditions.
- 8.47 Clacton town centre needs careful planning so we intend to prepare a detailed Area Action Plan that will provide a planning framework for development and regeneration and be used to promote the commercial potential of the area and attract investment.
- 8.48 The Area Action Plan requires having a policy in the Core Strategy that explains what is intended to be achieved in that area. So we think there has to be a core policy explaining the purpose of the Clacton Area Action Plan.

Question 57: What do you think the main things the Clacton Area Action Plan should seek to achieve? Do you think there are any other areas in our district that might benefit from a specific Area Action Plan?

Regeneration in Jaywick

- 8.49 The Grasslands and Brooklands area of Jaywick is one of the most deprived areas in the whole of England and apart from the socio-economic problems such as high unemployment, low skills, and long-term illness, the physical environment is poor with a significant proportion of housing being sub-standard originally built as holiday accommodation.
- 8.50 Also, the area is in a high flood risk zone, and despite being relatively well defended at present, the risk to human life from flooding from either a breach in the sea wall or through overtopping is expected to increase over the next 50-75 years. Predicted rises in sea levels as a result of climate change will increase the risk.
- 8.51 In response to these acute problems Essex County Council and Tendring District Council are working in partnership with other bodies including the Environment Agency, the East of England Development Agency and the Government Office for the East of England, to regenerate the area.
- 8.52 For the core strategy, we will need to set out a vision for regeneration in Jaywick. We think there are three possible scenarios for the future:
 1. **Jaywick's current situation remains unaltered** – This would involve no change to existing policies. There would be selective repairs to the private roads and perhaps some improvements to existing community facilities; but very limited opportunities to renew and improve the condition of the

housing stock. There will continue to be restrictions on new development in the area to prevent more people being exposed to the flood risk.

2. **Jaywick benefits from limited improvements** – Over many years, some sub-standard, derelict and vacant dwellings are dealt with together with limited improvements to public areas, the private roads, and community facilities. Policies would seek to reduce the current density further, restrict new development, and direct development towards recreational and community use (including more accessible green space), and where appropriate commercial/leisure activity.
3. **Jaywick undergoes a renaissance** – The area sees significant investment over a number of years to deal with all of the sub-standard housing funded through a combination of public/private investment. The area benefits from policies designed to improve local amenities and recreational space; the main transport routes would be safeguarded and improved; new non-residential development for leisure and recreation would be encouraged, but residential development would not be permitted unless flood risk requirements could be met. Development would be focused on attracting inward investment, employment opportunities, and improvements to local facilities. Development of holiday accommodation, attractions and facilities would be encouraged.

Question 58: What are your views on the best future for Jaywick? Do any of the three options above appeal to you or do you have any alternative ideas?

Employment Sites

- 8.53 Some of the new jobs are likely to be in the business sectors or 'B-class' uses which include offices, industry and warehousing. However, these uses tend to be land intensive and we will need to allocate specific 'employment sites' in our Site Allocations Document for this kind of development to take place. Often, it is better that these uses be on purpose-built business parks because they do not necessarily make good residential neighbours due to the associated movements of Heavy Goods Vehicles and the noise that might take place in these areas.
- 8.54 There are already a number of established business and industrial areas in our district that provide many hundreds of jobs. We should seek to protect such employment uses. There are also a number of smaller business or industrial sites in residential areas that may benefit from being relocated to a purpose built business park.
- 8.55 On these sites, we currently permit industrial uses and warehousing but given the way that the economy fluctuates, we need to be flexible and it might be that some other uses could be appropriate.

Question 59: Do you agree that all of the existing business and industrial areas should continue to be protected for employment use or do you think some of them should be re-developed or relocated? What kinds of development should we allow in these areas?

- 8.56 It is likely that, we will need to allocate land in our Site Allocations Document for extension to some of the existing employment sites and/or brand new employment sites. When selecting the best sites for employment use, we have to carefully consider the environmental and highways implications of the future development but also the commercial realities of ensuring the scheme is economically viable.
- 8.57 We think the core policy should also set out some broad criteria for identifying new employment sites which might include the accessibility to a centre of population, the proximity to residential properties, highway access and potential infrastructure costs.

