

Tendring
District Council



Strategic Housing Land Availability Assessment (SHLAA)



October 2014

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1 Introduction

1.1 The need to build new homes to meet the future needs of a growing population is one of the biggest planning issues facing most local planning authorities and Tendring is no exception. More than ever before, there is a pressure on local authorities not only to identify sites for housing development but also to ensure that those sites will realistically deliver the number of homes required within a set period to meet objectively assessed needs. This is particularly important at a time when the house building industry is experiencing a period of unprecedented fragility.

1.2 With the Coalition Government's introduction of a new National Planning Policy Framework and major reforms to other elements of the national planning system, Tendring District Council has been engaged in the process of preparing a new Local Plan to guide future development in the district, including new housing.

1.3 A Strategic Housing Land Availability Assessment (hereafter referred to as a 'SHLAA') is an essential part of the 'evidence base' that is needed to inform and underpin decisions on allocating sites for housing in Local Plans. The primary purpose of the SHLAA is to:

- identify sites and broad locations with potential for housing development;
- assess their housing development potential; and
- assess their suitability for housing development and the likelihood of development coming forward.

1.4 It is important to point out that the SHLAA is not a planning document in its own right and does not dictate which areas of land should be allocated for development, but it is one piece of evidence, amongst others, containing information that should be taken into account when preparing the Local Plan itself.

1.5 The assessment has been undertaken by officers of the Council and will be subjected to scrutiny and input from a number of key technical stakeholders to ensure its robustness and verify its assumptions prior to the examination of the Local Plan. The assessment has a statistical base date of 1st April 2014, for which up-to-date information was available at the time of writing.

1.6 The methodology used to undertake the assessment is generally compliant with the government's 'Planning Practice Guidance', which was published in 2014 to accompany the National Planning Policy Framework. Where there is a departure from the guidance the reasons for doing so are set out. In line with the practice guidance, the SHLAA is required, as a minimum, to include the following:

- a list of all sites or broad locations considered, cross-referenced to their locations on maps;
- an assessment of each site or broad location, in terms of its suitability for development, availability and achievability including whether the site/broad location is viable) to determine whether a site is realistically expected to be developed and when;
- contain more detail for those sites which are considered to be realistic candidates for development, where others have been discounted for clearly evidenced and justified reasons;
- the potential type and quantity of development that could be delivered on each site/broad location, including a reasonable estimate of build out rates, setting out how any barriers to delivery could be overcome and when; and
- an indicative trajectory of anticipated development and consideration of associated risks.

1.7 The availability of land for housing can change very quickly for a variety of circumstances and so as part of the 'plan, monitor and manage' approach that is key to ensuring plans are flexible and responsive to change, it is the Council's intention, as resources allow, to produce an annual review of the assessment to ensure that the data is always as up-to-date as possible. The findings of the annual update will be reported as part of the Council's Annual Monitoring Report, which, amongst other things, will include an updated housing trajectory and the latest five-year supply of deliverable sites.

2 Background

National Planning Policy

2.1 In March 2012 the government published the National Planning Policy Framework aimed at making the planning system much more flexible and streamlined, helping to stimulate and promote economic growth and promoting local decision making and community involvement in the planning process. The National Planning Policy Framework requires all local planning authorities to prepare a 'Strategic Housing Land Availability Assessment' ('SHLAA') as a key component of the evidence required to underpin an area's future housing strategy. The primary purpose of the SHLAA will be 'to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified requirement for housing over the plan period'.

The Tendring District Local Plan: Proposed Submission Draft (2012) and Pre-Submission Focussed Changes (2014)

2.2 In November 2012, the Council published a Draft Local Plan for consultation. Having considered a range of factors, the Council determined that a sensible, sustainable and achievable level of housing development would be an approximate increase of 4,000 dwellings between 1st April 2011 and 31st March 2021 – an average of 400 new homes per year which is the same rate of development achieved over the previous 10 years 2001 to 2011. This was also broadly consistent with, although slightly below, the rate of development envisaged through the Regional Spatial Strategy (the East of England Plan) which was abolished by the government in January 2013. The spatial strategy for growth contained in the 2012 Draft Local Plan was for this dwelling increase to be achieved through a fair and proportionate 6% increase in housing stock across all of the district's defined settlements, both urban and rural. When the 2012 Draft Local Plan was published for consultation, the approach to growth was broadly supported by developers, parishes and members of the public but there were also some objections requesting for the strategy to be more closely aligned to evidence contained within objectively prepared assessments, such as the SHLAA and SHMA, and less prescribed by a simple percentage figure. A number of 'pre-submission focussed changes' to the 2012 Draft Local Plan were made and placed on public consultation in 2014, which sought to retain the thrust of a 'fair, proportionate and sustainable' distribution of growth whilst ensuring that it is underpinned by the latest evidence of housing need and land availability. However, the Council now accepts that the Local Plan must be further reviewed to ensure it meets the objectively assessed need for housing that is contained in the SHMA and to meet the latest requirements of national planning policy.

Strategic Housing Market Assessment (SHMA)

2.3 The National Planning Policy Framework makes it clear that local planning authorities are expected to have a clear understanding of the housing requirements in their area before formulating their future housing strategy and are therefore required to prepare a 'Strategic Housing Market Assessment' ('SHMA'). Tendring District Council undertook and published its SHMA in 2008, which was then updated in both 2009 and 2013 to reflect changes in the economy and latest available household projections. The Council's 2013 SHMA update concluded that the 'objectively assessed need' for housing in the Tendring District was approximately 685 dwellings per annum across a range of dwelling size, tenure and type. For the period 2014 to 2031, this equates to 12,120 homes. Most of the demand and need for housing in the district is driven by inward migration – particularly in the coastal towns which are popular for retirement and provide cheaper accommodation for people looking to move out of more urbanised areas such as East London, South Essex and Colchester. The SHMA provided a breakdown of need for different 'sub-areas' of the district to demonstrate the different demands in geographically separate areas of the district. According to this assessment around 46% (nearly half) of the housing need is in the Clacton area (including adjoining villages), 19% is in the Frinton/Walton and central parts of the district's rural area, 13% is in the Harwich area and 22% is in the western half of the district including Manningtree, Brightlingsea and the rural areas around the eastern edge of Colchester.

Economic Development Strategy and Employment Land Review

2.4 In 2013, the Council commissioned consultants Regeneris to prepare an Economic Development Strategy aimed at identifying the key measures that would stimulate economic growth in the district and facilitate the creation of new jobs. Amongst the objectives identified in that strategy, one was to facilitate population growth through the construction of new housing to stimulate growth in the service sector economy. Without a significant increase in housing development, the strategy concluded that it would be difficult to retain existing employment opportunities and attract inward investment. The Economic Development Strategy also identified Clacton, Harwich and West Tendring/Colchester as the areas with the greatest potential for economic growth and the areas where significant levels of housing development, alongside other measures, would best support economic growth. Alongside the Economic Development Strategy, the Council also commissioned Regeneris to prepare an Employment Land Review looking, more specifically, at the supply of employment sites across the district and whether or not certain sites should continue to be protected for business and industrial uses or whether they should be de-allocated and considered for alternative uses. The findings of that study have also helped inform the consideration of housing land potential through this SHLAA.

Infrastructure Delivery Plan

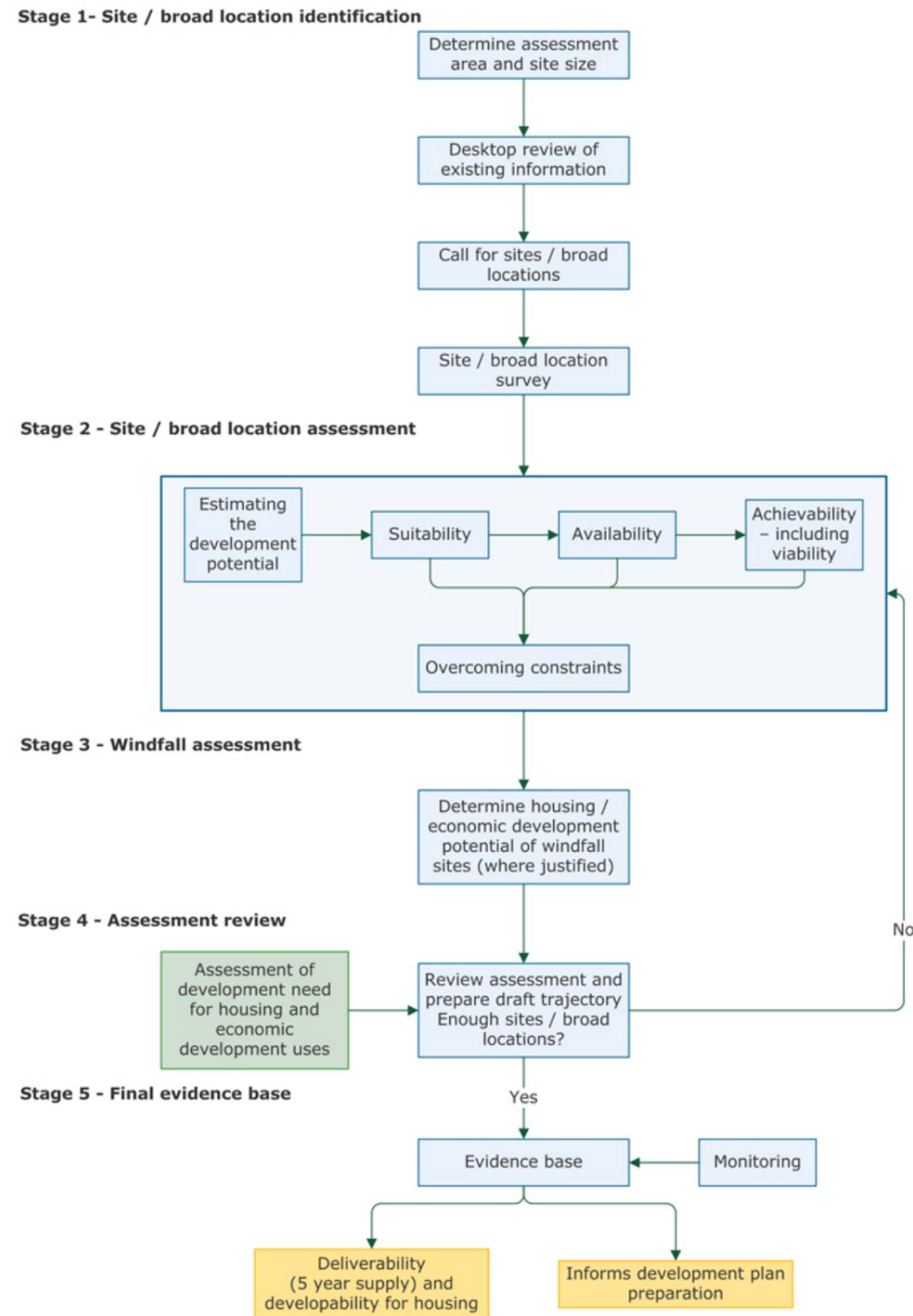
2.5 The 2013 Infrastructure Delivery Plan prepared by Peter Brett Associates provided an update on previous Infrastructure Studies that had informed the Council's earlier LDF documents to ascertain the infrastructure impacts of the proposed levels of growth in the 2012 Draft Local Plan, identify the level of investment needed to address any impacts and therefore provide the basis for an Infrastructure Delivery Plan and the baseline evidence to justify the use of Community Infrastructure Levy (CIL). The need for new and expanded educational facilities in the Clacton area was the most significant of the identified infrastructure requirements but sewage treatment capacity was also an issue in certain areas, including west Clacton.

Housing Viability Study

2.6 Viability is a key consideration when assessing the housing potential of sites. Viability can be affected by a range of factors including construction costs, site conditions, property prices, the general housing market, planning policies and requirements for Community Infrastructure Levy (CIL), affordable housing or specific design standards. In 2013, the Council commissioned Peter Brett Associates to test the viability of a range of relatively typical greenfield sites throughout the district. That study concluded that, at the time of writing, residential development would only be viable if the Council reduced its expectations for Aspirational and Council Housing. Even with such reductions, the study concluded that at 2013 levels, it would not be viable for residential development in Clacton, Walton, Harwich or Brightlingsea to make any contribution toward CIL. In the Manningtree area, Frinton and the rural parts of the district, CIL contributions of between £20 and £40 a square metre would be viable. This could have significant implications for the deliverability of development in the Clacton area in particular where higher levels of residential development are expected but where infrastructure costs (particularly in education and sewage treatment) are likely to be high.

3 The Methodology

3.1 The following diagram illustrates the methodology contained in the 2014 Practice Guidance to the NPPF that has guided the preparation of this assessment:



Stage 1: Site / Broad Location Identification

Determining assessment area and site size

Geographic coverage

3.2 The Practice Guidance states that the area selected for the assessment should be the housing market area, which for Tendring is the Tendring District, due to the area's unique geography and housing market characteristics, consistent with the conclusions of the Council's Strategic Housing Market Assessment (SHMA) which was originally published in 2008 but then updated in 2009 and 2013.

Minimum site size

3.3 The Practice Guidance states that local authorities will need to assess a range of different site sizes from small-scale sites to opportunities for large-scale developments such as village and town extensions and new settlements where appropriate. The guidance states that the assessment should consider all sites and broad locations capable of delivering five or more dwellings; however, plan makers may consider alternative site size thresholds. It was considered that the site-size threshold used in this assessment would form the basis for identifying individual sites for specific allocation for housing (or mixed-use development including an element of housing) in the new version of the Local Plan. In determining a site-size threshold that was suitable and appropriate for Tendring a number of factors were taken into account including the need to deliver affordable housing, the dispersed nature of the district, the risk of under-supply of housing and the resources available to carry out a proportionate but meaningful assessment. It was decided to include only sites with the potential for 10 or more (net) dwellings in the assessment, which will be consistent with the threshold for allocating specific sites in the new version of the Draft Local Plan.

Determining where to search for sites / broad locations

3.4 In a district as geographically diverse and dispersed as Tendring, it was important to establish some clear parameters to guide the search for sites to ensure the survey remained cost-effective and manageable and to avoid any unnecessary speculation from landowners, developers and the general public. Early on in the preparation of a new plan for Tendring, it became clear that a large proportion of the future growth required in Tendring would need to be provided on 'greenfield' land due to the lack of suitable 'brownfield' land in the district. It also became apparent early on that new growth for Tendring was likely to take place in the form of new neighbourhoods/urban extensions around the periphery of existing settlements. Consequently, it was logical to align the search for sites in this assessment with the settlements that are considered to be suitable for peripheral expansion in the new version of the Draft Local Plan, informed by the revised Settlement Hierarchy (2014). Accordingly, the search for land in this assessment is focused on the following settlements categories: 'Strategic Urban Settlements' (Clacton, Harwich and the Colchester Fringe), 'Smaller Urban Settlements' (Frinton/Walton, Manningtree, Lawford and Mistley and Brightlingsea), 'Strategic Rural Service Centre (Weeley) and Rural Service Centres (Alresford, Elmstead Market, Great Bentley, Little Clacton, St. Osyth and Thorpe-le-Soken). Sites elsewhere were not assessed.

Determining which sources of sites to include

3.5 Having scoped the possible 'sources of supply' listed in the Practice Guidance, it was decided to use the following categories which were considered to be relevant and appropriate for Tendring:

Urban Capacity: i.e. sites located within the built up areas of Tendring's urban settlements (Clacton-on-Sea; Harwich & Dovercourt; Frinton, Walton & Kirby Cross; Manningtree, Lawford & Mistley; Brightlingsea; and the Colchester Fringe). These would include:

- a) Land allocated, safeguarded or with permission for non-residential uses no longer required for those uses;
- b) Existing housing allocations and site development briefs yet to receive planning permission;
- c) Sites with outstanding planning permission for housing;
- d) Sites with permission for housing that are under construction; and
- e) Other vacant/derelict land/buildings.

Urban Extensions: i.e. greenfield sites on the edge of Tendring's urban settlements that might be required to deliver necessary levels of housing development. These included:

- a) Sites allocated in the Council's 2012 Draft Local Plan (as amended by the 2014 Focussed Changes Document);
- b) Land promoted for housing or mixed-use development by a third party landowner or developer through the Local Plan consultation processes and 'call for sites' exercises; and
- c) Sites forming parts of 'broad areas' where longer-term growth may be a possible option (as informed by the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' document).

Sites in Strategic Rural Service Centres and Rural Service Centres: i.e. sites in and around Weeley, the only village in the district that is suitable for strategic growth and in and around Tendring's larger, more sustainable, villages (Alresford, Elmstead Market, Little Clacton, St. Osyth and Thorpe-le-Soken) where a modest amount of housing development may be appropriate in line with the proposed strategy for growth that is recommended for inclusion in the new version of the Draft Local Plan.

Desktop review of existing information

3.6 To make the assessment cost-effective and ensure a proportionate approach to survey work, the use of secondary 'desktop' information was valuable in identifying sites to be assessed and informing their detailed assessment. The Planning Practice Guidance suggests some possible data sources, of which a number have informed this assessment. The following documents have been particularly useful in highlighting possible sites to include in this assessment:

- 2001 Urban Capacity Study;
- 2004 Housing Comparative Site Assessment Study (Updated in 2005);
- 2006 Local Plan 'Omission Sites' document;
- 2007 Tendring District Adopted Local Plan;
- 2011 Document entitled 'Possible Housing Sites' (containing suggestions from third party landowners and developers);
- 2012 Document entitled 'Possible Housing Sites – Volume 2';
- 2012 Tendring District Local Plan: Proposed Submission Draft;
- 2013 Employment Land Review;
- 2014 Tendring Local Plan: Pre-Submission Focussed Changes; and
- Any other development briefs, master plans or submissions from third party developers and landowners.

Call for sites / broad locations

3.7 Since 2009, the Council has been inviting landowners, developers and the general public to put forward their ideas and suggestions for sites that could possibly be earmarked for housing (or a mix of uses including housing) to accommodate Tendring's future housing growth. These 'call for sites' exercises have presented the Council with a large number of sites across the district, some of which have the potential to be future housing allocations and so are included in this assessment for more detailed consideration.

Site / broad location survey

The Survey Team

3.8 The survey team consisted of Planning Policy Officers from the Council's Planning Department, each of whom were fully briefed on the assessment methodology and trained in how to handle enquiries from members of the public or property owners to minimise unnecessary speculation. To ensure consistency in the approach undertaken and information recorded, officers used a standard approach to ascertain the characteristics and housing potential for each site.

Recording Site Characteristics

3.9 All the sites identified in the desktop review were visited to ascertain the characteristics of the site and check the potential constraints that were identified in the desktop review (as well as identifying any further constraints that might not have been identified at the desktop review stage). For each site, the following information was recorded:

- site size, boundaries and location;
- current land use(s) and character;
- surrounding land use(s) and character;
- physical constraints (e.g. access, contamination, steep slopes, potential for flooding, natural features of significance, location of infrastructure / utilities);
- potential environmental constraints;
- where relevant, development progress (e.g. ground works completed, number of homes started, number of homes completed); and
- initial assessment of whether the site is suitable for housing or housing as part of a mixed-use development.

Recording the site information

3.10 Each site included in the assessment has a unique reference code that firstly reflects whether the site is classified as 'Urban Capacity' (UC), 'Urban Extension' (UE) or in or adjoining the only 'Strategic Rural Service Centre' in the district - Weeley (WE), or a 'Rural Service Centre' (RS) and secondly reflects its location within one of the following sub-areas of the district (which are consistent with those assessed in the SHMA):

- Sub-Area 1: Clacton
- Sub-Area 2: Frinton & Mid-Tendring
- Sub-Area 3: Harwich
- Sub-Area 4: West-Tendring.

3.11 The example below provides the reference number for site within the urban area of Clacton-on-Sea that is the fourth site in the assessment (UC1.4):

Category	Sub-Area	Sequential number
UC	1	4

3.12 In the following example is the second site assessed on the edge of the village of Thorpe-le-Soken (RS2.2):

Category	Sub-Area	Sequential number
RS	2	2

Stage 2: Site / Broad Location Assessment

Estimating the housing potential of each site

3.13 Housing potential is a significant factor that not only determines how much land will be required to deliver overall district housing requirements but, at a site specific level, it can heavily influence economic viability and the likelihood of a site being deliverable. Consequently, quantifying the supply involved the generation of indicative capacities for each of the identified sites and broad locations. The potential capacity of sites was estimated using a combination of the following methods:

- existing intelligence (i.e. using estimates that had previously been identified such as those contained in the 2001 Urban Capacity Study or estimates provided by third parties as part of their 'call for sites' proposal);
- density multipliers (i.e. where a gross density is used that is based on the size and location of the site); and
- design-based approach (i.e. exploring possible designs and layouts taking into account unique site characteristics and physical constraints to determine the resulting density of the site).

3.14 This assessment includes a number of sites being promoted for development by 'third parties' (i.e. landowners, developers or agents). Some promoters, in their submissions, have provided their own estimates of the capacity of their sites but it is clear that different promoters have used different approaches to calculate their estimates. Some have applied a broad density across the whole site area (with many relying on the now abolished national minimum density to calculate site capacity) whilst others have used more sophisticated methods. In calculating the housing potential of the sites promoted by third parties, the site capacities suggested by the site promoters were taken into consideration but in many cases the final figure included in this assessment may differ from that originally promoted.

3.15 The Practice Guidance advises that the process of calculating site capacities should be guided by local policy on housing densities. Therefore, in accordance with the policies in the 2012 Draft Local Plan, indicative densities have been influenced by a number of factors, including the site's accessibility to local services, housing and private amenity space standards, the required mix of housing, the character of development in the immediate area, and on-site infrastructure requirements that will need to be incorporated into the layout of the development (including green infrastructure, highways and any community facilities). The general approach for sites within existing urban areas has been to apply a density multiplier of 30 dwellings per hectare. Because one of the Council's top priorities is to deliver a lower density of development that provides spacious, more aspirational, properties with larger gardens and wider streets, the general approach to calculating potential density on a large, typical greenfield site is to apply a density multiplier of 25 dwellings per hectare to 90% of the developable site area (to allow for the provision of open spaces and other infrastructure) around the district's larger urban settlements (Clacton, Colchester Fringe, Harwich and Frinton/Walton) and a density multiplier of 20 dwellings per hectare around the smaller urban areas of Manningtree, Lawford and Mistle, Brightlingsea and the villages.

Assessing when and whether sites are likely to be developed

3.16 One of the main outputs of this assessment is to provide a judgement on the 'deliverability' and 'developability' of the sites being assessed over the plan period. The Practice Guidance states that for a site to be 'deliverable', it must be:

- available now;
- offer a suitable location for housing development now; and
- be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.

3.17 Furthermore, for a site to be considered 'developable', it must be:

- in a suitable location for housing development; and
- have a reasonable prospect that it will be available and could be viably developed at a specific point in time within the plan period.

3.18 In order to determine whether a particular site is deliverable, developable or not currently developable, the assessment looks at:

- a) suitability;
- b) availability; and
- c) achievability.

a) Suitability

3.19 A site is deemed suitable if it offers a suitable location for development and would contribute towards the creation of sustainable, mixed communities, either now or in the future. The suitability of a site was assessed by considering whether there were any policy restrictions (looking at both the Council's 2007 adopted Local Plan and the 2012 Draft Local Plan – as amended by the 2014 Focussed Changes version and national planning policy), physical problems or limitations, potential impacts and environmental conditions. Sites allocated for housing or a mix of uses that includes housing in the existing adopted Local Plan (or the emerging Draft Local Plan) or with planning permission for housing have generally been considered suitable for housing unless circumstances have changed that might suggest housing is no longer suitable. In this assessment, the following factors were considered for each site:

- Policy constraints;
- Physical limitations or problems – such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;
- Potential impacts – including the effect upon landscapes including landscape features, nature and heritage conservation;
- Appropriateness and likely market attractiveness for the type of development proposed;
- Contribution to regeneration priority areas; and
- Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

b) Availability

3.20 A site is considered available where the Council was confident, on the best information available, that there were no legal or ownership problems likely to hinder or delay development. Under this section, the assessment looked at the following factors for all identified sites:

- Ownership;
- Ransom Strips;
- Operational Requirements;
- Restrictive Covenants; and
- Development Options.

c) Achievability

3.21 A site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time – which is essentially a judgement about the economic viability of a site and the capacity of the developer to complete and let or sell the development over a certain period. Under this section, the assessment looks at the following factors for all identified sites:

- The Housing Market;
- Development Costs;
- Economic Viability; and
- Delivery Factors.

d) Overcoming Constraints

3.22 Where the assessment has identified particular constraints to development through sections a, b and c above, a judgement has been made as to what action would be needed to remove them and when they could be overcome. It could be, for example, that a site that has no obvious safe access point may require the acquisition of some adjoining land, which as a consequence may affect the overall viability of a scheme. It could be that landscape improvements, relocation of biodiversity or land remediation may be required or a mixed development solution to overcome local deficiencies in certain services. For each site, the Council's observations have been recorded in the final conclusions, listing any measures required to overcome identified constraints.

Judgement as to when and whether sites are likely to be developed

3.23 For each site, based on the intelligence gathered and the assessment undertaken in accordance with the above steps, a judgement as to the likelihood of development and the possible timing of that development has been made. In terms of assessing the potential timing of development, this assessment recognises four time periods:

- 2014-2016 – the financial years before the new version of the Local Plan is expected to become adopted;
- 2016-2021 – years 1-5 of the plan period for the new version of the Local Plan – for which Councils are required to identify specific housing sites;
- 2021-2026 – years 6-10 of the plan period for the new version of the Local Plan – for which Councils are required to identify specific housing sites or broad areas;
- 2026-2031 – years 11-15 of the plan period – for which Councils are expected to identify broad areas, where possible.

3.24 For each site, a judgement has been made as to which of these time periods is likely to be realistic in terms of completed dwellings. In coming to this judgement, every individual site was considered on its merits and where clear intelligence of delivery was available, for example on sites already under construction, that intelligence was used. For sites where delivery is less certain because sites are yet to obtain planning permission or commence development, the following principles were followed:

Principle 1: Further major greenfield development on the edge of Clacton will need to be supported by the necessary infrastructure (particularly the provision of new primary schools and/or the expansion of existing schools and early years and childcare facilities and development in west Clacton will require the major upgrading of existing sewerage treatment facilities). The delivery of these facilities is dependent on Section 106 and/or Community Infrastructure Levy (CIL) contributions unless Essex County Council is prepared to fund these facilities, in full, from its own budgets. Because the Housing Viability Study suggests that developments in Clacton are unlikely to be able to afford any CIL contributions in current market conditions, until such contributions come forward the necessary infrastructure investment is unlikely to take place. Therefore it is assumed that such developments are more likely to begin coming forward once the general economy may have improved sufficiently to make development more capable of making meaningful Section 106 and/or CIL contributions, which is likely to take around 5 years meaning that these developments are unlikely to commence until 2019. Because Clacton provides some of the most sustainable locations for development and is therefore expected to deliver a high proportion of the districts future growth in housing and jobs, the lack of development in years 1-5 is expected to have a significant effect on overall housing delivery over the early parts of the plan period. In years 1-5, this is likely to result in significant under-provision against objectively assessed needs.

Principle 2: Greenfield developments on the edge of Harwich and most brownfield developments within the Harwich and Walton area that are yet to obtain planning permission are not likely to take place until years 6-10 because of the low land values in the area and the limited scope to deliver the CIL contributions in current market conditions necessary to expand educational facilities in those areas. This approach, again, is evidenced by the Housing Viability Study. It is assumed that such developments are more likely to begin coming forward in years 6-10 when the general economy may have improved sufficiently to make development more capable of making CIL contributions.

Principle 3: The major development suggested for land to the east Colchester by Mersea Homes is not likely to commence until years 6-10 of the plan period as this will require significant upfront investment in new roads and other major infrastructure such as new primary and secondary schools and for the necessary planning phase to take place. This development would be more capable of funding infrastructure through CIL or other appropriate means, but it would require a road of substantial cost to link the A133 and the A120 and the whole development package would require careful master planning involving both Colchester Borough Council and Tendring District Council.

Principle 4: Land to the north-west of Clacton and land at Sladbury's Farm in Clacton are not likely to take place within this plan period because they will each require significant up-front investment in new roads to provide safe and practical access and avoiding placing an unacceptable burden of traffic onto the existing road network, along with significant investment in other new infrastructure. With the Viability Study showing that CIL contributions are not expected in the Clacton area under current market conditions, such a significant level of investment is not likely to be developer-led while the housing market is in a state of recovery. There is potential for these to be reconsidered post 2031 when circumstances may have changed.

Principle 5: On larger urban extension sites, it is assumed that major volume house builders will become involved and that these could deliver up to 50 dwellings per annum (roughly one a week) from one developer with one point of site access with up to 100 dwellings per annum where sites are large enough to accommodate two developers working from separate access points. Therefore even on some of the largest sites around Clacton, Colchester and Weeley capable of delivering over 1,000 dwellings, it is only anticipated that, at best, 100 dwellings per annum would be delivered. This has implications for how many homes are realistically likely to be delivered within the plan period. For medium sized developments (50 to 200 dwellings), it is assumed that completions can be achieved at a rate of between 10 and 50 dwellings per annum depending on the market in that area. For smaller developments of less than 50 units, anticipated completions are spread over at least 2 years to provide a degree of flexibility where it is hard to predict, exactly, how quickly development is likely to come forward.

Principle 6: For sites that had yet to obtain planning permission at the base-date of the SHLAA, it is assumed that it will take at least 2-3 years before development is likely to commence. On sites that do have planning permission at the base date of the SHLAA (either outline or full with planning conditions yet to be discharged) but have yet to commence, it is assumed it will take at least a year before development is likely to commence whilst reserved matters are approved or conditions are discharged.

Stage 3: Windfall Assessment

Determining the housing potential of windfall (where justified)

3.25 The assessment of specific sites focuses on locations in and around the district's Urban Settlements, Strategic Rural Service Centre and Rural Service and only sites with potential for 10 or more dwellings. However, in reality, a significant number of new homes will also come forward on currently unidentified smaller sites of 9 or fewer and unidentified sites in some of the district's 'Smaller Rural Settlements' and there are also a large number of long-term empty homes in the district that will come back into use as the economy strengthens and the housing market picks up. Whilst it is not possible or practical to identify and assess every potential windfall, there is strong evidence to suggest that they will make an important contribution toward housing supply in the district, particularly over the next 10 years.

Stage 4: Assessment Review

Presenting the findings of the assessment

3.26 For each site included in the assessment, a standard schedule has been filled in containing the following headings:

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable? ✓, ? or X	Available? ✓, ? or X	Achievable? / Likely Timescale	Other Comments
The unique code for the site.	The site address including postcode.	The Ordnance Survey grid reference for each site (usually the mid-point of the site).	Site area in hectares (in most cases this will be an approximate value)	Estimated number of dwellings capable of being achieved based on a density estimate or other intelligence about the site.	An indication of whether the site was in the Local Plan, had planning permission, was included in a master plan, submitted by a third party etc.	Any observations on physical constraints affecting the site.	Any observations on environmental constraints affecting the site.	Any observations on infrastructure constraints affecting the site.	Any intelligence on ownership issues that might affect the availability of the site.	Any observations on factors that might affect the economic viability of a site and whether it is achievable, or not.	✓, ? or X	✓, ? or X	If a site is achievable an estimate of when development might take place is given or an X if the site is not considered to be deliverable or developable within the plan period.	Any final observations about the deliverability of the site.

3.27 In concluding whether a site is 'suitable' and 'available' and 'achievable', a ✓ indicates 'yes', a ? indicates some uncertainty and a X indicates 'no'. The results of these assessments are included in Appendices 1 to 4 to this report. For each site there is then a 'trajectory' indicating the estimated number of dwellings that could realistically be built in each financial year between 2014/15 and 2030/31. This follows the format below.

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
Site 1	Summarised version of the full address.	10			2	2	2	2											Expected to deliver in the short term.	
Site 2	Summarised version of the full address.	20							4	4	4	4	4						Expected to deliver in the medium term.	
Site 3	Summarised version of the full address.	30												6	6	6	6	6	Delivery likely to be longer term.	
Site 4	Summarised version of the full address.	40												8	8	8	8	8	Delivery likely to be longer term.	
Site 5	Summarised version of the full address	50												0	0	0	0	0	Serious doubts over suitability.	
TOTAL (For each year)			0	0	2	2	2	2	4	4	4	4	4	14	14	14	14	14		
TOTAL (for each part of the plan period)			100	0	10					20					70					

3.28 Homes estimated to be delivered between 2014/15 and 2020/21 are shown in green as there is strong evidence to suggest development will take place in the short term. Amber indicates homes expected in years 6-10 (2021/22 to 2025/26) i.e. the medium term, and red indicates dwelling completions in the longer term post 2026 and this often includes dwelling completions where the evidence of deliverability is less certain at this time. Numbers are shown in blue where, based on the evidence available at the time, there are serious doubts over the suitability of the site(s) at any time during the period. In such cases, the figures are not included in the totals for each year or the total for each part of the plan period. In this assessment, a site is not considered to be unsuitable just because it is not in accordance with the current spatial strategy or outside the Settlement Development Boundary.

Stage 5: Final Evidence Base

Informing development plan preparation

3.29 The findings of this assessment will help to inform the preparation of the new version of the Draft Local Plan, which will contain specific housing allocations to deliver the amount of new housing required over a 15 year plan-period to meet the objectively assessed housing need for the district. Growth in Tendring beyond this period will need to be determined through the preparation of a new plan but can be informed by the information in the SHLAA. In this regard, a number of broad areas have been assessed across the district, which may not be deliverable in the plan period but are likely to be serious options for longer-term consideration as part of the next review of the Local Plan.

Reviewing the assessment

3.30 This assessment is one of the primary pieces of evidence informing the new Local Plan on housing matters. It is important an annual update is carried out to ensure the Council continuously has a 5-year housing supply, in accordance with the National Planning Policy Framework, and to have enough land identified in the event of an undersupply. In accordance with the practice guidance, this Assessment will be reviewed and updated on an annual basis (as part of the Council's Annual Monitoring Report) in order to monitor the district's housing supply and the delivery and effectiveness of the new Local Plan. This will include a judgement as to whether sites will come forward as anticipated and whether further sites need to be sought or original assumptions made about sites as part of this assessment, need to be revisited, in the event of an undersupply.

4 Assessment Conclusions

4.1 The following table outlines the main conclusions of the SHLAA assessment.

	Years 1-5 2016-2021	Years 6-10 2021-2026	Years 11-15 2026-2031	TOTAL	Notes
Objectively assessed housing need					
1) Objectively Assessed Need	3,425	3,425	3,425	10,275	This figure taken from the 'Balancing Housing Markets' calculation in the Council's 2013 Strategic Housing Market Assessment Update and represents an annual requirement of 685 homes.
Theoretical Housing Land Supply					
2) Total theoretical supply	N/a	N/a	N/a	38,045	This figure is the total theoretical capacity of all sites assessed in the SHLAA plus the allowances for small sites in Appendix 7.
3) Of which is considered suitable and (potentially) deliverable within 15 years	2,618	6,353	3,975	12,946	This figure assumes that strategic allocations east of Colchester, Clacton and Weeley are included in the new version of the Local Plan. This figure includes the allowances for small sites in Appendix 7.
Deliverable Urban Capacity (large Sites of 10 or more dwellings)					
4) TOTAL URBAN CAPACITY	808	874	0	1,682	The objectively assessed need for housing over the plan period is 10,275 and according to the SHLAA assessment an estimated 1,682 homes (16%) could be delivered from urban capacity.
Potential of Greenfield Urban Extension Sites (large Sites of 10 or more dwellings)					
5) TOTAL POTENTIAL OF URBAN EXTENSIONS AND MAJOR GROWTH AT WEELEY	1,069	5,035	3,900	10,004	The objectively assessed need for housing over the plan period is 10,275 and according to the SHLAA assessment an estimated 10,004 homes could be delivered from urban extensions but this assumes strategic growth east of Colchester and at Weeley is included in the new version of the Local Plan.
Potential of Rural Service Centres (large Sites of 10 or more dwellings)					
6) Theoretical potential of Rural Service Centres	N/a	N/a	N/a	2,527	This figure does not make any allowance for infrastructure limitations (such as school provision), the sensitive character of rural areas or the need to limit development to a maximum of 50 dwellings per site.
7) Realistic potential of Rural Service Centres	291	244	0	535	This figure makes allowances for infrastructure limitations and the need to limit development to a maximum of 50 dwellings per site.
Potential of Small Windfall Sites (9 dwellings or fewer)					
8) Potential of small windfall sites	450	200	75	725	In areas where it can be shown that small sites make a continued contribution to housing supply, the National Planning Policy Framework allows Councils to include a small sites allowance. These figures are taken from the calculations in Appendix 7.
Total supply against objectively assessed needs					
9) TOTAL SUPPLY	2,618	6,353	3,975	12,946	This figure is derived from adding together rows 4) 'total urban capacity', 5) 'total potential of urban extensions and major growth at Weeley', 7) 'realistic potential of Rural Service Centres' and 8) 'potential of small windfall sites'.
10) Oversupply or undersupply against objectively assessed needs.	Undersupply 807	Oversupply -2,121	Oversupply -1,571	Oversupply -1,571	These figures are derived from the differences between row 1) 'objectively assessed need' and 9) 'total supply' and take into account any overprovision or under-provision from previous 5-year periods. It shows an oversupply of 1,571 dwellings over the total 15 year plan period with the only shortfall being over years 1-5.

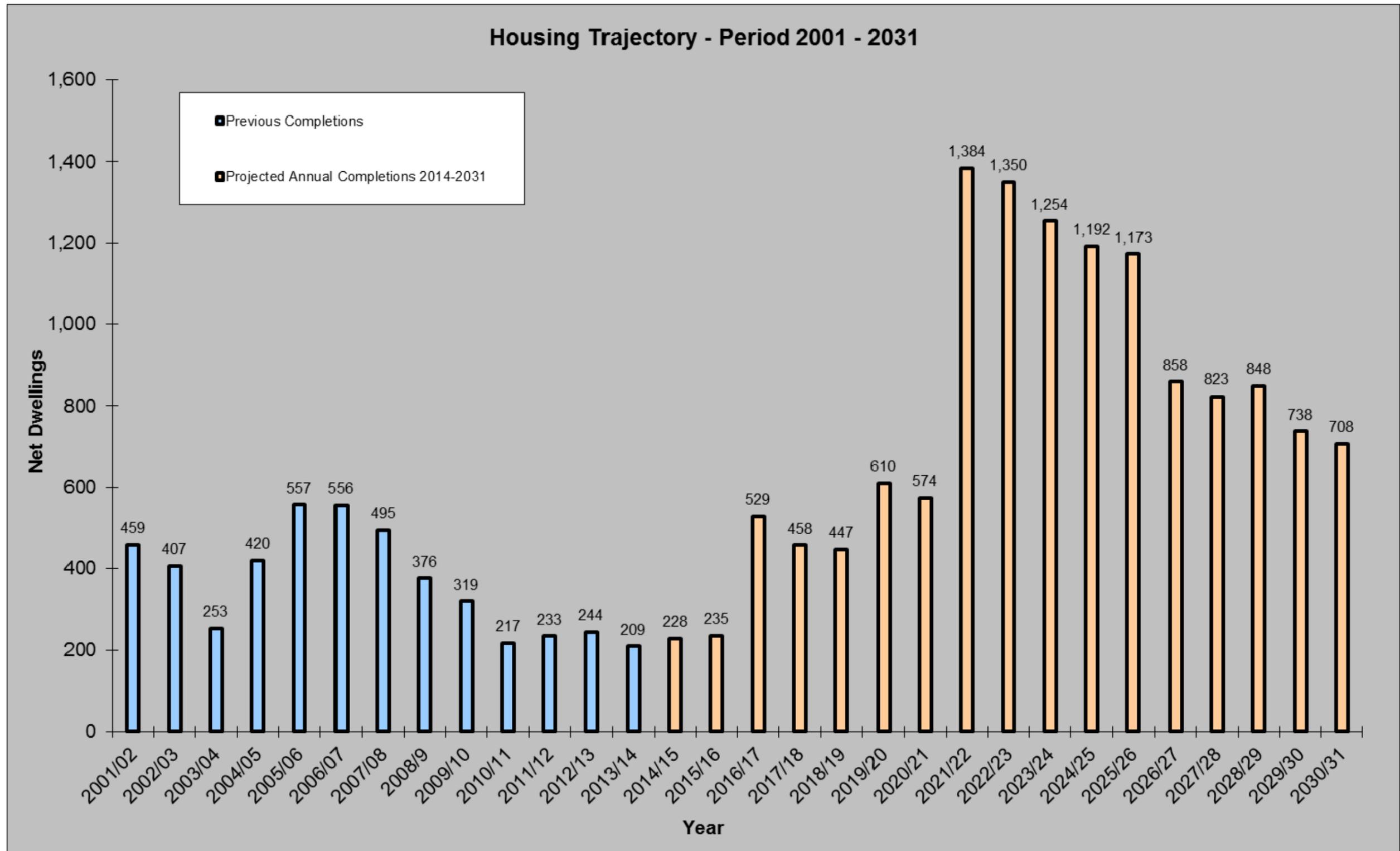
4.2 The results of the SHLAA assessment show that it is realistic to address the full objectively assessed need for housing through the deliverable supply of sites, including an allowance for small windfall sites. In years 1-5 of the proposed plan period, there is expected to be a shortfall of just over 800 dwellings but by the end of the plan period there is likely to be a surplus of just over 1,500 dwellings through an increase in the rate of growth achieved through releasing strategic development land to the east of Colchester, around Weeley and on sites in west and north-east Clacton. Without such strategic allocations, there would be a significant shortfall of housing land.

4.3 The SHLAA demonstrates that urban capacity is only expected to deliver a fifth of the overall amount of new housing required to meet the full objectively assessed need so large greenfield urban extensions are fully justified to ensure this target is met. Towards years 11-15 of the plan period (2026-31) the deliverability of sites is less certain and it becomes more difficult to predict what state the housing market will be in at that time and what progress has been made with development in years 1-10 of the plan period. However, the SHLAA will be regularly reviewed (and updated if necessary) to ensure the objectively assessed need can be met.

4.4 This SHLAA has assumed that there will be no major growth in any of the district's Rural Service Centres but as can be demonstrated there is potential for higher levels of housing to be accommodated, if needed, subject to current issues regarding school provision being addressed. Another way to increase numbers might be to revise the expected density of development from the standard 20 dwellings per hectare up to 30 or 40 dwellings per hectare. However, this would go against the Council's objectives to deliver a higher-quality, lower density form of housing that promotes healthy living, supports the economy and provides housing for people to aspire to.

5 Housing Trajectory

5.1 The chart below is a trajectory showing both past rates of housing completions since 2001 and future projections based on the assessments of individual sites (contained in more detail in Appendix 8) and realistic estimates of windfall potential for the years 2016 to 2031 (contained in more detail in Appendix 7). The trajectory assumes the potential increase in housing provision that could be achieved through a strategy that focuses growth on strategic locations on the edge of Clacton, east of Colchester and Weeley with limited growth in other parts of the district.



5.2 The main observations from the trajectory are as follows:

- **2001-2014:** Housing completions fluctuated between 209 and 557 per annum during the period when the East of England Plan provided housing targets for all authorities in the eastern region. There was a definite downturn from 2008 reflecting the wider downturn in the national economy and the housing market. Overall however, the supply of housing was generally in line with that required by the regional plan. 4,745 dwellings were completed over that 13 year period at an average of 365 dwellings per annum.
- **2014-2031:** This period includes the current financial year (2014/15), the following financial year (2015/16) and, importantly, the proposed Local Plan period (2016-2031). This trajectory includes:
 - The expected number of dwellings to be delivered in the 2014/15 financial year (228 dwellings) and the 2015/16 financial year (235 dwellings);
 - The number of dwellings expected in years 1-5 of the plan period (2,618 dwellings);
 - The number of dwellings expected in years 6-10 of the plan period (6,353 dwellings);
 - The number of dwellings expected in the more uncertain years 11-15 of the plan period (3,975 dwellings);
 - Of the total dwellings expected between 2014-2031 (13,409), 1,880 are expected within the existing urban areas, 8,603 are expected on major greenfield urban extensions around the district's towns (including land east of Colchester), 1,416 are expected at Weeley, 535 are expected in and around the district's Rural Service Centres and 975 dwellings are expected on small windfall sites.

5.3 For the purposes of this trajectory – some broad assumptions have been made about where future growth is likely to take place in the district:

- The first assumption is that the only locations where major urban extensions will be sustainable, taking into account physical, environmental and infrastructure limitations, will be Clacton-on-Sea, Weeley and the Colchester Fringe and that the new version of the Local Plan will establish long-term comprehensive employment and infrastructure-led allocations in those areas.
- The second assumption is that there will be no contribution from windfall sites towards the end of the plan-period but in reality this is unlikely to be the case.
- The final assumption is that the economy and the housing market will be in a significantly stronger state than it is at the current time following more than a decade of recovery.

6 Maintaining a 5-Year Supply of Housing Land

6.1 The National Planning Policy Framework requires Councils to be able to identify, in any one year, sufficient developable and deliverable land to deliver 5-years' worth of housing development (as measured against the relevant housing target) plus a 5-20% buffer to provide flexibility and competition in the market for land and maximise the probability of housing requirements being addressed. This SHLAA assessment demonstrates that there is a reasonable prospect of the Council being able to identify sufficient deliverable land to meet the objectively assessed need for housing.

6.2 For Tendring, the expected housing growth over the plan period is an average dwelling stock increase of 713 dwellings per annum. This means the Council will need to be able to identify sufficient land, in any one year, to deliver at least 4,278 homes ((713 x 5) + 20%) with additional land, if necessary, to address any shortfalls in housing provision from previous years. From the table below, it is clear that the Council is not in a position to identify a 5 year supply of housing at present. The main reason for this is due to the time it will take for the necessary new infrastructure to be put in place and for the housing market to recover to a level capable of delivering the necessary infrastructure.

6.3 The table below looks at the base date for each year over the plan period and makes an estimate, based on the assessment contained in the SHLAA and the housing trajectory, of how much deliverable housing land should be identifiable in any one of those years. This makes very crude assumptions that housing delivery in previous years will have been perfectly in line with the trajectory (which in reality is unlikely to be the case) and also assumes that the Council's new version of its Local Plan broadly follows the advice contained in this report.

