

# Tendring Site Specific Infrastructure Delivery Plan

## Hartley Gardens Allocation SAMU2

Tendring District Council

August 2025

*Tendring*  
District Council



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Clacton-on-Sea wayfinding sign





Clacton Pier Wheel and the Venetian Bridge

# 1. Introduction

1.1. This Site-Specific Hartley Gardens Infrastructure Delivery Plan (HGIDP) provides the strategy and mechanisms for delivering the required infrastructure for the Tendring District Council (TDC) Local Plan 2013 – 2033 and Beyond, Section 2 (LPS2) site allocation SAMU2, Hartley Gardens. Herein known as the Site.

1.2. The purpose of this HGIDP report is to provide an assessment and commentary to outline those infrastructure elements that are needed to deliver the Site. The HGIDP provides a preferred approach that will be delivered either through onsite or offsite delivery from all relevant HGIDP parties or where required by an individual party. This HGIDP will inform the planning application(s) on the Site to deliver the overall Site Allocation infrastructure.

1.3. Decisions within this HGIDP have taken into consideration the clear rationale for planning obligations, including the three tests as out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and reaffirmed in the National Planning Policy Framework which require obligations to be fair and reasonable, directly related to the development and necessary to make the development acceptable in planning terms.

1.4. The HGIDP does not provide Heads of Terms for a planning agreement that may be sought. It is intended to be used to formulate a draft head of terms and assist negotiations of a legal agreement for the planning application(s) submitted on the Site.

1.5. This HGIDP is to inform the decision-making process and consideration of planning application(s). It will aid in evaluating the viability of each site that comes forward and offer a roadmap for assessing planning application(s). This assessment will help determine their contribution to comprehensive and timely development.



## Site Allocation SAMU2, Hartley Gardens

1.6. The Site is a sustainable urban extension to Clacton on Sea that has been identified and allocated for a mixed-use development under TDC's LPS2, which was adopted in January 2022. The site represents a significant proportion of the growth and long-term commitment from TDC in meeting the need for housing.

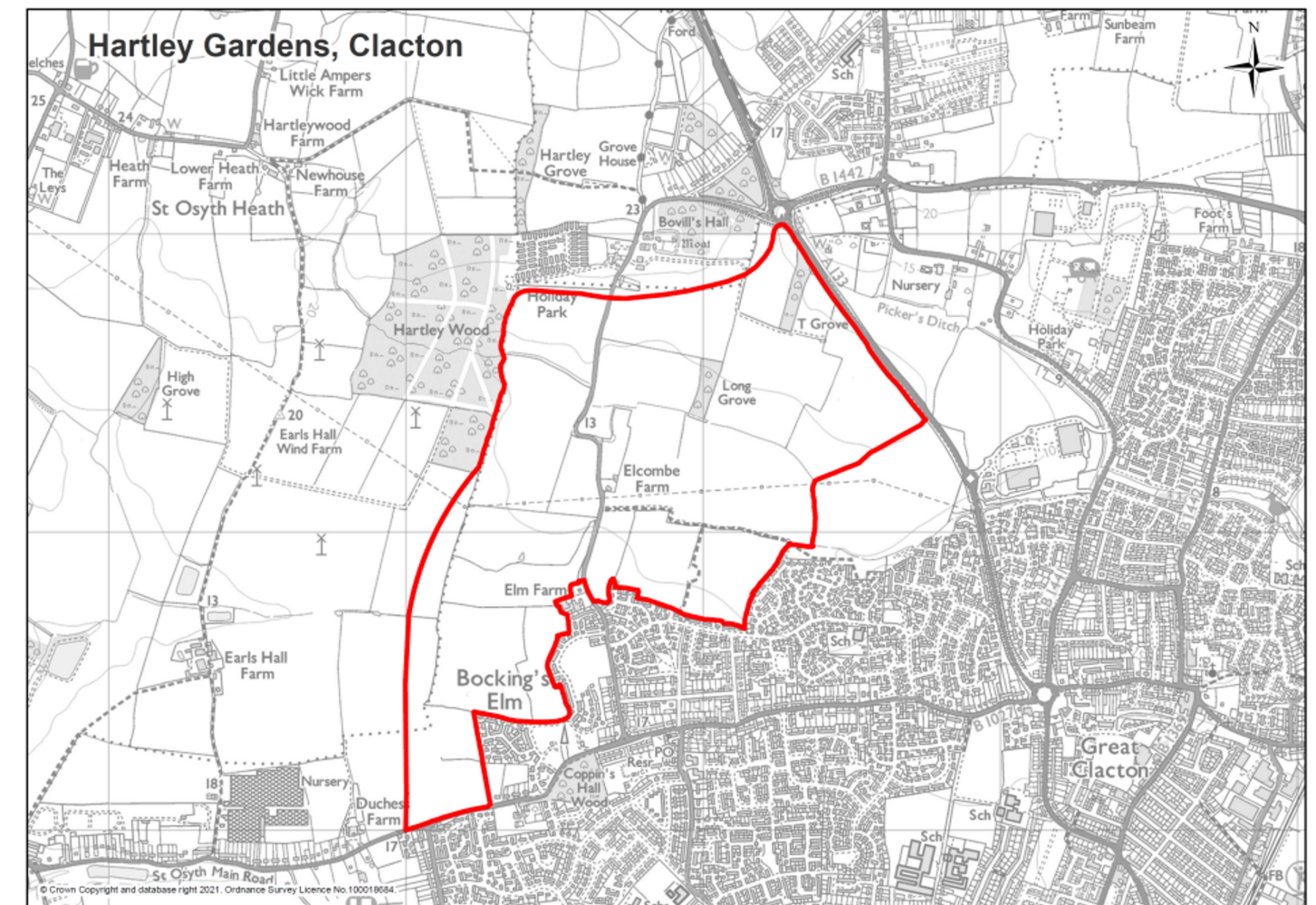
1.7. The Site allocation is c.160 hectares in size and the policy SAMU2 seeks to deliver:

- a) Approximately 1,700 new homes of mixed sizes and types to meet evidenced local housing need.
- b) Up to 7 hectares of land for employment.
- c) 2.1 hectares of land for a new two-form entry primary school with co-located 56 place early years childcare facilities.
- d) 0.13 hectares of land for a second 56 place stand-alone early years and childcare nursery and/or financial contributions towards primary school and secondary school provision.
- e) New facilities and/or financial contributions to support new health provision.
- f) Green Infrastructure.

1.8. The existing Site comprises arable land and is located on the northern edge of Clacton on Sea with St John's Road on the southern part of the site and the A133 to the northeast. The site is near Brook Retail Park on the northeastern side of the site which comprises a Tesco's and Lidl supermarket. The site is approximately 1.7 miles from Clacton on Sea town centre.

1.9. The Site is supported by a Supplementary Planning Document (SPD), which is currently in draft form. It is anticipated that the SPD will be adopted by the end of 2025. This SPD provides design and master planning guidance for the sustainable urban extension.

Map SAMU2 - Hartley Gardens, Clacton





# Structure of the HGIDP

1.10. This HGIDP is structured as follows:

- a) *Introduction (Section 1) - outlines the purpose of the HGIDP and introduces the site.*
- b) *Structure of the HGIDP (Section 2) – sets out the structure of the assessment to determine the appropriate mechanism for the delivery of the strategic infrastructure at the Site.*
- c) *Planning Context (Section 3) – the planning policy position and required infrastructure list including triggers.*
- d) *Support Work to Date (Section 4) – details the work undertaken to assist in the preparation of this HGIDP.*
- e) *Delivery (Section 5) – includes details in relation to the delivery of the infrastructure, trigger, costs and viability.*
- f) *The Delivery Mechanism (Section 6) – the principles and conditions to deliver the infrastructure.*
- g) *Conclusion & Next Steps (Section 7) – a summary of the report and detailing of the next steps to deliver the Site.*
- h) *Appendix 1 The Schedule.*