Question 60: When identifying new sites for employment uses, what do you think are the most important factors to take into account? Are there any areas within the district that you think might be a good location?

Freight Transport

- 8.58 If our district is to develop as a dynamic economy, it is important that there is provision for the efficient movement of goods. However, such movements by road can be environmentally damaging particularly upon residential and other environmentally sensitive areas. Their impact needs to be minimised. For larger scale movement of freight and goods, for example to and from the port of Harwich, we need to consider the potential to maximise transporting of goods by rail.
- 8.59 We think there should be a core policy that explains how we will work with Essex County Council and other partner organisations to minimise the impact of freight traffic and identify the most suitable routes.

Question 61: Do you agree that we should have a core policy dealing with freight transport? Do you have any views on this subject?

Tourism

- 8.60 Tourism plays a particularly important economic role in our district. It is estimated that around 16% of our district's jobs are related to tourism whether that be directly in our hotels, caravan and chalet parks and tourist attractions or indirectly in our shops, cafés and restaurants.
- 8.61 Our employment study suggests that a significant proportion of new jobs in our district could come from tourism if we take the right action, including providing an appropriate range of accommodation. Therefore, we think there should be a specific core policy devoted to it, explaining how the Council will maximise the potential for tourism growth in Tendring.

Question 62: Do you agree that there should be a specific core policy on promoting tourism? If so, what kind of things do you think we could do to create more tourism-related jobs?

Town Centres

- 8.62 Our town centres provide a large proportion of local jobs in a variety of sectors and contain important shops, services and facilities to serve the surrounding populations. We think there should be a core policy which identifies our town centres and explains how we will seek to stimulate the vitality and viability of each one either through new developments, environmental enhancements, town centre expansion or even transport improvements.
- 8.63 Government policy requires town centres to be the focus for new retail, office and leisure development. In our district, we have a number of town centres, each one with an individual character and a unique commercial offer:
- Clacton
 - Frinton
 - Walton
 - Dovercourt
 - Harwich
 - Manningtree
 - Brightlingsea

Question 63: Do you agree that there should be a specific core policy dealing with our town centres? If so, what kind of things do you think we should be doing in each centre to promote their vitality and viability and stimulate economic growth?

Public Car Parking

- 8.64 Whilst we need to encourage the use of public transport and alternatives to the car, we recognise that having a good supply of public car parking is important to the economic potential of our town centres. We are thinking of having a core policy that explains the Council's position on retaining public car parks and, where justified, creating new ones.

Question 64: Do you agree that there should be a specific core policy on protecting and creating public car parks? If so, do you think there are any areas where more car parking is needed? Are there any car parks that are you think should be redeveloped?

Neighbourhood Centres

- 8.65 In addition to the town centres, there are also a number of 'neighbourhood centres' within our urban area that provide local shops and services for smaller catchments. These include:
- Old Road, Clacton
 - Great Clacton
 - Bockings Elm, Clacton
 - Frinton Road, Holland-on-Sea
 - Broadway, Jaywick
 - Triangle Shopping Centre, Frinton
 - Upper Dovercourt

- 8.66 The key rural settlements of Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth and Thorpe-le-Soken also contain definable village centres that provide local shops and services for that village.
- 8.67 We think it is important that these areas are protected and enhanced whilst new neighbourhood centres could be created as part of major new neighbourhood developments. A core policy would explain how the Council, working with its partners, would seek to protect and enhance these areas and what types of development might be suitable.

Question 65: Do you agree that there should be a specific core policy dealing with the protection, enhancement and creation of neighbourhood centres? If so, what kind of development do you think would be appropriate in these areas?

Mixed and Balanced Communities

- 8.68 Under the theme of 'mixed and balanced communities', we think there will need to be core policies covering the following subjects:
- Improving Health
 - Older People
 - Gypsy and Travellers
 - Community Facilities
 - Community Facilities as Part of Major Developments
 - Open Space

Improving Health

- 8.69 Health is a major issue in our district with 24% of our residents suffering with some form of long-term illness. Other than supporting the primary care trust in delivering first class primary health care, we can potentially help by securing open space, encouraging walking and cycling and ensuring that all our communities have access to doctors' surgeries and other community facilities.