Year (base date)	Year 1	Year 2	Year 3	Year 4	Year 5	TOTAL	No. years' supply based on a target of 6 years and 4,278 dwellings.
1 st April 2014	228	235	529	458	447	1,897	2.7 years – deficient
1 st April 2015	235	529	458	447	610	2,279	3.2 years – deficient
1 st April 2016	529	458	447	610	574	2,618	3.7 years – deficient
1 st April 2017	458	447	610	574	1,384	3,473	4.9 years – deficient
1st April 2018	447	610	574	1,384	1,350	4,365	6.1 years – marginal
1 st April 2019	610	574	1,384	1,350	1,254	5,172	7.3 years – okay
1 st April 2020	574	1,384	1,350	1,254	1,192	5,754	8.1 years – okay
1 st April 2021	1,384	1,350	1,254	1,192	1,173	6,353	8.9 years – okay
1 st April 2022	1,350	1,254	1,192	1,173	858	5,827	8.2 years – okay
1 st April 2023	1,254	1,192	1,173	858	823	5,300	7.4 years – okay
1 st April 2024	1,192	1,173	858	823	848	4,894	6.9 years – okay
1 st April 2025	1,173	858	823	848	738	4,440	6.2 years – marginal
1 st April 2026	858	823	848	738	708	3,975	5.6 years – deficient
1 st April 2027	823	848	738	708	0	3,117	4.4 years – deficient
1 st April 2028	848	738	708	0	0	2,294	3.2 years – deficient
1 st April 2029	738	708	0	0	0	1,446	2 years – deficient
1 st April 2030	708	0	0	0	0	708	1 year – deficient

6.4 The table shows that due to the lack of realistically deliverable sites in the early years of the plan period, it may prove difficult to maintain a 5-6 year supply initially but from 2018 as the economy strengthens and sites become more likely to yield dwelling completions, the Council should comfortably be able to identify a 5-6 year supply. This would be kept under constant review as the SHLAA and is updated annually to reflect actual changes in the economy, the planning status of sites and development on the ground. By 1st April 2026 it is possible that the Council will no longer be in a position to identify 5-6 years' worth of developable land and it may therefore be necessary to undertake and complete the review of the Local Plan before that point in time.

Appendix 1: Clacton Sub-Area

Summary of Conclusions

- The Council's 2013 Strategic Housing Market Assessment Update suggests that the requirement for new housing to meet projected needs in the Clacton area between 2014 and 2031 will be just over 5,200 new homes (around 317 a year). The demand for housing in the Clacton area is mainly generated by in-migration and this can fluctuate dramatically depending on the state of the economy and the housing market.
- House building rates since 2001 suggest that a realistic and achievable rate of housing development is likely to be somewhere between 100 and 300 homes a year.
- The Council's 2013 Economic Development Strategy suggests that housing development in Clacton will support economic growth in the town and the wider district by increasing the population and generating greater demand for goods and services.
- The Council's 2013 Housing Viability Assessment suggests that it will not be viable for developments in Clacton to make contributions through Community Infrastructure Levy (CIL) toward the infrastructure that will be needed to support further growth while the economy is in its currently weak state and land values in the area remain low. This could have an impact on the deliverability of new homes in the short term.
- The assessment of potential development sites suggests that an estimated 3,984 new homes could be delivered in the period 2014 to 2031 through existing urban capacity and through greenfield urban extensions in West Clacton and North Clacton.

This appendix contains the findings of the Strategic Housing Land Availability Assessment (SHLAA) for the 'Clacton Sub-Area' which represents the southern part of the Tendring District containing the large urban settlement of Clacton and the rural parishes of St. Osyth, Little Clacton and Weeley. The main urban settlement with the potential for housing growth is Clacton but Weeley is also suitable for strategic growth. This is assessed separately in Appendix 5.

Characteristics

Clacton-on-Sea is the largest settlement in the district with the biggest town centre, the greatest range of commercial employment areas and out of town shopping centres, the highest number of primary and secondary schools and a District Hospital. Since its conception as a seaside resort in the late 19th Century, the town has grown considerably and is home to almost half of all Tendring residents. The settlement contains a variety of areas with different character from the busy town centre to the sedate suburbs of Holland-on-Sea and from the modern housing estates around the north and west of the town to the small chalets of Jaywick.

Physical and Environmental Constraints

Physical and environmental constraints can limit the amount of development that can sensibly take place in an area. Being a coastal district, many parts of Tendring are sensitive to development and not every area is able to accommodate significant expansion. The North Sea represents the most obvious physical and environmental constraint in the area, limiting urban expansion opportunities in Clacton to only the western, northern and eastern parts of the town. Significant parts of St. Osyth Parish and the southern parts of Jaywick fall within the tidal flood zone and, to the east, Holland Brook and Pickers Ditch provide another natural constraint which limits the potential for development.

The least constrained areas of Clacton are around the west and north edges of the town however because these areas have seen considerable growth over the years, the increasingly close proximity of the urban area to nearby Little Clacton and St. Osyth has become a concern locally. The Council wishes to avoid urban sprawl that might result in coalescence with these rural villages and the loss of their individual characters. Through the 2012 Draft Local Plan (and subsequent focussed changes) the Council has defined a 'Strategic Green Gap' between the northern edge and Little Clacton, where possible coalescence is more of an issue, with a view of maintaining long-term separation between these settlements. The Council also wishes to retain a Strategic Green Gap between the western edge of Clacton (around Cherry Tree Avenue and Martello Bay) and the eastern edge of Jaywick in recognition of their different settlement characteristics and that area's open-air recreational function, home to the airstrip, golf courses, driving ranges and other recreational activities. Another Strategic Green Gap the Council wishes to retain is land immediately north of Holland-on-Sea, much of which forms part of Pickers Ditch and is at risk of flooding in any case.

Infrastructure Constraints

For development to be sustainable it needs to be served by the necessary infrastructure including transport, education, utilities and health. The infrastructure of the Tendring District was the subject of a 2010 Infrastructure Study which was updated in 2013, informed by comments from key service providers including Essex County Council, utility companies and the NHS. The information from these studies provides an indication as to the potential constraints affecting different parts of the district.

Transport: Compared with most parts of the district, the transport infrastructure serving the Clacton area is fairly good, particularly the urban settlement of Clacton-on-Sea and the village of Weeley which both have rail and bus services and good access to the A133. The A133 between Weeley and Frating suffers with congestion at peak times (particularly commuter and holiday traffic) but, for the level of development proposed in the area through the 2012 Draft Local Plan, Essex County Council suggests that the network can cope, although this will need to be kept under careful review and it is Tendring District Council's aspiration to ensure this road is improved in the future. The Little Clacton and St. Osyth areas are not so well served by transport infrastructure with more historic road layouts and no rail facilities.

Education: Primary Schools in Clacton are generally full to capacity and therefore any further housing development would need to make provision for new schools to be developed. As mentioned earlier in this assessment it is likely to take at least 5 years for new schools to be provided and economic conditions to have improved enough to provide the necessary funding. In contrast, Secondary Schools in the area have considerable spare capacity resulting from the construction of the Clacton Coastal Academy (formerly Bishops Park College) campus in Jaywick Lane.

Utilities: The greatest constraint relating to utilities in the Clacton area is the fact that the Jaywick Sewerage Treatment Works serving the western side of the town is operating close to capacity. This is not an irresolvable problem and Anglian Water already has plans in place to invest in its expansion, but it might affect the timing of any major development in western parts of Clacton. Such developments will also have to secure a direct pipe access to the treatment works to avoid putting any additional strain on the existing network – otherwise come up with an alternative solution.

Health: Clacton and Harwich are the only settlements in the district with hospitals and Clacton, in particular, is home to many residential care homes for older and disabled residents. In terms of primary health care, the NHS has been looking to upgrade and amalgamate doctors' surgeries to provide a modern standard of service, including facilities for minor surgery. Whilst designed to improve health services, the amalgamation of surgeries has not been a popular policy amongst local residents. Existing surgeries are operating at capacity and with a higher than average proportion of older and disabled residents, primary health services are well used. Any major housing growth may need to be accompanied by either new or expanded health facilities or other measures to provide improved services.

The Housing Market

In determining the 'objectively assessed need' for new housing and calculating how much development is realistically 'deliverable' to address that need, the state of the housing market is a key consideration alongside the physical, environmental and infrastructure constraints considered above. If the housing market cannot sustain the rate of housing development envisaged, it is unlikely to be deliverable. As well as a Strategic Housing Land Availability Assessment (SHLAA), Councils are also required to produce a Strategic Housing Market Assessment (SHMA) to inform the preparation of their Local Plans. The Council's SHMA was originally undertaken in 2008 but was updated in 2009 and 2013 to reflect the extreme changes in the economy that have taken place in the last few years. The commentary below draws upon some of the information in the SHMA assessments to paint a picture of the housing market in the Clacton sub-area.

Housing Demand: The housing market in the Clacton area is driven primarily by inward migration and less so by natural or indigenous population change. Clacton is famous for its coastal location, attractive beaches and association with leisure and tourism activities and, as a consequence, the town is very popular for retirement. Many people move to Clacton from East London or elsewhere in Essex to retire and are often able to sell an existing property at a much higher price, purchase a cheaper property in Clacton and have still have money left over to enjoy their retirement. This helps to explain why the area has a much higher than average proportion of older residents and why bungalows, which dominate much of the housing stock in the area, are particular popular. The Council's 2008 SHMA suggested that in strong market conditions, the demand for new homes in this part of the district may be as high as 568 dwellings per annum, representing 53% of the district's total demand for new housing. If the Council planned to deliver this level of growth in full it would require developments totalling 8,500 homes over 15 years, mostly on greenfield land. This would be the equivalent of two new towns the size of Brightlingsea. The detailed site assessments below demonstrate that this level of growth would not be sensible, sustainable or deliverable.

Because the Clacton housing market is driven by inward migration, the demand for housing is very dependent on the state of the wider economy. In strong economic conditions, the buying and selling of property takes place more regularly and people are able to move from one area to another more freely. In weaker economic conditions, people are either more reluctant or less able to buy or sell property and migration patterns slow. The Council's 2009 SHMA Update suggested that, at the time of the economic downturn, the demand for new housing in the Clacton sub-area had dropped to just 17% of the district's total demand. If we were to assume (rather optimistically) that the demand for housing in the other sub-areas of the district had not been affected at all by the downturn and that the 514 dwellings per annum that represented 47% of total demand in 2008 (before the downturn) then represented 83% of demand in 2009 (after the downturn), it could be argued that the demand for housing in Clacton had dropped to around 105 dwellings per annum, which would be a far more realistic level of development to deliver in the area.

The Council's 2013 SHMA update suggested that some stability had returned to the housing market and that, in projecting forward to 2029, the demand for housing in the Clacton sub-area was likely to be an average of 317 dwellings a year – around 4,750 in total over a 15 year period. The detailed site assessment below suggests that even with a strengthening housing market over the 15 year plan period, the absolute maximum level of development that could be delivered in and around Clacton over between 2014 and 2031 would be around 3,749 which would include major comprehensive neighbourhood developments in west Clacton and north Clacton.

Recent development: Between 1st April 2001 and 31st March 2014, a time during which the housing market saw extreme fluctuations, just over 2,200 new homes were created in the Clacton sub-area (including adjoining rural parishes). For a period of 13 years, this equates to an average of 171 dwellings per annum. The greatest dwellings stock increase in any one year was 282 units in 2004/05 at a time when the housing market was particularly buoyant. Since 2008, following the economic downturn, the average rate of development was 139 dwellings per annum.

Annual housing completions in the Clacton sub-area between 1st April 2001 and 31st March 2013

Year	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Dwelling Stock Increase	126	161	143	282	229	212	234	158	111	114	174	137	138	2,219

Since 2001, a lot of development in the area has taken place on smaller previously-developed sites within the Clacton urban area. The most significant major development has been the development off St. John's Road and Little Clacton Road, a site that was allocated in the Council's 2007 Adopted Local Plan. Development commenced in 2010 with 157 affordable homes being constructed within three years but these were funded by the Housing Association with subsidy from the Homes and Communities Agency and could therefore be delivered quickly, immune from the impact of the wider housing market downturn. The market housing element consisting of 235 dwellings commenced in 2011 and has been developed out slower than anticipated at an average rate of just 27 dwellings per annum, much lower than the 50 dwellings per annum that can be expected from developers in

strong housing market conditions. Based on previous rates of housing development, it would be reasonable to expect that over the 17 year period 2014 to 2031, the rate of housing development in the Clacton sub-area will fluctuate between 100 and 300 dwellings per annum.

Viability: According to the 2013 SHMA update, residential property in the Clacton area is generally cheaper to buy than other parts of the district and elsewhere in Essex (with the exception of Harwich) although rental prices are similar to other parts of the district. This has a significant effect on residual land values and the economic viability of house building. Notwithstanding demand for housing in the Clacton area in times of economic stability being higher than anywhere else in the district, the economic incentive for landowners to release land for development is much lower than in areas like Frinton or Manningtree where the value of property is much higher. This means that when factoring in the cost of any necessary financial contributions toward new or improved infrastructure and the cost of providing much-needed affordable housing, economic viability is a genuine factor that needs to be taken into account when considering how much development can be achieved in the Clacton area. Developments where delivery is reliant on major infrastructure, such as new roads (which are particularly expensive), being provided at an early stage of development are very likely to be undeliverable while the housing market is in a state of recovery. The ambitious proposals for neighbourhood development in north-west Clacton and east Clacton which formed part of the Council's 2010 Core Strategy undoubtedly fall into this category and are therefore considered undeliverable in this plan period and this is likely to limit the amount of housing development that is likely to be realistically achievable in the plan period.

The Council's 2013 Viability Study suggests that, in current economic conditions, residential development in Clacton will only be viable if the Council reduces its expectations for Council/Affordable Housing to 10% and does not seek any on-site aspirational housing. Even then, it will not be viable to expect any Community Infrastructure Levy (CIL) contributions from developments in Clacton which has significant implications for the delivery of the infrastructure needed to support growth (identified above). Unless infrastructure providers such as Essex County Council fund necessary improvements through their own budgets, any major developments on the edge of Clacton are likely to be more deliverable when economic conditions have recovered to the extent that CIL contributions are feasible. For this reason, it is assumed that greenfield developments on the edge of Clacton will feature more in years 6-10 (2021-2026).

Deliverability: Despite the 2013 SHMA update suggesting that the objectively assessed need for new housing in the Clacton sub-area over a 15 year period is likely to be around 4,750 homes, this assessment suggests that it will not be possible to achieve this level of growth taking physical, environmental, infrastructure and housing market constraints into account. An achievable level of development is likely fall within the range of 1,500 to 3,400 (100 to 300 dwellings per annum) depending on how quickly the housing market recovers from the downturn.

Community Engagement

With the introduction of the government's 'localism' agenda, the abolition of regional strategies and the drive to promote local decision making, community engagement in the plan making process is more important than ever. Whilst the National Planning Policy Framework requires Local Plans to be based on objective assessments with a view of boosting, significantly, the supply of housing they should still, as far as practical and possible, reflect the views of local people and businesses. The Council has undertaken public consultation exercises on planning issues, including the scale and location of housing development, in 2009, 2010, 2011, 2012 and 2014. The main concerns expressed consistently by Clacton residents are that a significant increase in housing stock will compound existing issues of unemployment and deprivation. However, the government sees a significant boost in housing development as one of the main solutions to the country's economic problems and expects Councils to plan positively for sustainable housing growth. The proposals published in the Council's 2010 Core Strategy Document for 4,100 new homes over 20 years in and around Clacton attracted an overwhelming level of public objection that required the strategy to be re-considered. The main objections were aimed at the urban extensions proposed for the north-west and the eastern parts of the town. The resulting 2012 Draft Local Plan (as amended by the 2014 Pre-Submission Focussed Changes) contained a revised strategy to deliver 1,170 homes over 15 years through a combination of specific sites within the urban area and urban extensions focused on the western and northern peripheries of the town. In comparison with the 2010 proposals, this strategy received very little objection from the public and a fair amount of support. However, representations from Essex County Council and some developers urged the Council to increase the scale of development in those areas to ensure the critical mass required to justify and deliver two new primary schools.

Clacton Urban Capacity

One of the core planning principles set out in paragraph 17 of the National Planning Policy Framework is to encourage the effective use of land by reusing previously developed (brownfield) sites, provided that they are not of high environmental value. Because brownfield and other urban sites represent a 'finite' source of developable land (i.e. they eventually run out), there is a limit to how much development they can realistically deliver. Since 2001, the Council has been very successful in maximising the amount of brownfield land being re-used for housing development but, as a result, the remaining 'urban capacity' of Tendring's towns and villages is now extremely limited and the sites that are potentially available include those that are difficult to develop with considerable development costs, bringing into question their viability. To help meet the level of objectively assessed housing required in Tendring large greenfield urban extensions around the district's towns will need to be carefully considered and it will be necessary to identify further land than that already allocated in the 2012 Draft Local Plan. Preparing the new version of the Local Plan provides the opportunity to identify further land capable of accommodating housing growth. The tables below include the assessment of urban capacity in the Clacton-on-Sea Urban Settlement on sites with potential to deliver 10 or more (net) dwellings.

Assessment of Urban Capacity

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC1.1	Land west of Bluehouse Avenue, Clacton-on-Sea, Essex CO16 7LA.	615179 (E) 214668 (N)	0.31ha	16 (based on current approved planning permission).	Allocated for housing in the 2012 Draft Local Plan with an indicative capacity of 10 (received very few objections). Site has planning permission for a 16 unit supported living scheme.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2016-2018.	A relatively small development on this available site has the potential to obtain planning permission and be built within the first five years of the plan period 2016-2021.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC1.2	Land at Clacton Garden Centre, St. John's Road, Clacton-on-Sea, Essex CO16 8BJ.	614847 (E) 215996 (N)	0.86ha	26 (based on the site being developed at a density of 30dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	The garden centre occupying most of the site remains in operation.	Costs of removing existing buildings and infrastructure from site and general housing market issues.	✓	?	2021-2026.	Whilst the landowner supports the residential allocation of this site, the fact that the garden centre continues to operate suggests that residential development is unlikely to take place in the short term. It may however take place in the second five years of the plan period 2021-2026.
UC1.3	Land off Waterworks Drive, Clacton-on-Sea, Essex CO16 8AW.	615773 (E) 216219 (N)	2.19ha	60 (based on 90% of the site area being developed at a density of 30dph).	Allocated for housing in the 2007 Adopted Local Plan but not carried forward as an allocation into the 2012 Draft Local Plan. Site lies well within the Settlement Development Boundary.	Waterworks Drive would require upgrading to achieve an adequate standard of vehicular access.	Site adjoins an area of ancient woodland which is also designated as a Local Wildlife Site in the Local Plan.	No irresolvable issues.	Water company continues to occupy and utilise the site.	Costs of removing existing buildings and infrastructure from site and cost of creating a suitable access. Previous viability studies have suggested that viability could be marginal. General housing market issues.	✓	?	2021-2026.	The site continues to operate as a water treatment centre which suggests that residential development is unlikely in the short term. It may however take place in the second five years of the plan period 2021-2026.
UC1.4	Land at 522-524 St. John's Road, Clacton-on-Sea, Essex CO16 8DY.	615303 (E) 216180 (N)	1.23ha	33 (based on 90% of the site area being developed at a density of 30dph).	Allocated for housing in the 2007 Adopted Local Plan but not carried forward as an allocation into the 2012 Draft Local Plan. Site lies within the Settlement Development Boundary in the 2012 Draft Local Plan.	Access from St John's Road would require demolition of properties or the use of adjoining land to achieve vehicular access.	No irresolvable issues.	No irresolvable issues.	If a point of access onto St. John's Road is required – this might require the acquisition and demolition of existing adjoining properties to create a suitable access point.	Cost of creating a suitable access onto St. John's Road might affect viability. General housing market issues.	✓	✓	2021-2026.	The landowners support the concept of development but wish to retain dedicated access rights and so deliverability is difficult to gauge. Development is unlikely within the first 5 years of the plan period.
UC1.5	Land North of St. John's Road and West of Little Clacton Road, Clacton-on-Sea, Essex CO16 8EB.	615569 (E) 216436 (N)	12ha (approx)	95 (the remaining number of dwellings to be built as part of the approved development).	Under construction.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2014-2018.	Development is progressing slower than expected. For the remaining 95 dwellings to be developed at a rate of 30 dwellings per annum would take just over 3 years, although the rate could increase if the housing market strengthens.
UC1.6	Land at Chester Holiday Park, Jaywick Lane, Clacton-on-Sea, Essex CO16 8BB.	614984 (E) 215704 (N)	2.22ha	60 (based on 90% of the site area being developed at a density of 30dph).	Site promoted by landowner for inclusion in the Local Plan. Site lies within the Settlement Development Boundary in the 2012 Draft Local Plan.	Existing access points from Jaywick Lane are not ideal. The use of other land or properties to achieve suitable vehicular access may be required or alternatively consideration should be given to incorporating the site with neighbouring allocated land at Rouses Farm.	No irresolvable issues.	No irresolvable issues.	Site still being used as a Holiday Park. If a wider point of access onto Jaywick Lane is required – this might require the acquisition and demolition of existing adjoining properties.	Costs of removing existing buildings and infrastructure from site and the cost of creating a suitable access onto Jaywick Lane might affect viability. General housing market issues.	?	?	2021-2026.	Whilst the landowner supports the residential allocation of this site, the fact that the holiday park continues to operate suggests that residential development is unlikely to take place in the short term. It may however take place in the second five years of the plan period 2021-2026.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC1.7	St. John's Nursery, Earls Hall Drive, Clacton-on-Sea, Essex CO16 8BP.	614392 (E) 216043 (N)	7.34ha	200 (based on 90% of site area being developed at a density of 30dph).	Site promoted by landowner for inclusion in the Local Plan. Site lies within the Settlement Development Boundary in the 2012 Draft Local Plan.	Earls Hall Lane is unlikely to be suitable for development at this scale. Access may therefore not be possible without the use of adjoining land or properties to achieve suitable vehicular access may be required.	No irresolvable issues.	Possible need for additional primary school provision and primary healthcare.	If a wider point of access onto St. John's Road is required – this might require the acquisition and demolition of existing adjoining properties. Site promoter does control one property.	Costs of removing existing buildings and infrastructure from site, the cost of creating a suitable access onto St. John's Road and the need to contribute to new infrastructure might affect viability. General housing market issues.	?	?	Longer term.	Both suitability and availability are questionable as access is likely to be an issue and the site is currently still operating as a viable nursery but the landowner has promoted the land for residential development which suggests there is interest to release the land for development. For a development of this potential scale to be deliverable, access to the road network and the provision of new primary schools are major issues. The latter issue is likely to be resolved through development at Rouses Farm and development on this site is unlikely to be acceptable until that new facility has been provided. Development is therefore more likely in the longer term when such issues are likely to be resolved and because the existing business is in operation.
UC1.8	Land west of Earls Hall Drive, Clacton-on-Sea, Essex CO16 8BP.	614282 (E) 216057 (N)	2.40ha	65 (based on 90% of the site area being developed at a density of 30dph).	Site promoted by landowner for inclusion in the Local Plan. Site lies within the Settlement Development Boundary in the 2012 Draft Local Plan.	Possible contamination. Earls Hall Lane for access is not ideal. The use of adjoining land or properties to achieve suitable vehicular access may be required.	No irresolvable issues.	No irresolvable issues.	If a wider point of access onto St. John's Road is required – this might require the acquisition and demolition of existing adjoining properties.	The cost of creating a suitable access onto St. John's Road and the need to contribute to new infrastructure might affect viability. General housing market issues.	?	✓	2021-2026.	For this development to be deliverable, access to the road network needs to be achieved.
UC1.9	Land at Coppins Court, Coppins Road, Clacton-on-Sea, Essex CO15 3HS.	617059 (E) 215671 (N)	0.87ha	30 (based on a density of 35dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs of removing existing buildings and infrastructure from site. General housing market issues.	✓	✓	2016-2019.	A relatively modest development on this available site has the potential to obtain planning permission and be built within the first five years of the plan period 2016-2021.
UC1.10	Orchard Works, r/o London Road, Clacton-on-Sea, Essex CO15 3SY.	617236 (E) 216282 (N)	0.38ha	20 (based on a scheme of assisted living apartments being considered by a developer).	Allocated for housing in the 2007 Adopted Local Plan, but not carried forward into the 2012 Draft Local Plan. Site lies well within the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	?	2021-2026.	There have been no representations from the landowner expressing any desire to redevelop so it is assumed site is unavailable. If the site is to be redeveloped for residential use, it could come forward as a windfall site but this is unlikely to be in the first 5 years of the plan period.
UC1.11	109 Oxford Road, Clacton-on-Sea, Essex CO15 3TJ.	617834 (E) 216068 (N)	0.68 ha	12 (based on previous planning permission).	Previously had planning permission for residential development but this was unimplemented and has since expired. Part of safeguarded employment site in the 2012 Draft Local Plan.	No irresolvable issues if access is achieved from Cotswold Road. Possible contamination from former uses.	No irresolvable issues.	No irresolvable issues.	Part of site continues to operate as a dance studio and the other part is a commercial premises that is still in operation.	Costs of removing existing buildings and infrastructure from site. General housing market issues.	✓	?	2021-2026.	Whilst planning permission was originally granted as part of a wider development involving the expansion and improvement of an adjoining factory, the fact that permission has now lapsed and the site continues to operate for commercial / leisure use would suggest that these plans are currently on hold. A revised planning application could come forward but this is unlikely within the first 5 years of the plan period.
UC1.12	112-118 Oxford Road, Clacton-on-Sea, Essex CO15 3TH.	617923 (E) 216074 (N)	1.11ha	55 (based on recent planning applications).	Site promoted by landowner for housing in the Local Plan. Site is part of a safeguarded employment area in the Local Plan. Permission for residential refused (13/01309/OUT and 13/01310/OUT).	Possible contamination from former uses.	No irresolvable issues.	No irresolvable issues.	Site continues to operate viably in its existing business use.	Costs of removing existing buildings and infrastructure from site may affect viability although it is recognised these are of lightweight construction. General housing market issues.	X	X	X	This area forms part of a safeguarded employment area to which Policy PRO14 in the 2012 Draft Local Plan will apply and so is not currently deemed to be suitable. The requirements of that policy would need to be met before a residential scheme could sensibly be considered, so it could come forward as a windfall site but this is unlikely to be in the first 5 years of the plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC1.13	Clacton Fruit Farm, Valley Road, Clacton-on-Sea, Essex	617742 (E) 216424 (N)	1.10ha	30 (based on a density of 30dph).	Undeveloped land surrounded by development well within the Settlement Development Boundary.	Possible contamination from former uses.	Site within the Conservation Area and within proximity of a number of listed buildings. No irresolvable issues.	No irresolvable issues.	Landowner wishes to continue using land as a fruit farm.	Costs of removing existing buildings and infrastructure from site. General housing market issues.	✓	X	X	No interest from the landowner in alternative uses for the land would suggest that the site is neither available nor deliverable for residential development. It could however come forward as a windfall site as it is well within the Settlement Development Boundary and not affected by any overriding policy designations but would need to be of a high quality design due to its conservation area status and proximity to a number of listed buildings.
UC1.14	Land adjacent to Railway Station and Sadd's and St. John's Yard, Skelmersdale Road. Clacton-on-Sea	617733 (E) 215373 (N)	1.7ha	60 (based on a density of 35dph) – although could be higher if it includes flatted development.	Part of a wider area of land allocated for mixed-use development in the 2012 Draft Local Plan and a key Town Centre 'Opportunity Site' – the 'Station Gateway'.	No irresolvable issues but suitable access would need to be obtained from Skelmersdale Road. Possible contamination from former uses.	No irresolvable issues.	No irresolvable issues.	Any development must form part of a wider comprehensive scheme, as required by the Local Plan. This will require cooperation with adjoining landowners including Network Rail. Site continues to operate viably in its existing business use and as a car park for the railway station.	Costs of removing existing buildings and infrastructure from site. General housing market issues.	✓	?	2021-2026.	The existing employment and car park uses continue on the site, but it is understood that they are unlikely to continue in the longer-term. Given that time is required for the wider area to be master-planned involving the relevant landowners and the current usage of the site, any development is likely to take place in the medium term – years 6-10 (2021-2026).
UC1.15	3 Marine Parade East, Clacton-on-Sea, Essex CO15 1PT.	617689 (E) 214639 (N)	0.01ha	14 (based on the approved planning application).	Outstanding unimplemented planning permission (11/01317/FUL) for mixed-use development.	No irresolvable issues.	Site within the Conservation Area. No irresolvable issues.	No irresolvable issues.	The site continues to operate as a nightclub.	Costs of removing existing buildings and infrastructure from site. General housing market issues.	✓	X	X	It is questionable whether the current planning permission will be implemented given the state of the housing market and the continuing operation of the nightclub suggests the site is no longer available for housing. A further scheme could come forward as a windfall site but this is unlikely to be in the first 5 years of the plan period.
UC1.16	Royal Hotel, Marine Parade East, Clacton-on-Sea, Essex CO15 1PT.	617652 (E) 214624 (N)	0.36ha	47 (based on the approved planning application).	Outstanding planning permission (06/00255/FUL) for mixed-use development (partially implemented but works are on hold).	No irresolvable issues.	Site within Conservation Area No irresolvable issues.	No irresolvable issues.	No irresolvable issues but land currently operating as a public car park.	General housing market issues.	✓	?	2021-2026.	Whilst the land has been cleared for development, it is questionable whether the current planning permission will be fully implemented within the first 5 years of the plan period given the state of the housing market and the continuing use of the vacant land as a public car park.
UC1.17	Land off Abigail Gardens, Clacton-on-Sea, Essex CO15 6HG,	618835 (E) 215695 (E)	0.79ha	20 (based roughly on the density of the recent adjoining development).	Allocated for housing in the 2012 Draft Local Plan (very few objections).	No irresolvable issues but access would need to be via adjoining Abigail Gardens.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2016-2021.	A relatively modest development on this available site has the potential to obtain planning permission and be built within the first 5 years of the plan period.
UC1.18	Land off Gainsford Avenue, Clacton-on-Sea, Essex CO15 5AT.	619056 (E) 216074 (N)	2.80ha	60 (based on 90% of the site area being developed at a density of 25dph).	Allocated for housing in the 2012 Draft Local Plan (very few objections).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs of providing a new sports pavilion and integrated changing facilities to serve the adjoining expanded playing field.	✓	?	2016-2021.	The development of this playing field is only proposed as part of a wider package of community benefits and the creation of publicly useable open space, which makes the planning stages more complex than for other sites.
UC1.19	Former Limbourne House, Windsor Avenue, Clacton-on-Sea, Essex CO15 2AH.	616527 (E) 214965 (N)	0.3ha	16 (based on approved planning application).	Planning permission (13/00273/FUL) for housing development currently under construction.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2014-2016.	Development is under construction and has the potential to be built within the next 2 years.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1 st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC1.20	Harlech House, Carvarvon Road, Clacton-on-Sea, Essex, CO15 6QP.	617553 (E) 215207 (N)	0.2ha	29 (based on current planning application).	Currently under construction (site with the benefit of permitted development rights 13/00642/COUNOT).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2014-2015.	Site under construction and expected to be completed within the next 2 years.
UC1.21	143-145 Kings Parade, Holland-on-Sea, Essex CO15 5JL.	620325 (E) 216232 (N)	0.18ha	10 (based on current planning application).	Outstanding unimplemented planning permission (11/00865/FUL) for housing development.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2015-2017.	A relatively modest development on this available site has the potential to be built within the next 3 years.

The 21 sites assessed above together have the potential to deliver an estimated 958 dwellings, however not all of these sites can be considered for sure to be suitable, available, achievable and therefore deliverable within the proposed Local Plan period up to 2031. The Council would struggle to justify allocating sites for housing or mixed-use development in the Local Plan where deliverability within the plan period is questionable, but this does not necessarily mean some sites will not come forward as 'windfalls' at some point within the plan period. The trajectory below sets out estimated rates at which these sites may yield dwelling completions based on the assessment above and assuming that planning permission is granted. Forecasting housing delivery through the trajectory is by no means an exact science, but it provides a reasonable estimate based on the available intelligence as to when, roughly, development might realistically come forward.

Housing Trajectory: Clacton Urban Capacity

Site Code	Address	Dwelling Capacity	YEARS 1-5							YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
UC1.1	Land west of Bluehouse Avenue	16			8	8														Only allocated for 10 in 2012 Draft Local Plan
UC1.2	Land at Clacton Garden Centre	26								5	5	6	5	5						
UC1.3	Land off Waterworks Drive	60								12	12	12	12	12						
UC1.4	Land at 522-524 St. John's Road	33								6	7	7	7	6						
UC1.5	Land North of St. John's Road and West of Little Clacton Road	95	30	30	30	5														
UC1.6	Land at Chester Holiday Park	60								12	12	12	12	12						
UC1.7	St. John's Nursery	200																		Longer term potential
UC1.8	Land west of Earls Hall Drive	65																		Longer term potential
UC1.9	Land at Coppins Court	30			10	10	10													
UC1.10	Orchard Works	20								4	4	4	4	4						
UC1.11	109 Oxford Road	12								2	3	3	2	2						
UC1.12	112-118 Oxford Road	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Currently undeliverable as serious doubts over suitability
UC1.13	Clacton Fruit Farm	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Currently undeliverable as serious doubts over availability
UC1.14	Land adjacent to Railway Station and Sadd's and St. John's Yard	60								12	12	12	12	12						
UC1.15	3 Marine Parade East	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Currently undeliverable as serious doubts over availability
UC1.16	Royal Hotel Site	47								9	9	10	10	9						
UC1.17	Land off Abigail Gardens	20			4	4	4	4	4											
UC1.18	Land off Gainsford Avenue	60			12	12	12	12	12											Only allocated for 50 in 2012 Draft Local Plan
UC1.19	Former Limbourne House	16	8	8																
UC1.20	Harlech House	29	29																	
UC1.21	143-145 Kings Parade	10		5	5															
TOTAL (For each year)			67	43	69	39	26	16	16	62	64	66	64	62	0	0	0	0	0	
TOTAL (for each part of the plan period)		958	110		166					318					0					TOTAL DELIVERABLE / DEVELOPABLE: 594

The trajectory suggests that the urban capacity in the Clacton sub-area will deliver an estimated 110 dwellings in the next 2 years (2014-2016), 166 dwellings in years 1-5 of the plan period (2016-2021) and an estimated 318 dwellings are likely to be delivered in years 6-10 (2021-2026), depending on conditions at the time. No dwellings are expected in years 11-15, meaning in total urban capacity sites could deliver an estimated 594 homes within the plan period.

Urban Extensions to Clacton

With urban capacity only expected to deliver an estimated 594 homes during the plan period, it is clear that urban extensions will be necessary for the Council to make any meaningful contribution toward delivering between 100 and 300 homes per annum in the Clacton sub-area, which is considered to be a realistic level of growth for the area – and the nearest the Council is likely to get to the 317 dwellings per annum that the 2013 SHMA update suggests will be needed over 15 years.

Clacton is the largest urban settlement in the district and whilst its potential to expand is limited by its coastal location, there are a number of 'broad areas' around its periphery where major urban extensions could be considered. Being a large urban area, it has been possible to divide the edge of Clacton up into five broad areas:

- Broad Area 1: Jaywick;
- Broad Area 2: West Clacton;

- Broad Area 3: North-West Clacton;
- Broad Area 4: North Clacton; and
- Broad Area 5: East Clacton.

The prospect of urban expansion in each of these broad areas has already been the subject of public consultation during the preparation of the Council's Core Strategy and current emerging 2012 Draft Local Plan but will need to be carefully considered again through a full review of the Local Plan in order to ensure the Council identifies sufficient land to meet its objectively assessed need for housing. Each broad areas has its own range of physical, environmental and infrastructure constraints that have a bearing on how much development can realistically be delivered. Each broad area has been identified and assessed in the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' document prepared to inform the preparation of the new version of the Local Plan.

Broad Area 1: Jaywick

A large proportion of the land around Jaywick is low-lying and falls within the tidal flood zone and would not under normal circumstances be considered as a suitable location for urban expansion. However because the Brooklands, Grasslands and Village area of Jaywick is the most deprived area of the country, and much of this is down to the poor quality of residential property in the area, the Council's 2012 Draft Local Plan contains a policy aimed at encouraging private investment to achieve gradual improvements to the quality and safety of housing stock in the area and the Settlement Development Boundaries around Brooklands and Grasslands have been drawn loosely to enable modest-scale peripheral development opportunities aimed at introducing new standards of design quality and innovation to the area. Because these areas fall within the flood zone, the policy in the Local Plan contains specific minimum requirements for any new residential development including the requirements for no bedrooms at ground floor level, balconies to be provided on upper levels and measures to ensure high-quality flood-resistant construction. This policy has proven to be popular locally and received very little objection when the Local Plan was published for consultation. The table below provides the assessment of the undeveloped area of land around Brooklands and Grasslands.

Assessment of Broad Area 1: Jaywick

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.1	Land off Lotus Way, Jaywick, Essex CO15 2JE.	614632 (E) 212948 (N)	7.48ha	130 (based on 90% of the available land being developed at a density of 20dph).	Land within the Settlement Development Boundary in the 2012 Draft Local Plan but is subject to special policies aimed at regenerating the area.	This is a high flood risk area where the development will have to meet very special criteria as set out in the 2012 Draft Local Plan including being at least storey storeys, with no bedrooms on the ground floor and balconies on upper floors.	No irresolvable issues.	If development in the area takes off, there may be a need to expand the local educational and health infrastructure.	Multiple ownership but all individual parcels of land can be accessed separately via Lotus Way.	Very low values combined with high development costs associated with the innovative standards of design and flood safety required of development in this location. A significant improvement in the local housing market is necessary.	?	?	If deemed suitable, development likely to take place incrementally over the plan period, subject to housing market gaining momentum as a result of gradual improvements.	Viability is likely to be an issue in the early parts of the plan period as the economy recovers and the regeneration of Jaywick starts taking place. It is hoped however that some developments will take place in the area and these will help contribute toward the uplift in housing quality, safety and market. It would not be appropriate to rely on these sites to deliver significant housing numbers over the plan period.

Whilst this area of land could, in theory, deliver around 130 dwellings, the very low land values in the area and subsequent concerns about viability make it very difficult to predict how much development will realistically take place over the plan period. It is possible that these sites will deliver new homes at some point between 2014 and 2031 but it would be difficult for the Council to justify making specific allocations in this area with an expectation that these will definitely contribute toward meeting the overall housing target for the district. It would be more appropriate for any development achieved on these sites, or through the redevelopment of existing properties elsewhere within the regeneration area, to feature as part of a 'windfall allowance' (see section on windfall sites).

Housing Trajectory: Broad Area 1: Jaywick

Site Code	Address	Dwelling Capacity	YEARS 1-5							YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
UE1.1	Land off Lotus Way	130							13	13	13	13	13	13	13	13	13	13	Suitability, availability and achievability are questionable but development is likely to gain support in order to help regenerate Jaywick.	
TOTAL (For each year)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL (for each part of the plan period)			130	0					65					65					TOTAL DELIVERABLE / DEVELOPABLE: 130	

The trajectory suggests that an estimated 130 dwellings could be delivered over the plan period but the Council will need to keep development in the Jaywick area under review as there are complex planning issues that need to be resolved before this area can truly be considered suitable for development. Development is most likely to come forward incrementally towards the end of the plan period if the economic conditions in the area improve, as hoped, as a result of the policies in the 2012 Draft Local Plan that seek to encourage the regeneration of the area.

Broad Area 2: West Clacton

The western side of Clacton has been the location for a large proportion of the town's expansion over the last 40 years with notable developments at Martello Bay, Bluehouse Farm, Rush Green and, more recently, Harpers Way. The construction of the Clacton Coastal Academy campus in Jaywick Lane to provide secondary education and other public facilities makes this one of the most sustainable locations for greenfield urban expansion in the

district, particularly as the facility is currently under-utilised. The area is also relatively well served by the road network with potential independent access points from Jaywick Lane, St. John's Road and Rush Green Road. The land in this area is also relatively flat and not affected by any major environmental designations. When development in this location was proposed as part of the 2012 Draft Local Plan, it received relatively few objections.

For any major development to take place in this area, there are two major infrastructure constraints that will need to be addressed. Firstly, the Jaywick Sewerage Treatment Works will have to be expanded to deal with the additional effluent produced by the new properties and, to avoid placing additional pressure on the existing sewerage pipe network, the developments will need to achieve a direct connection to the expanded treatment works. This issue is resolvable and Anglian Water already plan to undertake the necessary works, however it does have an implication on the possible timing of development. Secondly, the area will need to be served by a new primary school as the existing schools in the area are either at or close to operating capacity. Land is identified in the 2012 Draft Local Plan to accommodate the school and residential developments in the area will be expected to contribute financially, towards its construction. Again, this has implications for the timing of development. Essex County Council's comments on the Local Plan suggest that the development in this area will need to meet a minimum critical mass of around 700 dwellings to both justify and viably deliver the primary school that is required. Taking both of these major infrastructure requirements into account, development in this broad area is unlikely to commence within the next 5 years. The table below includes the assessment of potential urban extension sites in the West Clacton area with the potential to deliver 10 or more (net) dwellings.

Assessment of Broad Area 2: West Clacton

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suit-able?	Avail-able?	Achievable? / Likely Timescale	Other Comments
UE1.2	Land west of Cherry Tree Avenue, Clacton-on-Sea, Essex, CO15 1AS.	616286 (E) 214523 (N)	30ha (approx)	675 (based on 90% of the site being developed at a density of 25dph).	Site promoted by landowner for inclusion in the Local Plan. Site remains outside the Settlement Development Boundary. Site also lies within the Strategic Green Gap in the 2012 Draft Local Plan.	Unsuitable for development as it forms a large part of the strategic green gap between west Clacton and Jaywick.	No irresolvable issues.	Improvements would be required to the wastewater network and contributions would be needed towards new primary school and early years and childcare provision and possibly primary healthcare.	No irresolvable issues but comprises two parcels of land in separate ownerships.	Contribution towards new infrastructure and general housing market issues will affect viability.	X	✓	X	Development in this location would severely impact upon the strategic green gap. There is also a considerable distance between this site and the sewerage treatment works to which it would need to connect, and the new primary school likely to be built in the Jaywick Lane area of Clacton to serve the increasing population. Suitability and achievability are very questionable, even in the longer-term.
UE1.3	Land at Rouses Farm, Clacton-on-Sea, Essex CO16 8AE.	615179 (E) 214668 (N)	48ha (approx)	1,080 (based on 90% of the site area being developed at a density of 25dph).	Eastern portion of site allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues. Rush Green Road could benefit from widening and improvements to accommodate additional growth.	No irresolvable issues but good design and appropriate landscaping are required to minimise impacts on surrounding countryside.	Improvements would be required to the wastewater network and development would be required to deliver a new 1.5 FE primary school with early years and childcare provision and possibly contribute towards further secondary school provision. Contributions may also be needed towards primary healthcare (either new facilities or improvements to existing).	No irresolvable issues.	Development needs to ensure sufficient scale to justify and viably deliver a new 1.5FE primary school and early years and childcare provision and contribute towards other infrastructure and affordable housing, which in the current housing market may affect viability. Development more likely to commence after 2019 when such issues may be more resolvable and the housing market is expected to be stronger.	✓	✓	2019-2031.	With two developers each achieving 50 dwellings per annum, this would, at best, be a 12 year construction project. The trajectory assumes a slow lead in rate as the housing market strengthens. Taking the planning phase into account and the necessary sewerage treatment works improvements and need to plan for and deliver a new primary school, building is not likely to commence until 2019. The trajectory also assumes the whole site is allocated for housing as part of the forthcoming review of the Local Plan. Rouses Lane would form a logical and defensible barrier to prevent further encroachment into the gap of countryside between Clacton and St. Osyth.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.4	Land south of Clacton Coastal Academy, Clacton-on-Sea, Essex CO16 7BE.	615323 (E) 214813 (N)	10ha (approx)	225 (based on 90% of the site area being developed at a density of 25dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues but Rush Green Road could benefit from widening and improvements to accommodate additional growth.	No irresolvable issues.	Improvements would be required to the wastewater network and contributions would be needed towards new primary school and early years and childcare provision and possibly secondary school provision and primary healthcare.	No irresolvable issues.	Contribution towards new infrastructure (in particular a new primary school and improvements to the wastewater network) and general housing market issues will affect viability. Development not likely to commence until 2019 when viability is expected to begin improving as the housing market strengthens.	✓	✓	2019-2024.	With a single developer achieving an average rate of 50 dwellings per annum, this would, at best, be a 5 year construction project. Taking the planning phase into account, the need to deliver a new primary school and the necessary sewerage treatment works improvements building is not likely to commence until 2019.
UE1.5	Land east of Rush Green Road, Clacton-on-Sea, Essex CO16 7BH.	615810 (E) 214732 (N)	3ha (approx)	60 (based on the site being developed at a density of 20dph) with land to the south left for open leisure/recreational uses.	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues but Rush Green Road could benefit from widening and improvements to accommodate additional growth.	No irresolvable issues but potential landscape impact if not accompanied with appropriate landscaping and new woodland creation.	Improvements would be required to the wastewater network and contributions would be needed towards new primary school and early years and childcare provision and possibly secondary school provision and primary healthcare.	No irresolvable issues.	Contribution towards new infrastructure (in particular a new primary school and improvements to the wastewater network) and general housing market issues will affect viability. Development more likely to commence after 2019 when viability is expected to begin improving as the housing market strengthens.	✓	✓	2021-2026.	It is assumed development on this site could take place in the medium term (2021-2026), subject to the necessary infrastructure improvements having taken place and the adjoining land being developed for open leisure/recreational uses to reinforce the function of the adjoining green gap.

Together, these sites have the potential to deliver an estimated 2,040 new homes but not all of these sites are considered suitable. The area of open land between the western edge of Jaywick and the eastern edge of Clacton (Cherry Tree Avenue) is designated as a Strategic Green Gap in the 2012 Draft Local Plan, where development is not supported in order to retain a gap of land for open recreational, leisure or tourism use. All of the other sites in this vicinity are considered suitable for development, in principle, subject to the infrastructure issues identified above being resolved and are included as allocations in the 2012 Draft Local Plan. There is potential for additional land to be allocated at Rouses Farm through the review of the Local Plan subject to the necessary infrastructure improvements being made.