# Stakeholder Interest in the Land

1.11. The Site is in multiple ownerships. The plan below identifies the current land ownership parcels/position.

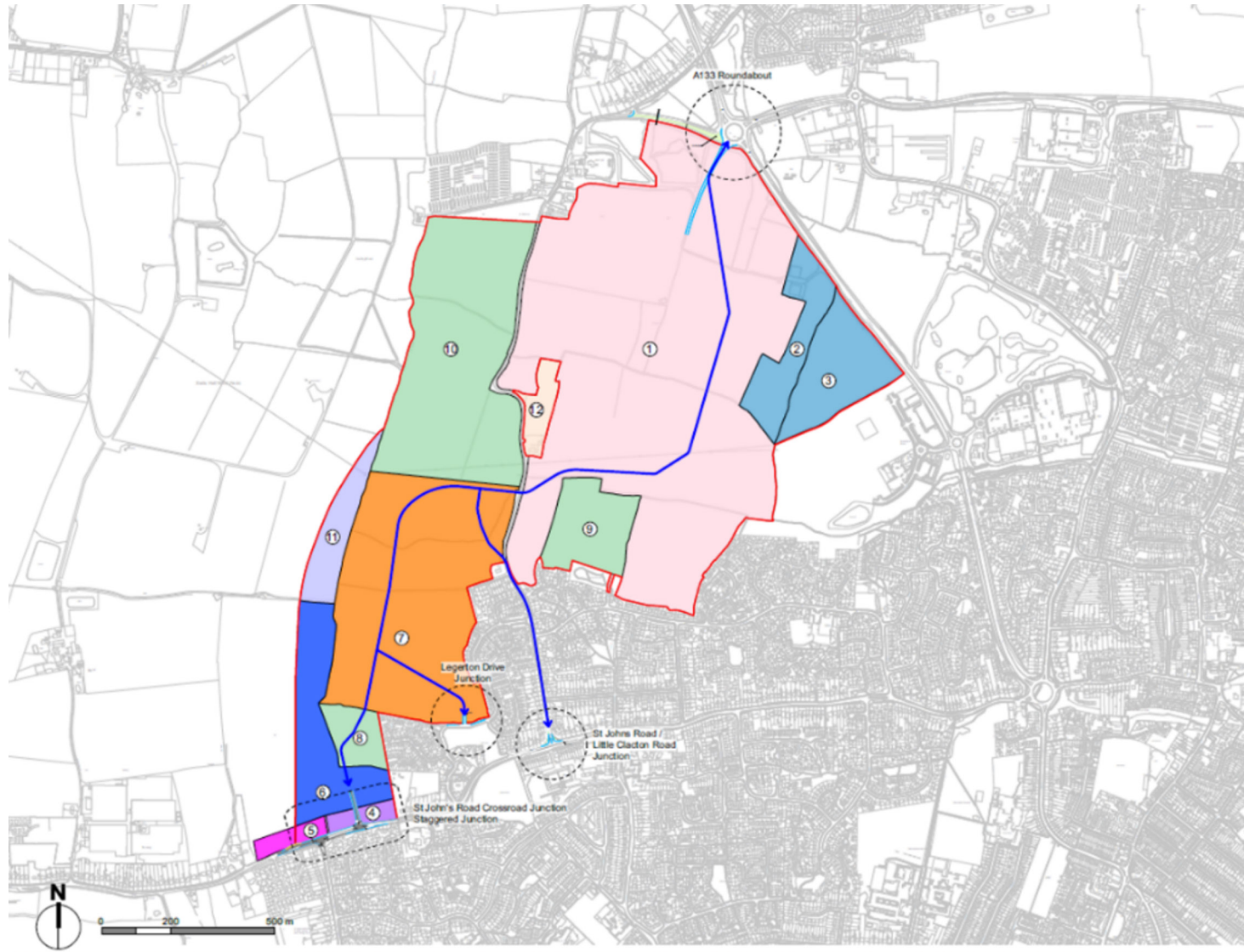


Figure 1 - Land Ownership Plan of the Scheme

Parcel 1	Parcel 5	Parcel 9
Parcel 2	Parcel 6	Parcel 10
Parcel 3	Parcel 7	Parcel 11
Parcel 4	Parcel 8	Parcel 12



## Support Work to Date

1.12. To assist in preparing this HGIDP for the Site, the following documentation has been produced and considered:

- a) Infrastructure Delivery Plan May 2017.
- b) Tendring Infrastructure Delivery Plan October 2017.
- c) Tendring Infrastructure Delivery Plan Review June 2019.
- d) Tendring Infrastructure Delivery Plan April 2021.
- e) Tendring Infrastructure Delivery Plan Broad Locations June 2024.
- f) Essex County Council Developers Guide to Infrastructure Contributions.
- g) Tendring Economic Viability Study Three Dragons and Troy Planning + Design June 2017.
- h) Tendring Addendum to 2017 Economic Viability Study Three Dragons and Troy Planning + Design June 2019.
- i) Hartley Gardens Infrastructure Trigger Points Assessment July 2020.
- j) Hartley Gardens Infrastructure Trigger Points Assessment Update September 2021.
- k) Hartley Gardens Infrastructure and Cost Plan 2025.
- l) Essex County Council: Garden Communities & Planning School Places (January 2022).



Clacton-on-Sea mural



## 2. Structure of the HGIDP

### Introduction to the Structure of this Document

2.1. This document is structured to provide a comprehensive and clear roadmap for the delivery of strategic infrastructure for the Site. The document is designed to flow logically, beginning with high-level strategic insights and gradually delving into the finer details of execution and implementation. This structured approach ensures that all stakeholders have a thorough understanding of TDC's approach and their respective roles in achieving the project's successful and timely completion.

### Categorisation of the Infrastructure

2.2. Categorising infrastructure for a development involves organising different types of infrastructure elements based on their function and relevance to the project. This process helps in planning, prioritising, and managing the delivery of each component efficiently.

2.3. By categorising infrastructure in this manner, TDC can ensure a comprehensive approach that addresses all necessary aspects of development. This structured method also facilitates better coordination among stakeholders, allocation of resources, and timeline management, ultimately contributing to the successful completion of the development.

### Character Areas for Infrastructure

2.4. Strategic and site-specific infrastructure locations and timings involve a detailed analysis of the character areas within a project site. Each character area has unique attributes and needs, which must be carefully considered to ensure effective and timely delivery of infrastructure. The four-character areas set out in the SPD are:

- a) Northern Character Area.
- b) Central Character Area.
- c) Eastern Gateway Character Area.
- d) Southern Character Area.