Question 66: Do you agree that there should be a specific core policy on improving health? If, so how do you think we might be able to achieve this?

Older People

- 8.70 Our district has a much higher than average proportion of residents over retirement age which is not surprising given its coastal location, the sedate character of some of our towns and villages and our attractive countryside. Tendring seems like an ideal place to enjoy retirement.
- 8.71 This raises issues in terms of making sure we have a range of housing that properly reflects the area's demographic structure or seeks to bring balance to it. For example, to accommodate an ageing population we need more housing that is accessible to people with mobility impairments, sheltered housing schemes and, for the more vulnerable people in our communities,

nursing homes. If our aim is to bring balance to the population structure, it might be that less of this accommodation should be provided.

- 8.72 We do think however there should be a core policy that explains how we are going to secure housing that meets 'Lifetime Homes' standards, perhaps as a proportion of larger housing developments, and where we would welcome or even seek to secure new sheltered housing schemes or residential care homes in appropriate locations.

Question 67: Do you agree that there should be a specific core policy on securing housing to meet the range of needs of our older residents and older people wishing to retire to the area? If so, what kind of accommodation do you think we should be encouraging and in what sort of locations?

Gypsies and Travellers

- 8.73 The Council has a statutory duty to address the accommodation needs of gypsies and travellers and has to identify sites to accommodate a certain number of 'pitches'. The pitch numbers for each district will be set out in the East of England Plan which is currently the subject of review. For our district, we anticipate that we will need to accommodate 15 pitches between now and 2011 and we have a policy in our current Local Plan so we can consider planning applications for gypsy and traveller sites as and when they are submitted.
- 8.74 After 2011, we need to plan for a 3% annual increase on the original 15 pitches which, over the 15 year period 2011 to 2026, equates to 8 additional pitches. In effect, a total of 23 pitches for gypsy and travellers will require to be provided between now and 2026; with 15 to effectively be approved through the development control process before 2011 and 8 to be planned for through the LDF's Site Allocations Document.
- 8.75 In the Core Strategy, we need to have a core policy that sets out the broad criteria for identifying a new gypsy and traveller sites and we are interested in your views on this subject.

Question 68: What do you think are the most important factors to consider when identifying sites for gypsies and travellers? Do you have any thoughts on what part of the district would be the best location?

Community Facilities

- 8.76 Sustainable communities are those supported by a range of community facilities including schools, doctors' surgeries, recreational facilities, community halls, public transport and even pubs. We think it is important that we protect existing community facilities, seek the provision of new community facilities where required including through the development control process. We think it will be useful to have a special core policy explaining how the Council will do this.

Question 69: Do you agree that there should be a specific core policy setting out the Council's approach to protecting existing community facilities and supporting the provision new ones? If so, what type of facilities do you think this policy should cover?

Community Facilities as Part of Major Residential Developments

- 8.77 It is important that new housing development is supported by the necessary infrastructure and that includes community facilities. Without new community facilities, new neighbourhoods simply 'tacked-on' to the edge of settlements have the potential to overwhelm existing community infrastructure or create additional traffic movements on existing roads to reach local facilities. For this reason, we think there should be a specific core policy that explains how we will seek the provision of new community facilities as part of the proposed new neighbourhood developments.
- 8.78 Depending on the size of a development, its location in relation to existing community facilities and the capacity of local infrastructure, the level or nature of community facilities required as part of that development will vary. Larger schemes, for example, may benefit from the creation of a totally new neighbourhood centre containing a hub of local shops and community facilities.

Question 70: Do you agree that there should be a specific core policy requiring major new neighbourhood developments to provide community facilities as part of the development? If so, what kind of facilities do you think we should be seeking?

Open Space

- 8.79 From our recent open space audit, we know there is a significant deficiency in the level of recreational open space in our district. Open space is important, not only for its recreational value and health benefits, but also for its contribution to the visual character of certain built up areas and the sense of place it creates. Therefore we need to increase the provision of open space and protect the scarce supply we have.

