

From: Ashkan Liaghat [REDACTED]
Sent: 27 August 2021 10:39
To: Planning Policy <planning.policy@tendringdc.gov.uk>
Cc: John Bowles [REDACTED]; Emma Andrews [REDACTED]; Chris Constanti [REDACTED]
Subject: Hutchison Ports (UK) Limited - Representations

Dear Sir / Madam

We write on behalf of Hutchison Ports (UK) Limited ('HPUK') to submit representations to Tendring District Council's Proposed Main Modifications Consultation to the Section 2 Tendring District Local Plan 2013–2033 and Beyond.

The requested changes that we have highlighted will provide for a more positively prepared, justified and effective Local Plan.

Please let us know when the Inspectors Report is published and when the document is adopted and also confirmed receipt of this representation.

Kind regards,
Ash

Ashkan Liaghat
Senior Planner
Planning

Savills, 33 Margaret Street, London W1G 0JD



[REDACTED]
[REDACTED]
[REDACTED]
Website : <http://www.savills.co.uk>



 Before printing, think about the environment

27 August 2021



Planning Policy
Town Hall
Station Road
Clacton on Sea
CO15 1SE

By Email

John Bowles
E: [REDACTED]
[REDACTED]
33 Margaret Street W1G 0JD
[REDACTED]
savills.com

Dear Sir / Madam

**REPRESENTATIONS TO THE PROPOSED MAIN MODIFICATIONS CONSULTATION - SECTION 2
TENDRING DISTRICT LOCAL PLAN 2013–2033 AND BEYOND**

We write on behalf of Hutchison Ports (UK) Limited ('HPUK') to submit representations to Tendring District Council's Proposed Main Modifications Consultation to the Section 2 Tendring District Local Plan 2013–2033 and Beyond.

Background

Harwich International Port is one of two ports in the Harwich Haven owned and operated through subsidiary companies by HPUK (the UK ports arm of the Hutchison Whampoa Group), the other being the Port of Felixstowe. On 29 March 2006, HPUK secured planning permission 03/00600/FUL from the Secretary of State for the reclamation of Bathside Bay (immediately to the east of Harwich International Port) and its development to provide an operational container port. On 29 March 2011 planning permission 10/00202/FUL granted an extension to the time in which the permission can be implemented.

HPUK intends to proceed with the implementation of the Bathside Bay Container Terminal ('BBCT') pursuant to planning permission 10/00202/FUL. This is the context in which these representations are made.

Representations

Our representations focus on the part of the Proposed Main Modifications Consultation to the Section 2 Tendring District Local Plan 2013–2033 and Beyond that are relevant for the development of BBCT.

1. Main Modification 30.4

We strongly support the recognition of the importance of the BBCT development in paragraph 6.10.8, which states that the Council are looking to support and maximise the opportunity offered by 'Freeport' status and the proposals for expansion at Harwich International Port and Bathside Bay. The development of BBCT will assist in enabling the regeneration of the area and strengthening the local economy. We are also pleased to see that Bathside Bay is identified on the Local Plan Policies Map. There is presently, however, no annotation or inclusion in the key to the Policies Map cross-referencing this highlighted area to relevant text in the Local Plan relating the Bathside Bay and/or BBCT. We consider that the absence of such annotation and cross-reference leaves the intention of including the area on the Policies Map ambiguous and is not consistent with the advice at paragraphs 16 and 23 of the National Planning Policy Framework.

It is our opinion that the Local Plan should be amended to include reference to the extant permission for BBCT that HPUK is looking to implement, with the Council explicitly supporting its development, and the addition of appropriate annotation on the Policies Map.

Requested Changes

On the basis of the above, we request that Main Modification 30.4 should be amended as follows (addition shown in red and deletion struck through):

6.10.8 Harwich Old Town: The Economic Development Strategy seeks to balance the evolution of Harwich as a port with the ongoing evolution of the visitor economy in the town and surrounding area. Aims for regeneration of Old Harwich include:

- *Maximising the opportunity offered by 'Freeport' status and the proposals for expansion at Harwich International Port and Bathside Bay (as identified on the Policies Map);*
- *Preserve and enhance the Conservation Area and heritage assets within it with public realm improvements and appropriate redevelopments of under-utilised and unsympathetic sites and premises close to the waterfront;*
- *Promote the town's history and association with the Mayflower voyages as a means of increasing tourist activity, footfall and economic activity;*
- *Deliver residential and commercial opportunities to support economic growth in the old town area; and*
- *Support opportunities to improve water-based recreation facilities in the area;*

6.10.9 Freeport East was announced on the 3 March 2021 by the Chancellor of the Exchequer, in his budget speech. Freeport East offers a unique opportunity to build a truly global trade hub at the same time as accelerating opportunities in green energy and helping level-up the economy.

6.10.10 The Council strongly support the development of the Bathside Bay Container Terminal in the area identified on the Policies Map, pursuant to planning permission 10/00202/FUL, as it will assist in enabling the regeneration of the area and strengthening the local economy.

6.10.40 11 The Old Town within Harwich was the subject of a master planning approach which sought to provide a long term plan for the regeneration of Harwich. In line with this, a grant scheme has also been introduced by the Council offering funds to independent businesses in Harwich and Dovercourt to refurbish. Match-funding is available to businesses in the two town centres looking to enhance or improve their premises under the Harwich and Dovercourt Bay Business Grant Scheme. The grants can be used, for example, to redecorate the exterior of the building, new signage, lighting and window repairs. The scheme is targeted at Harwich and Dovercourt, improving the visitor attraction as part of the 400th anniversary of the sailing of The Mayflower, the Harwich ship which carried the Pilgrims to America in 1620.

Conclusion

HPUK supports TDC'S approach to the development of BBCT, subject to the incorporation of the changes requested above. Should you have any queries or wish to discuss this letter, please do not hesitate to contact me.



Yours sincerely



John Bowles
Director
Savills (UK) Limited