2.5. The figure adjacent identifies the location of the Character Areas.

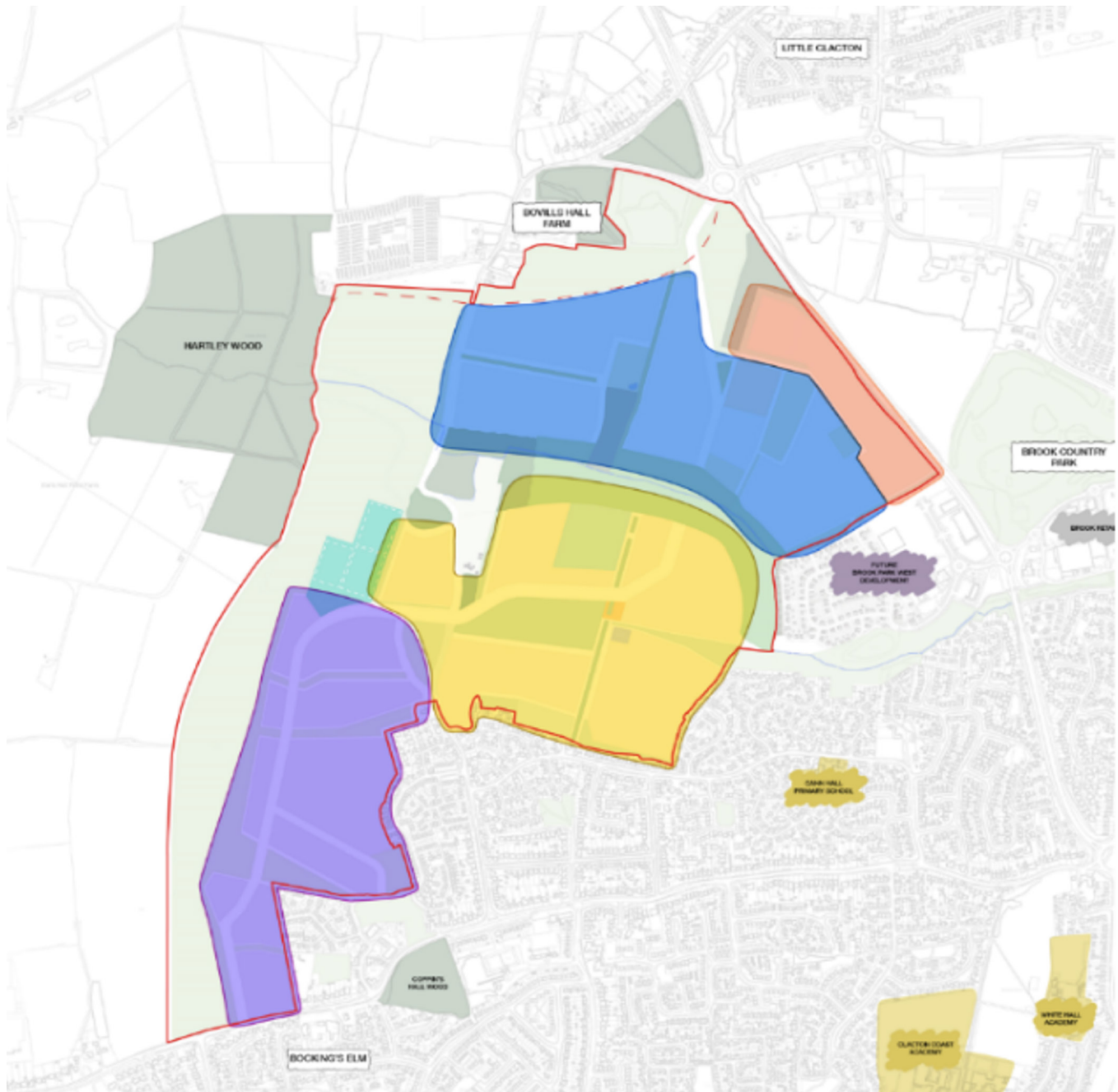


Figure 2 - Character Areas in the SPD

- Northern Neighbourhood
- Central Neighbourhood
- Southern Neighbourhood
- Eastern Gateway



## Land Ownership

2.6. A fundamental component for any allocation-wide delivery mechanism is securing the land for the On-Site Strategic Infrastructure. This includes any land necessary for delivering the infrastructure, such as on-site roads. Landownership is therefore taken into consideration throughout this HGIDP.

## Identification of Triggers for Strategic Infrastructure

2.7. Identifying triggers ensures timely and coordinated delivery of essential infrastructure components. Triggers may include thresholds related to development progress, such as reaching a certain number of homes, completion of specific phases, or critical points in the construction timeline to deliver the strategic infrastructure. Additionally, external factors like funding availability, regulatory approvals, and stakeholder agreements can serve as triggers. By clearly defining these triggers, the HGIDP aims to facilitate a proactive approach to infrastructure delivery, avoiding delays and ensuring that all necessary elements are in place to support the overall development at the Site.

## Identifying who will Deliver the Strategic Infrastructure

2.8. Identification of the roles and responsibilities of various stakeholders involved in the delivery of strategic infrastructure is key. Through the HGIDP we seek to identify the key parties, including the Councils (either TDC or County Council), landowners, and third-party organisations, who will be responsible for different aspects of the infrastructure delivery at the Site.

## Infrastructure Cost

2.9. The HGIDP will consider the cost identified to date and how this is to be coordinated with the triggers for delivery of the infrastructure to make sure that the site is feasible and viable. Identification of further work is also noted.

## Equalisation Arrangements

2.10. Consideration to equalising the cost arrangements for delivery are to be considered to make sure that no one landowner is disadvantaged over and above another.





## 3. Planning Context

### Planning Policy

3.1. Paragraph 7 of the National Planning Policy Framework December 2024 (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

3.2. In defining the ‘sustainable development’ the NPPF at paragraph 8 notes that there are three overarching objectives, which are interdependent and need to be pursued in mutually supportive way. These three objectives are:

- a) *“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*
- b) *a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*

- c) *an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

3.3. The NPPF at paragraph 35 identifies that Local Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the Plan.

3.4. TDC Local Plan 2013-2033 was adopted in two Sections. Section 1 (LPS1) is a joint plan between TDC, Colchester City Council and Braintree District Council, and was adopted on 26th January 2021. Section 2 (LPS2) was adopted on 25th January 2022, and this contains policies specific to TDC, and allocates land for future housing and employment development.

3.5. The Site is allocated in Policy SAMU2 of the adopted Local Plan Section 2<sup>1</sup> (LPS2) for a sustainable urban extension to Clacton on Sea and represents a significant proportion of the growth and long-term commitment from TDC in meeting the need for new homes which will continue to be built beyond the Local Plan period. The policy provides high level requirements with regards to infrastructure and quality of design, as well as setting out the need for a site-specific Supplemental Planning Document or Framework Masterplan to ensure a comprehensively and co-ordinated approach to development of the Site in accordance with the Local Plan allocation policy.

3.6. The LPS2 policy PP3 requires that any new proposal for the Site will include a new neighbourhood centre, which should include small-scale retail development to serve the day-to-day needs of the neighbourhood.

3.7. TDC are working on the SPD required by policy SAMU2 and is currently in draft form. With the anticipation of this to be adopted in autumn 2025. This SPD provides design guidance and master planning for the sustainable urban extension. The SPD is being produced to:

- a) Provide further detail and guidance to support the subsequent preparation of planning applications on the Site.

- b) Ensure that the development of the Site supports and delivers the overarching policy objectives set out in Policy SAMU2 (Hartley Gardens) of Part 2 of the Local Plan.
- c) Ensure a comprehensively master planned approach to development, incorporating a robust green and blue infrastructure framework that enhances environmental sustainability and biodiversity.
- d) Inform the geographical extent and boundary of the allocation.
- e) Provide a means to assess new planning applications.
- f) Inform the coordination, phasing and delivery of the infrastructure requirements for the Site.

3.8. The Development Plan in Tendring also comprises the Essex Minerals Local Plan 2014 and the Essex and Southend-on-Sea Waste Local Plan 2017. Development proposals for the Site will also seek to comply with the policies set out in both documents.

<sup>1</sup> Tendring District Local Plan 2013-2-33 and Beyond, Section 2

# Required Infrastructure and Triggers

3.9. Policy SAMU2 of the LPS2 identifies the required delivery of infrastructure for the Site and is expanded on further in the SPD. To allow for a comprehensive approach for infrastructure delivery, the SPD builds on the infrastructure and mitigation required for the development to meet the site allocation requirements. In determining the infrastructure that is required the SPD considers the following:

- a) Contributes towards a comprehensive infrastructure plan for the wider area.
- b) Mitigates its own impacts (as required by law).
- c) Does not prejudice and, in fact, facilitates the delivery of future development within other allocated sites within the adopted Local Plan.

3.10. Infrastructure delivery is divided into two categories, these being:

- a) *Part 1: Strategic Infrastructure* that may be situated in a single parcel but is necessary to mitigate the cumulative impact and serve the entirety of the Site (and, in some cases, the wider community). Therefore, a comprehensive approach from all landowners is likely required to ensure its delivery. Example of these items are listed in Table 1 below, along with contributions towards off-site infrastructure improvements considered strategic in nature.
- b) *Part 2: Site Specific Infrastructure* which refers to local infrastructure primarily

needed to serve the residents of the specific land parcel where it is located. This infrastructure will be delivered by the landowners or developers working within that specific parcel.

3.11. The site allocation provides a summary of the identified infrastructure needs. This information has been organised into the categories listed above into the table below. The table is an indication of the infrastructure required at the time of the evidence base for the now adopted Local Plan.

Table 1 - Part 1: Strategic Infrastructure requirements

Infrastructure	Requirement
Access and transport	Inclusion of a new main street between the A133 and B1027. The principal points of vehicular access must be from the main street.
	Capacity and/or safety enhancements to the local highway network where necessary; Including any offsite highway improvements.
	Enhancements to public transport, cycle, pedestrian and bridleway infrastructure where necessary
Education	2.1 hectares of land for a new primary school with co-located 56 place early years and childcare facility and 0.13ha of land for a second 56 place stand-alone early years and childcare facility (D1 use) as required by the Local Education Authority
	Financial contributions to early years and childcare, primary and secondary education provision as required by the LEA
Strategic open space, recreation and play space	Provide parks and gardens, amenity green space, natural and semi natural open space, outdoor sport pitches, equipped designated play areas and informal play.
Community facilities	Financial contributions towards other community facilities such as health provisions as required by the NHS/Integrated Care Board (ICB).
BNG	Improve biodiversity by providing a minimum of 10% biodiversity net gain.
Utilities	Upgrades to both water treatment infrastructure, network, water and drainage strategy to serve the new development;
	Inclusion of appropriate flood risk mitigation measures and sustainable urban drainage systems (SUDs) especially given the allocation falls within a critical drainage area.