Question 71: Do you agree that there should be a specific core policy on the protection, provision and improvement of open space? Do you think there any circumstances where development on open spaces might be acceptable?

9 Development Policies

- 9.1 Unlike the core policies which set out very broad principles, the ‘development policies’ will set out the detailed criteria against which individual planning applications for new development will be assessed.
- 9.2 Some of these policies will include very specific development standards, for example, the percentage of affordable housing that will be sought on sites above a certain threshold or the minimum floor area of an individual flat within larger conversion scheme. Other policies will set out detailed design requirements that applicants would have to satisfy within their planning application and its supporting material.
- 9.3 Generally, these policies will be ‘generic’; i.e. dealing with a wide range of planning scenarios. They will not deal with the specific development requirements of an individual area or site where special ‘one-off’ policies might apply such as an area of special character or a scheme within a regeneration area. Policies of a more site-specific nature will be more appropriate within the text of the Site Allocations Document or an Area Action Plan.
- 9.4 The development policies will complement the broad spatial objectives and core policy principles set out earlier in the Core Strategy but will need to be worded very carefully to ensure there are no ‘loopholes’ that might allow an unacceptable development to happen and set a precedent for similar developments to come forward in the future.

Succinctness

- 9.5 The government is keen for local planning authorities to have a framework of development policies that is succinct, avoids unnecessary proliferation and duplication and therefore minimises the total number of policies required. This in turn makes life easier for the people making planning applications, the Planning Officers dealing with them and any other stakeholder with an interest in planning.
- 9.6 We are also required to avoid repeating national planning policy so that if the national policy changes, which it often does, it does not invalidate a large number of the policies contained in the LDF.
- 9.7 We think we can formulate a succinct framework of development policies by:
 - a) Setting out broad development principles in the core policies so we do not need individual development policies, with similar criteria, covering every conceivable planning scenario;
 - b) Avoiding policies which merely repeat national or regional planning policy; and
 - c) Not including very area-specific policies that would more appropriately form part of the Site Allocations Document or Area Action Plan.

- 9.8 Consequently, by taking this approach, we think we will need no more than 50 development policies.

Question 72: Do you agree that the Council should minimise the number of development policies required for assessing planning applications and avoid any unnecessary duplication?

Current Local Plan Policies

- 9.9 Our current adopted Local Plan contains more than 200 policies; some of which are strategic in their nature, some of which are area-specific and others that are effectively development policies that are regularly used in the day to day process of determining planning applications.
- 9.10 Whilst it is a robust planning document, one of the criticisms of the Local Plan is that it is too long and too detailed. Some policies unnecessarily repeat national policy or are never used and there is certainly scope to revisit others.
- 9.11 However, given that the Local Plan Inquiry was less than two years ago and its policies have received the endorsement of the Planning Inspectorate, we do not want to completely re-write the current policies, especially if there are particular ones that you think have been successful and should be carried forward into the LDF. Alternatively, you may feel that certain policies in the Local Plan have been unhelpful, or have hindered positive development proposals and should be either shelved or re-worded.
- 9.12 We are interested in your views on this. Perhaps you are a developer or a planning agent that deals with the Local Plan policies on a regular basis? The Local Plan can be viewed on our website www.tendringdc.gov.uk, at local libraries or at the Weeley Council Offices.

Question 73: From the existing adopted Tendring District Local Plan (2007) are there any policies that you think work particularly well and should be carried forward into the new LDF? Are there any that you think are not affective and should be amended or deleted?