Housing Trajectory: Broad Area 2: West Clacton

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes					
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31			
UE1.2	West of Cherry Tree Avenue	675	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Currently undeliverable as suitability is questionable.		
UE1.3	Rouses Farm	1,080						50	50	100	100	100	100	100	100	100	100	100	80		Acquisition of land for new school is critical to timing. Larger site area subject to review of Local Plan.		
UE1.4	South of Clacton Coastal Academy	225						50	50	50	50	25									Acquisition of land for new school is critical to timing.		
UE1.5	East of Rush Green Road	60								12	12	12	12	12							Acquisition of land for new school is critical to timing.		
TOTAL (For each year)			0	0	0	0	0	100	100	162	162	137	112	112	100	100	100	100	80				
TOTAL (for each part of the plan period)		2,040	0					200					685					480					TOTAL DELIVERABLE / DEVELOPABLE: 1,365

The trajectory suggests that the three development sites closest to the Jaywick Sewerage Treatment Works are most likely to come forward after 2019 – by which time the necessary improvements are likely to have taken place. The phasing of development to ensure the delivery of the new school and any other necessary infrastructure (such as health or green infrastructure) would be determined through the necessary legal agreements but it is assumed that whilst development cannot make a meaningful financial contribution toward infrastructure through CIL, the necessary improvements are unlikely to be funded until the end of the first 5 years of the plan period, which is when economic conditions are likely to be more favourable. Stronger rates of housing development at Rouses Farm are anticipated toward 2021 as the housing market will have gained some strength by this time. Looking at this broad area in total, years 1-5 of the plan period (2016-2021) are expected to yield 200 new dwellings; years 6-10 (2021-2026) are expected to deliver 685 dwellings and the more uncertain years 11-15 (2026-2031) could potentially see a further 480 homes, meaning in total this broad area could deliver an estimated 1,365 homes within the plan period.

Broad Area 3: North-West Clacton

The north-western part of Clacton has also seen a large proportion of the town's expansion over the last 40 years with developments at Cann Hall, Ruaton Gardens, Wheatlands and, more recently the development off St. John's Road and Little Clacton Road, still under construction in 2014. Unlike the West Clacton area, where each parcel of land can be accessed and developed independently, the North-West Clacton area comprises parcels of

land in multiple ownerships where independent access to each parcel is not physically possible. There are only two suitable points of access for large-scale development, one via St. John's Road to the south-west and the other via the A133 to the east, close to the Brook Retail Park. There are no suitable access points to any parcel of land via the existing Cann Hall Estate and further access to development via Little Clacton Road, which could result in further traffic on that road over the level that will be generated by the development under construction, is unlikely to be acceptable.

The only way major housing development could be delivered in this area without having an unacceptable impact on the transport network would be through a comprehensive scheme incorporating a relief road, as was proposed by the Council in its 2010 Draft Core Strategy and Development Policies Document. The relief road would negate the need for motorists to use Little Clacton Road to exit the town, relieve the volume of traffic on St. John's Road and provide multiple points of access so that the mixed-use development can come forward, in parcels, simultaneously.

The 'Hartley Park' proposal submitted by Britton Construction Ltd in support of the 2010 Core Strategy indicated, in a bit more detail, how the development could be achieved. When the 2010 Core Strategy was published however, this proposal attracted an overwhelming level of public objection from Clacton residents which, in part, resulted in the whole strategy for growth around Clacton being revisited and this site being abandoned in favour of other land that was considered to be deliverable. Whilst many objections were simply anti-development in nature, the Council was genuinely concerned about the deliverability of such a large comprehensive development, along with all the necessary community and transport infrastructure, given the weak state of the housing market following the economic downturn. Such a development would also require further expansion of the Jaywick Sewerage Treatment Works and pipeline network or, alternatively, the establishment of a brand new sewerage treatment works. Both the road and the sewerage facilities would require considerable planning and up-front funding which, in today's economic climate, is unlikely to be forthcoming – bringing the viability of a comprehensive scheme into question. Unless the full package of benefits is delivered comprehensively within a reasonable timescale, there is a real prospect of a slowly progressing or only partially developed scheme adding unacceptable and irresolvable pressure on the town's existing social and transport infrastructure. For this reason, and in response to the public objections, the proposal was omitted from the Council's 2012 Draft Local Plan. Notwithstanding the above concerns, this remains a logical location for growth and should continue to be explored as an option for growth during any future review of the Local Plan. The table below includes the assessment of this area as two strategic sites (one to the west of Little Clacton Road and the other to the east), as opposed to a series of individual parcels of land, given the need for a comprehensive approach.

Interestingly, Britton Construction Ltd, the main driver behind the original Hartley Park proposal, chose not to object to the omission of the land from the 2012 Draft Local Plan instead focussing on delivering the smaller scheme off Thorpe Road (see Broad Area 4 below) and promoting a smaller portion of the land adjacent to the A133 for commercial development. This suggests that even from a development industry point of view, the comprehensive scheme for north-west Clacton is currently not deliverable although there is believed to be some renewed interest from the remaining landowners to promote a scheme that includes further land to the north with a link road from the existing Bovill's Hall roundabout, rather than the Brook Park roundabout. However, without a comprehensive package including a new relief road, piecemeal developments in these locations are likely to introduce an unacceptable transport impacts and are not suitable or deliverable.

Assessment of Broad Area 3: North-West Clacton

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.6	Land west of Little Clacton Road, Clacton-on-Sea, Essex CO16 8BJ.	615371 (E) 216794 (N)	85ha (approx)	1,912 (rough estimate based on 90% of the site being developed at a density of 25dph).	Land identified as part of a wider broad area of growth in the 2010 Draft Core Strategy but not included in the 2012 Draft Local Plan following considerable objections and concerns about deliverability. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Without adjoining parcels of land it is impossible to deliver a new relief road, which would be a requirement for any major urban extension in this area. Relief road needed to access development at the scale proposed and relieve traffic on Little Clacton Road.	No irresolvable issues. Good design and appropriate landscaping required to minimise impacts on surrounding countryside and provide a suitable new settlement edge.	Major growth in this area would require a relief road to access land and minimise traffic impact on St. John's Road and Little Clacton Road. Improvements would be required to the wastewater network and a new primary school with early years and childcare would be required. Likely need for purpose built medical centre.	Multiple ownership where only a comprehensive scheme providing a relief road to access each parcel of land will work.	Significant up-front infrastructure costs that, in the recovering economic climate, are likely to make development unviable.	✓	✓	Longer term subject to overcoming infrastructure constraints. The cost of the necessary relief road and sewerage treatment capacity expected to make short-medium term development unviable.	Site represents a logical extension to the built up area so is worthy of consideration as part of the next Local Plan review. This option may be more realistic in the longer term as it would need to come forward as part of a wider comprehensive development including a new relief road to avoid unacceptable impact on the capacity of existing road network. Also major new educational and utilities infrastructure required to serve a development of this scale. Deliverability depends on strong market conditions, forward funding for infrastructure and at a least a full 15-year plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.7	Land north of the Cann Hall Estate, Clacton-on-Sea, Essex CO16 8YN.	616298 (E) 217060 (N)	113ha (approx)	2,205 (rough estimate based on 90% of 98ha of the site being developed at a density of 25dph leaving remaining 15ha for commercial uses).	Land identified as part of a wider broad area of growth in the 2010 Draft Core Strategy but not included in the 2012 Draft Local Plan following considerable objections and concerns about deliverability. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan. Eastern 15ha the subject of a current planning application (yet to be determined) for leisure uses.	Access to all parts of the land which is in multiple ownership would be required to deliver a comprehensive development with access directly off the A133.	No irresolvable issues. Good design and appropriate landscaping required to minimise impacts on surrounding countryside and provide a suitable new settlement edge.	Major growth in this area would require a relief road to access land and minimise traffic impact on St. John's Road and Little Clacton Road. Improvements would be required to the wastewater network and a new primary school with early years and childcare would be required. Likely need for purpose built medical centre.	Multiple ownership where only a comprehensive scheme providing a relief road to access each parcel of land will work.	Significant up-front infrastructure costs that, in the currently weak economic conditions are likely to make development unviable.	✓	✓	Longer term subject to overcoming infrastructure constraints. The cost of the necessary relief road and sewerage treatment capacity expected to make short-medium term development unviable.	Site represents a logical extension to the built up area so is worthy of consideration as part of the next Local Plan review. This option may be more realistic in the longer term as it would need to come forward as part of a wider comprehensive development including a new relief road to avoid unacceptable impact on the capacity of existing road network. Also major new educational and utilities infrastructure required to serve a development of this scale. Deliverability depends on strong market conditions, forward funding for infrastructure and at a least a full 15-year plan period.

This area could deliver an estimated 4,117 dwellings as part of a comprehensive scheme including infrastructure, facilities and commercial opportunities. However, a development of this scale, that has to be delivered as a comprehensive package, would require at least a full 15 year period with strong housing market conditions throughout. It is therefore an option that should be reconsidered when preparing the next Local Plan to deal with development requirements post 2031.

Housing Trajectory: Broad Area 3: North-West Clacton

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UE1.6	Land west of Little Clacton Road	1,912																		Potential for development post 2031 but significant upfront infrastructure investment would be required.
UE1.7	Land north of the Cann Hall Estate	2,205																		
TOTAL (For each year)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)		4,117	0					0					0					TOTAL DELIVERABLE / DEVELOPABLE: 0		

The trajectory suggests that development in this broad area is unlikely to come forward within the Local Plan period. This scheme has to be considered longer-term and delivered over a full plan period, if further urban expansion to Clacton is the Council's preferred strategy at the time.

Broad Area 4: North Clacton

One of the main constraints to development in this broad area is the close proximity of the village of Little Clacton to the urban edge of Clacton and therefore the narrow remaining gap has been designated as a Strategic Green Gap in the 2012 Draft Local Plan to ensure the two settlements remain separate. This assessment therefore focuses on the land south of Centenary Way and east of Thorpe Road. The 2012 Draft Local Plan identified these areas as locations for housing and mixed-use development but they were not originally identified for housing in the Council's Draft 2010 Core Strategy because most of the land either had an outstanding planning permission for business and industrial development or was allocated for that purpose in the 2007 Adopted Local Plan. There were also concerns at the time that these areas were too remote from established residential neighbourhoods compared with other available options. However, in deciding to abandon the proposals for a new neighbourhood in North-West Clacton (see Broad Area 3 above) and East Clacton (see Broad Area 5 below) in response to overwhelming public objection and genuine concerns over deliverability, this option was re-examined and now represents the most realistic option for major settlement expansion around Clacton alongside expansion westwards (see Broad Area 2 above).

The status of this area was also reviewed in light of the new National Planning Policy Framework published in March 2012. Paragraph 22 of the Framework states: "Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose". Land north of Oakwood Business Park was granted outline planning permission for business and industrial use in 2000 and south of Centenary Way had been allocated for employment use in the 2007 Adopted Local Plan but neither had attracted any genuine interest from the commercial market and therefore considering residential and mixed use development was justified. When the proposals for development were published for consultation as part of the 2012 Draft Local Plan there was very little objection and, at the time of writing, land east of Thorpe Road was the subject of an outline application for 250 homes and some commercial development, yet to be determined. Other factors that made this option more favourable on further inspection included the considerable investment that had taken place in the nearby Clacton Factory Shopping Village (which could benefit economically from a boost in the catchment population) and the relatively direct access onto Centenary Way and the A133 provided a less harmful option, from a traffic point of view and for the impact on existing residential areas, than the North-West and East Clacton neighbourhood developments.

In terms of infrastructure constraints, the main issue for this area is primary school provision. Any major development will need to be supported through the provision of a new primary school and Essex County Council's comments on the 2012 Draft Local Plan suggest that the development in this area will need to meet a minimum critical mass of at least 700 dwellings to both justify and viably deliver the school that is required. Taking this major infrastructure requirement into account, development in this broad area is unlikely to commence within the next 5 years. The table below includes the assessment of potential urban extension sites south of Centenary Way and the larger broad area east of Thorpe Road and south of Holland Road which, in theory, could accommodate further strategic-scale growth.

Assessment of Broad Area 4: North Clacton

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.8	Land between A133 and Centenary Way, Clacton	616711 (E) 218031 (N)	30ha (approx) developable area 7.8ha (approx)	675 based on 90% of the whole broad area being developed at a density of 25dph. 175 if only the developable area being developed.	Parts promoted for inclusion in the Local Plan. Site is outside the Settlement Development Boundary and also lies within the Strategic Green Gap in the 2012 Draft Local Plan.	Site forms a large part of the strategic green gap between northern Clacton and Little Clacton. Land to south at risk of flooding. No other resolvable issues.	Part of site is a Local Wildlife Site in the 2012 Draft Local Plan but this land is currently in use as a car park. No irresolvable issues.	Contributions would be needed towards new primary school and early years and childcare provision and possibly primary healthcare.	Wider area in multiple ownerships and numerous businesses and residential premises lie within site. Smaller part of site likely to be more deliverable is within two ownerships and part is currently operating as a car boot.	Contribution towards new infrastructure and general housing market issues will affect viability.	?	✓ (part)	2021-2026	Development in this wider location would impact upon the strategic green gap but there could be an opportunity to provide a smaller-scale development with formal open space that would serve as a green buffer between the northern edge of Clacton and nearby Little Clacton. There is a considerable distance between this site and the sewerage treatment works to which it would need to connect. Development is therefore more likely in the medium term whilst this site continues to operate as a viable car boot.
UE1.9	Land at Oakwood Park, east of Thorpe Road and north of the Gorse Lane Industrial Estate, Clacton-on-Sea, Essex CO15 4TL.	618291 (E) 218185 (N)	93ha (approx) developable area 70ha (approx)	Broad area of land could yield up to 1,600 dwellings (based on approx 75% of the total site area being developed at a density of 25dph) to leave sufficient space for new access road and other uses (such as employment / community uses).	Western part allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues. Need to discourage access from the north to avoid generation of traffic on rural roads and additional traffic through Little Clacton.	Landscape impact is more of an issue as land slopes towards Holland Brook. No irresolvable issues.	Major growth in this area would require a new spine road from Thorpe Road to access land and minimise potential traffic impact on rural lanes to the north. A new primary school with early years and childcare would be required and possible expansion of primary healthcare facilities.	Multiple ownerships, which may impact on delivery of new spine road and timing of development.	Development needs to ensure sufficient scale to justify and viably deliver a new 2FE primary school and early years and childcare provision and contribute towards other infrastructure and affordable housing, which in the current housing market will affect viability. Development more likely to commence after 2019 when such issues may be more resolvable and the housing market is expected to be stronger.	✓	✓ (part)	2019-2031.	Area capable of accommodating significant growth within the plan period if further growth in this area is considered suitable through the Local Plan review. Location can deliver mixed development with the extension of the neighbouring employment area alongside residential development. Larger site would be a sensible extension to the existing built up area but suitable landscaping is required to provide a strong settlement edge and minimise impact on surrounding landscape. Timing would be dependent on the delivery a new primary school and other necessary infrastructure. It is assumed as the housing market strengthens the development could attract multiple developers by the end of the plan period with multiple access points which would increase the rate of delivery to around 200 new homes a year.0
UE1.10	Land south of Centenary Way, Clacton-on-Sea, Essex CO15 4UD.	617830 (E) 218019 (N)	5.43ha	120 (based on 90% of the site area being developed at a density of 25dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	Surface water flooding at the eastern end of the site needs mitigating as part of any development. Access could be achieved via Thorpe Road.	No irresolvable issues.	Contributions would be needed towards new primary school and early years and childcare provision and possibly primary healthcare.	Foots Farm riding school currently utilises the site but this will need to be relocated to nearby land as a requirement of Local Plan policy before any development can commence.	Contribution towards new infrastructure and general housing market issues will affect viability. Development more likely to commence after 2019 when such issues may be more resolvable and the housing market is expected to be stronger.	✓	?	2019-2024.	Site allocated for employment in 2007 Adopted Local Plan but attracted no commercial interest. The principle of development has been established and this site could accommodate a modest development of housing – subject to the riding school that currently occupies the site being relocated to nearby land. Site would be a sensible extension to the built up area and would be relatively well contained within the wider landscape by development to the south and Centenary Way to the north.

The assessment identifies the potential for an estimated 2,395 homes of which 675 could be accommodated on land between the A133 and Centenary Way, 120 could be south of Centenary Way and 1,600 of which could be delivered through a major mixed housing and employment development east of Thorpe Road expanding all the way along to the railway line in the east. Through the provision a spine road from Thorpe Road, there is potential to unlock around 93ha of land for future housing, employment and associated infrastructure. However, not all the land between the A133 and Centenary Way is considered to be suitable or available for development and so in reality this could only yield around 175 new homes on a small portion of the wider area.

Housing Trajectory: Broad Area 4: North Clacton

Site Code	Address	Dwelling Capacity	YEARS 1-5								YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31		
UE1.8	Land between A133 and Centenary Way	675 (175)									35	35	35	35	35						Only 175 is considered to be deliverable. Suitability questionable due to current green gap status.

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes					
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31			
UE1.9	Oakwood Park	1,600						100	100	100	100	100	100	100	150	150	200	200	200	Timing of infrastructure is critical to delivery of wider site. Larger site area subject to review of Local Plan.			
UE1.10	Land south of Centenary Way	120						24	24	24	24	24											
TOTAL (For each year)			0	0	0	0	0	124	124	159	159	159	135	135	150	150	200	200	200				
TOTAL (for each part of the plan period)		2,395	0					248					747					900					TOTAL DELIVERABLE / DEVELOPABLE: 1,895

The trajectory suggests that in years 1-5 (2016-2021) the North Clacton area could yield an estimated 248 new dwellings; years 6-10 (2021-2026) could yield an estimated 747 homes with potential for around 900 in years 11-15 (2026-2031) meaning in total this broad area could deliver an estimated 1,895 homes within the plan period. The suitability of the land north of Oakwood Business Park to accommodate a greater number of dwellings than that included in the 2012 Draft Local Plan will be the subject of a full review of the Local Plan to meet the district's objectively assessed housing need.

Broad Area 5: East Clacton

In the 2010 Draft Core Strategy and Development Policies Document, the Council proposed a major neighbourhood development to the east of the town on land east of the railway line and north of Picker's Ditch. The proposal envisaged 700 homes and associated community facilities (including a new primary school) and the expansion and improvement of Valley Farm Holiday Park. The development included the reconfiguration of the Holiday Park to deliver a suitable access from Valley Road which would, in turn, unlock agricultural land to the rear to deliver new dwellings and relocated holiday homes. However when the Core Strategy was published for consultation, this proposal attracted an overwhelming level of public objection, mainly from residents of Holland-on-Sea and this, in part, resulted in the whole strategy for growth around Clacton being revisited and this site being abandoned in favour of other land. Alongside objections to development in the area as a matter of principle, the main planning concerns related to the impact of additional traffic on Sladbury's Lane, a narrow winding road not suitable for substantial vehicular movements. Whilst it was intended that Sladbury's Lane could be completely bypassed by introducing a new spine road from Valley Road, local residents were sceptical that such a relief road would actually be delivered. This proposal does not feature in the 2012 Draft Local Plan due to the level of public objection the proposal attracted and because the Council is also doubtful a scheme is deliverable in this location without suitable access.

Assessment of Broad Area 5: East Clacton

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE1.11	Land between railway line and Holland-on-Sea, Clacton-on-Sea, Essex CO15 4BG.	618933 (E) 216890 (N)	78ha (approx)	Broad area of land could yield up to 1,755 (based on 90% of the site area being developed at a density of 25dph). Smaller area that was promoted by landowner could yield up to 790 (if developed at a density of 25dph).	Site promoted by landowner for inclusion in the Local Plan. Proposal involving adjoining Valley Farm Holiday Park was included in the 2010 Draft Core Strategy but not included in the 2012 Draft Local Plan following considerable objections and concerns about delivery. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Part of the green gap between Clacton and Holland-on-Sea. Neighbouring land to the south east is within the flood zone. Access difficult to achieve as land is contained by the railway line and the existing road network is unlikely to be capable of accommodating any significant increase in traffic.	No irresolvable issues.	Existing road connections unable to accommodate major increases in vehicular movements. A new primary school with early years and childcare would be required and possible new primary healthcare facilities.	To achieve adequate vehicular access a comprehensive scheme involving the adjoining holiday park was originally proposed. Without this approach, suitable vehicular access is unlikely to be achievable.	Significant up-front infrastructure costs and reconfiguration of neighbouring holiday park that, in the recovering economic conditions are likely to make development unviable.	?	✓	Potential for longer-term development subject to overcoming major infrastructure constraints.	Development may be more realistic for consideration as part of a full evidence based review of the Local Plan to address housing requirements post 2031 but it would need to come forward as part of a wider comprehensive development with adjoining caravan park in order to provide suitable access to avoid unacceptable impact on the capacity of existing road network. Also major new educational and utilities infrastructure are required to serve a development of this scale. Deliverability depends on strong market conditions, forward funding for infrastructure and at least a full 15-year plan period.

In re-assessing the proposal, it is still considered essential for a new spine road to be provided to avoid an unacceptable traffic impact on the surrounding country lanes. With this in mind, the up-front costs are likely to be considerable and because it would need to be a joint venture between the landowner and the neighbouring holiday park, there is the potential for considerable complexity and delay. In the current economic climate, it would be too ambitious to suggest that such a scheme would be deliverable within the proposed Local Plan period. More recently, the landowner concerned has submitted a representation in objection to the 2012 Draft Local Plan for a smaller area of land to be developed for a scheme of 100 dwellings accessed to the north via Burrs Road, which suggests that, even from a development industry point of view, the comprehensive scheme for east Clacton is more likely to be deliverable in the longer-term at a time when the housing market is in a stronger state.

Housing Trajectory: Broad Area 5: East Clacton

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UE1.11	Land between railway line and Holland-on-Sea	1,755																		Potential for development to be considered post 2031 but this is dependent on infrastructure and inclusion of adjoining holiday park to provide access.
TOTAL (For each year)			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)		1,755	0					0					0					TOTAL DELIVERABLE / DEVELOPABLE: 0		

The trajectory suggests that the comprehensive development of around 1,755 dwellings would require a full 15-year plan period to deliver in full with an expectation of 50 dwellings per annum being delivered in strong market conditions. It is therefore best considered as a longer-term option to be re-assessed as part of the next Local Plan review, should circumstances change and only if the adjoining holiday park is included as part of a wider comprehensive package of development to deliver a suitable access off Valley Road.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. The assessment above demonstrates that whilst the Clacton area of the district is likely to have a higher need for housing than any other part of the district over the 15 year Local Plan period, mainly as a result of projected in-migration, there are practical limitations to how much development can physically be achieved within that timescale. In focussing the majority of growth on the large urban settlement of Clacton-on-Sea in line with the core principles of sustainable development, it is possible to identify a significant amount of land with the theoretical potential for residential development both within and on the periphery of the established built up area. However, taking into account the fragile state of the housing market at the time of writing, there are many sites within the built up area of the town with high development costs that are likely to make them unviable and undeliverable in the plan period but may be possible post 2031. There are also greenfield sites on the edge of the established built up area where development would only be suitable and deliverable as part of a comprehensive package with significant up-front infrastructure costs which might also make them unviable and undeliverable in the proposed plan period.

Years 2014/15 and 2015/16: The assessments above demonstrate that 110 dwellings is likely within the built up area in these two years before the plan period is planned to commence in 2016. Most of this development is already under construction and so is likely to be delivered within these two years as predicted.

Years 1-5 (2016-2021): The assessments above demonstrate that, realistically, an estimated 614 dwellings could be delivered over the first 5 years of the proposed Local Plan period (2016-2021) – an average rate of 123 dwellings per annum, which is lower than the 317 a year suggested in the 2013 SHMA update. The main reason for this is that the release of additional greenfield land for housing development will generate the need for investment in new primary schools, early years and childcare facilities and sewage facilities. The Council's Viability Study suggests that, in the current economic climate, developments in Clacton will not be able to afford to contribute Community Infrastructure Levy (CIL) toward the infrastructure needed, and that's with a significant reduction in aspirational and affordable housing requirements. Without public funding for these facilities, which is not currently available, these developments are unlikely to come forward until the end of the first 5 years of the plan period. It is therefore assumed that development is feasible post 2019 when economic conditions may be more favourable for securing CIL payments. This does not prevent developments coming forward earlier if conditions improve or if public funding can be secured.

Years 6-10 (2021-2026): For years 6-10 (2021-2026), assuming economic conditions improve and the infrastructure required in Clacton is delivered, urban capacity and urban extensions in West Clacton and North Clacton area and potential development to help regenerate Jaywick could deliver an estimated 1,815 dwellings – with the average rate increasing to 363 dwellings per annum as the housing market, hopefully, regains strength.

Years 11-15 (2026-2031): For years 11-15 (2026-2031) the National Planning Policy Framework allows the identification of specific sites or broad locations for growth, where possible. The actual level of development that could be achieved will be very much dependent on how well the housing market has recovered from the current downturn. The assessment demonstrates that there is unlikely to be any further development coming forward within the existing built up area and so development in the latter part of the plan period will rely on new homes coming forward on greenfield urban extensions. Further phases of urban extensions in West Clacton and North Clacton area and potential development to help regenerate Jaywick could deliver an estimated 1,445 dwellings – with the average rate decreasing to 289 dwellings per annum – which would still be short of the 317 per annum suggested in the 2013 SHMA update, which will have no doubt increased over time as a result of under-provision in years 1-10.

New urban extensions in North-West Clacton and East Clacton (which were both highly contentious when presented as options as part of the Council's 2010 Core Strategy) could contribute to housing supply in the longer term (i.e. the next Local Plan period that would deal with housing growth post 2031) but they would require comprehensive development packages and at least a full new 15-year plan period to be suitable and deliverable and to address the up-front high infrastructure costs associated with development in these broad locations. These could therefore be re-examined as part of an evidence-based review of the Local Plan at the appropriate time.

The practical limitations to the amount of development that can take place in this area will have a bearing on what the realistic and deliverable housing growth target for the overall district should be in the Local Plan. The assessment above suggests that the maximum that could be achieved over the full period 2014-2031 would be a dwelling stock increase of 3,984, which could be achieved through the allocation of specific sites in the new version of the Local Plan on a combination of sites within the urban area and large greenfield urban extensions around the town.

Appendix 2: Frinton and Mid-Tendring Sub-Area

Summary of Conclusions

- The Council's 2013 Strategic Housing Market Assessment Update suggests that the requirement for new housing to meet projected needs in the Frinton and Mid-Tendring sub-area between 2014 and 2031 will be just over 2,200 new homes (around 131 a year). The demand for housing in the area is mainly generated by in-migration and this can fluctuate dramatically depending on the state of the economy and the housing market.
- House building rates since 2001 suggest that a realistic and achievable rate of housing development is likely to be somewhere between 20 and 90 homes a year.
- The Council's 2013 Housing Viability Assessment suggests that it will not be viable for developments in Walton to make contributions through Community Infrastructure Levy (CIL) toward the infrastructure that will be needed to support further growth while the economy is in its currently weak state and land values in the area remain low. This could have an impact on the deliverability of new homes in the short term. Development in Frinton however could make a CIL contribution due to higher land values.
- The assessment of potential development sites suggests that as estimated 932 new homes could be delivered in the period 2014 to 2031, through existing urban capacity and through greenfield urban extension at Frinton.

This chapter contains the findings of the Strategic Housing Land Availability Assessment (SHLAA) for the 'Frinton and Mid-Tendring Sub-Area' which represents the east and central part of the Tendring District containing the Frinton & Walton Town Council area and the rural parishes of Beaumont, Great Bentley, Little Bentley, Tendring and Thorpe-le-Soken. The main urban settlement with the potential for housing growth is Frinton, Walton and Kirby Cross.

Characteristics

The towns of Frinton-on-Sea and Walton-on-the-Naze and the village of Kirby Cross have over time become physically conjoined to form the district's second most populous settlement. Whilst it is now a conurbation of conjoined settlements, the characteristics of each part are very different. Frinton-on-Sea is a famous and attractive town by the sea with its large greenswards and sedate residential character; home to some of the largest and most expensive residential properties in the country. Neighbouring Walton has a very different character and is more of a traditional Victorian holiday resort but with unique geography with the sea to the east, the famous Naze Cliffs to the north and the backwaters to the west. Walton has suffered from years of economic decline and a lot of the local businesses are seasonal.

Physical and Environmental Constraints

Physical and environmental constraints can limit the amount of development that can sensibly take place in an area. Being a coastal district, many parts of Tendring are sensitive to development not every area is able to accommodate significant expansion. The North Sea, the eroding Naze cliffs, the Walton backwaters and Hamford Water represent the most obvious physical and environmental constraint which severely limit sensible urban expansion opportunities in the Frinton, Walton & Kirby Cross area to parcels of land on higher ground further inland. The western edge of Frinton-on-Sea (toward Great Holland) and the lower-lying northern parts of Walton-on-the-Naze fall within the tidal flood zone and are a significant constraint to development.

The least constrained areas are found around Kirby Cross and around the northern parts of Frinton near the Triangle Shopping Centre where most of the housing estate development of the last 30 years has taken place, however the northern parts of the town lie close to the coastal slopes around Hamford Water where development could have a damaging visual impact on the sensitive landscape. The nearby villages of Great Holland and Kirby-le-Soken are very close to the main built-up area and there is considerable local concern that too much urban expansion would result in coalescence and the loss of these villages' individual identities (a particular issue for Kirby-le-Soken given the pattern of recent developments). The Council wishes to avoid urban sprawl that might result or compound such coalescence and through its 2012 Draft Local Plan (and subsequent focussed changes) has defined a 'Strategic Green Gap' between the main built up area and Kirby-le-Soken with a view of maintaining long-term separation between these settlements. However, in accepting the need to meet the objectively assessed need for the district it is accepted that the Council may need to carefully review this designation in the new Local Plan.

Infrastructure Constraints

For development to be sustainable it needs to be served by the necessary infrastructure including transport, education, utilities and health. The infrastructure of the Tendring District was the subject of a 2010 Infrastructure Study which was updated in 2013, informed by comments from key service providers including Essex County Council, utility companies and the NHS. The information from these studies provides an indication as to the potential constraints affecting different parts of the district.

Transport: The area is reasonably well served by public transport, particularly rail, with stations at Great Bentley, Thorpe-le-Soken, Kirby Cross, Frinton-on-Sea and Walton-on-the-Naze. The road network serving the area's settlements is not of the same standard as that serving Clacton and Harwich. The main road serving the urban area is the winding B1033 from Weeley to Walton which passes through the villages of Weeley and Thorpe-le-Soken before reaching the main urban settlement. Great Bentley is accessed via a number of narrow country lanes with poor connections to the main road network including the A133. These weaker road connections make Frinton, Walton and Kirby Cross a less attractive and less suitable location than either Clacton or Harwich for commercial businesses, particularly in the industrial sectors.

Education: Primary schools in this area are operating at or close to capacity therefore any further development would need to make provision for the expansion of existing schools or the construction of new schools. Both Frinton Primary School and Kirby Primary School are operating at full capacity and there is no physical space for the schools to expand to take on additional pupils. For this reason, any options for growth in this vicinity would need to take this into account but other schools in the town have potential to expand. Walton Primary School is in a similar situation but there is potentially more scope for physical expansion to accommodate additional pupils in the longer term. Hamford Primary School is operating at capacity but there is physical scope to expand the school to take on additional pupils. Tendring Technology College, which provides secondary education in the area, is also operating close to capacity but there is scope to accommodate additional pupils, if necessary through physical expansion, as and when necessary over the Local Plan period.

Utilities: According to the Council's Infrastructure Study, there are no major utility issues in the Frinton Sub-Area that are likely to prevent the level of growth expected to be realistically deliverable in the area.

Health: With a high proportion of older and disabled residents, the provision of health care in this area is very important and there are a significant number of care facilities in the area including a major new care home with extra-care accommodation under construction in Kirby Cross. However, unlike Clacton, Harwich and Colchester, there is no hospital in the Frinton Sub-Area and therefore the range of general health care is more limited. There is a recognised lack of suitable premises for primary health care and there are proposals in the Council's 2012 Draft Local Plan aimed at delivering a new purpose built medical centre in Walton-on-the-Naze. In the past, the Primary Care Trust was exploring opportunities to deliver a new facility around Elm Tree Avenue to the north of Frinton.

The Housing Market

In determining the 'objectively assessed need' for new housing and calculating how much development is realistically 'deliverable' to address that need, the state of the housing market is a key consideration alongside the physical, environmental and infrastructure constraints considered above. If the housing market cannot sustain the rate of housing development envisaged, it is unlikely to be deliverable. As well as a Strategic Housing Land Availability Assessment (SHLAA), Councils are also required to produce a Strategic Housing Market Assessment (SHMA) to inform the preparation of their Local Plans. The Council's SHMA was originally undertaken in 2008 but was updated in 2009 and 2013 to reflect the extreme changes in the economy that have taken place in the last few years. The commentary below draws upon some of the information in the SHMA assessments to paint a picture of the housing market in the Frinton & Mid-Tendring sub-area.

Housing Demand: The housing market in the Frinton & Mid-Tendring sub-area, like for Clacton, is driven primarily by inward migration and less so by natural or indigenous population change. Frinton is famous for its coastal location, attractive beaches and its reputation as a high-class, high-quality town by the sea and, as a consequence many people with higher incomes aspire to live in the area. Walton-on-the-Naze is less expensive than Frinton and has a different appeal but it is also popular for retirement, particularly as it is less commercialised than the neighbouring holiday resort of Clacton. The Council's 2008 SHMA suggested that in strong market conditions, the demand for new homes in this part of the district may be as high as 232 dwellings per annum, representing 21% of the district's total demand for new housing. If the Council planned to deliver this level of growth in full it would require developments totalling 3,480 homes over 15 years, mostly on greenfield land. This would be the equivalent of a whole new town of almost the size of Brightlingsea. The detailed site assessments below demonstrate that this level of growth would not be sensible, sustainable or deliverable.

Whilst the 2009 SHMA update showed that demand for housing generally had dropped as a result of the economic downturn, the Council's 2013 SHMA update suggested that some stability had returned to the housing market and that, in projecting forward to 2029, the demand for housing in the Frinton & Mid-Tendring sub-area was likely to be an average of 131 dwellings a year – just under 2,000 in total over a 15 year period. The detailed site assessment below suggests that even with a strengthening housing market over the 15 year plan period, the absolute maximum level of development that could be delivered in and around Frinton, Walton & Kirby Cross over 15 years without breaching sensible physical, environmental and infrastructure limits would be around 1,066 dwellings.

Recent development: Between 1st April 2001 and 31st March 2014, a time during which the housing market saw extreme fluctuations, 600 new homes were created in the Frinton & Mid-Tendring sub-area. For a period of 13 years, this equates to an average of 46 dwellings per annum. The greatest dwelling stock increase in any one year was 88 units in 2006/07 at a time when the housing market had reached its peak. Since 2008, following the economic downturn, the average rate of development was 30 dwellings per annum.

Annual housing completions in the Frinton & Mid-Tendring sub-area between 1st April 2001 and 31st March 2013

Year	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Dwelling Stock Increase	57	54	31	40	79	88	72	65	58	18	5	20	13	600

Since 2001, a lot of development in the area has taken place on smaller previously-developed sites particularly within the Frinton, Walton and Kirby Cross urban area but there has been no notable, single major development in this area unlike the neighbouring urban area of Clacton, which has seen a number of major developments in recent years. Based on previous rates of housing development, it would be reasonable to expect that over the 17 year period 2014 to 2031, the rate of housing development in Frinton, Walton and Kirby Cross will fluctuate between 20 and 90 dwellings per annum.

Viability: According to the 2013 SHMA update, residential property in the Frinton area is generally more expensive than in Clacton and Harwich although rental prices are similar to other parts of the district. This has a significant effect on residual land values and the economic viability of house building. Notwithstanding demand for housing in the Frinton area not being as high as for Clacton, the economic incentive for landowners to release land for development remains high because of the higher sale value of property. This means that compared with some parts of the district, housing delivery could be quite strong in this area, even in a recovering market. The Council's 2013 Housing Viability Study suggests that development in the Frinton area will be more viable than in adjoining Walton with the former providing more scope to generate Community Infrastructure Levy (CIL) in early part of the plan period. This has possible implications for major development in Walton and its ability to address, through CIL, local infrastructure requirements such as school expansion and it is therefore assumed, for the purpose of this SHLAA, that the large sites in Walton will not yield dwelling completions until at least 2016.

Deliverability: Despite the 2013 SHMA update suggesting that the objectively assessed need for new housing in the Frinton & Mid-Tendring sub-area over a 15 year period is likely to be around 2,000 homes, this assessment suggests that it will not be possible to achieve this level of growth taking physical, environmental, infrastructure and housing market constraints into account. An achievable level of development is likely fall within the range of 500 to 1,000 (30 to 70 dwellings per annum) depending on how quickly the housing market recovers from the downturn.

Community Engagement

With the introduction of the government's 'localism' agenda, the abolition of regional strategies and the drive to promote local decision making, community engagement in the plan making process is more important than ever. Whilst the National Planning Policy Framework requires Local Plans to be based on objective assessments with a view of boosting, significantly, the supply of housing they should still, as far as practical and possible, reflect the views of local people and businesses. The Council has undertaken public consultation exercises on planning issues, including the scale and location of housing development, in 2009, 2010, 2011 and 2012. The main concerns expressed consistently by residents of Frinton, Walton & Kirby Cross are that major developments could have a detrimental impact on the character of the area and could put unbearable strain on local infrastructure, particularly doctor surgeries. However, the government sees a significant boost in housing development as one of the main solutions to the country's economic problems and expects Councils to plan positively for sustainable housing growth. The proposals published in the Council's 2012 Draft Local Plan (as amended by the 2014 Pre-Submission Focussed Changes) contained a revised strategy to deliver around 410 homes over 15 years, with a particular concentration of housing development at the Martello site in the heart of Walton-on-the-Naze and smaller developments elsewhere. This strategy received relatively little objection from the public and was supported by the Town Council. However, many residents of Walton remain concerned about the impact of high levels of growth in their town. There is also concern from Thorpe-le-Soken Parish Council about the potential increase in traffic travelling through their village as a result of developments in Frinton, Walton & Kirby Cross.

Frinton, Walton & Kirby Cross Urban Capacity

One of the core planning principles set out in paragraph 17 of the National Planning Policy Framework is to encourage the effective use of land by reusing previously developed (brownfield) sites, provided that they are not of high environmental value. Because brownfield and other urban sites represent a 'finite' source of developable land (i.e. they eventually run out), there is a limit to how much development they can realistically deliver. Since 2001, the Council has been very successful in maximising the amount of brownfield land being re-used for housing development but, as a result, the remaining 'urban capacity' of Tendring's towns and villages is now extremely limited and the sites that are potentially available include those that are difficult to develop with considerable development costs, bringing into question their viability. To meet the level of objectively assessed housing required in Tendring large greenfield urban extensions around the district's towns will need to be carefully considered and it will be necessary to identify further land than that already allocated in the 2012 Draft Local Plan. Preparing the new version of the Local Plan provides the opportunity to identify further land capable of accommodating housing growth. The tables below include the assessment of urban capacity in the Frinton, Walton & Kirby Cross Urban Settlement on sites with potential to deliver 10 or more (net) dwellings.

Assessment of Urban Capacity

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC2.1	Former Reservoir Site, Wittonwood Road, Frinton-on-Sea, Essex CO13 9LB.	623222 (E) 220433 (N)	1.04ha	37 (based on the approved planning application, subject to legal agreement).	Planning permission has been granted for 37 units (11/00796/OUT), subject to approval of legal agreement.	Possibly need to maintain operational access to the railway line for Network Rail.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	✓	✓	2016-2019.	At the time of writing whilst the Council's Planning Committee resolved to approve the application the Council is still awaiting the finalisation of the legal agreement towards education provision. Timing of development depends on the submission and approval of reserved matters. Good prospects for delivery within the first 5 years of the plan period (2016-2021).
UC2.2	Site of St. Joseph's Convent, 14-16 Raglan Road, Frinton-on-Sea, Essex CO13 9HH.	624010 (E) 220086 (N)	0.24ha	13 (net) (based on the approved planning application).	Outstanding unimplemented planning permission by appeal (13/01035/FUL) for 14 later living apartments.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	✓	✓	2015-2017.	Timing of development depends on the submission and approval of reserved matters. Good prospects for delivery within the next 3 years.
UC2.3	Land at Frinton Park Court, Central Avenue, Frinton-on-Sea, Essex CO13 9HW.	624390 (E) 220924 (N)	0.20ha	13 (based on the approved planning application).	Outstanding unimplemented planning permission (12/01121/FUL) for 13 apartments.	No irresolvable issues.	No irresolvable issues. Within the Frinton Conservation Area.	No irresolvable issues.	No irresolvable issues.	Costs of removing existing buildings from the site may affect viability and timing of development.	✓	✓	2015-2017.	Timing of development depends on the discharge of conditions placed on the planning approval. Good prospects for delivery within the next 3 years.
UC2.4	Southcliffe Trailer Park, Woodberry Way, Walton-on-the-Naze, Essex CO14 8PE.	625034 (E) 221129 (N)	0.8ha	15 (based on the site being developed at a density of 20 dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	Important to ensure gap from the cliff.	No irresolvable issues. Within the Frinton Conservation Area.	No irresolvable issues.	Site still operating as a holiday park.	Costs associated with removing existing caravan park may affect viability.	✓	✗	2021-2026.	Development likely to be medium to long term as the trailer park is still in operation, despite the owners concerns about longer-term viability given the trend toward owning larger caravans. Delivery within years 6-10 is considered more realistic than years 1-5. High standard of design would be expected due to Conservation Area status.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC2.5	Former Allotment Site, Butchers Lane, Walton-on-the-Naze, Essex CO14 8UE.	624817 (E) 221579 (N)	0.38ha	13 (based on the scheme currently pending consideration).	Site promoted for inclusion in the 2012 Draft Local Plan. Site lies well within the Settlement Development Boundary and is shown as a safeguarded local green space in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	?	✓	2016-2018.	Whilst the site is shown as safeguarded open space in the 2012 Draft Local Plan the former allotments have been vacant for many years. If site is considered to be suitable there are good prospects for delivery within the next 4 years.
UC2.6	Station Yard and Former Avon Works, off Station Road, Walton-on-the-Naze, Essex CO14 8DA.	625102 (E) 221452 (N)	1.16ha	40 (based on the site being developed at a density of 35 dph).	Allocated for mixed-use development in the 2012 Draft Local Plan (received very few objections).	Need to maintain operational access to the railway line for Network Rail.	No irresolvable issues. Part of site falls within Walton Conservation Area.	No irresolvable issues.	Multiple ownerships. Part of site currently used by sea scouts and railway station car park.	The need to deliver a mixed-use scheme may impact on viability. Viability needs to be tested in order to establish an appropriate mix of uses.	✓	?	2017-2022.	The housing trajectory assumes development could commence within the first 5 years of the plan period on part of the site. However, a comprehensive development solution involving both parts of the site is preferred in order to deliver the vision set out in the Walton Regeneration Framework. If part of the site comes forward separately for development this should not jeopardise the other part coming forward.
UC2.7	Land at the Farm, Kirby Road, Walton-on-the-Naze, Essex CO14 8QS.	624896 (E) 221821 (N)	2.1ha	47 (based on 90% of the site area being developed at a density of 20dph).	Site promoted for inclusion in the 2012 Draft Local Plan. Site lies within the Settlement Development Boundary.	Most appropriate point of access is likely to be from adjoining Martello Site. Southern part of site within flood zone.	Historic Farm building within the centre of the site that should be retained and enhanced in any wider development of the site.	No irresolvable issues.	Possible ransom strip from Warde Chase. But site is within the same ownership as adjoining Martello site, so access could come from this site.	Costs of removing existing buildings from the site may affect viability and timing of development.	?	✓	2021- 2026.	There is some uncertainty over the suitability of the site, due to part of it being within the flood zone but this could be overcome by directing development to other parts of the site and working with the Environment Agency to develop a safe and resilient design. The site falls within the same ownership as the Martello Site and is only likely to become available if or when access is obtained via the Martello development. Therefore is it anticipated that development is likely to be more feasible during years 6-10 of the plan period.
UC2.8	Martello Caravan Park, Kirby Road, Walton-on-the-Naze, Essex CO14 8QP.	625044 (E) 221948 (N)	13.13ha	300 (based on development at a density of 25dph).	Allocated for mixed-use development in the 2012 Draft Local Plan (received some objections).	No irresolvable issues but part of site lies within Flood Zone. Access to be via the approved access off Kirby Road associated with the approved food store.	Need to protect or enhance the Grade II Listed Martello Tower and its setting and key vistas to and from the site.	Development would need to contribute towards the expansion of existing schools.	Site still operating as a caravan park but the lease has expired.	Costs of removing existing caravan park and the need to contribute towards new infrastructure may affect viability.	✓	?	2016-2026.	Timing dependent on delivery of adjoining food store and associated access off Kirby Road. Development is likely within years 1-10 of the plan period.
UC2.9	The Old Town Hall Site, Mill Lane, Walton.	625325 (E) 221791 (N)	0.12ha	15 (based on the numbers in the Walton Regeneration Framework).	Allocated for mixed-use development in the 2012 Draft Local Plan (received very few objections). Southern part of site within town centre.	Site lies within Flood Zone.	Southern half of site lies within Walton Conservation Area.	No irresolvable issues.	Likely to be in multiple ownerships. Most of site is vacant but part of site remains occupied by public toilets, servicing for local shops and lock ups.	The need to deliver a mixed-use scheme and the costs of removing existing buildings on site may impact on viability. Viability needs to be tested in order to establish an appropriate mix of uses. Development more likely to commence after 2019 when such issues may be more resolvable.	✓	?	2021-2026.	An application for 10 flats on the southern half of the site was refused in 2005 on the grounds of flood risk and loss of rear parking and servicing area. High standard of design would be expected due to Conservation Area status. due to current weak housing market and issues that need to be overcome development is not expected in the short term, so development in the medium term (2021-2026) is more likely.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC2.10	Walton Mere, Mill Street, Walton-on-the-Naze, Essex CO14 8PH.	625382 (E) 222254 (N)	14.34ha	129 (based on a recent planning application – which has subsequently been withdrawn).	Site allocated for leisure/tourism use in the 2012 Draft Local Plan but policies recognise that some housing development may be required to fund the necessary physical improvements to the site (received major objections).	The majority of the site is water and reclamation works would be required to create developable land. Flood issues and access issues would need to be addressed.	Site has significant value for wildlife which may render it unsuitable for development. If development is to take place, significant mitigation or compensatory measures would be required. Historic setting of area would need to be carefully assessed.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues. However, land that may be required to create a suitable access to serve both this site and nearby Martello Caravan site is in separate ownership.	Major upfront infrastructure costs. Viability of site needs to be tested in order to establish an appropriate mix of uses and level of development necessary to fund necessary reclamation, sea defences and other infrastructure costs.	?	X	Post 2031.	A development proposal that has divided opinion within the community. The potential economic benefits of such a landmark development are weighed alongside the potential environmental impact on the Mere as a wildlife habitat and its historic setting. Due to the complexities of this site and the very high development costs involved in necessary land reclamation and flood defences, it is anticipated that if such a development were deemed suitable, delivery is likely to be more feasible longer term when wider economic conditions may have improved.
UC2.11	47 The Parade, Walton-on-the-Naze, Essex CO14 8AS.	625553 (E) 221815 (N)	0.03ha	11 (based on the approved planning application).	Outstanding unimplemented planning permission (12/01114/FUL) for 11 apartments.	No irresolvable issues.	No irresolvable issues. Within the Walton Conservation Area.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	✓	✓	2015-2017.	Timing of development depends on the discharge of conditions placed on the planning approval. Good prospects for delivery within the next 3 years.
UC2.12	Land behind 22-64 Frinton Road, Kirby Cross, Essex CO13 0LE.	622173 (E) 220940 (N)	1.86ha	42 (based on 90% of the site area being developed at a density of 25dph).	Site promoted for inclusion in the 2012 Draft Local. Site lies within the Settlement Development Boundary.	No obvious suitable means of vehicular access. Much of land is currently garden land to properties fronting Frinton Road	No irresolvable issues.	No irresolvable issues.	Multiple ownerships.	No irresolvable issues.	?	X	X	Currently considered to be undeliverable as suitability and availability are both questionable due to the multiple ownerships.