Table 1 - Part 2: Site Specific Infrastructure requirements

Contribution Type	Contribution
Affordable housing	30% affordable housing as set out in Policy LP5.
Highways maintenance	Travel Plan and monitoring.
Open space, recreation and play areas	On site specific open space, recreation and play areas not on the strategic infrastructure.
Library contribution	Per dwelling financial contribution.
Emergency services – Police	Per dwelling financial contribution.
S106 Monitoring	Financial contribution related to the number of obligations agreed.
Other	Superfast broadband infrastructure



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## Community Infrastructure Levy

3.12. The Community Infrastructure Levy (CIL) is currently optional and at present is not being utilised by TDC in favour of section 106 agreements. However, TDC have included the production of a CIL charging schedule within the latest Local Development Scheme (LDS) 2025-2028 (dated February 2025) programme with indicative timescales.

3.13. While TDC is considering implementing a CIL Charging Schedule, the preferred method for delivering the necessary infrastructure for the Site will be through planning conditions and a site-specific section 106 agreements with landowners and therefore strategic allocations will be exempt from providing CIL. This approach ensures a commitment to either directly delivering the infrastructure or providing financial contributions that relate directly to the development.



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## 4. Work to Date

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4.1. This section outlines the pivotal documents that have informed the site allocation process, understanding the infrastructure required and provided essential support to date.

### Supporting Documents

4.2. **Tendring Infrastructure Delivery Plan May 2017** - The initial IDP highlighted the baseline infrastructure requirements for the then emerging Local Plan. It covered the plan period until 2033. Key areas addressed included transportation, healthcare, education, and utility services. The document is relevant to the Council's administrative boundary more widely.

4.3. **Tendring Infrastructure Delivery Plan October 2017** - An updated version of the IDP to support the emerging Local Plan and reflecting adjustments based on emerging priorities and stakeholder feedback. The document is relevant to the Council's administrative boundary more widely.

4.4. **Tendring Infrastructure Delivery Plan Review June 2019** – The Council identified the need to modify its infrastructure policies based on feedback received during the Publication Draft consultation stage. These modifications are necessitated by questions from the Planning Inspector, changes in the planning status of allocated sites, objections to site allocations based on infrastructure requirements, reviews of proposed alternative sites' infrastructure, and limited evidence on the deliverability of infrastructure in larger mixed-

use allocations. The document is relevant to the Council's administrative boundary more widely.

4.5. **Tendring Infrastructure Delivery Plan April 2021** – Updated to reflect the position in respect of infrastructure needs and delivery for the Publication Draft of the Tendring Local Plan 2013-2033. The document is relevant to the Council's administrative boundary more widely.

4.6. **Tendring Infrastructure Delivery Plan Broad Locations June 2024** – This Broad Locations report provides an assessment and commentary on the possible fundamental infrastructure constraints or issues in respect of a series of spatial development options (Broad Locations for development). These options will inform the Local Plan Review Preferred Options (Regulation 18) process which proposes to roll forward the current Local Plan from the current end date of 2033 to 2041. The document is relevant to the Council's administrative boundary more widely.

4.7. **Essex County Council Developers Guide to Infrastructure Contributions** – Provides guidance on the Council's section 106 agreements and the CIL requirements and how they can be used to mitigate the impact of development. The document is relevant to the Council's administrative boundary more widely.

4.8. **Essex County Council: Garden Communities & Planning School Places (January 2022)** – Sets out the process for determining and delivering new schools to serve large development.

4.9. **Tendring Economic Viability Study Three Dragons and Troy Planning + Design June 2017** – A viability study produced by TDC that provides the Council with evidence to assist it in drawing up its Local Plan, including its affordable housing policies. The document is relevant to the Council's administrative boundary more widely.

4.10. **Tendring Addendum to 2017 Economic Viability Study Three Dragons and Troy Planning + Design June 2019** – An addendum that built on the work carried out in the Tendring Economic Viability Study (July 2017). The 2017 Study formed part of the library of evidence for the 'Tendring District Local Plan 2011-2033 and Beyond' (the 'Section 2 Local Plan'). The document is relevant to the Council's administrative boundary more widely.

4.11. **Hartley Gardens Infrastructure Trigger Points Assessment July 2020** – an assessment of key 'trigger points' for the provision of new and/or improved infrastructure to support development at the Hartley Gardens Strategic Allocation Mixed Use (SAMU) site. The purpose of this is to inform an understanding of the viability and deliverability issues related to delivering various scheme options

4.12. **Hartley Gardens Infrastructure Trigger Points Assessment 2021 Update** – An update to the July 2020 Hartley Gardens Infrastructure Trigger Points Assessment following the publication of the IDP 2021 Update.

4.13. **Hartley Gardens Infrastructure and Cost Plan 2025 (July 2025)** – The report produced by Allen Dadswell Construction Consultants provides further understanding of key infrastructure, including the associated costs related to delivering the Site allocation. The report builds on historic reports undertaken with up-to-date studies. The report provides an updated position on the infrastructure for highway access (4no. Junctions/Main Street/Pickers Bridge), Utilities, Drainage/SUDS, and Ecology (Strategic Open Space/Biodiversity Net Gain (BNG)).





Clacton Pier

## 5. Delivery

### Infrastructure Delivery

5.1. The infrastructure required to ensure the successful development and delivery of the Site can be split into the following key categories:

- Strategic Infrastructure; and
- Site Specific Infrastructure

### Strategic Infrastructure

5.2. Strategic Infrastructure that may be situated in a single parcel but is necessary to mitigate the cumulative impact and serve the entirety of the Site allocation (and, in some cases, the wider community). Therefore, a comprehensive approach from all landowners is required to ensure its successful delivery. This can be in the form of delivering the works or contributions towards on and off-site infrastructure improvements considered strategic in nature.

5.3. In cases where the infrastructure is essential to address an allocation wide need, it will require corresponding site wide triggers and a comprehensive site wide delivery approach. This infrastructure may encompass both onsite and offsite strategic elements. Therefore, we have divided it into the following sub-categories:

- **Onsite Strategic Infrastructure –** This includes all essential facilities and services that need to be developed within the boundaries of the Site that fall under allocation need. Examples might include primary school, new main street, drainage systems, and essential utilities that serve the entire development.

- **Offsite Strategic Infrastructure –** This pertains to critical infrastructure that must be established outside the immediate site boundaries to support the overall development. This will include new access points and upgrades to the highway network, sewage treatment facilities, and health care facilities.

5.4. By breaking down the infrastructure requirements in this manner, we can ensure a coordinated and efficient delivery process that comprehensively addresses both local and broader needs of the Site. Each sub-category will be managed with site-wide triggers to ensure timely implementation and integration into the overall development.



## Site Specific Infrastructure

5.5. Site Specific Infrastructure refers to local infrastructure primarily needed to serve the residents of the specific land parcel where it is located. This infrastructure will be delivered by the landowners or developers working within that specific parcel.

5.6. The following infrastructure are examples (but are not considered to be an exhaustive list) of matters that fall within this category:

- On Parcel Utilities
- On Parcel Superfast broadband
- Low carbon measures – solar panels etc.
- On Parcel Sustainable Urban Drainage systems (SUDs)
- On Parcel Open space, recreation and play areas
- Affordable Housing

5.7. A comprehensive and co-ordinated approach is promoted to bring the site allocation forward. It is therefore TDC's preference that a single planning application for the entire allocation comes forward to allow the comprehensive redevelopment to be considered. However, there is the acceptance due to multiple landowners that this may not be possible, every effort should be made to allow a comprehensive redevelopment approach to the allocation. Each application will need to assess the implications and responsibilities of mitigating the infrastructure for their respective application/parcel.

5.8. The chosen allocation-wide delivery mechanism for the Site is not required to guarantee the provision of Site-Specific Infrastructure. This is because the delivery of such infrastructure can be effectively managed through site-specific planning conditions and obligations. Essentially, the responsibility for ensuring that the necessary infrastructure is in place for each individual parcel of land will be addressed through tailored planning requirements imposed on each developer, rather than relying on a single, overarching delivery strategy for the entire site. This approach allows for greater flexibility and ensures that the unique needs and circumstances of each parcel are adequately considered and addressed.

## Land Ownership in relation to Site Specific Strategic Infrastructure

5.9. The HGSPD sets out a Spatial Framework Plan which identifies the likely locations of onsite strategic infrastructure. These are detailed in the table below with the landowner from Figure 1 identified.