Potential Development Policy Coverage

- 9.13 From our preparation work following discussions with our Planning colleagues in the Development Control section as well as other stakeholders, we think we will need development policies under each of the themes covering the following subject areas, which match the core strategy themes:

Managing Growth

- Design and Layout
- Development Density
- Transport Assessment
- Replacement Dwellings in the Countryside
- Backland Development
- Infill Development in the Countryside
- Development Affecting Highways
- Tall Buildings

The Environment

- Landscape Character
- Local Green Gaps
- Conservation Areas
- Listed Buildings
- Water Efficiency and Sustainable Drainage Systems
- Garden Extensions in the Countryside

The Economy

- Protecting Existing Employment Sites and Uses
- Conversion and Re-use of Redundant Buildings in the Countryside
- Protecting Hotels
- Extensions to Caravan Parks
- Occupancy Conditions for Tourist Accommodation
- Primary Shopping Frontages
- Agricultural Workers Dwellings
- General Agricultural Buildings

Mixed and Balanced Communities

- Affordable Housing
- Rural Exception Sites for Affordable Housing
- Protecting Existing Housing
- Specialist Residential Accommodation
- Accessible and Adaptable Development
- Protecting Community Facilities
- Health Impact Assessment
- Amenity Space for New Dwellings
- Open Space
- Equestrian Uses
- Water Recreation

Question 74: Do you agree that we should have development policies for each of these subjects? Do you think there are any other topics that should be covered by a specific development policy?

Glossary

2004 Planning and Compulsory Purchase Act	The Act of Parliament that requires all local authorities to prepare a Local Development Framework for their area. The Act is accompanied by a set of detailed Planning Regulations that local authorities need to follow.
A120 Corridor	Land in the vicinity of the A120; the main trunk road between Harwich and Colchester.
Adoption	The point at which the Council formally approves a planning document. It then becomes a statutory (legal) document.
Area Action Plans (AAPs)	Plan that focuses on a specific location or area earmarked for conservation or significant change. It provides detailed and specific planning policies that relate only to that area.
Area of Outstanding Natural Beauty (AONB)	An area of countryside that contains landscape of national importance that has been specifically designated by the Countryside Agency (now Natural England) on behalf of the Government.
Bathside Bay	An area of the Harwich coast east of the Harwich International port that has planning permission for a major expansion of the container port that will create hundreds of new jobs.
Conservation Areas	An area designated by the Council under the Planning (Listed Buildings and Conservation Areas) Act 1990 considered to possess buildings and spaces of special architectural or historical interest. In these areas, the Council will seek to preserve and enhance the special character and appearance.
Core Strategy	Important planning document within the Local Development Framework that sets out the vision for how an area will change over a specific period of time and where, broadly, any growth in new jobs and housing will go.
Core Policies	Policies that set out, in principle, how the local authority, sometimes working in partnership with other organisations, will seek to deliver upon its objectives.
Corporate Plan	Strategy that sets out the Council's vision and priorities for the future. All other Council plans and strategies should seek to achieve the aims and objectives of the Corporate Plan.
Deprivation	Is a measure of community wellbeing that considers a wide range of issues including health, standard of education, quality of housing and unemployment.
Development Policies	Policies that set out the detailed criteria against which planning applications for new development will be judged when they are submitted to the Council's planning department.
East of England Plan	Plan prepared by the East of England Regional Assembly (often referred to as the Regional Spatial Strategy or RSS14). The plan contains policies and proposals to shape the future development of the East of England Region that, amongst other things, set out how many new jobs and homes each district must plan for.

East of England Regional Assembly (EERA)	EERA is a partnership body consisting of representatives of some of the region's local authorities and private, voluntary and community sectors. EERA was responsible for preparing the East of England Plan.
Evidence base	The name given to the technical information gathered to inform the preparation of the Local Development Framework which is necessary to demonstrate that a plan is 'sound'.
Evidence gathering	The process of collecting and collating data and information to help inform the preparation of the Local Development Framework.
Examination	Formal process where a planning document is carefully scrutinised and tested against numerous 'tests of soundness' by an independent Planning Inspector.
Government Office (Go-East)	GO-East is the regional branch of the government based in Cambridge that deals with issues unique to the East of England Region.
Green Infrastructure	Green infrastructure is the physical environment within and between our towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.
Growth	For the purposes of the Local Development Framework, growth means the provision of new homes, jobs and other development.
Gypsies and Travellers	People of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Infrastructure	The facilities and services that are needed to make communities work. Infrastructure includes schools, doctors surgeries, roads, public transport and utilities such as water, sewerage and electricity.
Inter-war period	Refers to the period of time between the end of World War One in 1918 and the start of World War Two in 1939.
Key Issues	The main issues that the policies and proposals in the Local Development Framework seek to address.
LDF period	Is the lifespan of a Local Development Framework. For Tendring, the LDF period will be 2011 to 2026.
Listed buildings	A building designated by the Department of Culture, Media and Sport as being of special architectural or historic interest, often based on the advice of English Heritage. There are three grades of listed building: Grade I, II* and II.