The 12 sites assessed above together have the potential to deliver an estimated 675 dwellings, however not all of these sites can be considered for sure to be suitable, available, achievable and therefore deliverable within the proposed new Local Plan period 2016 to 2031. The Council would struggle to justify allocating sites for housing or mixed-use development in the Local Plan where deliverability within the plan period is questionable, but this does not necessarily mean some sites will not come forward as 'windfalls' at some point with those 15 years. The trajectory below sets out estimated rates at which these sites may yield dwelling completions based on the assessment above. Forecasting housing delivery through the trajectory is by no means an exact science, but it provides a reasonable estimate based on the available intelligence as to when, roughly, development might realistically come forward.

Housing Trajectory: Frinton, Walton & Kirby Cross Urban Capacity

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes			
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31	
UC2.1	Former Reservoir Site, Witton Wood Road, Frinton	37			12	13	12														
UC2.2	Site of St. Joseph's Convent, Frinton	13		6	7																
UC2.3	Land at Frinton Park Court	13		6	7																
UC2.4	Southcliffe Trailer Park, Walton	15							3	3	3	3	3								
UC2.5	Butchers Lane, Walton	13			6	7															
UC2.6	Station Yard and Avon Works, Walton	40				8	8	8	8												
UC2.7	Land at the Farm, Walton	47							9	9	10	10	9								
UC2.8	Martello Caravan Park, Walton	300			30	30	30	30	30	30	30	30	30								
UC2.9	Old Town Hall Site, Walton	15							3	3	3	3	3								
UC2.10	Walton Mere	129																		Suitability yet to be determined. Longer-term potential.	
UC2.11	47 The Parade, Walton	11		5	6																
UC2.12	Land behind 22-64 Frinton Road, Kirby Cross	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Both suitability and availability questionable.
TOTAL (For each year)			0	17	68	58	50	38	38	53	45	46	46	45	0	0	0	0	0	0	
TOTAL (for each part of the plan period)		675	17		252					235					0					TOTAL DELIVERABLE / DEVELOPABLE: 504	

The trajectory suggests that the urban capacity in the Frinton & Mid-Tendring sub-area will deliver an estimated 17 in the next two years (2014-2016), 252 dwellings in years 1-5 of the plan period (2016-2021); years 6-10 (2021-2026) are expected to deliver an estimated 235 dwellings and the more uncertain years 11-15 (2026-2031) is not expected to deliver any dwellings, meaning in total urban capacity sites could deliver an estimated 504 homes within the plan period.

Urban Extensions to Frinton, Walton & Kirby Cross

With urban capacity only expected to deliver an estimated 504 homes during the plan period, it is clear that urban extensions will be necessary for the Council to make any meaningful contribution toward delivering between 30 and 70 homes per annum in the Frinton & West-Tendring sub-area, which is considered to be a realistic level of growth for the area – and the nearest the Council is likely to get to the 131 dwellings per annum that the 2013 SHMA update suggests will be needed over 15 years. The prospect of urban expansion to Frinton, Walton and Kirby Cross was the subject of public consultation as part of the Council's 'Issues and Possible Options' document in 2009 and each part of the urban area has its own range of physical, environmental and infrastructure constraints that have a bearing on how much development can realistically be delivered. Each broad area has been identified and assessed in the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' document prepared to inform the preparation of the new version of the Local Plan.

The most fundamental issue that has the potential to limit the amount of housing development that can be delivered in and around Frinton, Walton & Kirby Cross is the limited capacity of the area's primary schools and the difficulty for some of these to physically expand in order to take on additional pupils. Development would be required to contribute towards the expansion of existing schools (where possible) unless the development was significant enough in scale to justify and deliver a new school. Such a development (which would need to exceed 700 dwellings to make a school viable) would not be appropriate in this location and would bring about major concerns about landscape impact, the impact on the road network and flood risk issues, as the western edge of Frinton is partly within the flood risk area. For these reason, urban extension sites to the west of Frinton-on-Sea are not included in the assessment.

For Walton-on-the-Naze, there are a range of physical and environmental constraints that limit the scope for any significant greenfield urban expansion. Land north of Walton on the 'Naze' is highly sensitive forming part of the coastal slopes surrounding Hamford Water and much of this is at risk of flooding. Land to the west of Frinton and south of Kirby Cross is also sensitive in landscape terms, forming part of the coastal slopes surrounding Holland Brook.

Assessment of Frinton, Walton & Kirby Cross Urban Extension Sites

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE2.1	Land south of Kirby Cross and north of railway line, Frinton-on-Sea, Essex CO13 0NQ.	620713 (E) 220982 (N)	12ha (approx)	270 (based on 90% of the site area being developed at a density of 25dph).	Part of site (2.4ha of land to the rear of 185 Thorpe Road) was promoted for inclusion in the 2012 Draft Local Plan. Remainder of land, identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access would be reliant on the demolition of existing properties.	No irresolvable issues.	Development would need to contribute towards the expansion of existing schools.	Ownership unknown. Likely to be multiple ownerships.	Contribution towards new infrastructure and general housing market issues may affect viability.	?	?	Longer-term, subject to overcoming constraints and gaining support through the Local Plan.	As both suitability and availability are questionable at this housing development is currently considered to be undeliverable but the site is worthy for consideration as part of the next review of the Local Plan, where such issues may be overcome. Development is therefore considered to be more realistic post 2031, should the above issues be overcome.
UE2.2	Land north of Kirby Cross, Essex CO13 0DY.	621315 (E) 221363 (N)	40ha (approx)	900 (based on 90% of the site area being developed at a density of 25dph).	Part of site (off the Sheltons) promoted for inclusion in the 2012 Draft Local Plan. Planning permission for 15 dwellings previously refused and dismissed on appeal. Remainder of land, identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access to majority of land towards the east would be reliant on the demolition of existing properties. No other irresolvable issues.	No irresolvable issues.	Development of this scale would be required to deliver a new primary school.	Ownership unknown.	Delivery of new primary school, other infrastructure and general housing market issues may affect viability.	?	?	Longer-term, subject to overcoming constraints and gaining support through the Local Plan.	As both suitability and availability are questionable at this stage and there would be a need to deliver a new primary school, housing development is currently considered to be undeliverable but the site is worthy for consideration as part of the next review of the Local Plan, where such issues may be overcome. Development is therefore considered to be more realistic post 2031, should the above issues be overcome.
UE2.3	Land to the south of Kirby Cross and the railway line, Frinton-on-Sea, Essex CO13 0FB.	622359 (E) 220326 (N)	73ha (approx)	1,640 (based on 90% of the site area being developed at a density of 25dph).	Identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Land is physically constrained by the railway line to the north. Access can only be achieved from the B1032 to the west, which is unlikely to be capable of accommodating any significant increase in traffic.	Possible landscape impacts.	Development of this scale would be required to deliver a new primary school and possibly new healthcare facilities. Major growth in this area would also require a new spine road from Kirby Road to access land	Ownership unknown.	Delivery of new primary school, other infrastructure and general housing market issues may affect viability.	X	?	X	There are serious doubts about the suitability of the land for housing due to it being difficult to gain access to. Development in this location would be poorly connected to the existing built up area and would erode the area of open countryside between Great Holland and Frinton.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE2.4	Land west of Halstead Road, Kirby Cross, Essex CO13 0LS.	621917 (E) 221423 (N)	1.90ha	42 (based on 90% of the site area being developed at a density of 25dph).	Site promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Would erode the gap between Kirby Cross and Kirby-le-Soken.	No irresolvable issues.	No irresolvable issues.	Ownership unknown.	Contribution towards new infrastructure and general housing market issues may affect viability.	?	✓	X	Development in this location would severely erode the physical gap between Kirby Cross and Kirby-le-Soken bringing into question the logic in protecting the remainder of the gap from development.
UE2.5	Land east of Halstead Road, Kirby Cross, Essex CO13 0LR.	622313 (E) 221187 (N)	56ha (approx) developable area 9.8ha (approx)	1,260 (based on 90% of the whole broad area developed at a density of 25dph). 220 (based on 90% of the developable part of the site area being developed at a density of 25dph).	Parts of site promoted for inclusion in the 2012 Draft Local Plan. Remainder of land, identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Forms a large part of the strategic green gap between Kirby Cross and Kirby-le-Soken.	No irresolvable issues.	Development of the whole broad area would be required to deliver a new primary school. Smaller scale development would be required to contribute towards the expansion of existing schools. Major growth in this area would also require a new spine road from Halstead Road to access land	Ownership unknown.	Delivery of new primary school or contribution towards the expansion of existing schools, other infrastructure and general housing market issues may affect viability.	?	✓ (part)	2021-2026 for smaller portion of site being promoted by landowner.	Development of the whole of this broad area would result in the loss of the physical gap between Kirby Cross and Kirby-le-Soken, which is not supported. However, a smaller scale development might be acceptable to provide a neater settlement edge and appropriate landscaping and green infrastructure to reinforce the green gap. Due to the need to provide a suitable new access and because of the current economic climate, housing development is not expected until the second 5 years of the plan period (2021-2026). The remainder of the site is currently considered to be undeliverable but is worthy for consideration as part of the next review of the Local Plan to address longer-term growth requirements.
UE2.6	Land at Turpins Farm, Elm Tree Avenue, Frinton-on-Sea, Essex CO14 8TE.	623566 (E) 221584 (N)	11.6ha	208 (based on 90% of the site area being developed at a density of 25dph).	Part of site (9ha) allocated in the 2012 Draft Local Plan (as amended in the 2014 Focussed Changes).	No irresolvable issues.	Need to respect the landscape character of the coastal slopes and encourage a high quality design.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Contribution towards new infrastructure and general housing market issues may affect viability.	✓	✓	2016-2023.	Development would be a sensible and logical extension to the existing built up area.
UE2.7	Land north west of the Martello Caravan Park, north of Lowe Chase, Walton-on-the-Naze, Essex CO14 8SG.	624698 (E) 222103 (N)	5.26ha	120 (based on 90% of the site area being developed at a density of 25dph).	Site promoted for inclusion in the 2012 Draft Local Plan as a longer-term phase of development along with the Martello site itself. Site is outside Settlement Development Boundary.	No obvious suitable means of vehicular access other than through the adjoining Martello Caravan Park. Part of site within flood zone.	Possible landscape sensitivity issues as site is within the Coastal Protection Belt in the 2012 Draft Local Plan.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Contribution towards new infrastructure and general housing market issues may affect viability.	?	?	2026-2031.	On its own not considered to be suitable due to lack of access but there is potential for it to be considered with adjoining Martello site. Timing dependent on the delivery of the adjoining Martello Site. Careful landscaping and design required to minimise landscape impacts.
UE2.8	Land west of High Tree Avenue, Walton-on-the-Naze, Essex CO14 8HW.	625827 (E) 222946 (N)	0.42ha	14 (based on a density of approx 30dph).	Site promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access is likely to be difficult to achieve off Hall Lane.	Possible landscape sensitivity issues as site is within the Coastal Protection Belt in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	X	✓	X	Site is not considered to be suitable due to concerns about access and because it is located within the Coastal Protection Belt. Site could come forward as a windfall but only if such issues are resolved and it is designed and landscaped in such a way to keep impacts to a minimum.
UE2.9	Land west of Old Hall Lane, Walton-on-the-Naze, Essex.	626041 (E) 223516 (N)	20ha (approx)	450 (based on 90% of the site area being developed at a density of 25dph).	Identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by a landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Earmarked as a location for managed realignment in the Shoreline Management Plan.	Major landscape sensitivity issues as site is within the Coastal Protection Belt in the 2012 Draft Local Plan and is a very exposed site.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Contribution towards new infrastructure and general housing market issues may affect viability.	X	?	X	Longer term concerns over suitability as site is earmarked for managed realignment in the Shoreline Management Plan.
UE2.10	Land off First Avenue, Frinton-on-Sea, Essex CO13 9LW.	623060 (E) 219969 (N)	2.97ha	67 (based on 90% of the site area being developed at a density of 25dph).	Site promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Part of site at risk of flooding.	Possible landscape sensitivity issues.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Contribution towards new infrastructure may affect viability.	X	?	X	There are concerns about potential landscape impact so site is not considered suitable.

Together, these sites and broad locations have the potential to deliver nearly 5,000 new homes but not all of these sites are considered suitable. The large areas of land to the north and south of Kirby Cross are not considered to be suitable because development would be difficult to access and would relate poorly to existing residential communities. Additionally, the large area of land south of the railway line and west of Frinton is not suitable due to concerns about access and the impact this would have on landscape character. Whilst the Council is keen to maintain a degree of separation between Kirby Cross and Kirby-le-Soken there may be potential for some

development that would help to create a stronger and more defensible settlement edge. The preferred site for greenfield urban extension is land at Turpins Farm off Elm Tree Avenue, Frinton, which is already allocated in the 2012 Draft Local Plan for housing. This site is close to existing schools, shopping areas and other community facilities.

Housing Trajectory: Frinton, Walton & Kirby Cross Urban Extension Sites

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UE2.1	Land south of Kirby Cross and north of railway line, Frinton	270																		Longer term potential post 2031.
UE2.2	Land north of Kirby Cross	900																		Longer term potential post 2031.
UE2.3	Land to the south of Kirby Cross and railway line, Frinton	1,640	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability and availability.
UE2.4	West of Halstead Road, Kirby Cross	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability and availability.
UE2.5	East of Halstead Road, Kirby Cross	1,260 (220)								44	44	44	44	44						Only 220 deliverable within plan period.
UE2.6	Turpins Farm, Frinton	208			10	20	30	40	40	40	28									Larger site area subject to review of Local Plan
UE2.7	Lowe Chase, Walton	120																		Longer term potential post 2031.
UE2.8	Land west of High Tree Avenue, Walton	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability.
UE2.9	Land west of Old Hall Lane, Walton	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability.
UE2.10	First Avenue, Frinton	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability and availability.
TOTAL (For each year)			0	0	10	20	30	40	40	84	72	44	44	44	0	0	0	0	0	
TOTAL (for each part of the plan period)		4,971	0		140					288					0					TOTAL DELIVERABLE / DEVELOPABLE: 428

The trajectory suggests that the land at Turpins Farm is the only site likely to come forward within the first 5 years. The sites in and around Kirby Cross are of questionable sustainability and suitability but some development north of Kirby Cross may be suitable and capable of being delivered within years 6-10. No sites in this area have the potential to be delivered in years 6-10, meaning in total urban extension sites could deliver an estimated 428 dwellings between 2014 and 2031.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. The assessment above demonstrates that whilst the Frinton and Mid-Tendring sub-area of the district is likely to have a high need for housing over the 15 year Local Plan period, mainly as a result of projected in-migration, there are practical limitations to how much development can physically be achieved within that timescale. In focussing the majority of growth on the urban settlement of Frinton, Walton and Kirby Cross in line with the core principles of sustainable development, it is possible to identify a significant amount of land with the theoretical potential for residential development both within and on the periphery of the established built up area. However, taking into account the sensitive nature of the environment, the B-road network and the limited scope for significant job creation, only a small number of sites are considered suitable and deliverable.

Years 2014/15 and 2015/16: The assessments above demonstrate that only 17 dwellings is likely within the built up area in these two years before the plan period is planned to commence in 2016.

Years 1-5 (2016-2021): The assessments above demonstrates that, realistically, an estimated 392 dwellings could be delivered over the first 5 years of the proposed Local Plan period (2016-2021) – an average rate of 78 dwellings per annum which is nearly half the 131 a year suggested in the 2013 SHMA update. The main reason for this is that many of the urban capacity sites in this area are likely to require time for existing buildings to be removed and for viability to improve to enable contributions to be made towards new infrastructure so would not be deliverable in the short term. Additionally, some of the urban extension sites that are considered to be suitable in principle are more likely to be medium or long term while to wait for issues such as access and primary school provision to be addressed and for the general housing market to improve. This does not prevent developments coming forward earlier if conditions improve or if public funding can be secured.

Years 6-10 (2021-2026): For years 6-10, assuming economic conditions improve and the infrastructure required in Frinton and Walton is delivered, urban capacity and urban extensions could deliver an estimated 523 dwellings – with the average rate increasing to around 105 dwellings per annum as the housing market, hopefully, regains strength but this does rely on land north of Kirby Cross being considered suitable for housing and a number of previously-developed sites within Walton coming forward for development.

Years 11-15 (2026-2031): For years 11-15 the National Planning Policy Framework allows the identification of specific sites or broad locations for growth, where possible. The actual level of development that could be achieved will be very much dependent on how well the housing market has recovered from the current downturn. The assessment demonstrates that there is unlikely to be any further development coming forward within the existing built up area and no sites are likely on greenfield urban extensions.

The practical limitations to the amount of development that can take place in this area will have a bearing on what the realistic and deliverable housing growth target for the overall district should be in the Local Plan. The assessment above suggests that the maximum that could be achieved over the full period 2014-2031 would be a dwelling stock increase of around 932, which could be achieved through the allocation of specific sites in the new version of the Local Plan on a combination of sites within the urban area and greenfield urban extensions around along the northern edge of the settlement (around Kirby Cross, the Triangle Shopping Centre area of Frinton and north of Walton). This assumes that some development could take place within the gap of countryside between Kirby Cross and Kirby-le-Soken but excludes development elsewhere around the vicinity of Kirby Cross that is not considered to be suitable due to concerns about access and poor connectivity with the existing built up area. Higher levels of development could, in theory, be achieved if these issues could be overcome.

Appendix 3: Harwich Sub-Area

Summary of Conclusions

- The Council's 2013 Strategic Housing Market Assessment Update suggests that the requirement for new housing to meet projected needs in the Harwich sub-area between 2014 and 2029 will be approximately 1,300 new homes (around 89 a year). The demand for housing in the area is mainly generated by natural population growth and is typically not as strong as Clacton and Frinton where immigration is an issue. Demand is likely to increase significantly if the approved port expansion at Bathside Bay becomes a reality but until this occurs, demand in this part of the district compared to other parts of the district is likely to remain relatively constant.
- House building rates since 2001 suggest that a realistic and achievable rate of housing development is likely to be somewhere between 30 and 200 homes a year.
- The Council's 2013 Housing Viability Assessment suggests that it will not be viable for developments in the Harwich area to make contributions through Community Infrastructure Levy (CIL) toward the infrastructure that will be needed to support further growth while the economy is in its currently weak state and land values in the area remain low. This could have an impact on the deliverability of new homes in the short term.
- The assessment of potential development sites suggests that as estimated 1,358 new homes could be delivered in the period 2014 to 2031, through existing urban capacity and through greenfield urban extension around Harwich and Dovercourt.

This appendix contains the findings of the Strategic Housing Land Availability Assessment (SHLAA) for the 'Harwich Sub-Area' which represents the north-eastern part of the Tendring District containing the Harwich Town Council area and the rural parishes of Ramsey and Parkeston, Little Oakley, Great Oakley and Wrabness. The main sustainable locations for development are around the urban area of Harwich and Dovercourt which includes Parkeston and part of Ramsey parish.

Characteristics

The continuous urban area comprising the old port town of Harwich, the resort of Dovercourt and the village of Parkeston, home to Harwich International Port, provides the district's second largest area of economic activity behind Clacton. It is also home to a large concentration of some of the district's most historic and attractive buildings and spaces and some of the area's most attractive coastal views. The international port is a major gateway to Europe and caters for many passenger ferries and cruise ships. More recently the port has played a major role in the transportation, construction and ongoing maintenance of off-shore wind farms and, in the future, it is expected to play a much greater role as a container port and Bathside Bay has planning permission to be reclaimed and turned into a major container port.

Physical and Environmental Constraints

Physical and environmental constraints can physically limit the amount of development that can sensibly take place in an area. Being a coastal district, many parts of Tendring are sensitive to development not every area is able to accommodate significant expansion. The North Sea and the Stour Estuary represent the most obvious physical and environmental constraint which severely limit sensible urban expansion opportunities in the Harwich & Dovercourt area to parcels of land to the west and south of the settlement. Significant parts of Harwich Old Town, Dovercourt and Parkeston fall within the tidal flood zone and, for Parkeston in particular, the Ramsey River and its associated valleys are a significant constraint to development.

The least constrained areas are found to the north of Dovercourt and south of the A120, in and around Michaelstowe Hall, Ramsey and to the south of Dovercourt however much of the land in the latter is highly sensitive in visual landscape terms and any development would have a significant and damaging visual impact. The nearby villages of Ramsey and Little Oakley are either very close or physically joined to the main built-up area and there is considerable local concern that further westward expansion would result in further coalescence and loss of these villages' individual identities. The Council wishes to avoid urban sprawl that might result or compound such coalescence and through its 2012 Draft Local Plan (and subsequent focussed changes) has defined a large 'Strategic Green Gap' between the main built up area, Little Oakley and Ramsey village with a view of maintaining long-term separation between these three settlements.

Infrastructure Constraints

For development to be sustainable it needs to be served by the necessary infrastructure including transport, education, utilities and health. The infrastructure of the Tendring District was the subject of a 2010 Infrastructure Study which was updated in 2013, informed by comments from key service providers including Essex County Council, utility companies and the NHS. The information from these studies provides an indication as to the potential constraints affecting different parts of the district.

Transport: Compared with most parts of the district, the transport infrastructure serving the Harwich area is reasonably good. The A120 provides easy access to the Old Town of Harwich and adjacent areas of Dovercourt and Parkeston and has sufficient capacity to handle existing traffic. However, if the proposed port expansion proposed for Bathside Bay does take place, the increase in container traffic will require significant upgrades to the A120. Served by three railway stations and a number of bus services, sustainable transport options in the Harwich area are available to the community.

Education: Both Primary and Secondary schools in the Harwich area are operating close to capacity but it is expected that schools will be able to accommodate any increase in pupils resulting from the scale of residential development expected to take place in the area, even if it means some expansion with financial contributions from developers.

Utilities: The greatest constraint relating to utilities in the Harwich area is the fact that the main Sewerage Treatment Works, whilst easily large enough to cater for existing and future needs (even taking the development of Bathside Bay into account) is located to the north of the settlement at Parkeston and therefore to minimise any impact on the capacity of the existing sewerage network, any major development is best located to the north and north-west of the settlement where a more direct pipeline into the works can be secured. Major development to the south of the settlement would be less suitable as a result of this.

Health: Harwich and Clacton are the only settlements in the district with hospitals. The state of the art Fryatt Hospital, built on the site of the former District Hospital, along with other primary care facilities in the area are sufficient to meet the health care needs of the Harwich area, even with the expected growth in the residential population.

The Housing Market

In determining the 'objectively assessed need' for new housing and calculating how much development is realistically 'deliverable' to address that need, the state of the housing market is a key consideration alongside the physical, environmental and infrastructure constraints considered above. If the housing market cannot sustain the rate of housing development envisaged, it is unlikely to be deliverable. As well as a Strategic Housing Land Availability Assessment (SHLAA), Councils are also required to produce a Strategic Housing Market Assessment (SHMA) to inform the preparation of their Local Plans. The Council's SHMA was originally undertaken in 2008 but was updated in 2009 and 2013 to reflect the extreme changes in the economy that have taken place in the last few years. The commentary below draws upon some of the information in the SHMA assessments to paint a picture of the housing market in the Harwich sub-area.

Housing Demand: Unlike the Clacton area where the housing market is driven primarily by inward migration, the market in the Harwich area is more responsive to natural or indigenous population change and has been relatively weak, both in good economic times and in bad. Despite being a very attractive area, Harwich does not have the same appeal as Clacton for people wishing to retire and this is probably because outside of the Tendring area, Harwich is more associated with the international port and its maritime activities than its tourist industry. Higher than average unemployment in the area also makes Harwich less attractive to working-age people and this is reflected in house prices which are generally lower than elsewhere in the district, however in the longer-term, inward migration may play a greater role in the housing market if the proposed port expansion at Bathside Bay takes place, resulting in hundreds of new job opportunities.

The Council's 2008 SHMA suggested that even in strong market conditions, the demand for new homes in this part of the district may be as low as just 22 dwellings per annum, representing 2% of the district's total demand for new housing – a level of development that, in reality has been exceeded throughout the last decade. The Council's 2009 SHMA Update suggested that, at the time of the economic downturn, the demand for new housing in the Harwich sub-area represented around 16% of the district's total demand. The Council's 2013 SHMA update suggested that some stability had returned to the housing market and that, in projecting forward to 2029, the demand was likely to be an average of 89 dwellings a year – just over 1,300 in total over a 15 year period. The detailed site assessment below suggests that with a strengthening housing market over the 15 year plan period, it might be possible to achieve this level of growth.

Recent development: Between 1st April 2001 and 31st March 2014, a time during which the housing market saw extreme fluctuations, nearly 1,000 new homes were created in the Harwich sub-area. For a period of 13 years, this equates to an average of 76 dwellings per annum. The greatest dwellings stock increase in any one year was 223 units in 2001/02 at a time when the housing market was particularly buoyant. Since 2008, following the economic downturn, the average rate of development was 61 dwellings per annum.

Annual housing completions between 1st April 2001 and 31st March 2014

Year	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Dwelling Stock Increase	223	89	60	29	133	42	53	89	133	46	13	53	30	993

Since 2001, a lot of development in the area has taken place on smaller previously-developed sites within the Harwich urban area. The most significant major development has been the development of the former Capital House site off Main Road and the southern part of the Stanton Europark Site. Based on previous rates of housing development, it would be reasonable to expect that over the 17 year period 2014 to 2031, the rate of housing development in the Harwich sub-area will fluctuate between 30 and 200 dwellings per annum.

Viability: According to the 2013 SHMA update, residential property in the Harwich area is generally cheaper to buy than other parts of the district and elsewhere in Essex although rental prices are similar to other parts of the district. This has a significant effect on residual land values and the economic viability of house building. The economic incentive for landowners to release land for development is much lower than in areas like Frinton or Manningtree where the value of property is much higher. This means that when factoring in the cost of any necessary financial contributions toward new or improved infrastructure and the cost of providing much-needed affordable housing, economic viability is a genuine factor that needs to be taken into account when considering how much development can be achieved in the Harwich area. This is particularly the case as the Harwich area has a large number of previously developed sites which tend to have higher development and land-preparation costs.

The Council's 2013 Viability Study suggests that, in current economic conditions, residential development in the Harwich area will only be viable if the Council reduces its expectations for Council/Affordable Housing to 10% and does not seek any on-site aspirational housing. Even then, it will not be viable to expect any Community Infrastructure Levy (CIL) contributions from developments in Harwich which has significant implications for the delivery of the infrastructure needed to support growth (identified above). Unless infrastructure providers such as Essex County Council fund necessary improvements through their own budgets, it is unlikely that any major developments in the area will be deliverable until the economic conditions have recovered to the extent that CIL contributions are feasible. For this reason, it is assumed that greenfield developments on the edge of Dovercourt and Ramsey will not come forward until years 6-10 (2021-2026).

Deliverability: The 2013 SHMA update suggesting that the objectively assessed need for new housing in the Harwich sub-area over a 15 year period is likely to be around 1,300 homes at an average 89 dwellings per annum. This assessment suggests that it might be possible to achieve this level of growth within the plan period subject to delivering the necessary infrastructure and overcoming the constraints identified.

Community Engagement

With the introduction of the government's 'localism' agenda, the abolition of regional strategies and the drive to promote local decision making, community engagement in the plan making process is more important than ever. Whilst the National Planning Policy Framework requires Local Plans to be based on objective assessments with a view of boosting, significantly, the supply of housing they should still, as far as practical and possible, reflect the views of local people and businesses. The Council has undertaken public consultation exercises on planning issues, including the scale and location of housing development, in 2009, 2010, 2011 and 2012. Residents of the Harwich area have generally been supportive of growth, particularly development that will deliver local employment opportunities – although there remain a number of residents who are against major developments such as a proposed container port expansion at Bathside Bay. The proposals published in the Council's 2012 Draft Local Plan (as amended by the 2014 Pre-Submission Focussed Changes) contained a strategy to deliver around 272 homes over 15 years, an approximate dwelling stock increase of 3%, with modest urban extensions to Dovercourt and Ramsey, at the western end of the urban settlement. This strategy received relatively little objection but the sites around Ramsey did generate some local concern.

Harwich & Dovercourt Urban Capacity

One of the core planning principles set out in paragraph 17 of the National Planning Policy Framework is to encourage the effective use of land by reusing previously developed (brownfield) sites, provided that they are not of high environmental value. Because brownfield and other urban sites represent a 'finite' source of developable land (i.e. they eventually run out), there is a limit to how much development they can realistically deliver. Since 2001, the Council has been very successful in maximising the amount of brownfield land being re-used for housing development but, as a result, the remaining 'urban capacity' of Tendring's towns and villages is now extremely limited and the sites that are potentially available include those that are difficult to develop with considerable development costs, bringing into question their viability. To help meet the level of objectively assessed housing required in Tendring large greenfield urban extensions about the district's towns will need to be carefully considered and it will be necessary to identify further land than that already allocated in the 2012 Draft Local Plan. A full review of the Local Plan will need to be carried out to identify further land capable of accommodating housing growth. The tables below include the assessment of urban capacity in the Harwich & Dovercourt Urban Settlement on sites with potential to deliver 10 or more (net) dwellings.

Assessment of Urban Capacity

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC3.1	Former Delford Site, 606 Main Road, Dovercourt, Essex CO12 4LW.	623747 (E) 231051 (N)	1.66ha	45 (based on a density of 30dph).	Former employment site with potential for redevelopment according to Employment Study if other more accessible employment premises can be delivered. Site lies within Settlement Development Boundary in the 2012 Draft Local Plan.	Access may need to be improved to the site – planning permission has been granted for a new access and roundabout (11/00117/FUL). Possible contamination from former uses.	No irresolvable issues but to the rear of the site is an area of safeguarded open space, which is also a Local Wildlife Site in the 2012 Draft Local Plan.	No irresolvable issues.	It may be necessary to acquire third-party land to create a suitable access.	Costs of removing existing buildings and infrastructure from site and remedial of possible contamination may affect viability. Also weak housing market in the Harwich area.	✓	?	2021- 2026.	Landowner has been considering the possibility of a retail-led development on this site rather than traditional employment uses. If residential does take place it is likely to be medium term (i.e. 2021-2026) by which time the economy of the area may have become stronger as a result of wider developments.
UC3.2	SATO (UK) Ltd, Valley Road, Dovercourt, Essex CO12 4RR.	622700 (E) 230700 (N)	2.42ha	65 (based on 90% of the site area being developed at a density of 30dph).	Site in employment use with potential for redevelopment according to Employment Study if other more accessible employment premises can be delivered. Site lies within Settlement Development Boundary in the 2012 Draft Local Plan.	Possible contamination from former uses.	No irresolvable issues.	No irresolvable issues.	Site continues to operate viably in its existing business use.	Costs of removing existing buildings and infrastructure from site and remedial of possible contamination may affect viability. Also weak housing market in the Harwich area.	?	X	Longer-term potential.	Landowner has not made representations to the 2012 Draft Local Plan suggesting that the current use will continue. The business would also need to be relocated to a new site in the Tendring area to pass the requirements of the Local Plan's employment policy. If circumstances change residential development could be reconsidered in the longer term.
UC3.3	Durite Works, Valley Road, Dovercourt, Essex CO12 4RX.	622772 (E) 230863 (N)	1.19ha	32 (based on a density of 30dph).	Site in employment use with potential for redevelopment according to Employment Study if other more accessible employment premises can be delivered. Site lies within Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Site continues to operate viably in its existing business use.	Costs of removing existing buildings and infrastructure from site and remedial of possible contamination. Weak housing market in the Harwich area.	?	X	Longer-term potential.	Landowner has not made representations to the 2012 Draft Local Plan suggesting that the current use will continue. The business would also need to be relocated to a new site in the Tendring area to pass the requirements of the Local Plan's employment policy. If circumstances change residential development could be reconsidered in the longer term.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC3.4	Land r/o Pound Farm, Main Road, Dovercourt, Essex CO12 4HJ.	624025 (E) 231142 (N)	0.86ha	30 (based on the approved planning application).	Outstanding unimplemented planning permission (12/00843/FUL) for 30 dwellings.	No irresolvable issues.	Listed building at the southern end of site in need of repair.	No irresolvable issues.	No irresolvable issues.	Costs of delivering access and weak housing market in the Harwich area may affect viability.	✓	✓	2016-2019.	Landowner keen to proceed with development therefore deliverability within years 1-5 of the plan period is considered realistic, possibly commencing around 2016 subject to planning conditions being discharged (including the restoration of the listed Pound Farm House to the south) and general housing market conditions improving.
UC3.5	Brickfield site off Una Road and Edward Road, Parkeston, Essex CO12 4PS.	623407 (E) 231983 (N)	1.76ha	30 (based on the approved planning application).	Planning application for 30 dwellings (11/01172/OUT) recently allowed on appeal.	Possible contamination. No other irresolvable issues.	Most of site is a Local Wildlife Site in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2016-2019.	Deliverability likely within the first 5 years of the plan period, subject to planning conditions being discharged and general housing market conditions improving.
UC3.6	Plot 2, Stanton Europark, Dovercourt, Essex CO12 4FE.	624434 (E) 231784 (N)	3.6ha	38 (the remaining number of dwellings to be built as part of the approved development).	Under construction.	Site within flood zone. No other irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2016-2019.	The majority of development on the site has now taken place. The final section secured planning permission to build houses as opposed to flats to reflect the weak market for flatted development in this area. Deliverability likely within the first 5 years of the plan period, subject to planning conditions being discharged and general housing market conditions improving.
UC3.7	Plot 3, Stanton Europark, Dovercourt, Essex CO12 4FE.	624434 (E) 231784 (N)	0.60ha	81 (based on the previously approved residential planning application that has since expired).	Previously had planning permission for residential development (by appeal) but this was unimplemented and has since expired.	Site within flood zone. No other irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2021-2026.	The market for flats was not strong enough to enable the original permitted scheme to come forward. Its deliverability (unless the developer opts for a lower density housing scheme) is more likely to come forward in the medium term, subject to the housing market improving.
UC3.8	Land adjacent to Fryatt Hospital and Mayflower Medical Centre, 419 Main Road, Harwich, Essex CO12 4EX.	624321 (E) 231222 (N)	0.81ha	72 (based on the current planning application pending consideration).	Outstanding unimplemented planning permission (10/00591/FUL) for a 76 room care home and 13 supported living units. Current planning application for a 72 unit extra care scheme currently pending consideration.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2016-2021.	Limited constraints to development and strong demand for extra care accommodation. Good prospects for delivery within years 1-5 (2016-2021) of the plan period.
UC3.9	407 Main Road, Dovercourt, Essex CO12 4EU.	624419 (E) 231235 (N)	0.46ha	24 (based on the most recent residential planning application that has since expired).	Former health clinic that had planning permission for residential development but this was unimplemented and has since expired.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs of removing existing buildings and infrastructure from site and weak housing market in the Harwich area may affect viability.	✓	?	2021-2026.	Landowner's intentions currently unknown but building is currently vacant. Given costs involved in demolishing existing site and general weak state of the housing market in Harwich, deliverability is more likely to be medium term if the wider economy has improved.
UC3.10	Land adjacent 360 Main Road, Dovercourt, Essex CO12 4AJ.	624927 (E) 231547 (N)	0.56ha	22 (based on a density of 40dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Site owned by the education authority.	Weak housing market in the Harwich area may affect viability.	✓	✓	2021-2026.	Limited constraints to development however this scheme is more likely to be deliverable in years 6-10 (2021-2026) when the housing market may have gained some strength.
UC3.11	Land adjacent Harwich and Parkeston Football Club, Main Road, Dovercourt, Essex CO12 4AJ.	625037 (E) 231387 (N)	0.57ha	48 (based on a marketing exercise to sell the site).	Previously allocated for housing in the 2012 Draft Local Plan but this received a number of objections and was removed.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Site owned by the Council but used as a car park for the adjoining football club and sometimes for a market.	Costs of preparing the site for development may affect viability. Also weak housing market in the Harwich area.	✓	?	2021-2026.	Given costs involved in preparing the site for development, deliverability is more likely to be medium term if the wider economy has improved.
UC3.12	Former Homemaker Store, 60 Kingsway, Dovercourt, Essex CO12 3JR.	625622 (E) 231504 (N)	0.14ha	17 (based on the most recent residential planning approval that has since expired).	Previously had planning permission for mixed-use development that included residential but this was unimplemented and has since expired. Site lies within the town centre boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs of removing existing buildings and infrastructure from site and weak housing market in the Harwich area may affect viability.	?	?	2021-2026.	Given costs involved in preparing the site for development, deliverability is more likely to be medium term if the wider economy has improved.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC3.13	Former Bernard Uniforms Factory, Main Road, Harwich, Essex CO12 3NT.	626110 (E) 232348 (N)	0.56ha	34 (based on the approved planning application).	Outstanding unimplemented planning permission (12/00145/FUL) for mixed-use development, including residential.	Site lies within flood zone. No irresolvable issues.	Site lies within conservation area. No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs of removing existing buildings and infrastructure from site and weak housing market in the Harwich area may affect viability.	✓	✓	2021-2026.	Given costs involved in preparing the site for development, deliverability is more likely to be medium term but the recent grant of planning permission suggests there is genuine interest from the developer for bringing a scheme forward when economic conditions are more favourable.
UC3.14	Land by Railway Line, Ferndale Road, Harwich, Essex CO12 3BP.	625973 (E) 232280 (N)	0.35ha	13 (based on the approved planning application).	Outstanding unimplemented planning permission (11/00301/FUL) for residential development.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2016-2018.	Limited constraints to development. Good prospects for delivery within years 1-5 (2016-2021) of the plan period subject to planning conditions being discharged and general housing market conditions improving.
UC3.15	Land opposite Public Gardens, Barrack Lane, Harwich, Essex CO12 3NS.	625981 (E) 231754 (N)	0.4ha	28 (based on the indicative dwelling capacity set out in the 2007 Adopted Local Plan).	Allocated for housing in the 2007 Adopted Local Plan, but not carried forward as an allocation into the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Site Council-owned but there are numerous leaseholders and tenants involved in the running of existing community facilities.	Costs of removing existing buildings and infrastructure from site and weak housing market in the Harwich area may affect viability.	?	X	Longer-term.	This development was originally proposed in the 2007 Adopted Local Plan to enable the redevelopment and improvement of the community facilities that occupy the wider site. Economic conditions would suggest that such 'enabling' development would not be viable at that time. The proposal also attracted a considerable amount of objection from the users of the current facilities. Site is currently considered to be unavailable for development but it could come forward in the longer-term, if conditions change.
UC3.16	Former Harwich Primary School, Main Road, Harwich, Essex CO12 3LP.	625991 (E) 232124 (N)	0.25ha	39 (based on the approved planning application).	Outstanding unimplemented planning permission (08/00677/FUL) for residential development.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability.	✓	✓	2016-2021.	Limited constraints to development as site is now clear. Good prospects for delivery within years 1-5 (2016-2021) of the plan period subject to planning conditions being discharged and general housing market conditions improving.
UC3.17	Navyard Wharf, Kings Quay Street, Harwich, Essex CO12 3JJ.	626044 (E) 232808 (N)	4.38ha	375 (based on intelligence gathered by the Council's Regeneration team when this proposal was being worked up).	Site identified for mixed-use development and marina in the 2005 Harwich Master Plan (which informed the content on the 2007 Adopted Local Plan).	Possible ground conditions and flood risk issues.	No irresolvable issues but lies adjacent to conservation area.	No irresolvable issues.	Owner continuing to use Navyard Wharf as a port to serve the off-shore wind farm industry.	High development costs. Weak housing market in the Harwich area may affect viability.	?	X	Longer-term.	This development was originally suggested in the 2005 Harwich Masterplan as a proposal to help regenerate the old town of Harwich but site continues to operate as a working port, which suggests that development is unlikely in the plan period. Site is therefore currently considered to be unavailable for development but it could come forward in the longer-term, if conditions change.

The 17 sites assessed above together have the potential to deliver an estimated 993 dwellings, however not all of these sites can be considered for sure to be suitable, available, achievable and therefore deliverable within the proposed Local Plan period up to 2031. In particular, some of the sites would require significant investment in infrastructure and a vastly improved housing market to ever be considered a reality, such as the Navyard Wharf scheme. The Council would struggle to justify allocating sites for housing or mixed-use development in the Local Plan where deliverability within the plan period is questionable, but this does not necessarily mean some sites will not come forward as 'windfalls' at some point within those 15 years. The trajectory below sets out estimated rates at which these sites may yield dwelling completions based on the assessment above and assuming that planning permission is granted. Forecasting housing delivery through the trajectory is by no means an exact science, but it provides a reasonable estimate based on the available intelligence as to when, roughly, development might realistically come forward.

Housing Trajectory: Harwich Urban Capacity

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UC3.1	Former Delford Site	45							9	9	9	9	9							
UC3.2	SATO (UK) Ltd Site	65																		Longer-term potential.
UC3.3	Durite Works Site	32																		Longer-term potential.
UC3.4	Land r/o Pound Farm	30			10	10	10													
UC3.5	Brickfield Site	30			10	10	10													

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UC3.6	Plot 2, Stanton Europark	38			12	13	13													
UC3.7	Plot 3, Stanton Europark	81								16	16	17	16	16						
UC3.8	Land adjoining Fryatt Hospital	72			14	15	15	14	14											
UC3.9	407 Main Road	24								5	5	5	5	4						
UC3.10	Land adjacent 360 Main Road	22								4	4	5	5	4						
UC3.11	Land adjacent Harwich and Parkeston Football Club	48								9	10	10	10	9						
UC3.12	Former Homemaker Store, 60 Kingsway	17								3	3	4	4	3						
UC3.13	Former Bernard Uniforms Factory Site	34								7	7	7	7	6						
UC3.14	Land at Ferndale Road	13			6	7														
UC3.15	Land opposite public gardens, Barrack Lane	28																		Longer-term potential.
UC3.16	Former Harwich Primary School	39			8	8	8	8	7											
UC3.17	Navyard Wharf	375																		Longer-term potential.
TOTAL (For each year)			0	0	60	63	56	22	21	53	54	58	56	51	0	0	0	0	0	
TOTAL (for each part of the plan period)		993	0		222					271					0					TOTAL DELIVERABLE / DEVELOPABLE: 493

The trajectory suggests that the urban capacity in the Harwich sub-area will deliver an estimated 222 dwellings within years 1-5 of the plan period (2016-2021), an estimated 271 dwellings are likely to be delivered within years 6-10 (2021-2026) and 0 dwellings are expected in the more uncertain years 11-15 (2026-2031). In conclusion, it is reasonable to expect urban capacity to deliver an estimated 493 dwellings in the plan period and specific site allocations in the Local Plan to deliver this level of growth could be justified. This is only a fraction of what is likely to be required in the area as the housing market recovers from the current downturn.

Urban Extensions to Harwich

With urban capacity only expected to deliver an estimated 493 homes in the plan period, it is clear that urban extensions will be necessary for the Council to make any meaningful contribution toward delivering between 30 and 200 homes per annum considered realistic in the Harwich sub-area - the nearest the Council is likely to get to the 89 dwellings per annum that the 2013 SHMA update suggests will be needed over 15 years. The prospect of urban expansion to Harwich & Dovercourt was the subject of public consultation as part of the Council's 'Issues and Possible Options' document in 2009 and there are a number of physical, environmental and infrastructure constraints that have a bearing on how much development can realistically be delivered in this part of the district. Each broad area has been assessed in the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' document prepared to inform the preparation of the new version of the Local Plan.

The most fundamental issue that has the potential to limit the amount of housing development that can be delivered in and around Harwich and Dovercourt is the physical environment of the area. The Harwich urban area extends along a relatively narrow peninsular of land and so growth is constrained in most directions by the North Sea and River Stour. The only feasible option is for the urban area to expand further westwards and southwards but growth is constrained to the north and south by the sensitive landscape setting of the Stour Estuary and associated valleys and coastal slopes and there is the need to protect the individual character and amenity of existing rural settlements in the vicinity. Much of this land is also at risk of flooding and so is not suitable for growth. The area also suffers from a weak housing market and is less attractive in housing market terms than the larger, well known town of Clacton-on-Sea, which is not likely to improve until the proposed port expansion at Bathside Bay becomes a reality.