**Table 3 – Onsite Strategic Infrastructure by Land Parcel (as identified in Figure 1)**

Onsite Strategic Infrastructure	Land Parcel
Sport Pitches	Parcel 10
Neighbourhood Park	Parcel 1
	Parcel 9
	Parcel 10
Strategic Open Space	Parcel 4
	Parcel 5
	Parcel 6
	Parcel 10
	Parcel 11
Main Spine Road	Parcel 1
	Parcel 4
	Parcel 7
	Parcel 8
Neighbourhood Park, Primary School, Early Years/Childcare Nursery and Community Hub	Parcel 1

5.10. It is expected that once a planning application (either the entire allocation or individual planning applications) is submitted on a landowner's parcel, appropriate mitigation/infrastructure can be secured through appropriate legal agreements.

5.11. If it is agreed that a Site Strategic Infrastructure landowner(s) is not responsible for delivery of a specified infrastructure item, it will be expected that they contribute to

the infrastructure and will still be capable of delivery with the co-operation of the other landowners and suitable alternative step-in arrangements and corresponding funding secured. The Council will act as the decision maker in determining these arrangements within the planning application(s), ensuring that development across the Site continues without interruption or delay whilst securing the appropriate mitigation to offset any harms of the proposed development.



# Identification of Triggers in relation to Site Strategic Infrastructure

5.12. TDC has been actively identifying the strategic infrastructure required for the site allocation. As a result, TDC published the IDP update and updated Infrastructure Trigger Points Assessment in 2021. These documents identified several triggers for delivering the strategic infrastructure necessary to support the residential housing development at the Site to mitigate the effects of the development.

5.13. In response to the 2021 documents published by TDC, Homes England, the landowner of parcel 7, engaged consultants CampbellReith and Tibbalds to collaboratively assess the Site highway access (including four junctions, Main Street, and Pickers Bridge), utilities, drainage/SUDS, and ecology (strategic open space, BNG).

5.14. The table provided below has been compiled from these documents, identifying the latest evidence base for the Site Strategic Infrastructure.

Table 4

Site Strategic Infrastructure	Evidence Base – Document	Requirement/Trigger
Early Years & Childcare	TBC	Capacity exists for [TBC] residential dwellings in local existing infrastructure, prior to the requirement of two new 56 place facilities. It is proposed for one to be co-located with the new primary school and the other to be standalone.
Primary Education	TBC	Locally primary education school places are available for [TBC] dwellings but following this a new primary school will be required.
Secondary Education	IDP Update 2021 & Updated Infrastructure Trigger Points Assessment 2021	No individual need for new school but expansion of existing provision will be required for all homes on the Site
Emergency Services	IDP Update 2021 & Updated Infrastructure Trigger Points Assessment 2021	The Police within the IDP Update 2021 have requested that a contribution within the plan period and a further contribution beyond the plan period is provided to refurbish the existing police estate from which police staff can operate. Both the Fire Service and the Ambulance Service set out that no new infrastructure is required.

Site Strategic Infrastructure	Evidence Base – Document	Requirement/Trigger
Leisure and Recreation	IDP Update 2021 & Updated Infrastructure Trigger Points Assessment 2021	In terms of indoor sport e.g. badminton, bowls, etc., a requirement for the community centres proposed to allow indoor sports is required. For outdoor sports 2 adult, 1 junior and 1 mini grass pitches are required to be delivered onsite. With financial contribution towards grass rugby pitches and artificial grass pitches.
Social and Community	IDP Update 2021 & Updated Infrastructure Trigger Points Assessment 2021	The Essex County Council guide published at the time of the IDP 2021 Update was used. The latest version is the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024. The requirements are set out as follows: <ul style="list-style-type: none"><li>■ Libraries - per dwelling based on the ECC Developers' Guide Revised 2024</li><li>■ Allotments – to be delivered on site based on IDP 2021 Update, this also refers to Policy HP5 in the Local Plan Section 2.</li><li>■ Community Centres – The IDP 2021 Update set out the requirement for 1 large and 1 small community centre. This can be distributed across the neighbourhood centres or throughout the masterplan area by following urban design principles.</li></ul>
Access from St Johns Road/ Jaywick Lane	Hartley Gardens Infrastructure and Cost Plan 2025	Consideration for either a potential four-arm signalised junction or a potential roundabout junction at St. John's Road to facilitate access into the Site. The final design and specifics of the junction are yet to be determined and will be finalised in collaboration with Essex County Council. This decision will consider traffic flows, sustainable transport, utilities, safety measures, and the overall benefits for the area to ensure efficient and safe access to the Site.



Site Strategic Infrastructure	Evidence Base – Document	Requirement/Trigger
Access from St Johns Road/ Little Clacton Road Junction	Hartley Gardens Infrastructure and Cost Plan 2025	Changes will need to be made to the junction to improve the flow of traffic, consistent with current Manual for Streets and/or Essex Highway Design requirements.
Access from Legerton Drive	Hartley Gardens Infrastructure and Cost Plan 2025	A priority junction, originally identified in a TDC Topic Paper 6 as part of the original Site allocation. This allows earlier delivery of homes from the Site allocation.
Access from A133/Progress Way/St Osyth Road	Hartley Gardens Infrastructure and Cost Plan 2025	A new roundabout arm on the A133 at Progress Way and St Osyth Road, while retaining the existing roundabout. The design includes re-configuring St Osyth Road and its current junction to connect with the proposed Main Street, encouraging users to prefer the Main Street over St Osyth Road. Additionally, a new connection is planned from the Main Street to the southern end of St Osyth Road, enabling existing residents to access the A133 via the new Main Street arm of the junction.
Internal Main Street	Hartley Gardens Infrastructure and Cost Plan 2025	The Main Street is the spine road that goes from north to south of the site allocation and provides access to the delivery of the onsite infrastructure and homes. This is a key piece of infrastructure that services all landowner parcels.
Pickers Bridge	Hartley Gardens Infrastructure and Cost Plan 2025	A bridge is required to be constructed over Pickers Ditch, a main river, to facilitate safe and efficient pedestrian and vehicular traffic along Main Street.
Utilities	Hartley Gardens Infrastructure and Cost Plan 2025	When evaluating utility requirements, various factors have been identified that must be taken into account, ranging from existing infrastructure to necessary upgrades. These considerations encompass the rerouting or undergrounding of 33kV and 11kV overhead electricity cables, electrical reinforcement, and the crossing of the high-pressure gas main present on the Site.

Site Strategic Infrastructure	Evidence Base – Document	Requirement/Trigger
Drainage/ SUDs	Hartley Gardens Infrastructure and Cost Plan 2025	No detailed explanation has been provided within the Hartley Gardens Infrastructure and Cost Plan 2025 of what is proposed or required. However, it does set out costings for Drainage/SUDs.
Ecology (Strategic Open Space/ Biodiversity Net Gain (BNG) across the site.	Hartley Gardens Infrastructure and Cost Plan 2025	<p>The Site falls within the zone of influence to four statutory nature conservation designations. A RAMS financial contribution per dwelling is required with contributions to be split between the SPAs and SACs.</p> <p>Provision of 41ha of strategic open greenspace to be provided on the Site within the Western Open Space (29ha) and Pickers Park (12ha).</p> <p>There is a requirement to deliver 10% Biodiversity Net Gain (BNG) on the Site. Guidance has been provided by Natural England and ideally BNG will be delivered onsite within the open space.</p>

5.15. The above highlights several issues that would need to be taken into consideration through the triggers and the sequencing/ phasing of the proposed development to allow the mitigation to be in place for the development to be successful.

5.16. The anticipated cost of infrastructure has been considered in both the updated Infrastructure Trigger Points Assessment and the Hartley Gardens Infrastructure and Cost Plan 2025. These documents provide a clear indication of the anticipated costs necessary to deliver mitigation for the site allocation. The costs will need to be monitored annually. The infrastructure costs and specific triggers are detailed in Appendix 1.

5.17. To ensure the successful implementation of this Site Specific IDP, further detailed investigation and technical designs will need to be undertaken. This includes comprehensive site surveys, further assessments of existing utilities, and the integration of engineering solutions i.e. Pickers Bridge. Detailed technical designs will address any potential challenges and ensure that the infrastructure is resilient, efficient, and cost-effective. Collaboration with stakeholders, including contractors, and engineers, will be essential to refine the designs and align them with regulatory standards and community needs. These efforts will help mitigate risks, optimise resource allocation, and provide a clear roadmap for the seamless delivery of the infrastructure.