Local Development Framework (LDF)	The portfolio of planning documents prepared by local authorities containing planning policies and proposals for their area. This system of planning was introduced by the Planning and Compulsory Purchase Act (2004).
Local Plan	The main planning document that was required under the previous planning system. The current Tendring District Local Plan was adopted by the Council in 2007 and will remain in operation until 2011.
Local Strategic Partnership (LSP)	A partnership of key public, private, voluntary and community bodies working together to shape the future of Tendring. The LSP is responsible for preparing the Sustainable Community Strategy for the area.
Long-term illness	An illness, health problem or disability that limits a persons daily activities or work.
National Nature Reserves (NNR)	National Nature Reserves (NNRs) are important wildlife and geological sites often used as important places for scientific research.
Owner-occupied	A property that is owned by the person or people living in it. It is either owned outright or with a mortgage.
Planning Inspector	An individual appointed by the secretary of state to carrying out the independent examination of a Development Plan Documents to test its soundness.
Ramsar Sites	Ramsar sites are wetlands of international importance, designated under the Ramsar Convention.
Regeneration	The process of bringing about positive change in an area that is in physical, social or economic decline.
Registered Historic Parks and Gardens	A national record of historic parks and gardens that make a rich and varied contribution to the landscape. The record was established, and is maintained by, English Heritage.
Scheduled Ancient Monument	A historic or archaeological structure placed on a schedule compiled by the Department of Culture, Media and Sport for protection under the Ancient Monuments and Archaeological Areas Act 1979.
Secretary of State	The Secretary of State for Communities and Local Government; the government minister who oversees planning issues.
Sequential Approach	A process used to direct development towards the best sites before other areas are considered.
Site Allocations Document	Planning document within the Local Development Framework that identifies the physical limits of sites either allocated for new or protected from development.

Sites of Special Scientific Interest (SSSI)	The country's very best wildlife and geographical sites. They include some of the most spectacular and beautiful habitats; wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
Social housing	Housing that is rented out at an affordable cost to people with low incomes who cannot afford to buy or rent property on the open market.
Spatial Portrait	A profile of an area that highlights some of its key characteristics.
Spatial Strategy	Strategy that explains how the growth requirements primarily for new jobs and housing and infrastructure to support that growth will be distributed throughout our district.
Spatial Vision and Objectives	The broad vision for the future of the district and the key objectives that need to be achieved to deliver that vision.
Special Area of Conservation (SAC)	An area which has been given special protection under the European Union's Habitats Directive in recognition of its variety of wild animals, plants and habitats.
Special Protection Areas (SPA)	An area of national and international importance for the breeding, wintering or migration of rare and vulnerable species of birds found within European Union countries.
Stakeholder	A person or group with a direct interest, involvement or investment in something (i.e. the future of the local area). It could be a member of the public, a business, a government body or any other organisation.
Statement of Community Involvement (SCI)	Sets out how and when local planning authorities intend to consult local communities and other stakeholders when preparing Local Development Framework documents.
Strategic Context	Policies, plans and strategies that need to be taken into consideration when preparing the Local Development Framework. These include planning legislation, national and regional planning policies, local strategies and technical documents produced not only by the Council itself but by other partners as well
Succinct	Succinct means: brief and to the point, with no wasted words.
Sustainable Community Strategy	Is an important document prepared by the Tendring Local Strategic Partnership (LSP) setting out the overall strategic direction and long-term vision for the economic, social and environmental well-being of a local area.
Sustainable Development	The core principle underpinning planning in the UK. At the heart of the principle of sustainable development is the simple idea of ensuring a better quality of life for everyone now and for future generations. A widely used definition for sustainable development was drawn up by the World Commission on Environment and Development in 1987: ' <i>Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</i> '



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