Assessment of Harwich & Dovercourt Urban Extension Sites

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suit-able?	Avail-able?	Achievable? / Likely Timescale	Other Comments
UE3.1	Land west of Mayes Lane, Ramsey, Essex CO12 5EL.	621743 (E) 230269 (N)	3.28ha	74 (based on 90% of the site area being developed at a density of 25dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues.	No irresolvable issues.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability. Development more likely in the medium-term.	✓	✓	2021-2026.	Site represents a sensible extension to the existing built up area and would help 'square off' this part of the settlement and is well placed adjacent to the recently constructed primary school. However, development is not expected to come forward immediately until the housing market strengthens.
UE3.2	Land east of Mayes Lane and south of Ramsey Road, Ramsey, Essex CO12 5EW.	621956 (E) 230416 (N)	5ha	112 (based on 90% of the site area being developed at a density of 25dph).	Part of site allocated for housing in the 2012 Draft Local Plan (received a large number of objections). Remainder of site is within the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	Approx half the site is affected by dense vegetation.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Weak housing market in the Harwich area may affect viability. Development more likely in the medium-term.	✓	✓ (part)	2021-2026.	Site represents a sensible extension to the existing built up area and would help 'square off' this part of the settlement and is well placed adjacent to the recently constructed primary school. However, development is not expected to come forward immediately until the housing market strengthens.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE3.3	Land adjacent Pond Hall Farm, off Stour Close, Dovercourt, Essex CO12 4LT.	622528 (E) 231118 (N)	25.83ha	200 (as part of a mixed-use predominately employment-led scheme).	Allocated for mixed-use development (housing and employment) in the 2012 Draft Local Plan (received some objections).	A120 to the north serves as a logical defensible boundary. Direct access from the A120 with a new roundabout would be required to serve the commercial uses on the northern portion of the site with a new spine road to access the new housing. Topography of site needs to be taken into account. Flood risk affecting northern part of site.	Appropriate landscaping and good design to keep landscape impacts to a minimum due to topography of the site. No other irresolvable issues.	Development would need to contribute towards the expansion of existing schools and may need to contribute towards other new infrastructure. New access to be provided upfront.	No irresolvable issues.	Weak housing market in the Harwich area and major upfront infrastructure costs may affect viability. Development more likely in the medium-term when such issues may be resolvable.	✓	✓	2021-2030.	Site represents a sensible addition to the existing built up area and is relatively well contained in the wider landscape by the A120 to the north. Development likely to be medium-term and will be dependent on delivery of the new access point off the A120 and the rate at which the housing market strengthens.
UE3.4	Land at Greenfields Farm, Dovercourt, Essex CO12 4LT.	623345 (E) 230929 (N)	7.3ha	164 (based on 90% of the site area being developed at a density of 25dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is within the Settlement Development Boundary in the 2012 Draft Local Plan.	Direct access from the A120 is unlikely to be acceptable. Remaining access options are via Main Road or via the adjoining proposed mixed-use development AT Pond Hall Farm – both of which are likely to require the acquisition of third-party land.	No irresolvable issues but contains a large pond and some vegetation which is likely to be a habitat for wildlife.	Development would need to contribute towards the expansion of existing schools.	It may be necessary to acquire third-party land to create a suitable access.	Weak housing market in the Harwich area and major upfront infrastructure costs may affect viability. Development more likely in the medium-term when such issues may be resolvable.	✓	✓	2021-2026.	Site represents a sensible addition to the existing built up area and is relatively well contained in the wider landscape by the A120. It is anticipated that development on this site is more likely in the medium-term.
UE3.5	Land south of Harwich Road, Little Oakley, Essex CO12 5JH.	621962 (E) 229056 (N)	57ha (approx)	1,280 (based on 90% of the site area being developed at a density of 25dph).	Identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Flood risk to the south. Concerns about suitability of existing road network to accommodate development at this scale.	Major landscape issues. Site lies in the Coastal protection belt in the 2012 Draft Local Plan.	Development of this scale would be required to deliver a new primary school.	Ownership unknown.	Contribution towards new infrastructure and general housing market issues may affect viability.	X	X	X	There are serious doubts about the suitability of the land for housing due to concerns about the suitability of the highway network to accommodate large-scale growth in this location and because development in this location would be poorly connected to the existing built up area. Landscape impact is also an issue in this location. Site has not been promoted by the landowner or developer and so is unavailable.
UE3.6	Land between Ramsey and Little Oakley.	621608 (E) 229884 (N)	57ha (approx)	1,280 (based on 90% of the site area being developed at a density of 25dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Concerns about suitability of existing road network to accommodate development at this scale. Site part of the Strategic Green Gap that separates Little Oakley and Ramsey in the 2012 Draft Local Plan.	Major landscape issues. Small part of site to the north is a Local Wildlife Site in the 2012 Draft Local Plan.	Development of this scale would be required to deliver a new primary school.	No irresolvable issues.	Contribution towards new infrastructure and general housing market issues may affect viability.	X	✓	X	There are serious doubts about the suitability of the land for housing due to concerns about the suitability of the highway network to accommodate large-scale growth in this location and because development in this location would be poorly connected to the existing built up area and would erode the gap of countryside that separates Little Oakley and the urban edge of Harwich with nearby Ramsey Village. Landscape impact is also an issue in this location.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE3.7	Land in the vicinity of Michaelstowe Hall.	622060 (E) 230795 (N)	26ha (approx)	585 (based on 90% of the site area being developed at a density of 25dph).	Identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Site part of the Strategic Green Gap that separates the main Harwich built up area and Ramsey in the 2012 Draft Local Plan.	Parts of site are Local Wildlife Sites in the 2012 Draft Local Plan. Michaelstowe Hall is Grade II Listed.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Contribution towards new infrastructure and general housing market issues may affect viability.	X	X	Longer-term.	There are doubts over parts of this land as some areas are designated as Local Wildlife Sites in the 2012 Draft Local Plan and because development to the west would erode the gap of countryside that separates Little Oakley and the urban edge of Harwich with nearby Ramsey Village. However, there may be potential for parts of the site to the east to be considered in the longer-term but land has not been promoted and so at this stage there are concerns over the availability of the land. Any development would need to be sympathetic around the vicinity of the Grade II Listed Michaelstowe Hall.
UE3.8	Land west of Low Road and south of Oakley Road, Dovercourt/Little Oakley.	623204 (E) 230199 (N)	63ha (approx) Developable area 14ha (approx)	1,415 (based on 90% of the whole broad area being developed at a density of 25dph). 315 (based on 90% of the developable site area being developed at a density of 25dph).	The area of land west of Low Road was promoted for inclusion in the 2012 Draft Local Plan. The remainder was identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	Site lies within the Coastal Protection Belt in the 2012 Draft Local Plan but landscape sensitivity is more of an issue towards the south. Suitable landscaping would be required.	Development of the whole broad area would be required to deliver a new primary school. Smaller scale development would be required to contribute towards the expansion of existing schools.	Ownership of wider area unknown.	Contribution towards new infrastructure and general housing market issues may affect viability.	✓ (part)	✓ (part)	2021-2026.	Whilst it can be argued Low Road acts as a logical and defensible barrier development could come forward if sensitively positioned and designed to keep landscape impacts to a minimum.
UE3.9	Land south of Low Road, Dovercourt, Essex CO12 3TS.	623784 (E) 229955 (N)	16.16ha	363 (based on 90% of the site area being developed at a density of 25dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Flood Risk affecting a large area of the site.	Site is within the Coastal Protection Belt in the 2012 Draft Local Plan – landscape sensitivity is more of an issue in this location.	Development would need to contribute towards the expansion of existing schools.	Ownership unknown.	Contribution towards new infrastructure and general housing market issues may affect viability.	X	?	X	Serious doubts over suitability due to flood risk and landscape concerns.

Together, these sites and broad locations have the potential to deliver just over an estimated 5,473 new homes but not all of these sites are considered suitable and the weak housing market at present means that most of the sites (if deemed suitable) are likely to at best be delivered in the medium term or at worst, the long term. Even the sites that are allocated in the 2012 Draft Local Plan are not expected to come forward until the housing market begins to recover, towards the middle of the plan period, and are reliant on significant infrastructure investment (in particular land adjacent Pond Hall Farm). There are serious doubts over suitability for three of the sites and so these should not form part of the forthcoming Local Plan but could be re-assessed in the future to deal with housing growth post 2031, by which time some of the circumstances preventing growth at present in these locations may have changed.

Housing Trajectory: Harwich & Dovercourt Urban Extension Sites

Site Code	Address	Dwelling Capacity	YEARS 1-5								YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31		
UE3.1	Land west of Mayes Lane, Ramsey	74								14	15	15	15	15						Only allocated for 60 in 2012 Draft Local Plan	
UE3.2	Land east of Mayes Lane, Ramsey	112								22	22	23	23	22						Larger site area subject to review of Local Plan	
UE3.3	Land adjacent Pond Hall Farm	200								20	20	20	20	20	30	30	30	10		Only allocated for 100 in 2012 Draft Local Plan	
UE3.4	Land at Greenfields Farm	164								32	33	33	33	33							
UE3.5	Land south of Harwich Road, Little Oakley	1,280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability and availability.	
UE3.6	Land between Ramsey and Little Oakley	1,280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability and availability.	
UE3.7	Michaelstowe Hall	585																		Longer-term potential.	
UE3.8	Land west of Low Road and south of Oakley Road	1,415 (315)								50	50	50	50	50	50	15				Only 315 deliverable in plan period.	
UE3.9	South of Low Road	363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious doubts over suitability.	
TOTAL (For each year)			0	0	0	0	0	0	0	138	140	141	141	140	80	45	30	10	0		
TOTAL (for each part of the plan period)			5,473	0	0					700					165					TOTAL DELIVERABLE / DEVELOPABLE: 865	

The trajectory suggests that no new homes are likely to come forward in years 1-5 (2016-2021) as the housing market will still be in a state of recovery and CIL contributions toward necessary infrastructure improvements may not be viable; years 6-10 (2021-2026) could yield an estimated 700 homes with potential for a further 165 in years 11-15 (2026-2031), meaning in total urban extension sites could deliver an estimated 865 new homes between 2014 and 2031.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. In focussing the majority of growth within this sub area on the large Harwich and Dovercourt urban area in line with the core principles of sustainable development, it is possible to identify a fairly large amount of land with the theoretical potential for residential development both within and on the periphery of the established built up area. However, taking into account the fragile state of the housing market at the time of writing, there are many sites within the built up area with high development costs and infrastructure needs that are likely to make them unviable and undeliverable in the short to medium term.

Years 2014/15 and 2015/16: The assessments above demonstrate that no dwellings are likely in these two years before the plan period is planned to commence in 2016.

Years 1-5 (2016-2021): The assessments above demonstrates that, realistically, the total amount of housing that could be delivered over the first 5 years of the proposed Local Plan period (2016-2021) would be an estimated 222 dwellings – an average rate of 44 dwellings per annum which is significantly lower than the 117 a year suggested in the 2013 SHMA update. The main reason for this is that major development in the Harwich area will generate the need for investment in expanding primary schools and early years and childcare facilities. The Council's Viability Study suggests that, in the current economic climate, developments in Harwich will not be able to afford to contribute Community Infrastructure Levy (CIL) toward the infrastructure needed, and that's with a significant reduction in aspirational and affordable housing requirements. Without public funding for these facilities, which is not currently available, these developments are unlikely to come forward in the short term. It is therefore assumed that more development is feasible post 2021 when economic conditions may be more favourable for securing CIL payments. This does not prevent developments coming forward earlier if conditions improve or if public funding can be secured.

Years 6-10 (2021-2026): For years 6-10 (2021-2026), assuming economic conditions improve and the infrastructure required in Harwich is delivered, urban capacity and the urban extensions at land East of Pond Hall Farm, around Ramsey and land west of Low Road could deliver an estimated 971 dwellings – with the average rate increasing to around 194 dwellings per annum as the housing market, hopefully, regains strength. This would be through a combination of urban capacity sites and urban extensions. This is only considered realistic if there is a surge in employment opportunities in the area, possibly related to port-expansion or the renewable energy industry.

Years 11-15 (2026-2031): For years 11-15 (2026-2031) the National Planning Policy Framework allows the identification of specific sites or broad locations for growth, where possible. The actual level of development that could be achieved will be very much dependent on how well the housing market has recovered from the current downturn. Whilst the supply of urban capacity sites is likely to have dried up the latter stages of development on the urban extension site west of Low Road could deliver a further 165 dwellings – a rate of 33 dwellings per annum.

The practical limitations to the amount of development that can take place in this area will have a bearing on what the realistic and deliverable housing growth target for the overall district should be in the Local Plan. The assessment above suggests that the maximum that could be achieved over the full period 2014-2031 would be a dwelling stock increase of 1,358, which could be achieved through the allocation of specific sites in the new version of the Local Plan on a combination of sites within the urban area and remaining suitable greenfield sites the periphery of town (assuming it were determined that the coastal slopes south of Dovercourt are not of sufficient environmental value to restrict development).

Appendix 4: West-Tendring Sub-Area

Summary of Conclusions

- The Council's 2013 Strategic Housing Market Assessment Update suggests that the requirement for new housing to meet projected needs in the West Tendring sub-area between 2014 and 2029 will be approximately 2,200 new homes (around 149 a year). The demand for housing in the area is strong and, in part, driven by the close proximity to Colchester and its economic opportunities and property values are greater than in areas like Clacton and Harwich. This figure could increase if growth east of Colchester is considered as an option.
- House building rates since 2001 suggest that a realistic and achievable rate of housing development is likely to be somewhere between 20 and 200 homes a year.
- The Council's 2013 Housing Viability Assessment suggests that sites in this area will be viable over the plan period but development in Brightlingsea may not be viable enough to make contributions through Community Infrastructure Levy (CIL) toward the infrastructure that will be needed to support further growth while the economy is in its currently weak state and land values in the area remain relatively low. This could have an impact on the deliverability of new homes in Brightlingsea in the short term.
- The assessment of potential development sites and broad areas suggests that an estimated 4,209 new homes could be delivered in the period 2014 to 2031, through existing urban capacity and through major urban extensions in Lawford, Mistley and Brightlingsea and to the east of Colchester.
- Any major growth around Colchester would need a comprehensive approach, significant up-front infrastructure investment, improved economic conditions and full co-operation between Tendring District Council and Colchester Borough Council but is considered as a sensible, logical and sustainable option for growth as part of the review of the Local Plan to meet the objectively assessed housing need for the district.

This appendix contains the findings of the Strategic Housing Land Availability Assessment (SHLAA) for the 'West-Tendring Sub-Area' of which represents the western part of the Tendring District containing the parishes of Alresford, Ardleigh, Bradfield, Brightlingsea, Elmstead, Frating, Great Bromley, Lawford, Little Bromley, Manningtree, Mistley and Thorrington. The main sustainable locations for development are around the urban settlements of Manningtree, Lawford and Mistley; Brightlingsea; and the eastern fringes of Colchester.

Characteristics

The west of the Tendring District is predominantly rural and the main concentrations of population at Brightlingsea and Manningtree, Lawford and Mistley are located at the extreme south and north of the area respectively, leaving a largely undeveloped rural hinterland immediately east of Colchester. Colchester is a town of major sub-regional economic significance but it lies mostly the other side of Tendring's administrative boundary under the jurisdiction of neighbouring Colchester Borough Council. The close proximity to Colchester has a significant bearing on this part of the district in terms of the provision of work, shopping and other services and the villages of Alresford, Elmstead Market and Ardleigh in particular are in strategically important locations performing a satellite function around the main urban area and, consequently, the demand for housing in these locations is heavily influenced by the proximity and convenient access to Colchester.

Brightlingsea is a small and attractive town located on the Colne Estuary which is affectively on its own island. It is compact in its form and is home to many maritime activities. With only one road in and one road out and very sensitive landscapes surrounding it, the town has maintained a good sense of community spirit and a healthy self-sustaining local economy. Manningtree, Lawford and Mistley together form a more dispersed urban settlement located on the Stour Estuary at the gateway to 'Constable Country' and Suffolk. Manningtree is widely accepted as being the smallest town in the country, although coalescence with neighbouring Lawford and Mistley has made it a larger urban area over time. With mainline rail connections to London and close proximity to the A12, Lawford in particular is home to many commuters and remains a popular location to buy property.

Physical and Environmental Constraints

Physical and environmental constraints can limit the amount of development that can sensibly take place in an area. Being a coastal district, many parts of Tendring are sensitive to development not every area is able to accommodate significant expansion. For the settlement of Manningtree, Lawford and Mistley, the Stour Estuary and the Dedham Vale Area of Outstanding Natural Beauty (AONB) are the main constraints which prevent any significant westward or northward expansion. The land around the eastern part of the settlement at Mistley is earmarked for inclusion in an extension of the Suffolk Coast and Heaths AONB to cover the southern shore of the Stour Estuary which indicates that eastward expansion is also constrained. Brightlingsea is effectively on an island formed by the Colne Estuary, Alresford Creek, Brightlingsea Creek and Flag Creek and is only accessible by a single road, the B1029. All but small scale or modest urban expansion is possible without impacting heavily upon the visually sensitive coastal slopes surrounding the town. Most of the Colchester Fringe is relatively unconstrained environmentally, but most parcels of land are physically difficult to access without a radical or comprehensive approach to introduce new road infrastructure and thus avoid adding undue pressure to the busy Colchester road network. The two Key Rural Service Centres of Alresford and Elmstead Market are relatively unconstrained but there will be sensible limits to how much development would be acceptable in a rural location and there would be a need to carefully limit expansion of Colchester eastwards to avoid coalescence with these.

Infrastructure Constraints

For development to be sustainable it needs to be served by the necessary infrastructure including transport, education, utilities and health. The infrastructure of the Tendring District was the subject of a 2010 Infrastructure Study which was updated in 2013, informed by comments from key service providers including Essex County Council, utility companies and the NHS. The information from these studies provides an indication as to the potential constraints affecting different parts of the district.

Transport: The transport network serving the main settlements in the western part of the district varies significantly. Brightlingsea has particularly weak connections to the main road network (with one road in and one road out) and has limited public transport provision with no rail services at all (although Brightlingsea was historically served by rail but this is unlikely to be reinstated). The Manningtree, Lawford and Mistley urban area in contrast has excellent access to main line rail services although the main roads serving the area, including the A137 between Colchester and Ipswich, are more winding and rural in their character than the more modern A133 or the A120 serving Clacton or Harwich respectively. The main railway station serving the eastern side of Colchester is at the Hythe toward the southern part of the town, but there are aspirations to establish a new station at Essex University at some point in the future. The A133 between Elmstead Market and the Greenstead Roundabout at 'Clingoe' Hill deals with heavy volumes of traffic at peak periods, particularly commuters from Tendring that converge from the southern part of the district via the B1027 and the A133 further east. The A120/A12 'Crown Interchange' at Ardleigh is another busy junction which provides access into Colchester from the north via Ipswich Road.

Education: Both Primary and Secondary schools in the Brightlingsea area and the Manningtree, Lawford and Mistley area are operating close to capacity but it is expected that schools will be able to accommodate any increase in pupils resulting from the scale of residential development expected to take place in the area, even if it means some expansion with financial contributions from developers. Any significant scales of housing development, for example, around the Colchester Fringe would require new school facilities to be provided as part of a comprehensive development package.

Utilities: According to the Council's Infrastructure Study, there are no major utility issues in the West-Tendring Sub-Area that are likely to prevent the level of growth expected to be realistically deliverable in the area, but any significant scales of housing development, for example, around the Colchester Fringe would require significant investment in new utilities and services as part of a comprehensive development package.

Health: According to the Council's Infrastructure Study, there are no major health care issues in the West-Tendring Sub-Area that are likely to prevent the level of growth expected to be realistically deliverable in the area, but any significant scales of housing development, for example, around the Colchester Fringe would require significant investment in new medical facilities as part of a comprehensive development package.

The Housing Market

In determining the 'objectively assessed need' for new housing and calculating how much development is realistically 'deliverable' to address that need, the state of the housing market is a key consideration alongside the physical, environmental and infrastructure constraints considered above. If the housing market cannot sustain the rate of housing development envisaged, it is unlikely to be deliverable. As well as a Strategic Housing Land Availability Assessment (SHLAA), Councils are also required to produce a Strategic Housing Market Assessment (SHMA) to inform the preparation of their Local Plans. The Council's SHMA was originally undertaken in 2008 but was updated in 2009 and 2013 to reflect the extreme changes in the economy that have taken place in the last few years. The commentary below draws upon some of the information in the SHMA assessments to paint a picture of the housing market in the West-Tendring sub-area.

Housing Demand: The housing market in the West-Tendring area is definitely affected by the proximity of Colchester and the demand for housing generated by people wanting convenient access to that town, however there is also a locally-generated market for housing for people living and growing up in the rural parts of Tendring including the towns of Brightlingsea and Manningtree, Lawford and Mistley. Unlike the housing market in the coastal areas of Clacton, Frinton and Walton, retirement is less of a driving factor in the western parts of the district and the economy and natural population change are more relevant. This is not to say that the west of the district is not popular for retirement, but it has a more diverse appeal. The considerable rate of growth in Colchester and its large numbers of higher-density housing developments means that the west of Tendring offers a viable and attractive alternative of rural living but with good access to the urban area for work, shopping and other services. The Council's 2008 SHMA suggested that in strong market conditions, the demand for new homes in this part of the district may be as high as 258 dwellings per annum, representing 24% of the district's total demand for new housing. If the Council planned to deliver this level of growth in full it would require developments totalling 3,870 homes over 15 years, almost entirely on greenfield land. This would be the equivalent of a new town the size of Brightlingsea. The detailed site assessments below demonstrate that this level of growth and more might be possible but this is only achievable if major growth east of Colchester is considered to be suitable in the new version of the Local Plan.

Whilst the 2009 SHMA update showed that demand for housing generally had dropped as a result of the economic downturn, the Council's 2013 SHMA update suggested that some stability had returned to the housing market and that, in projecting forward to 2029, the demand for housing in the West-Tendring sub-area was likely to be an average of 149 dwellings a year – just over 2,200 in total over a 15 year period. The detailed site assessment below suggests that with a strengthening housing market over the 15 year plan period, the level of development that could be delivered in this area over the 15 year plan period could be nearly double this figure but only if growth around Colchester is selected as an option for growth in the new Local Plan.

Bearing in mind the Localism Act's 'Duty to Cooperate' and the imperative through the National Planning Policy Framework to ensure that as far as is practical, the unmet needs for housing in one area are met in another, the results of Colchester Borough Council's next Strategic Housing Market Assessment that will inform the longer-term review of its development plan for the period post 2023 could have implications for development in Tendring, particularly the west of the district.

Recent development: Between 1st April 2001 and 31st March 2014, a time during which the housing market saw extreme fluctuations, nearly 900 new homes were created in the West-Tendring sub-area. For a period of 13 years, this equates to an average of 69 dwellings per annum. The greatest dwellings stock increase in any one year was 241 units in 2006/07 at a time when the housing market had reached its peak. Since 2008, following the economic downturn, the average rate of development was 32 dwellings per annum.

Annual housing completions between 1st April 2001 and 31st March 2014

Year	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Dwelling Stock Increase	53	103	19	69	116	214	126	64	17	39	15	34	24	893

Since 2001, a lot of development in the area has taken place on smaller previously-developed sites within the existing urban area. The most significant major development in this part of the district has been developments on a number of former Maltings sites in Manningtree and Mistley and the redevelopment of the former James and Stone shipyard site in Brightlingsea. Based on previous rates of housing development, it would be reasonable to expect that over the 17 year period 2014 to 2031, the rate of housing development in the West-Tendring sub-area will fluctuate between 20 and 200 dwellings per annum – which would be much higher if an eastward expansion of Colchester is promoted.

Viability: According to the 2013 SHMA update, residential property in the West-Tendring area is generally more expensive than in Clacton and Harwich although rental prices are similar to other parts of the district. This has a significant effect on residual land values and the economic viability of house building. Notwithstanding overall demand not being as high as for Clacton, the economic incentive for landowners to release land for development remains high because of the higher sale value of property. This means that compared with some parts of the district, housing delivery could be quite strong in this area, even in a recovering market. The Council's 2013 Housing Viability Study suggests that development in the Manningtree area and rural west will be more viable than in Brightlingsea with the former providing more scope to generate Community Infrastructure Levy (CIL) in the early part of the plan period. This has possible implications for major development in Brightlingsea and its ability to address, through CIL, local infrastructure requirements such as school expansion but for the purposes of this SHLAA, it is assumed greenfield expansion around Brightlingsea is likely to commence within the first 5 years of the plan period where additional school provision could be addressed through Section 106 contributions.

Deliverability: The 2013 SHMA update suggests that the objectively assessed need for new housing in the West-Tendring sub-area over a 15 year period is likely to be around 2,200 homes (149 a year). This assessment suggests that it might be possible to achieve this level of growth and more within the plan period subject to delivering the necessary major upfront infrastructure and overcoming the constraints identified and the option of expanding Colchester eastwards into the western part of the district becomes part of the spatial strategy in the new version of the Local Plan.

Community Engagement

With the introduction of the government's 'localism' agenda, the abolition of regional strategies and the drive to promote local decision making, community engagement in the plan making process is more important than ever. Whilst the National Planning Policy Framework requires Local Plans to be based on objective assessments with a view of boosting, significantly, the supply of housing they should still, as far as practical and possible, reflect the views of local people and businesses. The Council has undertaken public consultation exercises on planning issues, including the scale and location of housing development, in 2009, 2010, 2011 and 2012. The main concerns expressed consistently by residents in the west of the district relate to concerns over the impact of development on Brightlingsea given its various physical, environmental and infrastructure constraints, the impact of development on the landscapes around Lawford and Mistley and the prospects of any development of a strategic scale being introduced to the area either through a new settlement (as has been proposed in the past for land around Frating and Hare Green) or a major expansion of Colchester into the Tendring District toward Ardleigh and Elmstead Market. There have also been concerns from residents of both Alresford and Elmstead Market about any potential growth in these villages, even modest greenfield expansions. The 2012 Draft Local Plan (as amended by the 2014 Pre-Submission Focussed Changes) contained a revised strategy to deliver approximately 310 homes in Manningtree, Lawford and Mistley and 120 homes in Brightlingsea over 15 years, an approximate dwelling stock increase of 6%. These proposals attracted relatively low levels of objection, although the proposals for greenfield development around Lawford did generate some local concern.

The potential for the eastern expansion of Colchester is something that will inevitably have to be looked at by both Colchester Borough Council and Tendring District Council in considering longer-term options for growth. Community engagement to date has suggested a great deal of support for such an approach from residents in the eastern parts of the Tendring District (including Clacton residents) and a significant amount of concern from residents of Ardleigh and Elmstead Market – concerned about the continual sprawl of Colchester and the impact this may have on the individual character of their communities.

West-Tendring Urban Capacity

One of the core planning principles set out in paragraph 17 of the National Planning Policy Framework is to encourage the effective use of land by reusing previously developed (brownfield) sites, provided that they are not of high environmental value. Because brownfield and other urban sites represent a 'finite' source of developable land (i.e. they eventually run out), there is a limit to how much development they can realistically deliver. Since 2001, the Council has been very successful in maximising the amount of brownfield land being re-used for housing development but, as a result, the remaining 'urban capacity' of Tendring's towns and villages is now extremely limited and the sites that are potentially available include those that are difficult to develop with considerable development costs, bringing into question their viability. To help meet the level of objectively assessed housing required in Tendring large greenfield urban extensions around the district's towns will need to be carefully considered and it will be necessary to identify further land than that already allocated in the emerging 2012 Draft Local Plan. A full review of the Local Plan will need to be carried out to identify further land capable of accommodating housing growth. The tables below include the assessment of urban capacity in the Manningtree, Lawford & Mistley Urban Settlement, the Brightlingsea Urban Settlement and the built up area of the Colchester Fringe on sites with potential to deliver 10 or more (net) dwellings.

Assessment of Urban Capacity

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC4.1	Thorn Quay Warehouse, High Street, Mistley, Essex CO11 1HE.	611727 (E) 231811 (N)	0.24ha	49 (based on the current planning application yet to be determined).	Vacant warehouse subject to a current planning application, yet to be determined.	Need to ensure the operational requirements of existing businesses is not compromised. Part of site is within Flood Zone.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	High costs of demolition of existing buildings and infrastructure from site and high standard of design may affect viability.	✓	✓	2018-2021.	Given costs involved in preparing the site for development, deliverability is more likely towards the end of the first 5 years of the plan period when economic conditions are likely to be more favourable.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UC4.2	Edme Site, High Street, Mistley, Essex CO11 1HH.	611727 (E) 231811 (N)	2ha	50 (very crude estimate of the likely number of units from the conversion of the No 2 Maltings).	Employment site with potential for surplus parts of the site to be released for development in order to fund further investment and improvements on the remainder of the site.	Listed buildings and operational needs of the business.	Site within a Conservation Area.	No irresolvable issues.	No irresolvable issues.	High costs of conversion and restoration and general housing market issues.	?	✓	2021-2026.	Building is currently part of an employment site to which Policy PRO14 in the 2012 Draft Local Plan will apply. There would be a preference for an employment-generating use over residential use but it is acknowledged the building is vacant and in a poor state of repair. Given its central location and listed/conservation area status emphasis will be placed on high quality. Given costs involved in preparing the site for development and the need for a high quality design, subject to meeting the requirements of Policy PRO14, deliverability is more likely to be medium term when economic conditions are likely to be more favourable.
UC4.3	Former Secret Bunker, Shrubland Road, Mistley, Essex CO11 1HS.	612186 (E) 231371 (N)	0.86ha	31 (based on the approved planning application – by appeal).	Outstanding unimplemented planning permission (12/00109/FUL) for residential development.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	High costs of conversion and restoration and general housing market issues.	✓	✓	2016-2018.	Following approval by appeal development is likely to progress within the first couple of years of the plan period, subject to planning conditions being discharged.
UC4.4	Astralux Site, Red Barn Road, Brightlingsea, Essex CO7 0SW.	608721 (E) 217735 (N)	0.55ha	18 (based on the approved planning application).	Outstanding unimplemented planning permission (13/00722/FUL) for residential development.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	High costs of removing existing buildings and infrastructure from site.	✓	✓	2018-2020.	Given costs involved in preparing the site for development, deliverability is more likely towards the end of the first 5 years of the plan period when economic conditions are likely to be more favourable and subject to planning conditions being discharged.
UC4.5	Former James & Stone Shipyard, Copperas Road, Brightlingsea, Essex CO7 0AY.	608510 (E) 216261 (N)	N/A	55 (the remaining number of dwellings to be built as part of the approved development).	Under construction.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Market saturation – can the market sustain further similar development in this waterside location.	✓	✓	2014-2019.	This development has been stalled for some years and really requires a general uplift in the economy and the wider housing market for the remaining phases of development to continue. With all consents in place, completion of the scheme between 2014 and 2019 is a reasonable assumption.
UC4.6	Land r/o 121-127 Sydney Street, Brightlingsea, Essex CO7 0BD.	608609 (E) 216375 (N)	0.34ha	13 (based on the approved planning application).	Planning permission (12/00828/FUL) under construction.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Costs in preparing the site for development.	✓	✓	2014-2015.	Under construction and likely to be complete by 2015.
UC4.7	505 Ipswich Road, Colchester (Ardleigh), Essex CO4 4HE.	601765 (E) 228210 (N)	6.1ha (only 2.9ha within TDC area)	73 within TDC area (based on latest intelligence from developer).	Outstanding unimplemented planning permission (12/00885/OUT) for residential development.	Access to be provided via Ipswich Road, at the Colchester part of the site.	Site adjoins ancient woodland and SSSI.	No irresolvable issues.	Site in the control of a development company.	General housing market issues.	✓	✓	2015-2017.	Developer confident of proceeding with development as soon as possible (subject to planning consent). Developer expects an 18 month build for whole site, including the element falling within Colchester Borough.

Notably, there are very few urban capacity sites with the potential for 10 or more dwellings in the western parts of the district. Only 7 sites have been identified in this assessment with the potential to deliver an estimated 289 dwellings. It is questionable whether all of these sites are definitely deliverable within the proposed plan period as some sites, such as the Thorn Quay Warehouse site and EDME site have very complex planning issues that need to be resolved before they can be expected to yield dwellings.

Housing Trajectory: West-Tendring Urban Capacity

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes			
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31	
UC4.1	Thorn Quay Warehouse, Mistley	49					16	17	16												
UC4.2	Edme Site, Mistley	50								10	10	10	10	10							Suitability yet to be determined.
UC4.3	Former Secret Bunker, Mistley	31			15	16															
UC4.4	Astralux Site, Brightlingsea	18					9	9													
UC4.5	Former James & Stone Shipyard, Brightlingsea	55	11	11	11	11	11														
UC4.6	Land r/o 121-127 Sydney Street, Brightlingsea	13	13																		

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UC4.7	505 Ipswich Road, Colchester	73		36	37															
TOTAL (For each year)			24	47	63	27	36	26	16	10	10	10	10	10	0	0	0	0	0	
TOTAL (for each part of the plan period)			289	71	168					50					0					TOTAL DELIVERABLE / DEVELOPABLE: 289

The trajectory suggests that the urban capacity in the West-Tendring sub-area will deliver an estimated 71 dwellings in the next 2 years (2014-2016), 168 dwellings in years 1-5 of the plan period (2016-2021); years 6-10 (2021-2026) are expected to deliver an estimated 50 dwellings and the more uncertain years 11-15 (2026-2031) are not expected to deliver any dwellings, meaning in total urban capacity sites could deliver an estimated 289 homes within the plan period.

Urban Extensions in West-Tendring

With urban capacity only expected to deliver an estimated 289 homes during the plan period, it is clear that urban extensions will be necessary for the Council to make any meaningful contribution toward delivering between 20 and 200 homes per annum in the West-Tendring sub-area, which is considered to be a realistic level of growth for the area (and which could be much higher if major expansion of Colchester eastwards into Tendring is supported) – and the nearest the Council is likely to get to the 149 dwellings per annum that the 2013 SHMA update suggests will be needed over 15 years.

Because the western sub-area of the district has three main urban areas (including the Colchester Fringe) the assessment of potential urban extension sites has been divided into the following three broad areas:

- Broad Area 1: Manningtree, Lawford & Mistley;
- Broad Area 2: Brightlingsea; and
- Broad Area 3: Colchester Fringe.

The prospect of urban expansion in each of these broad areas was the subject of public consultation as part of the Council's 'Issues and Possible Options' document in 2009 and each have their own range of physical, environmental and infrastructure constraints that have a bearing on how much development can realistically be delivered. Each broad area has been identified and assessed in the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' document prepared to inform the preparation of the new version of the Local Plan.

Broad Area 1: Manningtree, Lawford & Mistley

Whilst this area is a popular location due to its good railway links with Colchester, Ipswich and London, major growth is constrained in this area because of its attractive landscape setting (with land either included in an existing AONB or earmarked for inclusion in an AONB), historic character, relatively poor road links to the strategic network and because much of the land in this part of the district is high grade agricultural land. Additionally, whilst Manningtree Town Centre has seen some expansion in recent years (and will grow further once the recently approved Tesco store is built), its historic layout and character means that it is unlikely to be able to expand much further in the future to support major growth in this area. Without expansion of shops, services and facilities and infrastructure major housing growth would be unsustainable as this would result in more people travelling by car to nearby centres in Colchester and Ipswich. The area is therefore not suitable for major strategic expansion of new housing but is capable of modest growth that is proportionate to the area's more limited range of shops, services and facilities (when compared to the larger towns of Clacton and Harwich) and the only realistic location for this to be located is on land to the south of Lawford with some smaller scale development around Mistley. The table below includes the assessment of potential urban extension sites in the Manningtree, Lawford and Mistley area with the potential to deliver 10 or more (net) dwellings.

Assessment of Broad Area 1: Lawford, Manningtree & Mistley

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.1	Land at Dale Hall, east of Cox's Hill, Lawford, Essex CO11 2LA.	609762 (E) 231408 (N)	16ha	150 (based on 7.45ha of the site being developed).	Site allocated for mixed-use development in the 2012 Draft Local Plan (received very few objections). Committee resolution to approve outline planning permission for residential development (13/00452/OUT).	No irresolvable issues.	No irresolvable issues but the Grade II Listed Dale Hall and its setting and the attractive landscape of the AONB opposite must be protected or enhanced.	No irresolvable issues.	Site in control of a developer.	Cost of creating a suitable access onto Cox's Hill and other new infrastructure costs and general housing market issues.	✓	✓	2016-2022.	Developer has worked pro-actively with community stakeholders to put together a package of development that will rectify a number of local issues. Development likely to commence in 2016 (subject to reserved matters).
UE4.2	Land east of Bromley Road and north of Dead Lane, Lawford, Essex CO11 2JE.	609776 (E) 230716 (N)	20ha	360 (based on 90% of the site area being developed at a density of 20 dph).	Part of site allocated for mixed-use development in the 2012 Draft Local Plan (very few outstanding objections). Remainder of site has been promoted by the developer but this remains outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues but Dead Lane would need improving and upgrading to accommodate additional traffic.	No irresolvable issues but the setting of the Grade II Listed Lawford House opposite must be protected or enhanced.	Development would need to contribute towards the expansion of existing schools.	Site in control of a developer - Rose Builders.	New infrastructure costs and general housing market issues.	✓	✓	2021-2029.	Developer has worked pro-actively with community stakeholders to put together a package of development that will rectify a number of local issues. Site represents a sensible extension to the existing built up area. Likely to progress in the medium to long term if Cox's Hill site developed first.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.3	Land south of Long Road, Mistley, Essex CO11 2HN.	610392 (E) 230817 (N)	23.36ha	420 (based on 90% of the site area being developed at a density of 20 dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	No irresolvable issues but Dead Lane would need improving and upgrading to accommodate additional traffic.	No irresolvable issues. The setting of the Grade II Listed Mistley Hall and Conservation Area opposite must be protected or enhanced.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	New infrastructure costs and general housing market issues.	?	✓	Longer-term.	Landowner originally submitted this site for potential 'enabling development' related to St. Osyth Priory but has since submitted a variety of applications for development on land at and around the Priory. Potential to be considered in the longer-term.
UE4.4	Land north of Long Road, Lawford, Essex.	610420 (E) 231338 (N)	10ha (approx)	180 (based on 90% of the site area being developed at a density of 20 dph).	Identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan. Parts of site subject of outline planning applications yet to be determined and were promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary and within a Strategic Green Gap in the 2012 Draft Local Plan.	Topography of land may affect suitability of site and it is within the Strategic Green Gap that separates Lawford and Mistley.	Site within a Conservation Area. No irresolvable issues.	Development would need to contribute towards the expansion of existing schools.	Multiple ownerships.	New infrastructure costs and general housing market issues.	X	?	X	Whilst site represents an obvious gap in the built up area there are concerns about the suitability of the site due to it being located within a Strategic Green Gap and because of its landscape character value and topography. Development on smaller parts of the site may come forward as windfalls but these will be considered on their merits through the development management process.
UE4.5	Land adjacent to the Stourview Estate, Mistley, Essex CO11 1UE.	612651 (E) 231683 (N)	4.5ha	50 (based on a density of 20dph and leaving sufficient space for landscaping, new access road and open space).	Site allocated for development in the 2014 Focussed Changes version of the Draft Local Plan (received very few objections).	No irresolvable issues but access is only likely to be possible off Stourview Avenue and topography of land will need to be carefully considered.	Landscape sensitivity becomes more of an issue towards the north and east. Impacts on wider proposed extension to the Suffolk Coast and Heaths AONB will need to be carefully considered.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	Potential costs involved in securing suitable access and contribution towards new infrastructure. General housing market issues.	✓	✓	2016-2021.	Whilst site is generally considered to be suitable its sensitive location will require careful consideration at the planning application stage, which may impact upon the timing of development. Access will also need to be carefully assessed.
UE4.6	Land adjacent 142 Harwich Road, Mistley, Essex CO11 2DG.	612186 (E) 231368 (N)	0.5ha	15 (based on the approved planning application).	Outstanding unimplemented planning permission (11/00037/FUL) for residential development (affordable housing).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2014-2016.	Good prospects of delivery within the next couple of years.
UE4.7	Land at Mistley Place Park, north of New Road, Mistley, Essex CO11 1LU.	611122 (E) 231790 (N)	1.08ha	16 (based on a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Site within the Strategic Green Gap that separates Manningtree and Mistley.	Part of the proposed extension to the Suffolk Coast and Heaths AONB. Site also within Conservation Area.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	General housing market issues.	X	✓	X	Site is not deemed suitable for housing due to its location within the strategic green gap and Conservation Area.
UE4.8	Land south of Harwich Road, Mistley, Essex CO11 1HS.	612253 (E) 231198 (N)	19ha	340 (based on 90% of the wider site area being developed at a density of 20dph). 28 on the portion of land west of Middlefield Road (based on recent intelligence from landowner).	4ha of land south of Harwich Road and west of Middlefield Road was promoted for inclusion in the 2012 Draft Local Plan. The remainder was identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Northern portion of smaller area of land west of Middlefield Road is Safeguarded Open Space in the 2012 Draft Local Plan and currently used as an allotment – which could prevent access off Harwich Road. No other irresolvable issues.	There is potential for wildlife due to neighbouring woodland.	Development would need to contribute towards the expansion of existing schools.	Dispute over rights to the allotment land at the northern end of the smaller section of the site to the west. Ownership unknown for the remainder of the land.	New infrastructure costs and general housing market issues.	?	?	Longer-term	Site represents a logical extension to the existing built up area but is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in the wider Lawford/Manningtree/Mistley area that larger sites in Lawford can deliver. Potential to be reconsidered in the longer-term.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.9	Land at Mistley Marine, off Anchor Lane, Mistley, Essex CO11 1NG.	612395 (E) 231872 (N)	2.3ha	13 (based on recent planning application that has been refused).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary. Northern part of site is within an Employment Site in the 2012 Draft Local Plan. Planning application for 13 dwellings was refused and more recently an application for 2 dwellings was refused.	Topography of land, presence of trees and mature vegetation and potential flood risk on northern portion of site. Difficult to achieve access via Anchor Lane. Site currently used for small boat repair and leisure uses.	Part of the proposed extension to the Suffolk Coast and Heaths AONB due to landscape character. Site also within a Conservation Area and there is potential for wildlife due to mature vegetation on adjoining land and archaeological remains. Site adjoins internationally protected habitats. Potential contamination.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	High costs to secure suitable access and site levelling.	X	?	X	Previous Planning applications for residential development have been refused. Site is unsuitable for housing.

Together, these sites and broad locations have the potential to deliver approximately 1,540 new homes over the plan period but not all of these sites are considered suitable. The area of land east of Cox's Hill represents an obvious gap in the built up area but this can only accommodate a theoretical maximum of approximately 150 dwellings and so further greenfield land is likely to be required to achieve anywhere near the level of housing the 2013 SHMA suggests is needed in this part of the district. Sites around Mistley Village, if all deemed suitable for development, would yield a maximum of approximately 418 homes but only two sites are considered suitable, in theory, which together could yield around 65 new homes. It would be more sustainable to direct growth closer to the main part of the built up area where there are more shops, services and facilities and fewer environmental constraints and most of the sites around Mistley are not deemed to be suitable or deliverable. Land to the south of Lawford therefore represents the more sustainable option for growth around the Lawford, Manningtree and Mistley urban area and if developed in full, could yield nearly 1,000 new homes but not all this is considered suitable or deliverable. Whilst this level of growth (if deemed suitable) would help to meet the need identified in the 2013 SHMA for this part of the district, it would be too overwhelming for the area's infrastructure and the existing town centre at Manningtree, without being accompanied by a significant increase in shops and services and improvements to the road network necessary to support this increased level of population. A more modest level of growth of around 560 homes over the 15 years would be more appropriate, with the potential for further expansion to be re-assessed as part of the next full Local Plan review to deal with housing growth post 2031, by which time some of these circumstances preventing growth at present may have changed.

Housing Trajectory: Broad Area 1: Manningtree, Lawford & Mistley

Site Code	Address	Dwelling Capacity	YEARS 1-5							YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
UE4.1	Land east of Cox's Hill, Lawford	150			30	30	30	30	30											
UE4.2	Land east of Bromley Road and north of Dead Lane, Lawford	360								30	40	50	50	50	50	50	40			Suitability of larger land area yet to be determined.
UE4.3	Land south of Long Road, Mistley	420																		Longer-term potential.
UE4.4	Land north of Long Road, Lawford	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious concerns about suitability of land.
UE4.5	Land adjacent to the Stourview Estate, Mistley	50			10	10	10	10	10											
UE4.6	Land adjacent 142 Harwich Road, Mistley	15	7	8																
UE4.7	Land at Mistley Place Park, Mistley	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious concerns about suitability of land.
UE4.8	Land south of Harwich Road, Mistley	340																		Suitability yet to be established. Longer-term potential.
UE4.9	Land at Mistley Marine	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious concerns about suitability of land.
TOTAL (For each year)			7	8	40	40	40	40	40	30	40	50	50	50	50	50	40	0	0	
TOTAL (for each part of the plan period)		1,544	15		200					220					140					TOTAL DELIVERABLE / DEVELOPABLE: 575

The trajectory suggests that the years 2014-16 could deliver 15 new homes, years 1-5 (2016-2021) sites around the Lawford, Manningtree and Mistley urban area could deliver an estimated 200 homes; years 6-10 (2021-2026) could yield a further 220 homes with potential for a further 140 in years 11-15 (2026-2031), meaning this broad area could deliver an estimated 575 new homes within the plan period. Longer-term growth in this area would have to be considered as an option through the next full review of the Local Plan as some of the sites included above are not considered suitable or deliverable locations for development based on current evidence.

Broad Area 2: Brightlingsea

Major growth in Brightlingsea is heavily constrained due to its sensitive environmental setting, limited provision of shops, services, jobs and facilities (when compared to the larger towns of Clacton and Harwich) and limited transport connections (due to the town only being served by one road, which can become heavily congested during peak times and can effectively become 'cut off' during bad weather or if there has been an accident). The area is therefore not suitable for major expansion of new housing but is capable of modest growth that is proportionate to the area's more limited range of shops, services and facilities and existing infrastructure to help meet local needs. The table below includes the assessment of potential urban extension sites in Brightlingsea with the potential to deliver 10 or more (net) dwellings.