Clacton Pier

## 6. Delivery Mechanism

### Principles

6.1. A series of principles and conditions to form the delivery mechanism for the Site have been established.

6.2. The mechanism should include commitments from all parties to deliver the Site's Strategic Infrastructure and ensure they do not hinder the development of the entire site allocation especially if multiple planning applications are submitted. Section 106 agreements will include obligations preventing parties from ransoming or impeding one another (including the County Council and Council, if land has been transferred), ensuring timely delivery of strategic infrastructure and comprehensive development.

6.3. A lead developer will be best placed to co-ordinate the delivery of the overall site allocation to ensure the site strategic infrastructure is delivered successfully. The financial contributions paid through section 106 agreements for site wide strategic infrastructure will be pooled either by the relevant authority or by the lead developer through a dedicated infrastructure account. With the contribution pooled then the lead developer can draw down on this when required to deliver the necessary site wide infrastructure at the relevant trigger.

6.4. The mechanism should include early warning signals to highlight delays and the possibility of step-in rights. Each planning application's section 106 agreement will require developers to attend periodic meetings to discuss infrastructure delivery progress. The agreements will also include infrastructure delivery monitoring and reporting requirements, with trigger points for delivery and lead-in times for infrastructure items. These provisions will help determine if and when step-in rights need to be activated.

6.5. In relation to transport infrastructure the Council will seek to use a monitor and manage strategy to ensure that any mitigation measures are implemented proportionately and at the right time throughout construction. This approach follows the NPPF by using real-time monitoring to guide infrastructure delivery.



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# Statutory Requirements

6.6 Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 outlines the tests under which planning obligations can be used to grant planning permission for development. According to this regulation, a planning obligation may only be considered a valid reason for granting planning permission if it meets the following criteria:

- a) **Necessity:** The obligation must be necessary to make the development acceptable in planning terms.
- b) **Direct Relation:** The obligation must be directly related to the development.
- c) **Proportionality:** The obligation must be fairly and reasonably related in scale and kind to the development.

6.7 These criteria ensure that planning obligations are used appropriately and are directly tied to the impacts of the development. This regulation helps maintain a fair and transparent process for both developers and local authorities.

6.8 The Council and Landowners will monitor and discuss the requirements to make sure that Regulation 122 is met. A robust evidence base will be required to determine the delivery and trigger for the strategic infrastructure.

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# Recommended Infrastructure Plan

6.9 In the process of developing and selecting the preferred delivery mechanism for the Site, several different options were evaluated. These options were:

- a) Submitting an Outline Planning application for the entire allocation site boundary.
- b) Establishing a Development or Landowner Agreement across all interests in the allocation site boundary.
- c) Implementing a Site-Specific CIL (Community Infrastructure Levy).
- d) Provide a standard Planning Framework Agreement to secure the strategic infrastructure. All landowners to sign into the Planning Framework Agreement.
- e) Individual planning application legal agreements (i.e. section 106 agreement) to secure both on and off-site strategic infrastructure and site-specific infrastructure.

6.10. From the Council's perspective, the preferred approach would have been to receive a single planning application for the entire site allocation boundary from a single landowner or a consortium of landowners collaborating to deliver the Site allocation. At present due to the number of landowners involved in the site allocation this does not appear to be a feasible option.

6.11. The Council has considered and subsequently discounted other options because key stakeholders are yet to enter into a collaboration agreement.

6.12. Additionally, the option of establishing a site-specific community infrastructure levy schedule was determined unfeasible as the delays to the delivery of the entire allocation would be too great.

6.13. These factors have led the Council to decide against these alternative approaches.



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## Preferred Approach

6.14. The Council has determined that the preferred approach is that the delivery of the strategic infrastructure for the site will be co-ordinated by a lead developer, funded through developer financial contributions. This approach ensures effective coordination and can be flexible, accommodating either a single planning application for the entire site or individual planning applications submitted independently, accompanied by section 106 agreements which set out the site specific and strategic infrastructure obligations.

6.15. The selection of the lead developer will follow a rigorous and transparent process to ensure they have the required expertise, resources, and track record to co-ordinate the delivery of the strategic infrastructure effectively. Potential candidates will be evaluated based on their experience with large-scale development projects, their financial stability, and their ability to coordinate complex developments with multiple stakeholders.

6.16. Priority will be given to developers who show a strong commitment to the comprehensive redevelopment of the area, adherence to planning obligations, and the ability to meet agreed timelines and standards. This approach ensures that the chosen developer is both familiar with the site and capable of managing the project efficiently and responsibly.

6.17. To prevent delays or compromises in achieving the site allocation's comprehensive redevelopment, any planning application submitted to the Council must include a Compliance Statement. This statement should demonstrate how the application and accompanying section 106 agreement ensure the lead developer can deliver or co-ordinate the delivery of infrastructure without being hindered by individual proposals. If the lead developer cannot fulfil this role, the Council reserves the right to step in to co-ordinate the delivery of infrastructure, utilising appropriate financial contributions from the section 106 agreements to forward fund or retrospectively equalise the costs associated with the strategic infrastructure.

6.18. To ensure the effective delivery of infrastructure and adherence to the requirements outlined in the site allocation, a monitoring fee will be required to be paid to the Council and secured through section 106 agreements. This fee will cover the costs associated with monitoring the lead developer's activities and progress in implementing the necessary infrastructure and fulfilling the commitments for the site allocation. By facilitating oversight, the monitoring fee supports the Council in maintaining accountability and ensuring the successful delivery of the development objectives.

6.19. Any parcel of land to be provided for infrastructure purposes (such as education, community facilities, or open space) must be transferred to the relevant authority or delivery partner in a clean and serviceable condition. This includes the removal of any contamination, debris, or other impediments to development or use. All associated remediation, decontamination, or cleaning costs shall be the responsibility of the current landowner, ensuring that the receiving party incurs no additional expense in preparing the land for its intended use.

6.20. Equalisation is addressed in the following section of this IDP. However, if a developer opts to deliver any of the site's strategic infrastructure, it is anticipated that equalisation will be managed through a range of mechanisms. This could involve a clawback from other developers or adjusting the affordable housing requirements for that phase, depending on viability. Any shortfall in affordable housing for that phase would be offset by ensuring other phases deliver enough to achieve the overall site-wide policy compliant affordable housing percentage. Planning conditions imposed can be in the form of a Grampian-style condition, either for pre-commencement or pre-occupation, and will prevent the development from progressing beyond points that trigger additional strategic provision prior to discharge of the relevant condition.

6.21. With respect to step-in rights, while individual Section 106 Agreements do not confer these rights to other developers, the Council retains the authority under Section 106(6) to enter onto the land to perform necessary works. The Council can subsequently recover the associated costs from the relevant landowner(s). This recovery can include expenses incurred by the Council in exercising its step-in rights. This provision ensures that the Council can address any non-compliance or delays in the delivery of obligations stipulated in the Section 106 Agreements, thereby maintaining progress on necessary infrastructure and development works.



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## Equalisation

6.18. As set out in paragraph 6.10, the Council’s preferred approach to equalisation is for a single, comprehensive planning application to be brought forward, led and coordinated by a lead developer. This approach enables the effective delivery of strategic infrastructure, funded through developer financial contributions, and ensures alignment with the infrastructure requirements identified in the supporting Infrastructure Delivery Plan (IDP). Where a single application is not possible, the Council will consider alternative equalisation mechanisms, provided they are underpinned by the IDP and secure fair, proportionate contributions from all landowners.

6.19. Equalisation arrangements are necessary to ensure that no single landowner or developer is unfairly burdened with the cost or responsibility of delivering strategic infrastructure that benefits the wider Hartley Gardens allocation. These arrangements will ensure a fair and proportionate approach to infrastructure delivery across all land parcels within the allocation.

6.20. Strategic infrastructure costs will be equalised on a per-home basis to ensure fair and proportionate contributions across the site. Section 106 agreements will reflect the number of homes in each application, with reference to the Infrastructure Delivery Plan (IDP). For example, a scheme delivering 1,730 homes (93%) would contribute more than one delivering 140 homes (7%).

6.21. Equalisation may be achieved through a combination of the following mechanisms:

- **Clawback** – Where a landowner delivers strategic infrastructure early (e.g. a school or road), they will not receive direct financial reimbursement from other parties. Instead, a clawback mechanism will operate through planning obligation adjustments. This may include a reduced affordable housing requirement or offsetting other Section 106 contributions (e.g. education, health, or open space) for that phase. The resulting shortfall—such as in affordable housing—will be redistributed across later phases to maintain the overall site-wide targets. These arrangements will be secured through Section 106 agreements and monitored by the Council to ensure fair and proportionate delivery across all land parcels.