Assessment of Broad Area 2: Brightlingsea

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.10	Land south of Robinson Road, Brightlingsea, Essex CO7 OST.	609342 (E) 217087 (N)	14ha (8ha develop-able area)	145 (based on 90% of the developable area being developed at a density of 20 dph) – leaving the remaining area as open space. Whole site at 14ha could yield up to 250 dwellings.	Planning application currently pending consideration (13/01470/FUL) for 77 dwellings on 3ha of the portion of land that is allocated for housing in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. This is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues but Robinson Road would require upgrading in order to provide suitable access.	No irresolvable issues but landscape impact is more of an issue towards the coastal slopes of Brightlingsea Creek.	Development would need to contribute towards the expansion of existing schools.	Multiple ownership.	New infrastructure costs and general housing market issues.	✓ (part)	✓ (part)	2016-2021 and longer-term potential.	This site is supported as the most appropriate location for greenfield urban expansion in Brightlingsea for 145 dwellings. Longer-term potential for further 105 dwellings.
UE4.11	Land west of Lodge Lane, Brightlingsea, Essex.	607943 (E) 217457 (N)	9ha	160 (based on 90% of the site area being developed at a density of 20 dph).	Site identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues but access may be difficult to achieve unless access from the existing built up area to the east is possible.	Potential for some biodiversity as neighbouring land contains woodland, which is likely to be a habitat for wildlife.	Development would need to contribute towards the expansion of existing schools.	Ownership unknown. Third party land may be required for access.	General housing market issues and cost of new infrastructure.	?	X	Longer-term.	The suitability of this site is questionable given its sensitive location. Furthermore, development is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in Brightlingsea that the Robinson Road site can deliver.
UE4.12	Land at Brightlingsea Hall Farm, west of Church Road, Brightlingsea, Essex CO7 0SA.	605810 (E) 218386 (N)	17ha	306 (based on 90% of the site area being developed at a density of 20 dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	No irresolvable issues.	Potential for some biodiversity as neighbouring land contains former gravel pits and woodland, which is likely to be a habitat for wildlife. Northern part of site adjoins a Conservation Area.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	General housing market issues and cost of new infrastructure.	?	✓	Longer-term.	The sustainability of this site is questionable given its distance from the town's services and facilities and because of its sensitive location. Furthermore, development is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in Brightlingsea that the Robinson Road site can deliver.
UE4.13	Land north of Church Road, Brightlingsea, Essex.	608258 (E) 218445 (N)	13ha	230 (based on 90% of the site area being developed at a density of 20 dph).	Site identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	Northern part of site adjoins a Conservation Area.	Development would need to contribute towards the expansion of existing schools.	Ownership unknown.	General housing market issues and cost of new infrastructure.	?	X	Longer-term.	The suitability of this site is questionable given its sensitive location. Furthermore, development is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in Brightlingsea that the Robinson Road site can deliver.
UE4.14	Land off Morses Lane, Brightlingsea, Essex.	608662 (E) 218196 (N)	15ha	270 (based on 90% of the site area being developed at a density of 20 dph).	Site identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	The only possible access appears to be via Morses Lane, which is not ideal as this would involve access through an existing industrial area.	No irresolvable issues but landscape impact is more of an issue towards the coastal slopes to the north.	Development would need to contribute towards the expansion of existing schools.	Ownership unknown.	General housing market issues and cost of new infrastructure.	X	X	X	Site is not considered suitable as the only feasible point of access would be through an existing industrial area. The sustainability of this site is also questionable given its distance from the town's services and facilities and because of its sensitive location. Furthermore, development is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in Brightlingsea that the Robinson Road site can deliver.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.15	Land north of Samson's Road, Brightlingsea, Essex CO7 0RG.	608313 (E) 218226 (N)	1.57ha	12 dwellings (if built fronting Samson's Road).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is within the Settlement Development Boundary in the 2014 Focussed Changes version of the Draft Local Plan.	Site is covered by dense vegetation and surrounded by mature trees.	Site likely to have some nature conservation value.	Development would need to contribute towards the expansion of existing schools.	No irresolvable issues.	General housing market issues.	?	?	Longer term.	Whilst site would result in development beyond Samson's Road, which is an established and defensible settlement edge, the site is relatively well contained within the wider landscape and is previously-developed land. There is some concern about the suitability of the site due to its potential nature conservation value. Development would need to be sympathetic to respect its character and setting. Development more likely in the longer term as there has been little serious interest from the landowner or developer.
UE4.16	Land east of Lime Street, Brightlingsea, Essex CO7 0BH.	608826 (E) 216562 (N)	1.57ha	25 dwellings (if built at a similar density to nearby properties).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary and safeguarded for open boat storage in the 2012 Draft Local Plan.	Lime Street would require upgrading and widening.	Landscape impact is more of an issue towards the coastal slopes of Brightlingsea Creek.	Development would need to contribute towards the expansion of existing schools.	Multiple ownership.	Cost of upgrading Lime Street and general housing market issues.	X	X	X	Site was suggested as a possible location for development – it is assumed there is no serious interest from the landowners for development and so it is not considered to be available. The sustainability of this site is questionable given its sensitive location. Furthermore, development is unlikely to generate the critical mass to deliver the new infrastructure and community facilities required in Brightlingsea that the Robinson Road site can deliver.

Together, these sites and broad locations have the potential to deliver approximately 1,250 new homes over the next 17 years but this level of growth (if deemed suitable) would be too overwhelming for the town's existing infrastructure, in particular its road network. The only realistic location for growth in Brightlingsea based on current evidence is land to the east of the town as landscape sensitivity becomes more of an issue to the north west of the town and development to the north would not relate as well to the existing town centre and built up area as development to the east. A development of 145 homes would be a realistic amount of housing, with potential for further development post 2024 on this site and in other locations, which could be re-assessed as part of a full Local Plan review to deal with housing growth post 2031, by which time some of the circumstances preventing growth at present in these locations may have changed.

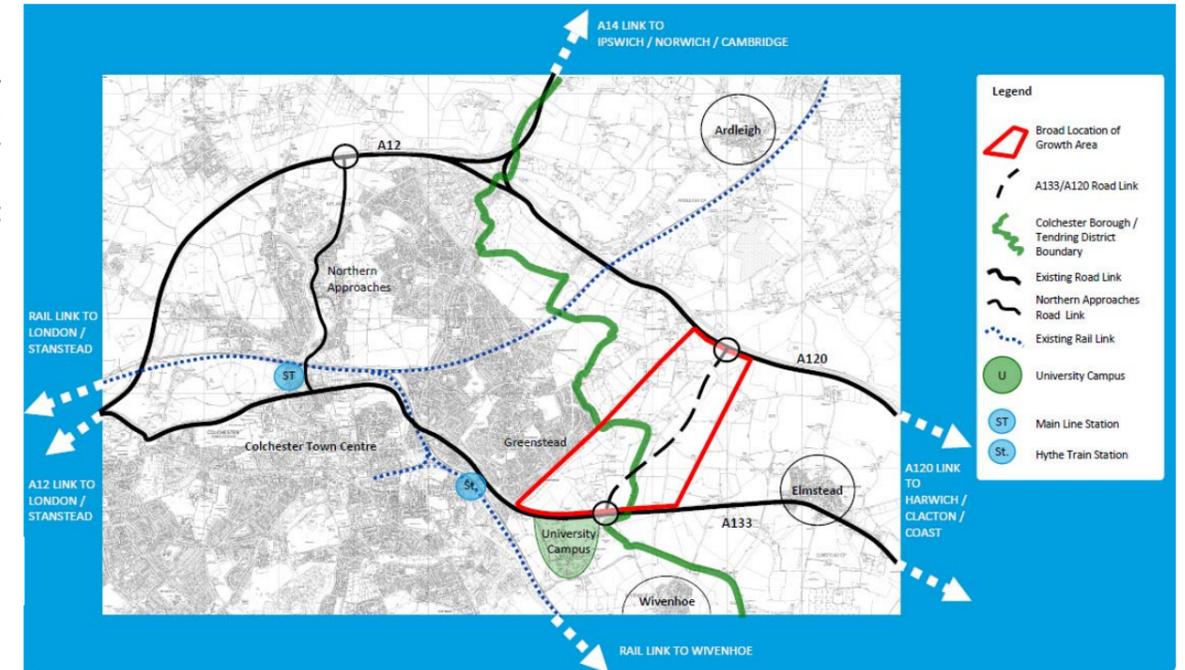
Housing Trajectory: Broad Area 2: Brightlingsea

Site Code	Address	Dwelling Capacity	YEARS 1-5							YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
UE4.10	Land south of Robinson Road, Brightlingsea	250 (145)			29	29	29	29	29											Potential for further 105 longer-term.
UE4.11	Land west of Lodge Lane, Brightlingsea	160																		Longer-term potential.
UE4.12	Land at Brightlingsea Hall Farm	306																		Longer-term potential.
UE4.13	Land north of Church Road, Brightlingsea	230																		Longer-term potential.
UE4.14	Land off Morses Lane, Brightlingsea	270	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious concerns about suitability and availability.
UE4.15	Land north of Samson's Road, Brightlingsea	12																		Longer-term potential.
UE4.16	Land east of Lime Street, Brightlingsea	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Serious concerns about suitability and availability.
TOTAL (For each year)			0	0	29	29	29	29	29	0	0	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)			1,253	0	145					0					0					TOTAL DELIVERABLE / DEVELOPABLE: 145

The trajectory suggests that no new homes are likely within the next 2 years (2014-16); years 1-5 (2016-2021) sites around Brightlingsea could deliver an estimated 145 new homes; years 6-10 (2021-2026) and the less certain years 11-15 (2026-2031) are unlikely to deliver any new homes, meaning that urban extension sites around Brightlingsea are only likely to deliver an estimated 145 new homes. Longer-term growth in this area would have to be considered as an option through a review of the Local Plan as some of the sites included above are not considered suitable or deliverable locations for development based on current evidence within this plan period.

Broad Area 3: Colchester Fringe

Major growth around Colchester was explored as an option as part of the 2009 Issues and Possible Options consultation but was not pursued in favour of further expansion of the existing coastal towns of Clacton and Harwich in order to promote their regeneration and because expansion of Colchester eastwards was not part of Colchester Borough Council's own plans for growth at the time. Whilst it is accepted that growth around the eastern fringe of Colchester is a sensible option in theory, for any major growth in this location to become a reality it would need to be supported by major investment in infrastructure (in particular the strategic road network) and commitment from both Tendring District Council and Colchester Borough Council and other relevant key partners. Growth in this location would also need to be carefully planned in a comprehensive manner to keep adverse impacts on existing communities and the character of the open countryside to a minimum. The table below includes the assessment of potential urban extension sites around the Colchester Fringe with the potential to deliver 10 or more (net) dwellings, which includes possible major expansion eastwards of Colchester into the western part of the district.



Concept diagram submitted by Mersea Homes in 2013.

Assessment of Broad Area 3: Colchester Fringe

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
UE4.17	Land east of Colchester between A133 and A120, Elmstead Market/Ardleigh, Essex CO7 7BJ.	604022 (E) 225618 (N)	282ha (approx)	3,000 (approx) at an average density of 25 dph and the remainder for employment uses, open space and landscaping.	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Yet to be determined in detail but development would represent a large extension of the Colchester built up area into open countryside.	Yet to be determined in detail but likely to be a number of impacts due to the sheer size of the area of land. Measures to minimise impact on landscape character and to provide suitable areas for wildlife and biodiversity would need to be delivered as an integral part of the development.	Development of this scale would require significant upfront investment in new transport, education, utilities and health infrastructure with new facilities to be delivered as an integral part of the development.	Multiple ownership. However, developer has been working hard to coordinate landowner interests.	Development of this scale reliant on a stable housing market. High costs of major new infrastructure.	?	?	2021-2031 and longer-term potential	This proposal would need to be proposed jointly by Colchester Borough Council and Tendring District Council. This option is worthy of consideration as part of the review of the Local Plan.
UE4.18	Land at Plains Farm and south of A120, Ardleigh, Essex.	602320 (E) 228281 (N)	121ha (approx)	2,720 based on 90% of the whole area being developed at an average density of 25 dph) but site could include other uses such as leisure and commercial development. Smaller area of land known as The Orchard, adjacent to the Betts Factory site, could deliver approx 200 dwellings and is considered deliverable within the plan period.	33ha at Plains Farm and 7.6 ha on land known as The Orchard, adjoining the former Betts Factory site have been promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. This is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No obvious suitable means of vehicular access – development would need to be a scale large enough to deliver a new access off A120. Development on the land known as The Orchard could be achieved via adjoining former Betts Factory site.	Yet to be determined in detail but likely to be a number of impacts due to the sheer size of the area of land and adjoining areas of woodland/SSSI. Part of land to the north-west within the Ardleigh reservoir catchment area.	Development of this scale would require significant investment in new transport, education, utilities and health infrastructure with new facilities to be delivered as an integral part of the development. Detailed testing would be required.	Ownership unknown.	Development of this scale reliant on a stable housing market. High costs of major new infrastructure.	?	?	Longer-term.	This proposal would need to be proposed jointly by Colchester Borough Council and Tendring District Council. This option is worthy of consideration as part of the review of the Local Plan.

Together, these two broad locations have the potential to deliver over 5,700 (approx) new homes over the plan period but only one of these is considered to be suitable and deliverable within the plan period. The other broad area may have potential to deliver growth in the longer term but this would need to be re-assessed as part of a full Local Plan review to deal with housing growth post 2031, by which time some of the circumstances preventing growth at present in this locations may have changed.

Housing Trajectory: Broad Area 3: Colchester Fringe

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
UE4.17	Land east of Colchester between A133 and A120	3,000								300	300	300	300	300	300	300	300	300	300	Suitability yet to be determined and subject to full co-operation between TDC and CBC and delivery of major upfront infrastructure.
UE4.18	Plains Farm and south of A120, Colchester Fringe/Ardleigh	2,720 (200)					40	40	40	40	40									Land at the Orchard only – suitability yet to be determined. Longer-term potential for larger broad area of land.
TOTAL (For each year)			0	0	0	0	40	40	40	340	340	300	300	300	300	300	300	300	300	
TOTAL (for each part of the plan period)		5,720	0			120			1,580					1,500					TOTAL DELIVERABLE / DEVELOPABLE: 3,200	

The trajectory suggests that no dwellings are likely to be delivered within in the next 2 years (2014-16); years 1-5 (2016-2021) are likely to deliver an estimated 120 new homes; years 6-10 (2021-2026) are likely to deliver an estimated 1,580 new homes and the more uncertain years 11-15 (2026-2031) are likely to deliver an estimated 1,500 new homes, meaning that the broad area around the eastern fringe of Colchester, if considered to be suitable through the review of the Local Plan (and Colchester's Local Plan), could deliver an estimated 3,200 new homes within the plan period with potential for a further 2,700 (approx) if additional land is required.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. The assessment above demonstrates that the West Tendring sub-area of the district is likely to have a high need for housing over the 15 year Local Plan period, mainly as a result of its proximity to Colchester. The need for greenfield land in this location is fully justified in order to deliver anywhere near the level of housing required in this area, as suggested by the 2013 update to the SHMA and because, more so in this sub area than any other part of the district, there is limited capacity within the existing built up area for new housing. As there are practical limitations to how much development can physically be achieved within that timescale around the smaller towns of Manningtree, Lawford and Mistley and Brightlingsea, land around the eastern fringe of Colchester represents the most realistic option for growth as it is less constrained and offers a sensible, logical and sustainable location for growth (in theory) to help meet the objectively assessed housing need for the district in a location where there is likely to be a greater focus of new jobs. This should therefore be considered as an option for growth as part of the review of the Local Plan but as development would only be sensible and deliverable as part of a comprehensive package with significant up-front infrastructure costs and full co-operation between Tendring District Council and Colchester Borough Council this means that growth is unlikely in the short term.

Years 2014/15 and 2015/16: The assessments above demonstrate that an estimated 86 dwellings are likely within the next 2 years – on sites within the existing built up area and a small affordable housing scheme on the edge of Mistley.

Years 1-5 (2016-21): The assessments above demonstrate that, realistically, the total amount of housing that could be delivered over the first 5 years of the proposed Local Plan period (2016-2021) would be an estimated 633 dwellings – an average rate of 127 dwellings per annum which is only slightly lower than the 149 a year suggested in the 2013 SHMA update. This would be through a combination of urban capacity sites and greenfield urban extensions coming forward around Manningtree, Lawford and Mistley, Brightlingsea and major growth having commenced around the eastern fringe of Colchester.

Years 6-10 (2021-26): For years 6-10, with the supply of urban capacity sites expected to diminish and only delivering a further 50 dwellings in this period and assuming economic conditions have improved, the major urban extensions could deliver a further 1,800 dwellings meaning the west Tendring area could deliver around 1,850 dwellings – with the average rate increasing dramatically to around 370 dwellings per annum as the housing market, hopefully, regains strength.

Years 11-15 (2026-31): For years 11-15 the National Planning Policy Framework allows the identification of specific sites or broad locations for growth, where possible. The actual level of development that could be achieved will be very much dependent on how well the housing market has recovered from the current downturn and whether the new infrastructure required to support growth east of Colchester has taken place as predicted. With the supply of land around Brightlingsea having dried up only the urban extensions to the south of Lawford and east of Colchester are expected to make any meaningful contribution within this part of the plan period. A further 1,640 dwellings are likely in this 5 year period – an average rate of 328 dwellings per annum. This would be higher than the projected 149 dwellings per annum in the 2013 SHMA update, but development in this location would have to be associated with significant investment in infrastructure and job opportunities which will no doubt generate a boost in the demand for housing in that area.

The assessment above suggests that the maximum that could be achieved over the full period 2014-2031 would be a dwelling stock increase of 4,209, which could be achieved through the allocation of specific sites in the new version of the Local Plan on a combination of sites within the urban area and suitable greenfield sites the periphery of the main towns, including major expansion eastwards of Colchester into the Tendring District.

Appendix 5: Strategic Rural Service Centre

Summary of Conclusions

- Rural Settlements are generally accepted as being less sustainable and therefore the potential for major residential development has sensible limitations. Infrastructure and rural character are particularly sensitive in these locations. However, Weeley has been identified as a suitable location for major housing growth.
- The assessment of potential development sites and broad areas suggests that an estimated 1,416 new homes could be delivered in the period 2014 to 2031 on land around the periphery of Weeley but only if strategic growth areas are identified and the principle of major settlement expansion in this location is accepted in the new version of the Local Plan.
- Any major growth in this location would need a comprehensive approach, significant up-front infrastructure investment, improved economic conditions and full co-operation between Tendring District Council and key partners but is considered as a sensible, logical and sustainable option for growth as part of the review of the Local Plan to meet the objectively assessed housing need for the district.

To deliver the full level of objectively assessed need in Tendring up to 2031, large-scale developments around Clacton, Harwich, the Colchester Fringe and the district's smaller urban areas are unlikely to be sufficient. Officers have therefore also explored the opportunities for major development in the centre of the district with good connections to the road and rail network that can deliver new health, education and shopping facilities to serve the district's rural heartland and provide housing and employment in a location within a convenient commute of surrounding towns and villages. In the Council's 2014 'Establishing a Settlement Hierarchy' paper (that was prepared to support the preparation of the new version of the Local Plan) it is recommended that Weeley is the most suitable village location for such a development and has been given its own settlement category within the proposed new settlement hierarchy ('Strategic Rural Service Centre') that recognises its potential for major housing growth over and above what would normally be considered suitable for a village and to distinguish Weeley from the other larger villages in the district where growth will be smaller in scale (see next Chapter).

In this SHLAA, the approach to assessing sites in and around Weeley is very different to the approach taken in the other rural villages due to its suitability for major housing growth. There for Weeley this assessment has sought to identify as much deliverable housing land as possible in and around the village – including the identification of large greenfield sites around the edge of the village based on the findings of the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' paper prepared to inform the preparation of the new version of the Local Plan. Seven sites with the potential for 10 or more dwellings have been included in the assessment for Weeley.

Assessment of Sites in Weeley

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
WE1.1	Land between Tendring Park Services and Weeley Bridge, Weeley, Essex CO16 9AD.	614055 (E) 221994 (N)	53ha (approx)	1,000 (based on an average density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	No irresolvable issues but southern part of site lies within the Flood Zone. Potential for direct access to the strategic road network. Access to railway and bridge over the railway may need to be maintained for operational reasons.	No irresolvable issues.	Development at this scale would require a range of new transport, health, utilities and education infrastructure. A new primary school would need to be delivered as an integral part of the development and possibly the Thorpe campus of Tendring Technology College would need to be relocated or dedicated public transport would need to be provided.	Site in single ownership.	Costs of new infrastructure and general housing market issues may affect viability.	✓	✓	2021-2031	Has potential to be considered to meet future growth requirements. Site is well placed close to the strategic road network at the junction of the A133 and B1033 and is well contained within the wider landscape and there is genuine developer interest.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
WE1.2	Land at Hawk Farm, North of B1033, Weeley, Essex CO16 9AG.	613982 (E) 222532 (N)	25ha (approx)	450 (based on 90% of the site area being developed at a density of 20dph).	Part of site promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local. Site is outside the Settlement Development Boundary.	No irresolvable issues but development at the scale proposed would require a suitable access from the B1033 that would not reduce the flow of traffic on this busy route.	No irresolvable issues.	In conjunction with other large sites in Weeley development would require a range of new transport, health, utilities and education infrastructure. A new primary school would need to be delivered as an integral part of the development and possibly the Thorpe campus of Tendring Technology College would need to be relocated or dedicated public transport would need to be provided.	No irresolvable issues but large area of site operates as a viable car-boot business.	Costs of new infrastructure and general housing market issues may affect viability.	?	✓ (part)	Longer-term.	There are doubts over the suitability of this land for housing at it would introduce housing on the opposite side of a busy road and would protrude the settlement northwards into a relatively uncontained area of countryside that is poorly connected with the existing built up area. Land currently used for car boot sales and for a large part of this land there has not been any serious interest from the landowner or a developer. There may be potential for this land to be considered for other uses such as employment or commercial rather than housing. There may be potential for it to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Weeley at the time.
WE1.3	Land at Saxon Lodge, Colchester Road, Weeley, Essex CO16 9AG.	614081 (E) 222544 (N)	2.39ha.	34 (based on 70% of the site area being developed at a density of 20dph – excluding the part of the site that has planning permission for employment use).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary. Part of the site has planning permission for employment use (13/00038/OUT).	No irresolvable issues but a suitable access from the B1033 would be required that would not reduce the flow of traffic on this busy route.	No irresolvable issues.	No irresolvable issues for development at this scale.	No irresolvable issues but site continues to operate as a viable kennels/cattery and there is planning permission for employment uses.	Costs of new infrastructure and general housing market issues may affect viability.	?	?	Longer-term.	There are doubts over the suitability of this land for housing as it would introduce housing on the opposite side of a busy road. There are also some doubts about whether suitable access can be achieved for housing. The recent approved planning application suggests there is more interest from the landowner for employment use than housing. There may be potential for it to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Weeley at the time.
WE1.4	Land east of Crematorium, Weeley, Essex CO16 9JP.	614477 (E) 222369 (N)	17ha	300 (based on 90% of the site area being developed at a density of 20dph).	Part of site promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local. Site is outside the Settlement Development Boundary.	The only obvious means of achieving suitable vehicular access (without requiring the demolition of existing properties) would be a narrow section of land off Thorpe Road. Crow Lane to the east is not capable of accommodating additional traffic without significant improvements.	No irresolvable issues.	In conjunction with other large sites in Weeley development would require a range of new transport, health, utilities and education infrastructure. A new primary school would need to be delivered as an integral part of the development and possibly the Thorpe campus of Tendring Technology College would need to be relocated or dedicated public transport would need to be provided.	No irresolvable issues.	Costs of new infrastructure and general housing market issues may affect viability.	X	?	Longer-term.	There are serious doubts about the suitability of this land for housing at this stage as it would introduce housing on the opposite side of a busy road and there is no obvious means of access. There has also been no serious interest from the landowner or a developer unlike other areas of land within Weeley. There may be potential for this land to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Weeley at the time but at this stage the land is considered to be unsuitable and there are doubts over availability.
WE1.5	Homestead Caravan Centre, Thorpe Road, Weeley, Essex CO16 9JN.	615029 (E) 222576 (N)	1.5ha	30 (based on a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Only part of site is Site is within the Settlement Development Boundary in the 2012 Draft Local Plan. Site is part of a safeguarded Holiday Park.	No irresolvable issues but access to holiday park would need to be retained.	No irresolvable issues.	Potential cumulative impacts on transport, health, utilities and education infrastructure if coming forward alongside other sites.	Still operating as a viable caravan park and a single residential dwelling.	Costs of removing existing buildings and infrastructure from site, the need to contribute to new infrastructure and general housing market issues may affect viability.	X	X	X	Site is currently operating as a viable caravan park to which Policy PRO9 in the 2012 Draft Local Plan will apply and so is not currently deemed to be suitable. The requirements of that policy would need to be met before a residential scheme could sensibly be considered, so it could come forward as a windfall site but this is unlikely to be in the first 5 years of the plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
WE1.6	Land to rear of Council Offices, Thorpe Road, Weeley, Essex CO16 9JJ	614917 (E) 222369 (N)	22ha	400 (based on 90% of the site area being developed at a density of 20dph).	Part of site promoted for inclusion in the 2012 Draft Local Plan. Land to the east of the Council Offices is allocated for housing in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local. The majority of the land is outside the Settlement Development Boundary.	Northern part of site is currently occupied by farm buildings and structures, including the Grade II listed Ash Farmhouse. No other irresolvable issues.	No irresolvable issues.	In conjunction with other large sites in Weeley development would require a range of new transport, health, utilities and education infrastructure. A new primary school would need to be delivered as an integral part of the development and possibly the Thorpe campus of Tendring Technology College would need to be relocated or dedicated public transport would need to be provided.	No irresolvable issues.	Costs of removing existing buildings and infrastructure from the built up part of the site, the need to contribute to new infrastructure and general housing market issues may affect viability.	✓	✓	2021-2029.	Has potential to be considered to meet future growth requirements. Site is well placed close on the B1033 and is well contained within the wider landscape and there is genuine developer interest. Timing of delivery would be dependent on delivery of new infrastructure associated with strategic growth on land at Tendring Park Services, to the south of the B1033.
WE1.7	Land off St. Andrew's Road, Weeley, Essex CO16 9HR.	614955 (E) 222129 (N)	0.83ha	16 (based on a density of 20dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	No irresolvable issues but public footpath would need to be reconfigured to enable access via St. Andrew's Road.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	✓	✓	2016-2018.	Site relatively unconstrained and represents an obvious gap in the built up area. Development could come forward within years 1-5 of the plan period.

In total, the sites assessed above have the potential to deliver an estimated 2,230 dwellings but not all are considered to be suitable for major housing growth due to concerns about access and connectivity with the established residential community and potential for alternative uses such as employment or commercial. There may be potential for some of this land to be considered in the longer term to address growth requirements post 2031 should growth at Weeley be part of the spatial strategy at that time. Additionally, whilst not assessed within this assessment, previous versions of this assessment have concluded that there is a large amount of land available within the neighbouring smaller settlement of Weeley Heath to the south – which could be used to provide future phases of development if major growth post 2031 in this location is part of the spatial strategy at the time. But this land is currently not included within this assessment as at this time Weeley Heath is not considered to be suitable for major housing growth whilst there are more suitable locations elsewhere capable of accommodating strategic housing growth.

Housing Trajectory: Weeley

Site Code	Address	Dwelling Capacity	YEARS 1-5								YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31		
WE1.1	Land between Tendring Park Services and Weeley Bridge	1,000								100	100	100	100	100	100	100	100	100	100		
WE1.2	Land at Hawk Farm, North of B1033, Weeley	450																		Longer term potential – suitability yet to be determined.	
WE1.3	Land at Saxon Lodge, Colchester Road, Weeley	34																		Longer term potential – suitability yet to be determined.	
WE1.4	Land east of Crematorium, Weeley	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability and availability are questionable.	
WE1.5	Homestead Caravan Centre, Weeley	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Not suitable – operating as a viable holiday park.	
WE1.6	Land rear of Council Offices, Weeley	400								50	50	50	50	50	50	50	50				
WE1.7	Land off St. Andrew's Close, Weeley	16			8	8															
TOTAL (For each year)			0	0	8	8	0	0	0	150	150	150	150	150	150	150	150	100	100		
TOTAL (for each part of the plan period)			2,230	0	16					750					650					TOTAL DELIVERABLE / DEVELOPABLE: 1,416	

The trajectory suggests that no dwellings are likely to be delivered within in the next 2 years (2014-16); years 1-5 (2016-2021) could deliver an estimated 16 new homes; years 6-10 (2021-2026) could deliver an estimated 750 new homes (if Weeley is considered to be location for major growth in the new version of the Local Plan) and the more uncertain years 11-15 (2026-2031) could deliver a further 650 new homes, meaning that Weeley could deliver an estimated 1,416 new homes within the plan period with potential for further growth beyond 2031 if required. This scale of development would introduce significant issues in terms of education provision as the village primary school has capacity limits that would be exceeded but the quantum of development would not be sufficient to justify and help pay for the provision of a new primary school to address any issues.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. The assessment above demonstrates that Weeley is capable of accommodating significant growth if it is identified as a suitable location for strategic growth in the new version of the Local Plan. The need for greenfield land in this location is fully justified in order to deliver anywhere near the level of housing required in this area, as suggested

by the 2013 update to the SHMA and because there are limitations to what can be realistically achieved elsewhere in the district. Due to the need to deliver significant upfront infrastructure major growth is not likely in the short term.

Years 2014/15 and 2015/16: The assessments above demonstrate that no dwellings are likely within the next 2 years.

Years 1-5 (2016-21): The assessments above demonstrate that, realistically, the total amount of housing that could be delivered over the first 5 years of the proposed Local Plan period (2016-2021) would be an estimated 16 dwellings – an average rate of 3 dwellings per annum – on the small area of land off St Andrews Road.

Years 6-10 (2021-26): For years 6-10, the major greenfield extensions around Weeley could deliver an estimated 750 dwellings – with the average rate increasing dramatically to around 150 dwellings per annum as the housing market, hopefully, regains strength and necessary infrastructure required to support strategic growth in this location has taken place.

Years 11-15 (2026-31): For years 11-15 the National Planning Policy Framework allows the identification of specific sites or broad locations for growth, where possible. The actual level of development that could be achieved will be very much dependent on how well the housing market has recovered from the current downturn and whether the new infrastructure required to support growth in Weeley has taken place as predicted. A further 650 dwellings are likely in this 5 year period – an average rate of 130 dwellings per annum.

The assessment above suggests that the maximum that could be achieved over the full period 2014-2031 would be a dwelling stock increase of 1,416, which could be achieved through the allocation of specific sites in the new version of the Local Plan on greenfield land around the periphery of the settlement.

Appendix 6: Rural Service Centres

Summary of Conclusions

- Rural Settlements are generally accepted as being less sustainable and therefore the potential for major residential development has sensible limitations. Infrastructure and rural character are particularly sensitive in these locations.
- The assessment of potential development sites suggests that in the proposed Local Plan period, it will only be realistic to deliver approximately 535 new homes, assuming no single site above 50 dwellings is developed.
- In theory, there are sites available that could deliver nearly 2,500 dwellings but such a high level of growth is not likely to be acceptable or sustainable if villages are to retain their rural character and the limitations of primary school provision in rural areas is to be acknowledged.

Development in rural locations is generally accepted as being less sustainable than development within or on the periphery of urban settlements because rural locations have less in the way of employment opportunities, shops, services and facilities. Some villages offer more sustainability than others and the Council's new version of the Local Plan will identify a number of 'Rural Service Centres' where a modest increase in housing development could help support general housing growth across the district, help address local needs and help sustain local infrastructure, services and businesses. The policy in the new version of the Local Plan will be to support smaller-scale housing growth in the district's Rural Service Centres that reflects their unique rural character, local development needs and physical, environmental and infrastructure constraints. The policy is also to restrict residential developments on any one site to no more than 50 dwellings, mainly in an attempt to avoid the urbanising effect that larger-scale developments can have on an area.

The Rural Service Centres in Sub-Area 1 are Little Clacton and St. Osyth, in Sub-Area 2 they are Great Bentley and Thorpe-le-Soken and in Sub-Area 4 they are Alresford and Elmstead Market. There are no Rural Service Centres in Sub-Area 3 in the vicinity of Harwich. Weeley is considered separately in the previous section as it is the only village in the district that is suitable for major settlement expansion.

In this SHLAA, the approach to assessing sites in Rural Service Centres is very different to the approach taken in urban areas and in the Weeley. In the Urban Areas and Weeley the assessment has sought to identify as much deliverable housing land as possible to address the high level of objectively assessed need. In Rural Service Centres and other rural settlements, sustainability is a more significant factor and therefore seeking to deliver as much housing as possible in locations with less services, facilities and job opportunities where urbanisation can have a damaging impact on local character and distinctiveness, would not be a sound approach. For this reason, the approach to assessing sites in Rural Service Centres is very much driven by the Council's emerging Local Plan policy as opposed to the general pressure to boost, significantly, the supply of housing to comply with national planning policy or to respond to interest from landowners or developers promoting land (of which a large amount of land has been promoted in some rural settlements). Therefore the identification and assessment of sites in Rural Services Centres is guided by the following artificial parameters set by the Council:

1. That no development site around the periphery of a rural settlement is identified that would significantly alter the existing character and shape of each settlement (using the principles and broad areas established in the Council's 2014 'Identifying Broad Locations for Potential Settlement Expansion' background technical paper that has been prepared to inform the preparation of the new version of the Local Plan;
2. That no development on a single site ought to exceed 50 dwellings (to avoid the 'urbanisation' of a rural settlement as a result of larger estate-style developments) despite sites being promoted that could accommodate more than 50 dwellings – for sites that could theoretically accommodate more than 50, this assessment will assume that only 50 dwellings are likely to be delivered within the plan period;
3. That no development ought to be supported if it would have difficulty being accommodated within the existing infrastructure and services of a settlement (particularly schools) or there is no reasonable prospect of new infrastructure being delivered with development within the plan period; and
4. That the input from public consultation and liaison with Parish Councils will have had a considerable bearing on the choice of which sites, from the SHLAA, to include in the new version of the Local Plan.

Little Clacton (Sub-Area 1)

In following the principles set out above to set a level of growth that is considered to be appropriate for Little Clacton in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school has the site area to be expanded to accommodate up to approximately 150 new homes before additional land or a new school would be required (a new school would only be possible with a large scale development of 700 or more to provide the critical mass to make this a viable option). 150 new homes would be nearly treble the level of development that was considered to be 'fair and proportionate' for Little Clacton in the 2012 Draft Local Plan (which equated to approximately 59 new dwellings) and the 54 dwellings that were delivered in the village during the period 2001 to 2014. Seven sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for Little Clacton, of which two utilise previously developed land, are supported by the Parish Council and were allocated for housing in the 2012 Draft Local Plan.

Assessment of Sites in Little Clacton

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS1.1	Land off Springfield Meadows (including Greengates Mobile Home Park and land at 28 Weeley Road), Little Clacton, Essex CO16 9EW.	616166 (E) 219973 (N)	1.05ha	25 (based on approved planning application).	Allocated for housing in the 2012 Draft Local Plan (received very few objections). Planning permission granted for 25 dwellings (14/00159/FUL).	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	Site comprises two areas in different ownership.	High costs of removing existing buildings and infrastructure from site and general housing market issues may affect viability.	✓	✓	2016-2018.	Timing is dependent on planning conditions being discharged but there is good prospect for delivery within the first 5 years of the plan period.
RS1.2	Land west of Grove Road, Little Clacton, Essex.	616686 (E) 219949 (N)	4.8ha	86 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	Ownership unknown – there has been no landowner or developer interest.	Contribution towards infrastructure and general housing market issues may affect viability.	?	X	Longer-term.	Whilst site represents a sensible and logical location for peripheral expansion of Little Clacton (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There has been no interest from the landowner or developer and so development within the plan period is unlikely. However, there may be potential for the land to be considered in the longer-term in the next Local Plan if additional growth in Little Clacton is part of the spatial strategy at that time. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.
RS1.3	Land east of The Street, Little Clacton, Essex.	616637 (E) 219949 (N)	9.4ha	170 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary.	No irresolvable issues – but there is a local desire to maintain a gap of countryside between the two separate halves of the village.	No irresolvable issues.	Existing primary school unlikely to be able to support a development of this scale and so additional land or a new site might be required – but development at this scale does not provide the critical mass to achieve this.	Ownership unknown – there has been no landowner or developer interest.	Contribution towards infrastructure and general housing market issues may affect viability.	?	X	Longer-term.	Whilst site represents a sensible and logical location for peripheral expansion of Little Clacton (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan and there are concerns about the capability of the existing primary school to accommodate development at this scale. There is also a strong sense of local feeling against any development in the gap of countryside between the two halves of the village. There has been no interest from the landowner or developer and so development within the plan period is unlikely. However, there may be potential for the land to be considered in the longer-term in the next Local Plan if additional growth in Little Clacton is part of the spatial strategy at that time and issues regarding school provision are addressed. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.
RS1.4	Land rear of Hayes Garage, The Street, Little Clacton, Essex CO16 9LD.	616753 (E) 228952 (N)	0.79ha	16 (based on a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Majority of site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access is currently not possible as front of site occupied by the existing garage.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues.	Potential costs of removing/redeveloping existing garage (if removed) and general housing market issues may affect viability.	X	X	X	Land originally required to accommodate an expansion of the garage business and would be better for that use than for housing given the concerns about achieving a suitable access and because the current garage remains in operation. However, it is understood that the landowner is keen to progress a scheme for housing so site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS1.5	Whitegates Tennis Club, Holland Road, Little Clacton, Essex CO16 9RS.	616963 (E) 218730 (N)	0.69ha	10 (based on the density of adjoining development).	Land promoted for inclusion in the 2012 Draft Local Plan. Site included in the Settlement Development Boundary in the 2012 Draft Local Plan but shown as safeguarded open space.	Safeguarded open space in the 2012 Draft Local Plan. Backland site where narrow access between properties is required.	No irresolvable issues but development could erode rural character of the settlement edge.	Ensuring suitable access. Contribution would be needed towards expansion of existing primary school.	Site still used as a tennis club but the facility does not meet modern day standards, is heavily under-subscribed and seeking to either upgrade existing facility or to relocate elsewhere.	Costs to prepare site for development, contribution towards infrastructure and general housing market issues may affect viability.	X	?	X	Suitability is questionable as site was refused outline planning permission for residential development in 2007, partly on backland development issues and the site's semi-rural character and loss of existing village facility. Site is included in the Settlement Development Boundary in the 2012 Draft Local Plan to provide a neater settlement edge, not because it is suitable for residential development. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period and is dependent on the tennis club finding alternative premises.
RS1.6	The Firs Caravan Park, London Road, Little Clacton, Essex CO16 9RN.	616797 (E) 218583 (N)	5ha	90 (based on 90% of the site area being developed at a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary in the 2014 Focussed Changes version of the Draft Local Plan and shown as a safeguarded Holiday Park.	Site is currently operating as a viable caravan park.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues but site is currently operating as a viable caravan park – but owner has expressed a desire to redevelop the existing park and extend this to the east in order to release the existing park for housing.	Potential high costs of removing existing buildings and infrastructure from site and new infrastructure costs and general housing market issues may affect viability.	X	X	X	Whilst site represents an obvious gap in the built up area and is previously developed land, it is currently operating as a viable caravan park to which Policy PRO9 in the 2012 Draft Local Plan will apply and so is not currently deemed to be suitable. The requirements of that policy would need to be met before a residential scheme could sensibly be considered, so it could come forward as a windfall site but this is unlikely to be in the first 5 years of the plan period. The scale of development would also be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan.
RS1.7	Land north-east of the Montana Roundabout and site of Former Piggeries, rear of Lindisfarne, 59 London Road, Little Clacton, Essex CO16 9RB.	616686 (E) 218210 (N)	1.42ha	35 (based on a density of 25dph).	Allocated for housing in the 2012 Draft Local Plan (received very few objections).	Access could be via either London Road or Stonehall Drive, which may require improvements and widening.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	Site comprises two areas in different ownership.	Contribution towards infrastructure and general housing market issues may affect viability.	✓	✓	2018-2021.	This site has a commenced planning permission for a hotel that has been in place since the early 1980s but has never been implemented in full. The principle of development has therefore already been established. A comprehensive scheme on both parts of the site would be preferred. Development not likely to commence until the latter part of the first 5 years of the plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS1.8	Land at Swaine's Farm, west of the Street, Little Clacton, Essex CO16 9LT.	616287 (E) 219492 (N)	6.4ha	115 (based on 90% of the site area being developed at a density of 20 dph).	Land promoted for inclusion in the 2012 Draft Local Plan and identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues – but there is a local desire to maintain a gap of countryside between the two separate halves of the village.	Impact on the open landscape if whole site is developed. Two listed buildings lie within or close to the site.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues as site is in single ownership.	Contribution towards infrastructure and general housing market issues may affect viability.	✓	✓	50 dwellings only 2021-2026. Remainder of site longer term potential.	Whilst there is a strong sense of local feeling against any development in the gap of countryside between the two halves of the village the site represents a sensible and logical location for peripheral expansion of Little Clacton (in theory); however, the scale of development that is being promoted would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. A smaller-scale development up to 50 would be more appropriate. However, there may be potential for additional land to be considered in the longer-term in the next Local Plan if additional growth in Little Clacton is part of the spatial strategy at that time. Development is not likely within the first 5 years of the plan period due to the current state of the housing market and the financial contributions that would be required to enable the existing primary school to expand.
RS1.9	Land between Talbot Road and Thorington Road, Little Clacton, Essex CO16 9ER.	616686 (E) 219949 (N)	0.65ha	14 (based on the density of adjoining development).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is included within the Settlement Development Boundary in the 2012 Draft Local Plan – which received a number of objections.	Unmade road network which would have to be upgraded and junction with B1441 improved.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues.	Contribution towards infrastructure (especially access) and general housing market issues may affect viability.	✓	✓	2021-2026.	Potential for infill development but significant improvements to the road surface and safe access/egress onto B1441 would be required. Land is within the Settlement Development Boundary in the 2012 Draft Local Plan but there has been no serious interest from the landowner or a developer. Development is therefore not likely within the first five years of the plan period.
RS1.10	Land west of Weeley Road, Little Clacton, Essex.	616075 (E) 219803 (N)	5.5ha	100 (based on 90% of the site area being developed at a density of 20dph).	Part of site promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	Ownership unknown – for most of the land there has been no landowner or developer interest.	Contribution towards infrastructure and general housing market issues may affect viability.	?	?	Longer-term	Whilst site represents a sensible and logical location for peripheral expansion of Little Clacton (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a strong sense of local feeling against any development in the gap of countryside between the two halves of the village. There has been no serious interest from the landowner or developer and so development within the plan period is unlikely. However, there may be potential for the land to be considered in the longer-term in the next Local Plan if additional growth in Little Clacton is part of the spatial strategy at that time. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.

In total, the sites assessed above have the potential to deliver an estimated 661 new homes which would be far in excess of the 150 or so that could be accommodated (in theory) by the existing primary school (subject to expansion) before additional land or a new school is required. Alongside the two sites that feature as specific allocations in the 2012 Draft Local Plan (sites RS1.1 and RS1.7) there is potential for land at Swaine's Farm to deliver some new housing but only 50 would be in keeping with the spatial strategy in the new version of the Local Plan and is suitable, available and deliverable (in theory – subject to contributing towards the expansion of the existing primary school) but this may prove to be unpopular with the Parish Council and local residents who wish to retain a break in the built up area between the two halves of the village.

Housing Trajectory: Little Clacton

Site Code	Address	Dwelling Capacity	YEARS 1-5								YEARS 6-10					YEARS 11-15					Notes	
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31			
RS1.1	Land off Springfield Meadows	25			12	13																
RS1.2	Land west of Grove Road	86																				Longer-term potential
RS1.3	Land east of The Street	170																				Longer-term potential subject to expansion of school
RS1.4	Land rear of Hayes Garage	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability and availability are questionable
RS1.5	Whitegates Tennis Club	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability and availability are questionable
RS1.6	The Firs Caravan Park	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability and availability are questionable
RS1.7	Land at Montana Roundabout	35					10	15	10													
RS1.8	Swaine's Farm	115 (50)								10	10	10	10	10								Only 50 considered suitable. Longer-term potential.
RS1.9	Land between Talbot Road and Thorrington Road	14								2	3	3	3	3								
RS1.10	Land west of Weeley Road	100																				Longer-term potential
TOTAL (For each year)			0	0	13	13	10	15	10	12	13	13	13	13	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)			661	0	60					64					0					TOTAL DELIVERABLE / DEVELOPABLE: 124		

The trajectory suggests that no dwellings are likely within the next 2 years; 60 new homes could be delivered in years 1-5 of the plan period (2016-2021); a further 65 new homes could be delivered in years 6-10 (2021-2026) and no new homes in the more uncertain years 11-15 (2026-2031), meaning that in total an estimated 124 new homes could be delivered in Little Clacton over the plan period. This scale of development would be required to contribute towards the expansion of the existing primary school.

St. Osyth (Sub-Area 1)

In following the principles set out above to set a level of growth that is considered to be appropriate for St. Osyth in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school is currently operating at close to capacity and there is no scope for expansion of the existing school unless additional land could be provided. Primary school provision is therefore a major constraint to growth in St. Osyth unless there is additional land that can be acquired and financed by new development to enable the existing school to expand. Four sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for St. Osyth, of which two were allocated for housing in the 2012 Draft Local Plan but subsequently removed through the 2014 Focussed Changes due to concerns about deliverability. The land at St Osyth Priory has also been included in this assessment as it involves a large amount of development that could have an impact on the village.

Assessment of Sites in St. Osyth

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS1.11	Land at Folly Farm, south of Rochford Road and rear of properties in Clacton Road and Rochford Road, St. Osyth, Essex CO16 8PH.	612859 (E) 215740 (N)	5.3ha	95 (based on 90% of the site area being developed at a density of 20dph).	Parts of site promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local. Site is outside the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school. Sewerage treatment is also likely to be an issue.	Land affected by restrictive covenants following its sale to the current landowners from Essex County Council. These could restrict/remove the commercial incentive to release land for development until 2020.	Contribution towards infrastructure and general housing market issues may affect viability.	?	X	Longer term.	Whilst site represents a sensible addition to the existing built up area the restrictive covenants that affect the site mean that development is unlikely to be a commercially attractive proposition for the landowners until they run out in 2020. Additionally, the site's suitability is questionable as the existing primary school is unable to expand and there are likely to be sewerage treatment issues. Development is therefore more likely to be longer term when such issues are more likely to be resolved.
RS1.12	Land south of Clacton Road, St. Osyth, Essex CO16 8PR.	613052 (E) 213891 (N)	4.6ha	80 (based on 90% of the site area being developed at a density of 20dph).	Part of site promoted for inclusion in the 2012 Draft Local Plan. The remainder of land identified as a potential broad area for growth worthy for consideration during the review of the Local. Site is outside the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school. Sewerage treatment is also likely to be an issue.	Land affected by restrictive covenants following its sale to the current landowners from Essex County Council. These could restrict/remove the commercial incentive to release land for development until 2020.	Contribution towards infrastructure and general housing market issues may affect viability.	?	X	Longer term.	Whilst site represents a sensible addition to the existing built up area the restrictive covenants that affect the site mean that development is unlikely to be a commercially attractive proposition for the landowners until they run out in 2020. Additionally, the site's suitability is questionable as the existing primary school is unable to expand and there are likely to be sewerage treatment issues. Development is therefore more likely to be longer term when such issues are more likely to be resolved.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS1.13	Land between Clacton Road and B1027 (Bypass Road), St. Osyth, Essex CO16 8PU.	613174 (E) 215987 (N)	0.74ha	15 (based on a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Site is safeguarded open space in the 2012 Draft Local Plan.	Part of site is a Local Wildlife Site in the 2012 Draft Local Plan.	Cannot be accommodated without the provision of additional land or provision of a new school. Sewerage treatment is also likely to be an issue.	No irresolvable issues.	Contribution towards infrastructure and general housing market issues may affect viability.	X	X	X	Site is not considered to be suitable due to its current status as protected open space and due to the possible nature conservation value of the site. There has also not been any serious interest from the landowner or a developer so it is not considered to be deliverable.
KR1.9	The Priory Estate, St Osyth, Essex CO16 8NY.	612142 (E) 215737 (E)	Various parcels of land in and around the Priory.	328	Series of planning applications for 'enabling development' to fund the restoration of St. Osyth Priory. Application numbers: 11/00328/FUL (22) 11/00329/FUL (45) 11/00330/FUL (32) 11/00331/FUL (20) 11/00332/FUL (19) 11/00333/OUT (190) Only the land outside the village has been granted permission for enabling development for 190 homes. Land is outside Settlement Development Boundary in the 2012 Draft Local Plan.	Has been considered in detail through the Development Management process. It is noted that some of the developments require the demolition of existing properties to secure access.	Has been considered in detail through the Development Management process. Impact of any development on the character and setting of the priory, which is Grade I Listed and a Scheduled Monument, the surrounding Registered Historic Park and other buildings within the Conservation Area were key issues that were taken into consideration.	Has been considered in detail through the Development Management process. Education and sewerage treatment are likely to be some of the main issues.	No irresolvable issues.	The concept of enabling development is primarily to generate funds through the uplift in land values to pay for the restoration of the listed building. Whether the necessary works can be funded by the uplift in land value expected as a result of enabling development proposed was a key consideration in such schemes.	✓ (part)	✓	Difficult to predict due to the complexity of the works involved but assuming development starts in 2016 it could be complete by 2023 at an average rate of 30 units per year.	Significant detailed assessment has taken place through the Development management process to determine whether or not any of these applications can or cannot be granted permission. Due to the nature of the development to enable restoration of the Priory it cannot be treated as an allocation in the Local Plan. Instead, it will be treated as a windfall.

In total, the sites assessed above have the potential to deliver an estimated 518 new homes but there are major concerns about any additional growth in St. Osyth (over what is already allocated in the draft Local Plan and/or that has permission – especially when considered with the 190 new homes likely to be delivered on land outside of the village associated with the St. Osyth Priory enabling development) – without the provision of additional land to enable the existing primary school to expand. This level of development would not be enough to justify or viably deliver a new primary school. Only two are considered suitable in theory (as one of the sites is a Local Wildlife Site in the 2012 Draft Local Plan) but the two sites are affected by a restrictive covenant which makes them unavailable and this coupled with the concerns about school capacity means development is unlikely to be deliverable within the plan period. The enabling development at St. Osyth Priory should be treated as a windfall but has been included in this assessment as development at this scale will undoubtedly have an impact on the village.

Housing Trajectory: St. Osyth

Site Code	Address	Dwelling Capacity	YEARS 1-5							YEARS 6-10					YEARS 11-15					Notes
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	
RS1.11	Land rear of Clacton Road and Rochford Road	95																		Longer term potential – subject to delivery of new school
RS1.12	Land south of Clacton Road	80																		Longer term potential – subject to delivery of new school
RS1.13	Land between Clacton Road and Bypass Road	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Not considered suitable.
RS1.14	Enabling development for St Osyth Priory	328 (190)			30	30	30	30	30	30	10									Enabling development to help fund restoration of Priory.
TOTAL (For each year)			0	0	30	30	30	30	30	30	10	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)			518	0	150					40					0					TOTAL DELIVERABLE / DEVELOPABLE: 190

The trajectory suggests that no dwellings are likely within the next 2 years; 150 dwellings are likely within years 1-5 on land just outside the village in order to help fund the restoration of St. Osyth Priory; a further 40 are likely within years 6-10 but no dwellings are expected in years 11-15, meaning an estimated 190 new homes could come forward in St. Osyth between 2014 and 2031. There may be scope for development post 2031 subject to the issues currently restricting growth being overcome – in particular primary school provision.

Great Bentley (Sub-Area 2)

In following the principles set out above to set a level of growth that is considered to be appropriate for Great Bentley in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school is currently operating at close to capacity and there is no scope for expansion of the existing school unless additional land could be provided. Primary school provision is therefore a major constraint to growth in Great Bentley unless there is additional land that can be acquired and financed by new development to enable the existing school to expand. Six sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for Great Bentley, of which two are supported by the Parish Council and were allocated for housing in the 2012 Draft Local Plan (only one remains as the other has since obtained planning permission).

Assessment of Sites in Great Bentley

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS2.1	Land to rear of Bold Venture, Station Road Great Bentley, Essex CO7 8LH.	611224 (E) 221551 (N)	0.88ha	22 (based on the approved planning application).	Outstanding unimplemented outline planning permission (11/01443/OUT) for residential development – but a smaller portion of the site has since been granted permission for 9 dwellings, which suggests 22 is unlikely in reality.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	No irresolvable issues.	General housing market issues.	✓	✓	2016-2018.	Limited constraints to development. Good prospects for delivery within years 1-5 of the plan period - subject to full planning permission being obtained.
RS2.2	Land west of Plough Road, Great Bentley, Essex CO7 8LG.	611200 (E) 221186 (N)	3.1ha	56 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school.	Ownership unknown – there has been no landowner or developer interest.	General housing market issues and cost of providing a new primary school would affect viability.	?	X	Longer term.	Whilst site represents a sensible and logical location for an extension of the existing built up area there is a major concern about the primary school not being capable of expansion to accommodate additional development. There has been no interest from the landowner or developer and so development within the plan period is unlikely. However, there may be potential for this land to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Great Bentley at the time. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.
RS2.3	Land south of Thorrington Road, Great Bentley, Essex CO7 8QG.	610813 (E) 221664 (N)	7.5ha	150 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues but site abuts Conservation Area and the Grade I Church of St Mary.	Cannot be accommodated without the provision of additional land or provision of a new school.	Ownership unknown – there has been no landowner or developer interest.	General housing market issues and cost of providing a new primary school would affect viability.	?	X	Longer term.	Whilst site represents a sensible and logical location for peripheral expansion of Great Bentley (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a major concern about the primary school not being capable of expansion to accommodate additional development. There has been no interest from the landowner or developer and so development within the plan period is unlikely. However, there may be potential for this land to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Great Bentley at the time. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS2.4	Land at Sturrick's Farm, east of Sturrick's Lane, Great Bentley, Essex CO7 8PT.	610844 (E) 222215 (N)	4.2ha.	75 (based on 90% of the whole broad area being developed at a density of 20dph). 32 (based on the developable western part of the site) being developed.	Western half allocated for housing in the 2012 Draft Local Plan (received very few objections) and is the subject of a planning application that is yet to be determined for 32 dwellings (14/00431/FUL). The remainder of the land is part of a much larger area of land that was promoted for inclusion in the 2012 Draft Local Plan but discounted due to concerns about the suitability of Great Bentley for major growth but has since been identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. This portion is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues for the allocated portion of the site but development further eastwards would protrude into uncontained open countryside.	No irresolvable issues for the allocated portion of the site but concerns about additional growth as this cannot be accommodated without the provision of additional land or provision of a new school.	No irresolvable issues.	General housing market issues and cost of providing a new primary school would affect viability.	✓ (part)	✓ (part)	2016-2018 (western part of site). Remainder of site longer term.	Limited constraints to development for the western portion of the site that is already allocated in the Draft Local Plan and good prospects for delivery within years 1-5 of the plan period. Regarding the remainder of the site, whilst it represents a sensible and logical location for peripheral expansion of Great Bentley (in theory) the scale of development of this combined with the western portion would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a major concern about the primary school not being capable of expansion to accommodate additional development. There may be potential for this to be considered in the longer-term for housing but only if the issues identified above are addressed and additional growth is required at Great Bentley at the time. Site could come forward as a windfall but this is unlikely to be within the first 5 years of the plan period.
RS2.5	Land north of Moors Close, Great Bentley, Essex CO7 8QN.	611195 (E) 222202 (N)	5.6ha	100 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	No irresolvable issues.	No irresolvable issues but site abuts Conservation Area, a Local Wildlife Site and development would protrude settlement into uncontained open countryside.	Cannot be accommodated without the provision of additional land or provision of a new school.	Ownership unknown – there has been no landowner or developer interest.	General housing market issues and cost of providing a new primary school would affect viability.	X	X	X	There are some concerns about the suitability of this land for housing as it would extend the settlement into an area of uncontained open countryside. Furthermore, the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a major concern about the primary school not being capable of expansion to accommodate additional development. There has been no interest from the landowner or developer and so development within the plan period is unlikely.
RS2.6	Land south of Weeley Road, Great Bentley, Essex CO7 8PB.	611907 (E) 222762 (N)	2.5ha	45 (based on 90% of the site area being developed at a density of 20dph).	Land part of a larger area of land that was promoted for inclusion in the 2012 Draft Local Plan but discounted due to concerns about the suitability of Great Bentley for major growth but has since been identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. The site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Safe access and egress might be difficult to achieve off Weeley Road.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school.	No irresolvable issues.	General housing market issues and cost of providing a new primary school would affect viability.	X	?	X	Whilst the site was promoted for development there has been no serious interest from the landowner or a developer. There are some concerns about the suitability of this land for housing as it would be poorly connected with the existing built up area and safe access and egress might be difficult to achieve off Weeley Road. Furthermore, the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a major concern about the primary school not being capable of expansion to accommodate additional development.

In total, the sites assessed above have the potential to deliver an estimated 405 new homes but there are major concerns about any additional growth in Great Bentley (over what is already allocated in the draft Local Plan and/or that has permission) without the provision of additional land to enable the existing primary school to expand. This level of development would not be enough to justify or viably deliver a new primary school. Only two sites are considered suitable for housing, which feature as specific allocations in the 2012 Draft Local Plan (sites RS2.1 and part of RS2.4). Two of the sites are not considered suitable due to concerns about access and primary school provision but two sites may be suitable in the longer term to deal with growth post 2031, subject to these issues being addressed and if growth in the Rural Service Centres is part of the spatial strategy at that time.

Housing Trajectory: Great Bentley

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
RS2.1	Bold Venture, Great Bentley	22 (9)			4	5														
RS2.2	Land west of Plough Road, Great Bentley	56																		Longer term potential subject to delivery of new school.
RS2.3	Land South of Thorrington Road, Great Bentley	150																		Longer term potential subject to delivery of new school.
RS2.4	East of Sturricks Lane, Great Bentley	75 (32)			16	16														Longer term potential for remainder of site.
RS2.5	Land north of Moors Close, Great Bentley	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability and availability are questionable.
RS2.6	Land south of Weeley Road, Great Bentley	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability is questionable.
TOTAL (For each year)			0	0	20	21	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)		405	0		41					0					0					TOTAL DELIVERABLE / DEVELOPABLE: 41

The trajectory suggests that no dwellings are likely within the next 2 years; 41 new homes could be delivered in years 1-5 of the plan period (2016-2021); and no new homes are likely in years 6-10 (2021-2026) and the more uncertain years 11-15 (2026-2031), meaning that in total an estimated 41 new homes could be delivered in Great Bentley over the plan period. This scale of development is likely to be accommodated easily within the existing infrastructure but further growth over this would introduce issues in terms of education provision as the village primary school has capacity limits and is not capable of expansion without the provision of additional land/or a new school being built.

Thorpe-le-Soken (Sub-Area 2)

In following the principles set out above to set a level of growth that is considered to be appropriate for Thorpe-le-Soken in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school is currently operating at capacity and there is no scope for expansion of the existing school unless additional land could be provided. Primary school provision is therefore a major constraint to growth in Thorpe-le-Soken unless there is additional land that can be acquired and financed by new development to enable the existing school to expand. Four sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for Thorpe-le-Soken, of which only one has a realistic prospect of delivery and was consequently allocated for housing in the 2012 Draft Local Plan.

Assessment of Sites in Thorpe-le-Soken

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suit-able?	Avail-able?	Achievable? / Likely Timescale	Other Comments
RS2.7	Land north of Abbey Street, Thorpe-le-Soken, Essex CO16 0JH.	618375 (E) 222311 (N)	2.49ha	40 (based on the current planning application under consideration).	Allocated for housing in the 2012 Draft Local Plan (received very few objections). Site subject of planning application 13/01481/FUL (yet to be determined).	No irresolvable issues.	No irresolvable issues but front part of site within Conservation Area.	No irresolvable issues.	No irresolvable issues.	Contribution to infrastructure and general housing market issues may affect viability.	✓	✓	2016-2020.	Limited constraints to development. Good prospects for delivery within years 1-5 of the plan period.
RS2.8	Land north of New Town Road, Thorpe-le-Soken, Essex CO16 0ER.	617819 (E) 222856 (N)	3.3ha	60 (based on 90% of the site area being developed at a density of 20 dph).	Land part of a larger area of land that was promoted for inclusion in the 2012 Draft Local Plan but discounted due to concerns about the suitability of Thorpe-le-Soken for major growth but has since been identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. The site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access would be problematic as roads to the south are private, unmade roads.	Landscape impact is an issue to the north of the village.	Cannot be accommodated without the provision of additional land or provision of a new school.	No irresolvable issues.	General housing market issues, costs to upgrade roads and cost of providing a new primary school would affect viability.	X	?	X	Whilst the site represents a sensible and logical gap in the built up area for peripheral expansion of Thorpe-le-Soken (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There are also major concerns about access and the primary school not being capable of expansion to accommodate additional development and so at this time the site is not considered to be suitable.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS2.9	Land off Lonsdale Road, Thorpe-le-Soken, Essex CO16 0LT.	618237 (E) 222890 (N)	4.3ha	83 (based on 90% of the site area being developed at a density of 20 dph).	Land part of a larger area of land that was promoted for inclusion in the 2012 Draft Local Plan but discounted due to concerns about the suitability of Thorpe-le-Soken for major growth but has since been identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. The site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Access would be problematic as roads to the south are private, unmade roads.	Landscape impact is an issue to the north of the village.	Cannot be accommodated without the provision of additional land or provision of a new school.	No irresolvable issues.	General housing market issues, costs to upgrade roads and cost of providing a new primary school would affect viability.	X	?	X	Whilst the site was promoted for development there has been no serious interest from the landowner or a developer. The suitability of this land is questionable due to concerns about access and landscape impact. Furthermore, the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also a major concern about the primary school not being capable of expansion to accommodate additional development and so at this time the site is not considered to be suitable.
RS2.10	Land east of Landermere Road and west of Byng Crescent, Thorpe-le-Soken, Essex CO16 0NT.	618594 (E) 222490 (N)	8.1ha	145 (based on 90% of the site area being developed at a density of 20 dph).	Land part of a larger area of land that was promoted for inclusion in the 2012 Draft Local Plan but discounted due to concerns about the suitability of Thorpe-le-Soken for major growth but has since been identified as a potential broad area for growth worthy for consideration during the review of the Local Plan. The site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	There is no obvious point of access.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school.	Multiple ownerships.	General housing market issues and cost of providing a new primary school would affect viability.	X	?	X	Whilst the site represents a sensible and logical gap in the built up area for peripheral expansion of Thorpe-le-Soken (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also no obvious means of access without adjoining land or the acquisition of existing properties. There is also a major concern about the primary school not being capable of expansion to accommodate additional development and so at this time the site is not considered to be suitable.

In total, the sites assessed above have the potential to deliver an estimated 328 new homes but there are major concerns about any additional growth in Thorpe-le-Soken (over what is already allocated in the draft Local Plan and/or that has permission) without the provision of additional land to enable the existing primary school to expand. This level of development would not be enough to justify or viably deliver a new primary school. Only one site is considered suitable for housing, which features as a specific allocation in the 2012 Draft Local Plan (site RS2.7). The other three sites are not considered suitable due to concerns about access, potential landscape impact and primary school provision. If developed in full, would be wholly out of keeping with the character and relative sustainability of the village and would introduce traffic problems through the centre of the village, which is an issue of local concern to existing residents of the village.

Housing Trajectory: Thorpe-le-Soken

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
RS2.7	Abbey Street, Thorpe-le-Soken	40			10	10	10	10												
RS2.8	North of New Town Road, Thorpe-le-Soken	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability questionable.
RS2.9	Lonsdale Road, Thorpe-le-Soken	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability questionable.
RS2.10	East of Landermere Road, Thorpe-le-Soken	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability questionable.
TOTAL (For each year)			0	0	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	
TOTAL (for each part of the plan period)			0		40					0					0					TOTAL DELIVERABLE / DEVELOPABLE: 40

The trajectory suggests that no dwellings are likely within the next 2 years; 40 new homes could be delivered in years 1-5 of the plan period (2016-2021); and no new homes are likely in years 6-10 (2021-2026) and the more uncertain years 11-15 (2026-2031), meaning that in total an estimated 40 new homes could be delivered in Thorpe-le-Soken over the plan period. This scale of development is likely to be accommodated easily within the existing infrastructure but further growth over this would introduce issues in terms of education provision as the village primary school has capacity limits and is not capable of expansion without the provision of additional land/or a new school being built.

Alresford (Sub-Area 4)

In following the principles set out above to set a level of growth that is considered to be appropriate for Alresford in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school has the site area to be expanded to accommodate up to approximately 200 new homes before additional land or a new school would be required (a new school would only be possible with a large scale development of 700 or more to provide the critical mass to make this a viable option). 200 new homes would be nearly four times the level of

development that was considered to be 'fair and proportionate' for Alresford in the 2012 Draft Local Plan (which equated to approximately 48 new dwellings). There has been much local debate in recent years over where development should be located in the village and many objections were received in response to the 2014 Focussed Changes that proposed the deletion of land south of Cockaynes Lane (which was proposed due to concerns at that time about deliverability) in favour of land south of St Andrews Close being allocated. The concerns received were mostly due to the nature conservation value of the site, which would be lost if developed and access/highway safety issues. Based on latest evidence up to approximately 200 new homes could in theory be accommodated in Alresford through the expansion of the existing primary school. Five sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for Alresford.

Assessment of Sites in Alresford

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS4.11	Cockaynes Orchard, south of Cockaynes Lane, Alresford, Essex CO7 8BT.	606308 (E) 221614 (N)	6.3ha	115 (based on 90% of the site area being developed at a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan and was allocated for mixed-use development but this was removed due to concerns about environmental impacts on the character of Cockaynes Lane and concerns about access and deliverability. Site is outside the Settlement Development Boundary in the 2014 Focussed Changes version of the Draft Local Plan.	Access via Cockaynes Lane might be problematic. No other obvious means of access without acquisition and demolition of existing properties.	There is some concern about the potential impact development may have on the rural character of Cockaynes Lane.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues.	Contribution towards infrastructure, provision of suitable access and general housing market issues may affect viability.	?	✓	2021-2026 for 50 with longer term potential for remainder of site.	Whilst there is a strong sense of local feeling against any development in this location due to the potential impact it may have on the rural character of Cockaynes Lane the site represents a sensible and logical location for peripheral expansion of Alresford (in theory); however, the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. A smaller-scale development up to 50 would be more appropriate. However, there may be potential for additional land to be considered in the longer-term in the next Local Plan if additional growth in Alresford is part of the spatial strategy at that time. Development is not likely within the first 5 years of the plan period due to the current state of the housing market and the financial contributions that would be required to enable the existing primary school to expand. Issues about access need to be addressed and development will need to demonstrate that it will not have an adverse impact on the character of Cockaynes Lane.
RS4.12	Land north of Cockaynes Lane, Alresford, Essex CO7 8BT.	606935 (E) 221898 (N)	3.7ha	70 (based on 90% of the site area being developed at a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	Access via Cockaynes Lane might be problematic. No other obvious means of access without acquisition and demolition of existing properties.	There is some concern about the potential impact development may have on the rural character of Cockaynes Lane.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues.	Contribution towards infrastructure, provision of suitable access and general housing market issues may affect viability.	?	✓	Longer term.	Whilst the site represents a sensible and logical location for peripheral expansion of Alresford (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. The neighbouring land to the south is considered to be more suitable as it is closer to the centre of the village and railway station and so is the preferred site for additional growth in Alresford. However, there may be potential for this site to be considered in the longer-term in the next Local Plan if additional growth in Alresford is part of the spatial strategy at that time. Issues about access need to be addressed and development will need to demonstrate that it will not have an adverse impact on the character of Cockaynes Lane.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS4.13	Land south of St. Andrew's Close, Alresford, Essex CO7 8BL.	606773 (E) 221047 (N)	2.56ha	46 (based on 90% of the site area being developed at a density of 20dph).	Land promoted for development and allocated for housing in the 2014 Focussed Changes version of the Draft Local Plan (received many objections). Site is shown as a Local Wildlife Site in the 2012 Draft Local Plan (the proposed removal of this designation in 2014 received many objections).	No irresolvable issues.	Site is recommended for designation as a Local Wildlife Site (LoWS) following the Council's 2008 Wildlife Sites Review due to the presence of rare glow-worms and rare species of flora and fauna.	Contribution would be needed towards expansion of existing primary school.	No irresolvable issues.	Contribution towards infrastructure and general housing market issues may affect viability.	X	✓	X	Whilst the site represents a sensible and logical location for peripheral expansion of Alresford (in theory) and was recommended as a housing allocation in the 2014 Focussed Changes version of the Draft Local Plan, in retrospect, there are serious doubts about the suitability of the land for development due to the site's status as a proposed Local Wildlife Site (which ought to be reinstated) and so its future as a housing allocation in the new version of the Local Plan is uncertain. Development is therefore unlikely as the site is considered to be unsuitable for development.
RS4.14	Land south of Wivenhoe Road and west of Church Road, Alresford, Essex CO7 8AX.	606346 (E) 221236 (N)	9.8ha	176 (based on 90% of the site area being developed at a density of 20dph).	Land identified as a potential broad area for growth worthy for consideration during the review of the Local Plan but has not been promoted for development by the landowner or developer. Site is outside the Settlement Development Boundary in the 2012 Draft Local Plan.	Limited opportunities for access.	No irresolvable issues.	Contribution would be needed towards expansion of existing primary school.	Ownership unknown – there has been no landowner or developer interest.	Contribution towards infrastructure, provision of suitable access and general housing market issues may affect viability.	?	X	Longer term.	Whilst the site represents a sensible and logical location for peripheral expansion of Alresford (in theory) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also some concern about access and there has also been no interest from the landowner or a developer so the site is unlikely to come forward within the plan period. However, there may be potential for this site to be considered in the longer-term in the next Local Plan if additional growth in Alresford is part of the spatial strategy at that time. Issues about access would need to be addressed.
RS4.15	Garden Land between Railway and Wivenhoe Road, Alresford, Essex CO7 8AQ.	606212 (E) 221480 (N)	2.5ha	45 (based on density of surrounding development).	Garden land promoted for inclusion in the 2012 Draft Local Plan. Site is included within the Settlement Development Boundary in the 2012 Draft Local Plan.	No obvious suitable means of vehicular access. Need to maintain operational access to the railway line / station for Network Rail. Much of land is currently garden land to properties fronting Wivenhoe Road.	Part of land safeguarded open space in the 2012 Draft Local Plan.	Contribution would be needed towards expansion of existing primary school.	Multiple ownership.	Contribution towards infrastructure and general housing market issues may affect viability.	✓	X	Longer-term.	Would be a form of backland development but is not expected to come forward immediately while housing market is weak. A comprehensive scheme involving a larger area of land would be preferred to smaller, piecemeal schemes, subject to resolving any outstanding planning issues.

In total, the sites assessed above have the potential to deliver an estimated 452 new homes which would be far in excess of the 200 or so that could be accommodated (in theory) by the existing primary school (subject to expansion) before additional land or a new school is required. Only one site (RS4.11) is considered to have the most realistic prospect of delivering new housing within the plan period, which featured as a mixed-use allocation in the 2012 Draft Local Plan but was deleted due to concerns at that time about deliverability. There is strong sense of local feeling against any development that would harm the rural character of Cockaynes Lane so this would need to be carefully considered if this site is to feature as an allocation in the new version of the Local Plan and access and highway issues will need to be addressed. The land south of St Andrew's Close (RS4.13) is now considered to be unsuitable and ought to no longer feature as a housing allocation in the new version of the Local Plan due to its status as a recommended Local Wildlife Site, which ought to be safeguarded from development. Other sites are unlikely to come forward within the plan period.

Housing Trajectory: Alresford

Site Code	Address	Dwelling Capacity	YEARS																	Notes	
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31		
RS4.11	Cockaynes Orchard, south of Cockaynes Lane, Alresford	115 (50)									10	10	10	10	10						Only 50 considered suitable. Suitability yet to be determined. Longer term potential.
RS4.12	Land north of Cockaynes Lane, Alresford	70																			Longer term potential.
RS4.13	Land south of St. Andrew's Close, Alresford	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Suitability is questionable.
RS4.14	Land south of Wivenhoe Road, Alresford	176																			Longer term potential.
RS4.15	Garden Land between Railway and Wivenhoe Road, Alresford	45																			Longer term potential.

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes		
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30	2030/31
TOTAL (For each year)			0	0	0	0	0	0	0	10	10	10	10	10	0	0	0	0	0	
TOTAL (for each part of the plan period)			452	0	0					50					0					TOTAL DELIVERABLE / DEVELOPABLE: 50

The trajectory suggests that no dwellings are likely within the next 2 years or in years 1-5 of the plan period (2016-2021); 50 new homes could be delivered in years 6-10 (2021-2026) but no dwellings are expected in the more uncertain years 11-15 (2026-2031), meaning that in total an estimated 50 new homes could be delivered in Alresford over the plan period. This scale of development is likely to be accommodated easily within the existing infrastructure (subject to the expansion of the existing school).

Elmstead Market (Sub-Area 4)

In following the principles set out above to set a level of growth that is considered to be appropriate for Elmstead Market in the new version of the Local Plan, it is important to consider the capability of the existing infrastructure in the village to accommodate additional growth. Based on latest evidence, the existing primary school is currently operating at capacity and there is no scope for expansion of the existing school unless additional land could be provided. Primary school provision is therefore a major constraint to growth in Elmstead Market unless there is additional land that can be acquired and financed by new development to enable the existing school to expand. There has been much local debate in recent years over where development should be located in the village and the site that was allocated in the 2012 Draft Local Plan received many objections due to concerns mostly about highway safety and supporting alternative allocation on land at Church Road. Consequently, through Focussed Changes, this allocation was reduced in size and alternative land was allocated to the north of the village west of Church Road. Three sites/broad areas with the potential for 10 or more dwellings have been included in the assessment for Elmstead Market of which two feature as allocations within the 2014 Focussed Changes version of the Draft Local Plan.

Assessment of Sites in Elmstead Market

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS4.16	Land north of Meadow Close and west of Holly Way, Elmstead Market, Essex CO7 7QR.	605791 (E) 224829 (N)	3.2ha	58 (based on 90% of the site area being developed at a density of 20dph).	Part of site (north of Meadow Close) allocated for housing in the 2014 Focussed Changes version of the Draft Local Plan (received many objections).	No irresolvable issues – but there are local concerns about highway safety and suitability of Meadow Close for access.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school and there is a local desire to deliver a new community centre.	No irresolvable issues.	General housing market issues and cost of providing a new primary school and other community infrastructure would affect viability.	✓	✓	Only 50 2021-2026 (subject to overcoming infrastructure constraints).	Whilst there is a strong sense of local feeling against any development in this location the site represents a sensible and logical location for peripheral expansion of Elmstead Market (in theory); however, the scale of development if the whole site is developed would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. A smaller-scale development of no more than 50 dwellings would be more appropriate. Development is unlikely to take place within the first 5 years of the plan period due to the need to secure additional land for the expansion of the primary school – which is currently at capacity and resolving where in the village could accommodate and viably deliver a new community centre.
RS4.17	Land west of Church Road, Elmstead Market, Essex CO7 7AW.	606185 (E) 225128 (N)	2.4ha	40 (based on 90% of the site area being developed at a density of 20dph) – but only approx 20 is likely if delivered alongside a new community centre.	Land allocated for housing in the 2014 Focussed Changes version of the Draft Local Plan (received many objections).	No irresolvable issues – but Church Road would need improving.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school and there is a local desire to deliver a new community centre.	No irresolvable issues.	General housing market issues and cost of providing a new primary school and other community infrastructure would affect viability.	✓	✓	2021-2026 (subject to overcoming infrastructure constraints).	The site represents a sensible extension to the existing built up area without protruding too much into the surrounding countryside. Development is unlikely to take place within the first 5 years of the plan period due to the need to secure additional land for the expansion of the primary school – which is currently at capacity and resolving where in the village could accommodate and viably deliver a new community centre.

SITE CODE	ADDRESS	Grid Ref	Area (ha)	Estimated Dwelling Capacity	Planning Status (1st April 2014)	Physical Constraints	Environmental Constraints	Infrastructure Constraints	Ownership Issues	Viability Issues	Suitable?	Available?	Achievable? / Likely Timescale	Other Comments
RS4.18	Land west of School Road, Elmstead Market, Essex CO7 7ET.	606036 (E) 224385 (N)	3.6ha	65 (based on 90% of the site area being developed at a density of 20dph).	Land promoted for inclusion in the 2012 Draft Local Plan. Site is outside the Settlement Development Boundary.	No irresolvable issues.	No irresolvable issues.	Cannot be accommodated without the provision of additional land or provision of a new school and there is a local desire to deliver a new community centre.	No irresolvable issues.	General housing market issues and cost of providing a new primary school and other community infrastructure would affect viability.	?	✓	Longer term.	Whilst the site represents a sensible and logical location for peripheral expansion of Elmstead Market (in theory – in terms of settlement shape) the scale of development would be contrary to the proposed spatial strategy for Rural Service Centres in the new version of the Local Plan. There is also some concern about encouraging further development on the southern side of the busy A133 that runs through the centre of the village, away from the primary school and there has been little interest from the landowner or a developer so the site is unlikely to come forward within the plan period. However, there may be potential for this site to be considered in the longer-term in the next Local Plan if additional growth in Elmstead Market is part of the spatial strategy at that time and issues about primary school provision can be addressed.

In total, the sites assessed above have the potential to deliver an estimated 163 new homes but there are major concerns about any additional growth in Elmstead Market (over what is already allocated in the draft Local Plan and/or that has permission) without the provision of additional land to enable the existing primary school to expand. This level of development would not be enough to justify or viably deliver a new primary school. All three sites (of which only two feature as allocation in the 2014 Focussed Changes version of the Local Plan) have potential to come forward but only if the objections by local people are addressed (in particular the issues regarding highway safety) and additional land can be acquired for the expansion of the primary school.

Housing Trajectory: Elmstead Market

Site Code	Address	Dwelling Capacity	YEARS 1-5					YEARS 6-10					YEARS 11-15					Notes	
			2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29		2029/30
RS4.16	Land north of Meadow Close, Elmstead Market	58 (50)							10	10	10	10	10						Only 50. Subject to addressing school provision
RS4.17	Land west of Church Road, Elmstead Market	40							8	8	8	8	8						Subject to addressing school provision
RS4.18	Land west of School Road, Elmstead Market	65																	Longer term subject to addressing school provision
TOTAL (For each year)			0	0	0	0	0	0	18	18	18	18	18	0	0	0	0	0	
TOTAL (for each part of the plan period)		163	0					90					0					TOTAL DELIVERABLE / DEVELOPABLE: 90	

The trajectory suggests that no dwellings are likely within the next 2 years or in years 1-5 of the plan period (2016-2021); 90 new homes could be delivered in years 6-10 (2021-2026) but no dwellings are expected in the more uncertain years 11-15 (2026-2031), meaning that in total an estimated 90 new homes could be delivered in Elmstead Market over the plan period. This scale of development and any further development would require the provision of additional land/or a new school being built.

Conclusions

The National Planning Policy Framework requires Councils to boost significantly the supply of housing to meet the full, objectively assessed needs for market and affordable housing, as far as is consistent with other policies in the Framework, by identifying specific sites to deliver housing over years 1-5, 6-10 and, where possible, 11-15. The assessment above demonstrates that the district's proposed Rural Service Centres could play a role in delivering new housing to address some of this need. Because rural settlements have less in the way of employment opportunities, shops, services and facilities they offer fewer sustainable locations for development and it is easy for rural character to be damaged by over-development and its urbanising effects. The Council's emerging Local Plan policy is to facilitate growth in these villages that is capable of being accommodated by existing infrastructure (especially primary schools) and maintain the existing shape and form of the settlement. However, in theory, there is potential to deliver higher levels of growth but this could have significant implications for infrastructure provision (particularly schools) and maintaining and enhancing rural character.

Years 2014/15 and 2015/16: no dwellings are expected in the next 2 years.

Years 1-5 (2016-2021): For the first 5 years of the plan period Rural Service Centres could deliver an estimated 291 dwellings which is considered to be realistic and within the parameters set out at the start of this section but as demonstrated in this assessment theoretically a much higher level of growth could be accommodated but this would not all be deliverable without major infrastructure improvements.

Years 6-10 (2021-2026): For years 6-10 (2021-2026), a further 244 dwellings are likely to be delivered.

Years 11-15 (2026-2031): For years 11-15 (2026-2031) no dwellings are expected as the supply of deliverable sites around the villages dries up. Additional growth could take place in theory but only if significant infrastructure improvements are made.

In conclusion, Rural Service Centres can be expected to deliver an estimated 535 dwellings but could, in theory, deliver higher levels of growth but this could have significant implications for infrastructure and rural character.

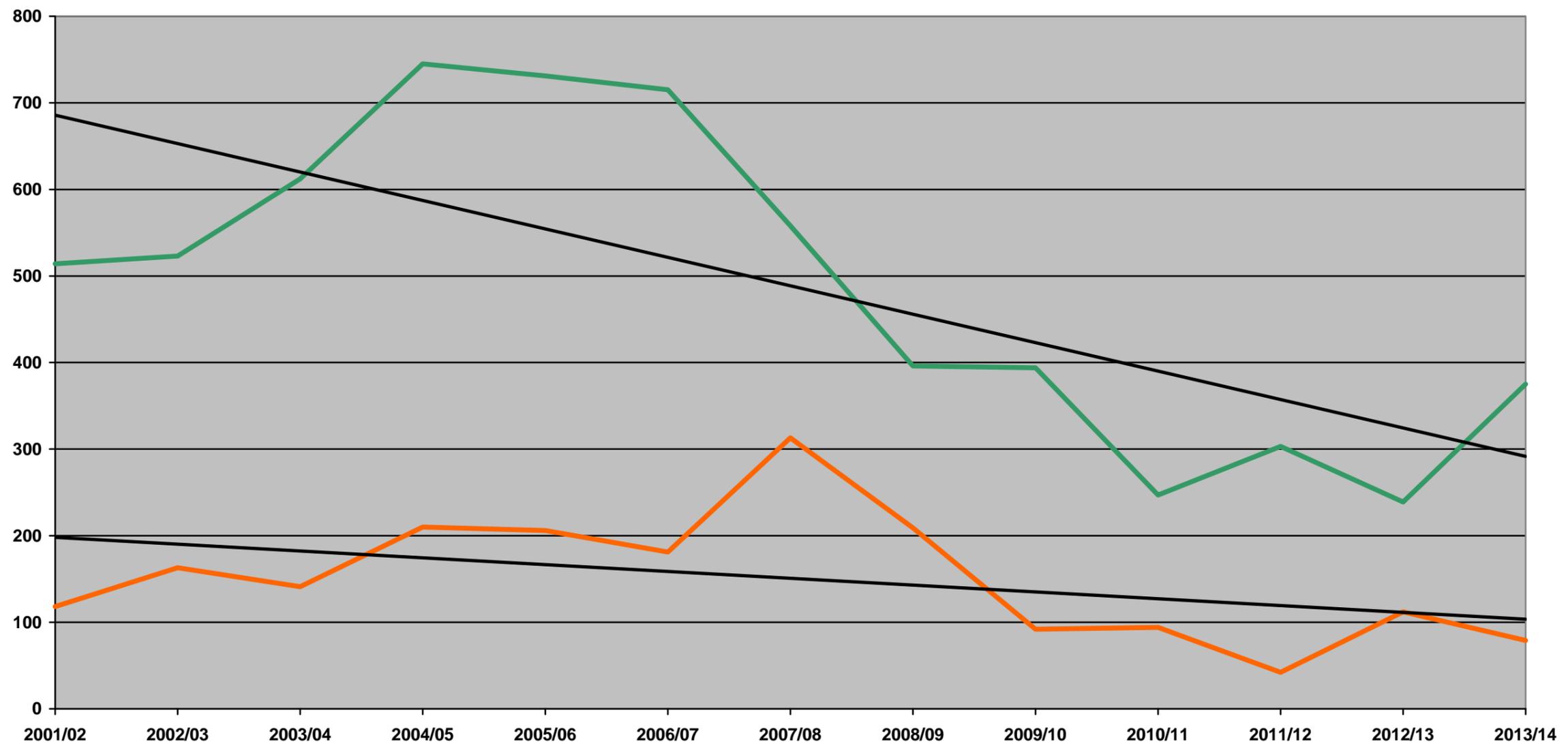
Appendix 7: Potential of Small Sites and the Re-Use of Empty Homes

The National Planning Policy Framework, in paragraph 48 states that Local Plans can include an allowance for 'windfall sites' in the ongoing five-year supply of housing land if there is compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Because only sites with a net dwelling capacity of 10 or more units are specifically assessed in the SHLAA and thereafter considered as potential housing allocations in the Local Plan, it is highly likely that other smaller sites with the potential for 9 or fewer dwellings will also contribute toward the overall housing stock increase for the district. Whilst the assessment above suggests that it will may be physically possible to deliver the quantum of housing development that the 2013 SHMA update suggests might be needed up to 2031, historically windfalls have been an important source of supply and so the contribution of small windfall sites could be important and should be calculated as part of this assessment.

Continued Development on Small Windfall Sites

On 31st March 2014, a number of sites in the district had planning permission for residential development comprising 9 or fewer dwellings and involving a net increase in units which, in total, had the potential to deliver 375 homes. This is a relatively small number of homes in the context of what is likely to be required over the plan period, particularly as the plan period will not start until 1st April 2016 by which time some of these sites will have undoubtedly been built. Without assessing the suitability, availability and achievability of every one of these sites, which would not have been practical within the resources available, it would not be appropriate to simply assume that 375 dwellings will be actually be built. In reality sites often gain planning permission for residential development and these can remain unimplemented for many years. It is therefore better to formulate an estimate of how many dwellings are likely to be built on small sites looking at the trends in both the supply of small housing sites and their delivery. The following graph shows, for the period between 1st April 2001 and 31st March 2014, both the outstanding potential for housing development (as measured in any one year) and the actual number of dwelling completions on small sites per year.

Small sites (9 or fewer next dwellings) with outstanding residential permission on 31st March 2014



This graph shows for each year since 2001 the number of dwelling completions on small sites and the potential number of dwellings that could be delivered on small sites with outstanding residential planning permissions. The black lines indicate the trend for each of these measures which over the 12 year period have both been gently downward. This is likely to represent the impact of the downturn in the economy and the inevitable 'drying up' of

available small sites. On average, the level of dwelling capacity has fallen at a rate of approximately 30 dwellings per year and the ratio of outstanding dwelling potential to actual dwelling completions has been around 3 to 1. The table below provides an indication of how many dwellings might be completed on small sites if these trends were projected over the coming years.

Projected dwelling completions on small sites (with a capacity of 9 or fewer dwellings) 2014-2031

Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Projected dwelling potential of small sites (reducing by 30 a year)	345	315	285	255	225	195	165	135	105	75	45	15	0	0	0	0	0
Projected dwelling completions on small sites (one third of the figure above).	115	105	95	85	75	65	55	45	35	25	15	5	0	0	0	0	0
Cumulative dwelling completions on small sites (from the base-date of the SHLAA – 1st April 2014)	115	220	315	400	475	540	595	640	675	700	715	720	720	720	720	720	720

These projections would suggest that within the period 2014 – 2031 it might be reasonable to expect a contribution, toward overall dwelling stock change, of around 720 homes from small sites, which assumes the supply of small sites could dry up by around 2026. In reality the supply of small sites will not dry up altogether after 2026, but in trying to calculate a windfall estimate that makes reasonable assumptions about the future, this would appear to be a justifiable approach.

Development in Smaller Rural Settlements

The Council's approach to development in 'Smaller Rural Settlements' in the new version of the Local Plan will be to limit growth to small-scale development (i.e. sites capable of accommodating 9 dwellings or less) within flexibly drawn Settlement Development Boundaries that would effectively come forward as windfall sites. This is because these smaller villages often have very little in the way of services and facilities and so it would be inappropriate to encourage further growth and instead encourage development where it would be sustainable. It was estimated that this approach could deliver 280 dwellings on small sites over and above any likely to come forward as windfalls as a result of general infill and intensification. For the purposes of the SHLAA, it is estimated that only 90% of this level will actually be delivered over the plan period (simply allowing a degree of flexibility given the uncertainty about the location and deliverability of windfall sites) bringing the level down to 250 homes. This figure is then annualised to 15 dwellings per annum over the period 2014-2031.

Projected dwelling completions on small sites (with a capacity of 9 or fewer dwellings) 2014-2031 including additional development in Smaller Rural Settlements.

Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Projected dwelling completions on small windfall sites (taken from table above).	115	105	95	85	75	65	55	45	35	25	15	5	0	0	0	0	0
Inclusion of rural windfalls (15 dwellings per annum).	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Total	130	120	110	100	90	80	70	60	50	40	30	20	15	15	15	15	15
Cumulative dwelling completions on small sites (from the start of the Local Plan period on 1st April 2014).	130	250	360	460	550	630	700	760	810	850	880	900	915	930	945	960	975

These calculations suggest that over the period 2014-2031 it would be reasonable to expect a dwelling stock increase of 975 dwellings resulting from small windfall sites and this could legitimately form part of the Council's housing supply figures in the Local Plan.

Potential to bring long-term empty properties back into use

In April 2014, there were approximately 870 long-term empty homes in the Tendring district. As the housing market recovers from the downturn, the re-use of empty properties could play a critical role in addressing the objectively assessed need for housing alongside the construction of new homes. There will always be a number of empty properties within the housing stock so it is not appropriate to simply assume that all 870 empty homes will become 0 empty homes over the course of the plan period. For the purposes of this assessment therefore, we work on the basis of reducing the number of empty properties to 50% during years 1-10. This means bringing around 400 properties back into use over that period at an average rate of 40 homes by implementing the Council's Empty Homes Strategy.

Whilst it is not proposed that such a figure form part of the housing supply in the Local Plan, it shows that if the Council is unable to identify sufficient developable land to meet the high objectively assessed needs, there is another source of housing supply that could assist in relieving demand for property.