*Example:* Landowner A delivers the primary school in an early phase. In return, they provide less affordable housing in their phase. Other landowners, who do not deliver infrastructure, provide a higher proportion of affordable housing in later phases so the overall site target is still met.

- **Land Equalisation** – Where land is required for strategic infrastructure (e.g. schools, parks, roads), landowners will be expected to transfer land at nil or agreed value. If a landowner provides more land than their proportional share, equalisation will be achieved through adjustments to their planning obligations. This may include offsetting the land value against other Section 106 contributions such as education, health, or utilities. These arrangements will be secured through Section 106 agreements and monitored by the Council to ensure fair and proportionate delivery across all land parcels.

*Example:* Parcel 1 provides land for a school and early years facility. In return, the landowner does not need to pay further education contributions up to the value of the land. Other landowners who do not provide land continue to pay full education contributions through their Section 106 agreements.

6.22. The Compliance Statement included with each planning application must demonstrate how equalisation will be achieved. Section 106 agreements will include detailed provisions for equalisation, including contribution triggers, payment schedules, and monitoring arrangements.

6.23. The Council will oversee delivery and may exercise step-in rights under Section 106(6) if obligations are not met.



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# Recommended Infrastructure Schedule

6.21. In summary, the proposed HGIDP delivery mechanism is detailed in the schedule appended to this HGIDP (Appendix 1). This schedule outlines the key steps, responsibilities, and timelines necessary for successful implementation. It encompasses various elements such as funding arrangements, infrastructure delivery, and stakeholder collaboration. The structured approach ensures that all parties are aligned and that the strategic objectives of the Site allocation are met efficiently and effectively.

6.22. This schedule can be updated as the planning application/s come forward. This will allow the schedule to take into consideration any evidence or decisions that are made to in order to allow the delivery of the strategic infrastructure to take this into account.



Parkland



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## 7. Conclusion and Next Steps

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### Conclusion

7.1. The proposed Site delivery mechanism detailed in this Site-Specific Infrastructure Delivery Plan expects the phased and proportionate delivery of strategic infrastructure, both on and off-site.

7.2. This approach is designed to facilitate the development of discrete phases through individual planning applications and legal agreements.

7.3. Strategic infrastructure could primarily be co-ordinated and delivered by a lead developer and funded through landowner's financial contributions which are pooled. This mechanism can also account for the fact that some items of infrastructure will be directly delivered by the landowners themselves. Furthermore, it recognises that the financial burden may not be equally shared among landowners, as certain infrastructure elements cannot be forward-funded or timely delivered unless early investments are made by one or more landowners. Consequently, the mechanism relies on either a standalone or independent planning applications, each supported by Section 106 Agreements that provide for the following:

- a) Provision of character area infrastructure.
- b) Transfer or availability of land required for on-site strategic infrastructure to the relevant party responsible for its delivery (e.g., Council, County Council).
- c) Financial contributions to the Council, County Council, or other third parties for the delivery of strategic infrastructure, unless the landowner is delivering the infrastructure item themselves.

d) Equitable arrangements to balance the infrastructure delivery or financial contributions made by each developer.

7.4. A schedule has been produced that identifies the Site IDP delivery mechanism. A copy is appended to this HGIDP (Appendix 1).

7.5. During the development of this HGIDP, additional work has been identified as necessary to support the planning application(s), such as conducting a Transport Assessment. This work is crucial to determine the final strategic infrastructure requirements for the site allocation. Consequently, the schedule presented in this document serves as a guideline and may be updated as planning application/s are submitted. This flexible approach ensures that any emerging needs or changes can be incorporated, thereby supporting the comprehensive and timely delivery of the necessary infrastructure for the Site allocation.

### Next Steps

7.6. As we move forward with the implementation of the HGIDP, several critical steps will need to be undertaken to ensure the successful delivery of essential infrastructure projects. This phase will include detailed planning and coordination with key stakeholders to finalise the scope, timelines, and funding mechanisms for each infrastructure component.

7.7. To ensure the successful implementation of this HGIDP, further detailed investigations and technical designs will be necessary. This includes site surveys, assessments of existing utilities, and the integration of engineering solutions like Pickers Bridge. Collaboration with stakeholders will be essential to refine designs, mitigate risks, and provide a clear roadmap for the delivery of the infrastructure and updated costs.

7.8. The Council will conduct comprehensive assessments to identify any potential challenges and develop strategies to address them proactively. Furthermore, the allocation of resources and responsibilities will be clearly defined to facilitate efficient execution and to build on the evidence base, working with the landowners, to ensure the correct strategic infrastructure is delivered for the successful delivery of the Site.

7.9. The selection of a lead developer may involve inviting expressions of interest, conducting a tender, or requesting proposals detailing how the landowner/developer plans to deliver the necessary infrastructure. Emphasis will be placed on selecting landowners/developers who demonstrate a strong commitment to the comprehensive redevelopment of the area, fulfil planning obligations, and can adhere to agreed timelines and standards. This approach ensures that the selected developer is not only well-acquainted with the site but also equipped to manage the project responsibly and efficiently.

7.10. Regular progress reviews and updates will be conducted to ensure transparency and accountability throughout the process. By meticulously following these steps, we aim to achieve the timely and effective delivery of infrastructure that meets the needs of our community and supports sustainable growth.

## 8. Appendix 1 - Schedule

Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Onsite Strategic Infrastructure	56 – place EY&C facility	Central Character Area	1	56 – place EY&C facility provision must be delivered by 1,400 homes.  Trigger to be agreed at first planning application.	Essex County Council	All stakeholders	Landowner / developer to transfer land to Essex County Council to deliver 56 – place EY&C facility.  Section 106 Agreement to secure financial contributions towards the delivery of the facility.	(a) claw back from other landowners/ developers  AND/OR (b) equalised through lower affordable housing requirement	£2,042,638	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.
Onsite Strategic Infrastructure	56 – place EY&C facility within Primary School	Central Character Area	1	56 – place EY&C facility provision to be delivered by 1,100 homes	Essex County Council	All stakeholders	Landowner / Developer transfers land to Essex County Council to deliver 56 – place EY&C facility.  Section 106 Agreement to secure financial contributions towards the delivery of the facility.	(a) claw back from other landowners / developers  AND/OR (b) equalised through lower affordable housing requirement	£12,265,827	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.
Onsite Strategic Infrastructure	Primary School	Central Character Area	1	Primary school provisions must be delivered by 1,100 homes  Trigger to be agreed at first planning application.						1 no. school requiring 2.1 hectares of land (with a collocated 56 place EY&C.
Onsite Strategic Infrastructure	Community Centre	Central Character Area	1	Community Centre provisions must be delivered by 1,000 homes.  Trigger to be agreed at first planning application. Landowner / Developer transfer land for delivery of the Community Centre.	Lead Developer and/or relevant Developer/ Landowner	All Stakeholders	Landowner/Developer transfers land to Tendring District Council to deliver the Community Centre or delivered on site by Lead Developer.  Section 106 Agreement to secure financial contributions towards the delivery of the facility	(a) claw back from other landowners/ developers  AND/OR (b) equalised through lower affordable housing	£2,916,439	No indexation applied.



Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Onsite Strategic Infrastructure	Children's Play: ■ 1nr MUGA. ■ 1nr NEAP's ■ 3nr LEAP's	Northern Character Area  Central Character Area  Southern Character Area	1, 7 & 9	To be determined at the individual planning stage, informed by master planning and green infrastructure framework and joint working between developers and Tendring District Council.	Lead Developer and/or relevant developer/ landowner	All stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR  Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£769,290	It is anticipated that the play areas will be managed by a management company set up Lead Developer and approved by Tendring District Council. This to be secured through the relevant section 106 Agreement.  No indexation applied.
Onsite Strategic Infrastructure	Indoor Sports Facility	Central Character Area	1	Indoor Sports Facility provisions must be delivered by 1,000 homes.  Trigger to be agreed at first planning application.  Landowner/developer to transfer land for delivery of the Indoor Sports Facility.	Essex County Council	All stakeholders	Landowner/Developer transfers land to Essex County Council to deliver the Indoor Sports Facility or delivered by the Lead Developer.  Section 106 Agreement to secure financial contributions towards the delivery of the facility	Each landowners/ developers to pay contribution relative to residential capacity of application site	£1,296,195	No indexation applied.
Onsite Strategic infrastructure	Outdoor Sports Facility	Central Character Area	10	Outdoor Sports Facility provisions must be delivered by 1,000 homes.  Trigger to be agreed at first planning application. Landowner/Developer to transfer land for delivery of the Indoor Sports Facility.	Essex County Council	All Stakeholders	Landowner/Developer transfers land to Essex County Council to deliver the Indoor Sports Facility or delivery by Lead Developer.  Section 106 Agreement to secure financial contributions towards the delivery of the facility.	Each landowner/ developer to pay contribution relative to residential capacity of application site	£915,860	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.

Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Onsite Strategic Infrastructure	Strategic Open Space (to include 10% BNG)	Northern Character Area Central Character Area Southern Character Area	4, 5, 6, 10 and 11	To be determined at the individual planning stage, informed by master planning and green infrastructure framework and joint working between developers and Tendring District Council.	Tendring District Council and relevant developer/ landowner	All stakeholders	Fund via financial contribution from the developer relative to the residential unit numbers of their application site and delivered by the Lead Developer  OR Works in kind by developer/ landowner.	Each landowner/ developer to pay contribution relative to residential capacity of application site	£9,965,479	It is expected that the Lead Developer would pool the contributions to deliver the BNG to the strategic open space.
Onsite Strategic Infrastructure	Neighbourhood Park (Pickers Park)	Central Character Area	1, 9 and 10	Trigger to be agreed at first planning application.  Triggers to be evidenced via phased approach to delivery of Neighbourhood Park.	Tendring District Council and relevant developer/ landowner	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£340,827	It is anticipated that the neighbourhood park will be managed by a management company set up Lead Developer and approved by Tendring District Council. This to be secured through the relevant section 106 Agreement.
Onsite Strategic Infrastructure	Internal Main Street (Primary Route from A133 to Legerton Drive/St Johns Road)	Northern Character Area Central Character Area Southern Character Area	1, 4, 6, 7, and 8	To be determined at the individual planning stage, informed by master planning framework and joint working between developers, Essex County Council and Tendring District Council.	Essex County Council	All Stakeholders	Lead Developer to deliver via financial contribution from the developer relative to the residential unit numbers of their application site  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£20,611,343	Internal Main Street to be delivered by the Lead Developer and adopted by Essex County Council.



Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Onsite Strategic Infrastructure	Pickers Bridge	Northern Character Area Central Character Area	1	To be determined at the individual planning stage, informed by master planning framework and joint working between developers, Essex County Council and Tendring District Council.	Essex County Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£2,846,446	Pickers Bridge to be delivered by the Lead Developer and adopted by Essex County Council.
Onsite Strategic Infrastructure	Strategic Drainage	Northern Character Area Central Character Area Southern Character Area	TBC	To be determined at the individual planning stage, informed by master planning framework and joint working between developers, Essex County Council and Tendring District Council.	Essex County Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£19,890,320	Long term adoption and management to be considered and secured through the relevant section 106 agreement/s
Onsite Strategic Infrastructure	33kV & 11kv Electricity, BT (rerouting/ undergrounding)	Central Character Area	1, 7, 10 and 11	To be determined at the individual planning stage, informed by master planning and green infrastructure framework and joint working between landowner/developers and Tendring District Council.	Tendring District Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£4,565,000	Tendring District Council to approve any rerouting through the relevant planning application.
Onsite Strategic Infrastructure	High Pressure Gas Main	Southern Character Area	7	To be determined at the individual planning stage, informed by master planning and green infrastructure framework and joint working between landowner/developers and Tendring District Council.	Tendring District Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	£250,000	Tendring District Council to approve any rerouting through the relevant planning application.

Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Onsite Strategic Infrastructure	Allotments	TBC	TBC	To be determined at the individual planning stage, informed by master planning framework and joint working between developers and Tendring District Council.	Tendring District Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR  Works in kind by developer	(a) claw back from other landowners/ developers  AND/OR  (b) equalised through lower affordable housing requirement	£378,397	
Onsite Strategic Infrastructure	Strategic Enabling Works	TBC	TBC	To be determined at the individual planning stage, informed by master planning framework and joint working between developers and Tendring District Council.	Tendring District Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR  Works in kind by developer	(a) claw back from other landowners/ developers  AND/OR  (b) equalised through lower affordable housing requirement	£2,099,541	
Onsite Strategic Infrastructure	Green Links (Active Travel Routes)	TBC	N/A	To be determined at the individual planning stage, informed by master planning framework and joint working between developers and Tendring District Council.	Tendring District Council	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR  Works in kind by developer	(a) claw back from other landowners/ developers  AND/OR  (b) equalised through lower affordable housing requirement	£2,647,810	
Offsite Strategic Infrastructure	Health	N/A	N/A	Trigger to be agreed at first planning application.	Tendring District Council	All Stakeholders	Section 106 to secure financial contributions towards the cost of Health improvements.	Each landowner/ developer to pay Essex County Council contribution relative to residential capacity of application site and contributions to be phased.	£TBC	



Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Offsite Strategic Infrastructure	Secondary School	N/A	N/A	<p>Secondary school provisions must be delivered by [TBC].</p> <p>Development in each site or character area should be restricted as necessary to ensure adequate capacity for additional pupils.</p> <p>Essex County Council must provide evidence to inform occupation restriction triggers.</p>	Essex County Council	All stakeholders	Section 106 to secure financial contributions towards the cost of Secondary School improvements.	Each landowner/ developer to pay Essex County Council contribution relative to residential capacity of application site and contributions to be phased.	£8,762,479	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.
Offsite Strategic Infrastructure	Walking and Cycling	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council.	Essex County Council	All stakeholders	<p>Essex County Council to fund via financial contribution from the developer relative to the residential unit numbers of their application site</p> <p>OR</p> <p>Works in kind by developer</p>	Each landowner/ developer to pay contribution relative to residential capacity of application site.	£1,053,077	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.
Offsite Strategic Infrastructure	Bus Services and Improvements	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council	Essex County Council and relevant developer/ landowner	All stakeholders	<p>Essex County Council to fund via financial contribution from the landowner/developer relative to the residential unit numbers of their application site</p> <p>OR</p> <p>Works in kind by developer</p>	Each landowner/ developer to pay contribution relative to residential capacity of application site.	£526,538	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.

Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Offsite Strategic Infrastructure	Access from St Johns Road/ Jaywick Lane	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council	Essex County Council and relevant developer/ landowner	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£5,092,634	No indexation applied.
Offsite Strategic Infrastructure	Access from St Johns Road/ Little Clacton Road Junction	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council	Essex County Council and relevant developer/ landowner	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developer to pay contribution relative to residential capacity of application site	£1,076,019	No indexation applied.
Offsite Strategic Infrastructure	Access from Legerton Drive	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council	Essex County Council and relevant developer/ landowner	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.  OR Works in kind by developer	Each landowner/ developed to pay contribution relative to residential capacity of application site	£248,533	No indexation applied.
Offsite Strategic Infrastructure	Access from A133/Progress Way/St Osyth Road	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between developers and Essex County Council	Essex County Council and relevant developer/ landowner	All Stakeholders	Lead Developer to deliver via financial contributions from the landowner / developer relative to the residential unit numbers of their application site.	Each landowner/ developer to pay contribution relative to residential capacity of application site	£2,286,592	No indexation applied.



Infrastructure Type	Infrastructure Item	Character Area in which item located	Land Parcel	Trigger Point	Who (Lead Partner)?	Delivery Partners	Funding Source / Delivery Mechanism	Equalisation	Estimated Costs	Notes
Offsite Strategic Infrastructure	Utility Reinforcement	N/A	N/A	To be determined at the individual planning stage, informed by TA and joint working between landowners/developers, Utility Provider and Tendring District Council	Developer/ Landowner/ Utility Provider/ Tendring District Council	All Stakeholders	Section 106 Agreement to secure financial contributions towards the delivery of utility reinforcement	(a) claw back from other developers  AND/OR (b) equalised through lower affordable housing requirement	£5,252,500	Does not include National Grid reinforcement
Offsite Strategic Infrastructure	Police	N/A	N/A	Contributions for Police refurbishment of facilities to be informed by Essex Police.	Essex Police	All stakeholders	Section 106 Agreement to secure financial contributions towards the delivery of the facility.	Each landowner/ developer to pay Essex Police contribution relative to residential capacity of application site and contributions to be phased.	£576,745	Indexation has been applied based on the Essex County Council Developers' Guide to Infrastructure Contributions Revised 2024.

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