Appendix 8: Housing Trajectory Assumptions

Assumptions on housing delivery in years 2014-2016 and years 1-5 (2016-2021)

Site Code	Address		YEARS 1-5							
			2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19			
URBAN CAPACITY										
UC1.1	Land west of Bluehouse Avenue				8	8				
UC1.5	Land North of St. John's Road and West of Little Clacton Road		30	30	30	5				
UC1.9	Land at Coppins Court				10	10	10			
UC1.17	Land off Abigail Gardens				4	4	4	4	4	
UC1.18	Land off Gainsford Avenue				12	12	12	12	12	
UC1.19	Former Limbourne House		8	8						
UC1.20	Harlech House		29							
UC1.21	143-145 Kings Parade			5	5					
UC2.1	Former Reservoir Site, Witton Wood Road, Frinton				12	13	12			
UC2.2	Site of St. Joseph's Convent, Frinton			6	7					
UC2.3	Land at Frinton Park Court			6	7					
UC2.5	Butchers Lane, Walton				6	7				
UC2.6	Station Yard and Avon Works, Walton					8	8	8	8	
UC2.8	Martello Caravan Park, Walton				30	30	30	30	30	
UC2.11	47 The Parade, Walton			5	6					
UC3.4	Land r/o Pound Farm				10	10	10			
UC3.5	Brickfield Site				10	10	10			
UC3.6	Plot 2, Stanton Europark				12	13	13			
UC3.8	Land adjoining Fryatt Hospital				14	15	15	14	14	
UC3.14	Land at Ferndale Road				6	7				
UC3.16	Former Harwich Primary School				8	8	8	8	7	
UC4.1	Thorn Quay Warehouse, Mistley						16	17	16	
UC4.3	Former Secret Bunker, Mistley				15	16				
UC4.4	Astralux Site, Brightlingsea						9	9		
UC4.5	Former James & Stone Shipyard, Brightlingsea		11	11	11	11	11			
UC4.6	Land r/o 121-127 Sydney Street, Brightlingsea		13							
UC4.7	505 Ipswich Road, Colchester			36	37					
URBAN EXTENSIONS										
UE1.3	Rouses Farm							50	50	
UE1.4	South of Clacton Coastal Academy							50	50	
UE1.9	Oakwood Park							100	100	
UE1.10	Land south of Centenary Way							24	24	
UE2.6	Turpins Farm, Frinton				10	20	30	40	40	
UE4.1	Land east of Cox's Hill, Lawford				30	30	30	30	30	
UE4.5	Land adjacent to the Stourview Estate, Mistley				10	10	10	10	10	
UE4.6	Land adjacent 142 Harwich Road, Mistley		7	8						
UE4.10	Land south of Robinson Road, Brightlingsea				29	29	29	29	29	
UE4.18	Plains Farm and south of A120, Colchester Fringe/Ardleigh						40	40	40	
WE1.7	Land off St. Andrew's Close, Weeley				8	8				
RURAL SERVICE CENTRES										
RS1.1	Land off Springfield Meadows				12	13				
RS1.7	Land at Montana Roundabout						10	15	10	
RS1.14	Enabling development for St. Osyth Priory				30	30	30	30	30	
RS2.1	Bold Venture, Great Bentley				4	5				
RS3.4	East of Sturricks Lane, Great Bentley				16	16				
RS2.7	Abbey Street, Thorpe-le-Soken				10	10	10	10		
TOTAL (For each year)			98	115	419	358	357	530	504	
TOTAL (for each part of the plan period)			213		2,168			TOTAL DELIVERABLE / DEVELOPABLE: 2,381		

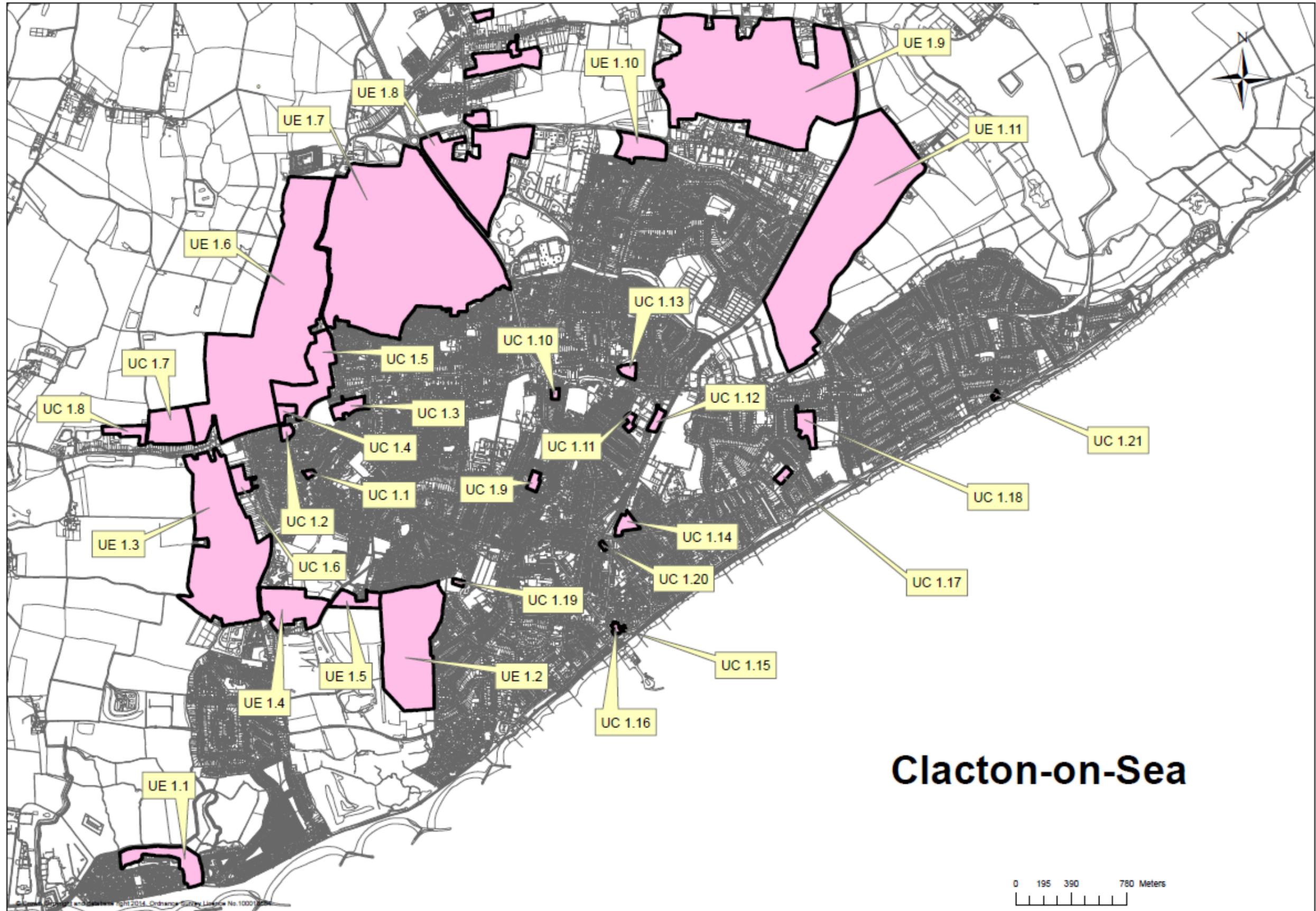
Assumptions on housing delivery in years 6-10 (2021-2026)

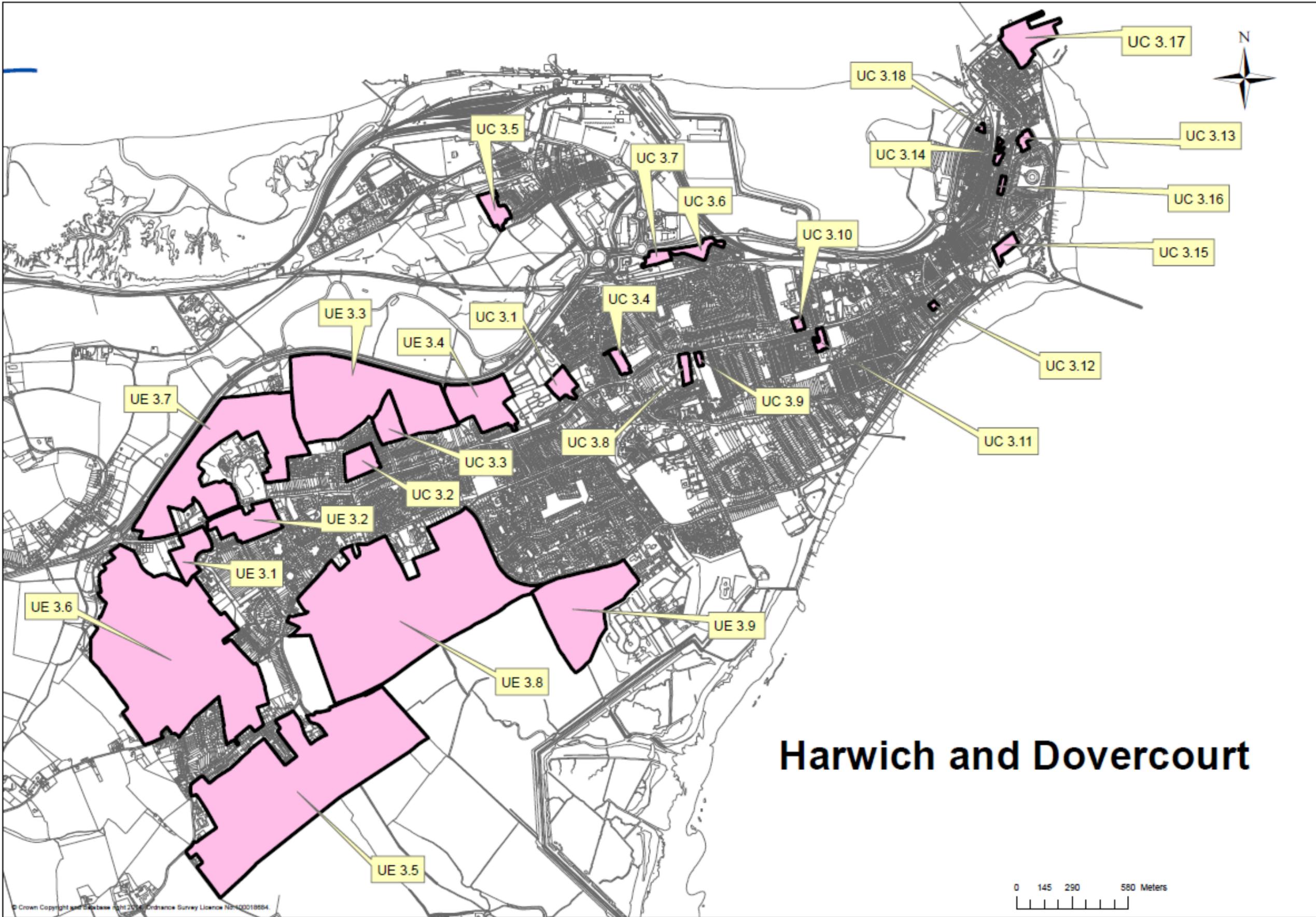
Site Code	Address	YEARS 6-10				
		2021/22	2022/23	2023/24	2024/25	2025/26
URBAN CAPACITY						
UC1.2	Land at Clacton Garden Centre	5	5	6	5	5
UC1.3	Land off Waterworks Drive	12	12	12	12	12
UC1.4	Land at 522-524 St. John's Road	6	7	7	7	6
UC1.6	Land at Chester Holiday Park	12	12	12	12	12
UC1.10	Orchard Works	4	4	4	4	4
UC1.11	109 Oxford Road	2	3	3	2	2
UC1.14	Land adjacent to Railway Station and Sadd's and St. John's Yard	12	12	12	12	12
UC1.16	Royal Hotel Site	9	9	10	10	9
UC2.4	Southcliffe Trailer Park, Walton	3	3	3	3	3
UC2.6	Station Yard and Avon Works, Walton	8				
UC2.7	Land at the Farm, Walton	9	9	10	10	9
UC2.8	Martello Caravan Park, Walton	30	30	30	30	30
UC2.9	Old Town Hall Site, Walton	3	3	3	3	3
UC3.1	Former Delford Site	9	9	9	9	9
UC3.7	Plot 3, Stanton Europark	16	16	17	16	16
UC3.9	407 Main Road	5	5	5	5	4
UC3.10	Land adjacent 360 Main Road	4	4	5	5	4
UC3.11	Land adjacent Harwich and Parkeston Football Club	9	10	10	10	9
UC3.12	Former Homemaker Store, 60 Kingsway	3	3	4	4	3
UC3.13	Former Bernard Uniforms Factory Site	7	7	7	7	6
UC4.2	Edme Site, Mistley	10	10	10	10	10
URBAN EXTENSIONS						
UE1.1	Land off Lotus Way	13	13	13	13	13
UE1.3	Rouses Farm	100	100	100	100	100
UE1.4	South of Clacton Coastal Academy	50	50	25		
UE1.5	East of Rush Green Road	12	12	12	12	12
UE1.8	Land between A133 and Centenary Way	35	35	35	35	35
UE1.9	Oakwood Park	100	100	100	100	100
UE1.10	Land south of Centenary Way	24	24	24		
UE2.5	East of Halstead Road, Kirby Cross	44	44	44	44	44
UE2.6	Turpins Farm, Frinton	40	28			
UE3.1	Land west of Mayes Lane, Ramsey	14	15	15	15	15
UE3.2	Land east of Mayes Lane, Ramsey	22	22	23	23	22
UE3.3	Land adjacent Pond Hall Farm	20	20	20	20	20
UE3.4	Land at Greenfields Farm	32	33	33	33	33
UE3.8	Land west of Low Road and south of Oakley Road	50	50	50	50	50
UE4.2	Land east of Bromley Road and north of Dead Lane, Lawford	30	40	50	50	50
UE4.17	Land east of Colchester between A133 and A120	300	300	300	300	300
UE4.18	Plains Farm and south of A120, Colchester Fringe/Ardleigh	40	40			
WE1.1	Land between Tendring Park Services and Weeley Bridge	100	100	100	100	100
WE1.6	Land rear of Council Offices, Weeley	50	50	50	50	50
RURAL SERVICE CENTRES						
RS1.8	Swaine's Farm	10	10	10	10	10
RS1.9	Land between Talbot Road and Thorrington Road	2	3	3	3	3
RS1.14	Enabling development for St. Osyth Priory	30	10			
RS4.11	Cockaynes Orchard, south of Cockaynes Lane, Alresford	10	10	10	10	10
RS4.16	Land north of Meadow Close, Elmstead Market	10	10	10	10	10
RS4.17	Land west of Church Road, Elmstead Market	8	8	8	8	8
TOTAL (For each year)		1,324	1,300	1,214	1,162	1,153
TOTAL (for each part of the plan period)		6,153				

Assumptions on housing delivery in years 11-15 (2024-2031)

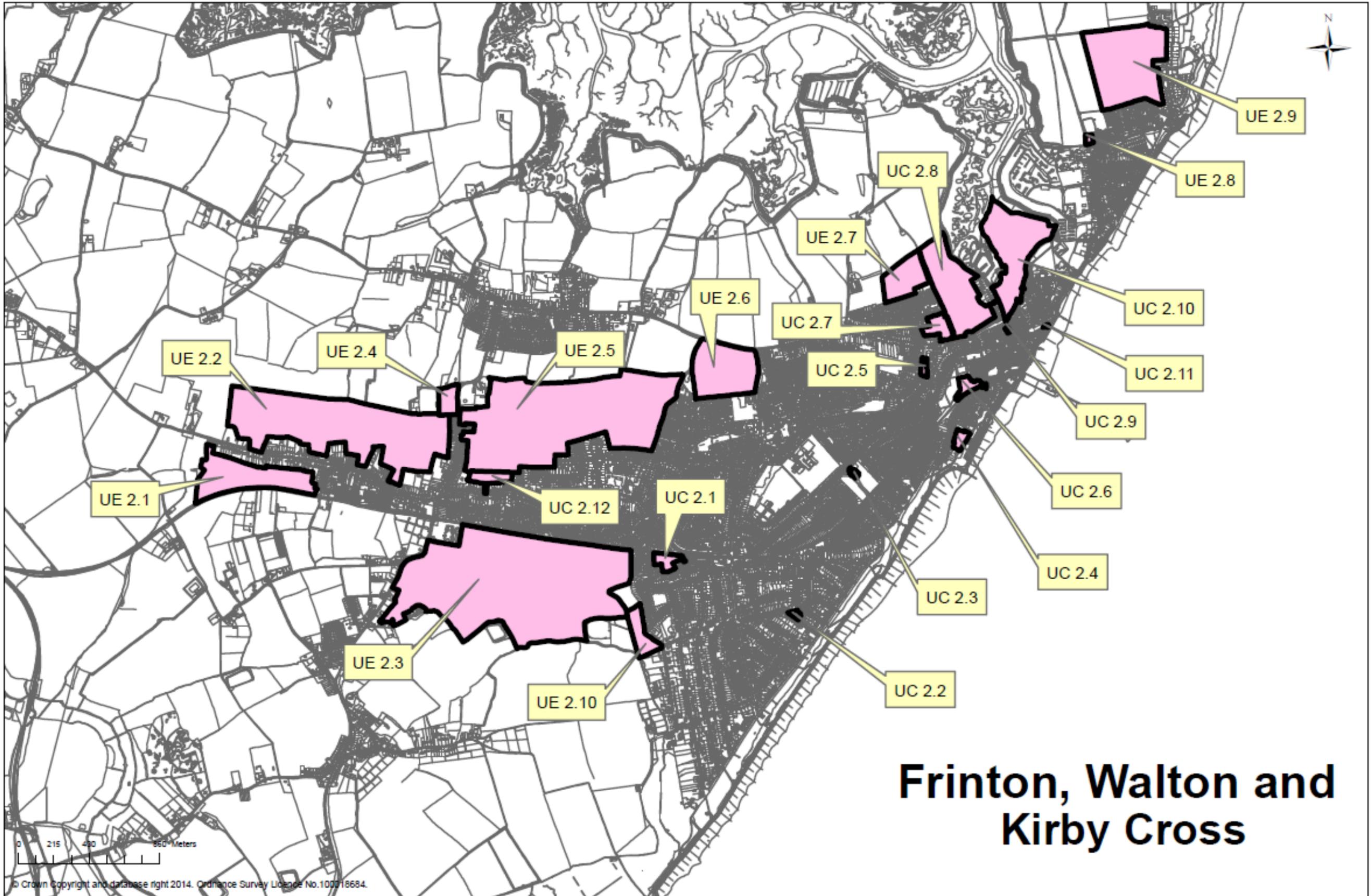
Site Code	Address	YEARS 11-15				
		2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31
URBAN EXTENSIONS						
UE1.1	Land off Lotus Way	13	13	13	13	13
UE1.3	Rouses Farm	100	100	100	100	80
UE1.9	Oakwood Park	150	150	200	200	200
UE3.3	Land adjacent Pond Hall Farm	30	30	30	10	
UE3.8	Land west of Low Road and south of Oakley Road	50	15			
UE4.2	Land east of Bromley Road and north of Dead Lane, Lawford	50	50	40		
UE4.17	Land east of Colchester between A133 and A120	300	300	300	300	300
WE1.1	Land between Tendring Park Services and Weeley Bridge	100	100	100	100	100
WE1.6	Land rear of Council Offices, Weeley	50	50	50		
TOTAL (For each year)		843	808	833	723	693
TOTAL (for each part of the plan period)		3,900				

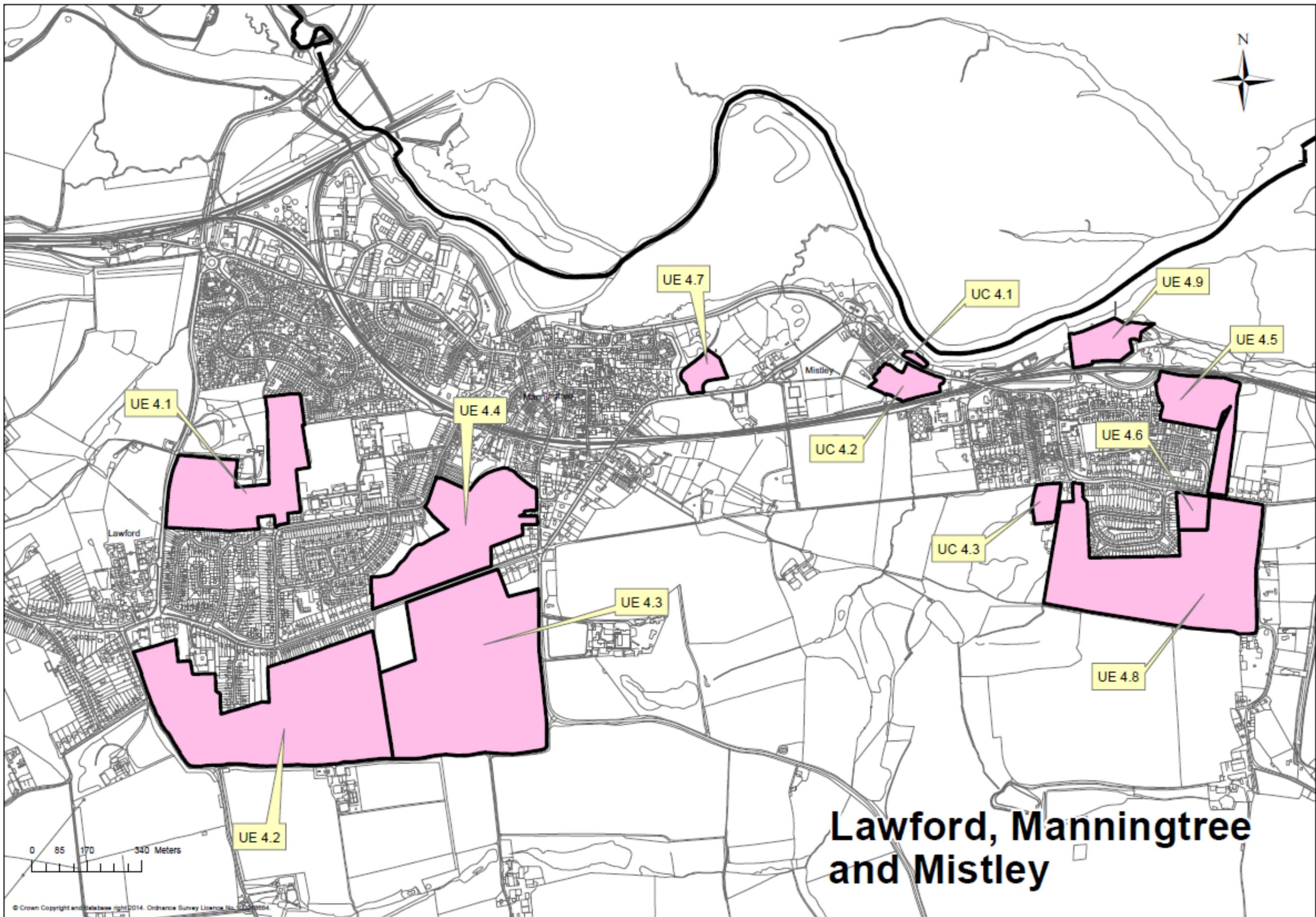
Appendix 9: Site Location Plans

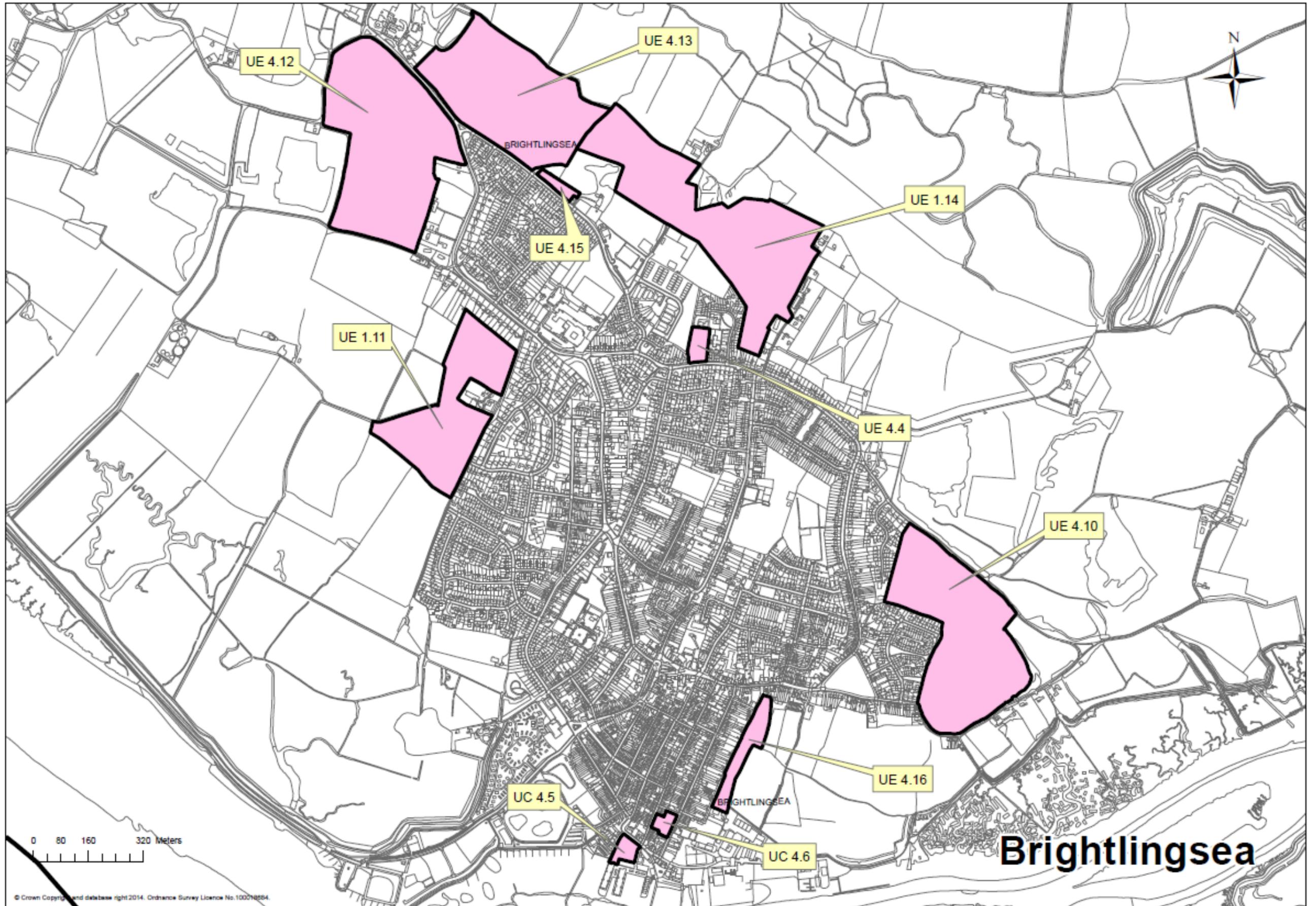


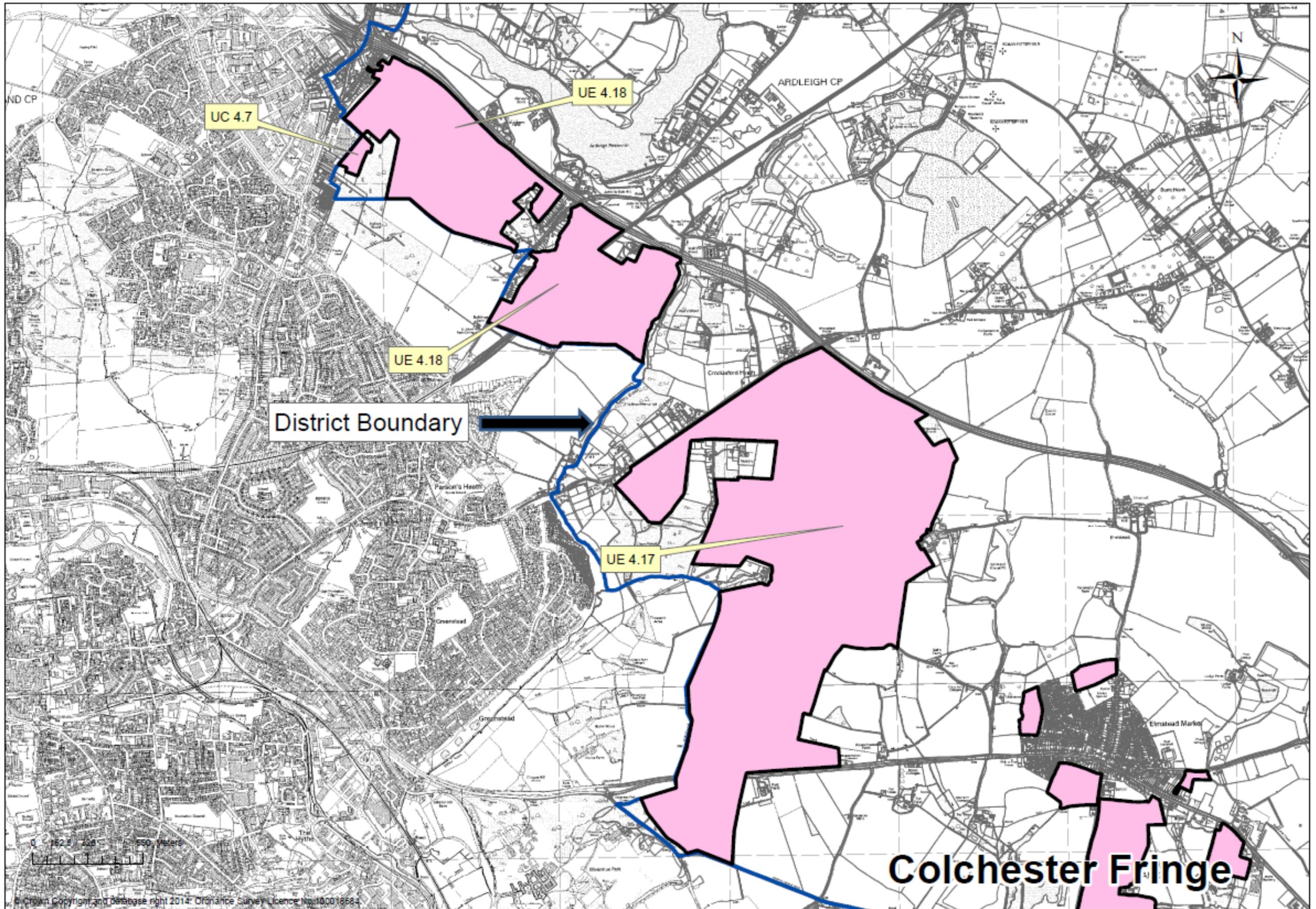


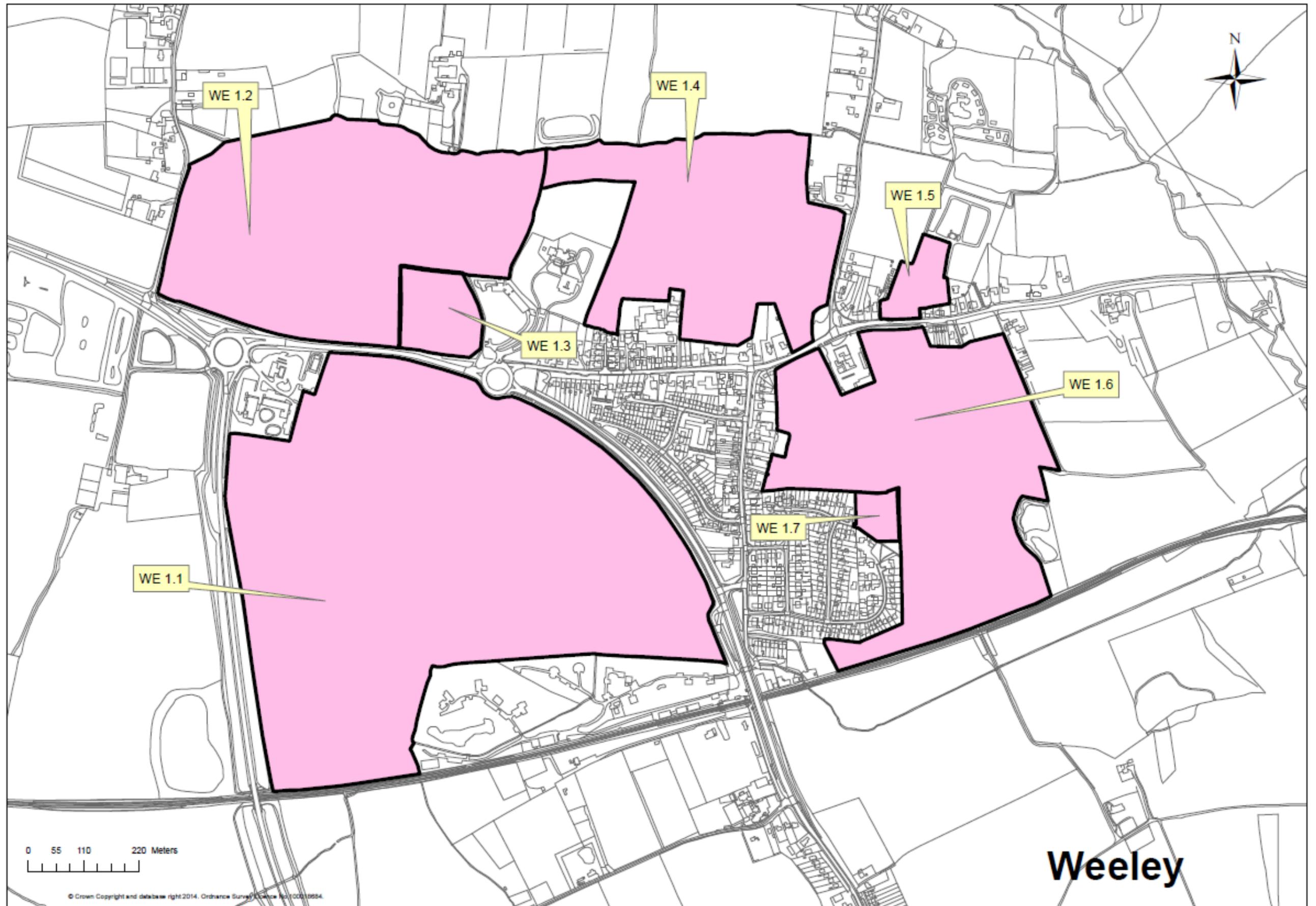
Harwich and Dovercourt

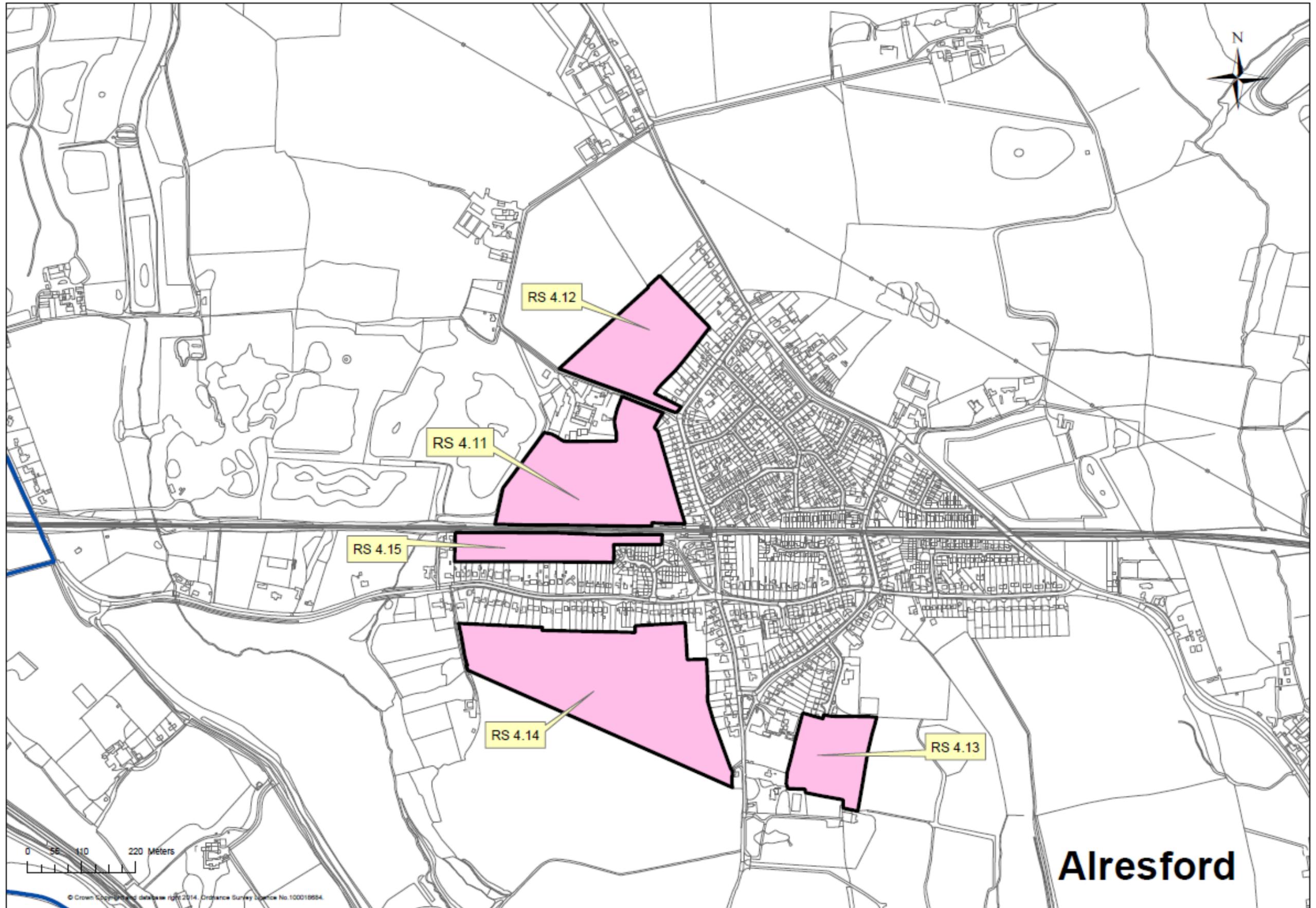


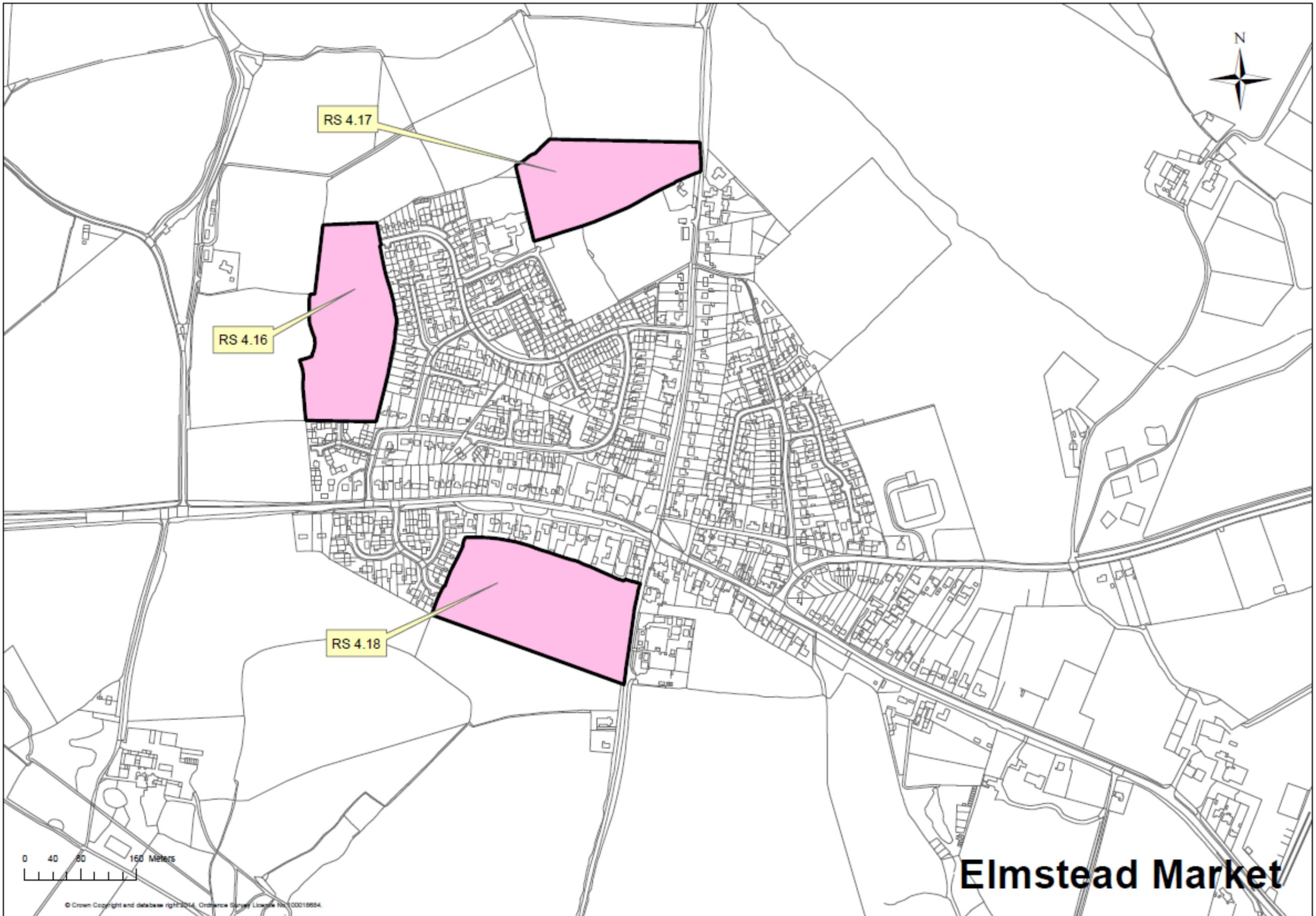


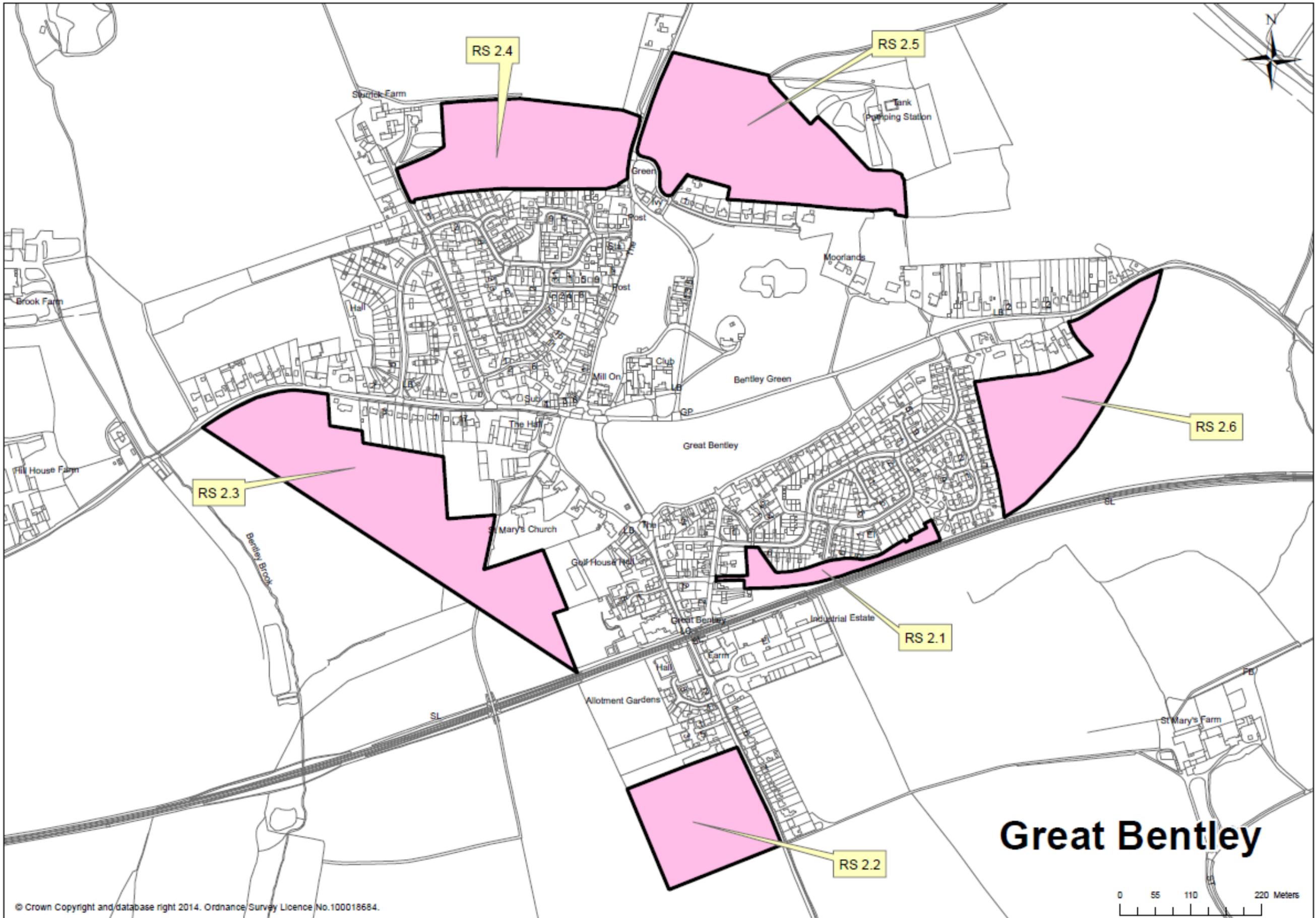


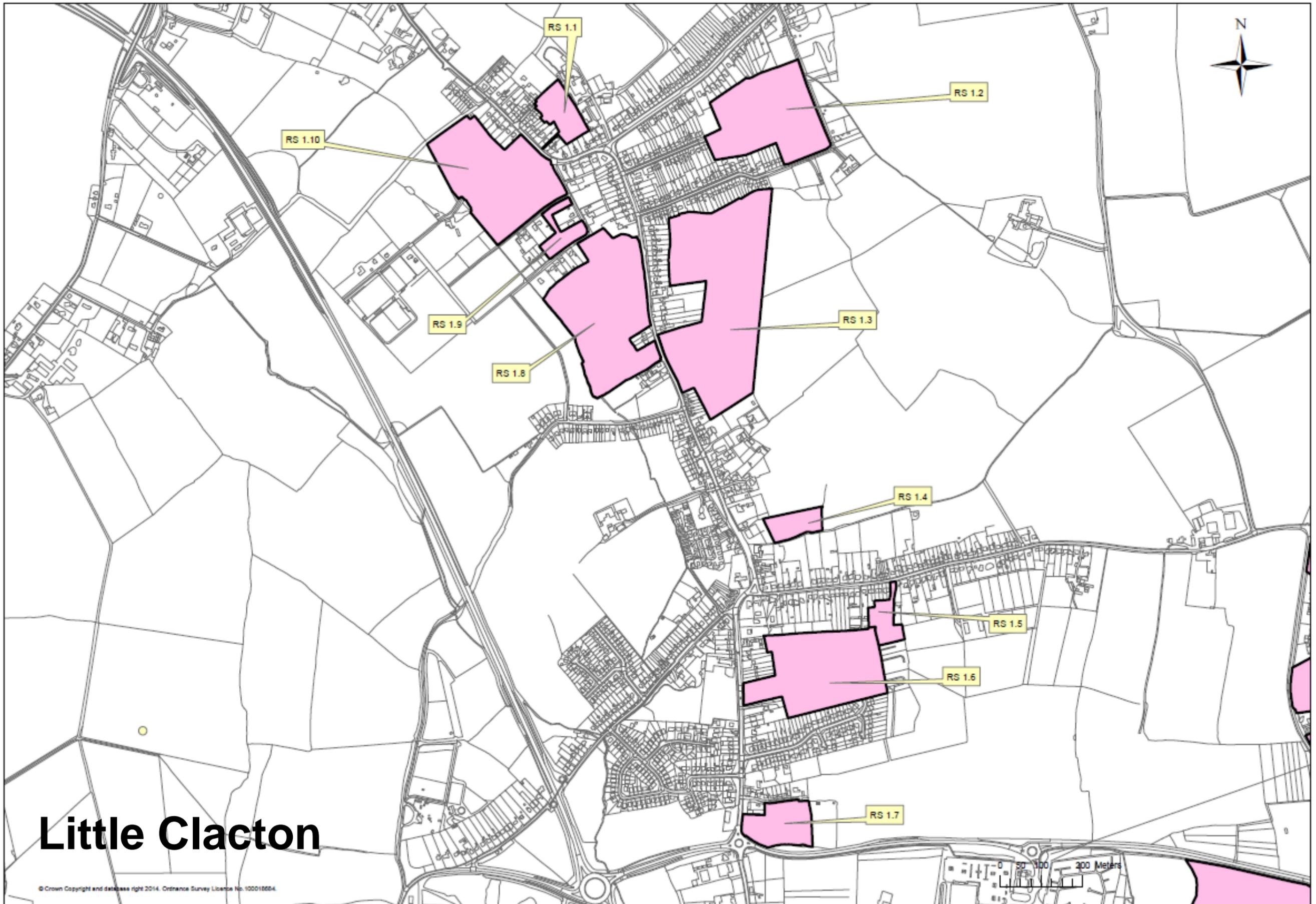












Little Clacton

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