

Hartley Gardens Supplementary Planning Document

Consultation Statement

Under The Town and Country Planning Regulations it is a requirement to prepare and make available a Consultation Statement setting out:

- i. the names of any persons whom the local planning authority consulted in connection with the preparation of the SPD;
- ii. how those persons were consulted;
- iii. a summary of the main issues raised in those consultations; and
- iv. how those issues have been addressed in the SPD.

This statement is a record of consultation undertaken during the production and formal consultation stages of the Hartley Gardens SPD.

Community engagement on the SPD has been undertaken in two stages:

- Stage 1: Evidence gathering and setting priorities for the Vision and Spatial Framework
- Stage 2: Consultation on the Draft Hartley Gardens SPD

Stage 1 Evidence gathering and setting priorities for the Vision and Spatial Framework

How the community engagement was undertaken and who was consulted

There were several types of engagement activities set up in order to consult with a range of stakeholders, including public drop-in events, online workshops with Tendring members and community stakeholders, a project website, dedicated meetings with landowners and meetings with statutory and non-statutory stakeholders.

Public drop-in sessions

Two public drop-in events were held in Clacton-on-Sea on Thursday 8 June 2023.

- Drop-in at Albert Edward Hall Community Centre, 11:00 – 14:00 (adjacent to Hartley Gardens). Attended by around 150 people.
- Drop-in at Clacton Town Hall, 17:00 – 20:00. Attended by around 25 people.

These drop-in sessions were widely advertised to residents and the local community through a newsletter distributed to 4,299 residential and business addresses within 400m of the site, including Highfield Grange Holiday Park. Additionally, posters were displayed in key locations around Clacton. All members and community stakeholders were also informed of the drop-in events.

The events featured engagement boards broadly focussed on two topic areas: one on gaining an understanding of Clacton-on-Sea and the Hartley Gardens site, and the second on the Vision and Opportunities for Hartley Gardens. Attendees were invited to provide comments on the display boards, which were then collated and reviewed. They were also

encouraged to complete a more detailed questionnaire on the project website, or to fill out and return printed copies of the questionnaire.

Member workshop

A two-hour online workshop was held with Tendring District Council members on Wednesday 7 June 2023, from 10:00 to 12:00.

All 48 members in the district invited directly, by email, and 11 members participated in the session. The workshop took place on Microsoft Teams and used Miro, an interactive digital whiteboard tool, to capture feedback in real time.

The session was structured around the engagement boards, which served as the basis for discussion. Break-out sessions were incorporated to facilitate more focused conversations, allowing participants to explore key themes such as the character and context of Clacton-on-Sea and the site, and to collaboratively discuss the emerging Vision and Opportunities for Hartley Gardens.

Community stakeholder workshop

A two-hour online workshop was held with community stakeholders on Wednesday 7 June 2023, from 13:00 to 14:00.

Through a stakeholder mapping exercise, 19 community stakeholders were identified and invited to participate in a dedicated workshop by email. The selection aimed to ensure broad and representative input by including both local and county-wide groups, covering a diverse range of priorities and community needs. This included local amenity groups, parish councils, health and sports organisations, and representatives from varied age groups, such as children and older adults as well as carers, faith communities, individuals with disabilities, and those with neurodiverse conditions.

Despite the inclusive approach to invitations, attendance at the workshop was low, with only one stakeholder taking part.

The workshop was held on Microsoft Teams, and used the engagement boards as the foundation for discussion. These boards facilitated conversations focused on understanding the context of Clacton-on-Sea and the site, as well as exploring the emerging the Vision and Opportunities for Hartley Gardens.

A project website

A dedicated project website was launched to provide detailed information about the project and host an interactive online questionnaire. The website went live on 7 June 2023 and remained open for public comments until 7 September 2023. During this period, the site received approximately 700 visits, resulting in 29 completed survey responses.

The website was widely promoted through multiple channels, including the community newsletter, posters displayed in key locations, email invitations sent to council members and community stakeholders, and at the public drop-in events. It featured the same content as the engagement boards presented during the public drop-in events, offering an accessible, online alternative for those unable to attend. The questionnaire was presented in a more interactive format, allowing visitors to engage with material and share feedback at their convenience.

Landowners

Landowners within the Hartley Gardens SPD site allocation boundary were invited to in person meetings in advance of Stage 1 .

Statutory and non-statutory stakeholders

Meetings were held with a range of statutory and non-statutory stakeholders on particular technical topics and issues.

Statutory consultees:

- Anglian Water, 22 June 2023
- Environment Agency, 3 August 2023
- Local Highways Authority and Lead Local Flood Authority, 7 August 2023
- Local Highways Authority, 29 August 2023
- Local Highways Authority, 2 November 2023
- Natural England, 10 November 2023
- Local Highways Authority, 27 February 2024
- Local Highways Authority, 8 March 2024
- Lead Local Flood Authority, 12 March 2024
- Natural England, 22 March 2024
- Local Highways Authority, 22 April 2024

Non-statutory consultees:

- Tendring District Council (TDC) open space and Essex County Council (ECC) education, urban design, green infrastructure, and biodiversity, 7 August 2023
- TDC and ECC economic growth, 29 August 2023
- NHS Suffolk and North East Essex Integrated Care Board (ICB), 20 September 2023 and 4 June 2025
- Essex Quality Review Panel, 3 October 2023
- Essex Police, 4 October 2023
- ECC education, 12 October 2023
- TDC open space, and trees, ECC biodiversity, urban design and infrastructure, 27 February 2024
- ECC green infrastructure, 12 March 2024
- TDC sustainability officers, 30 August 2024

Additionally, there has been on-going communication with other consultees on utilities, including UKPN.

Main issues raised during consultation and how these are address in the SPD

Feedback gathered from the public drop-in sessions, member and community stakeholder workshops, and the project website was collated and analysed. The key insights have been summarised under four overarching themes presented in Table 1 below. The table also outlines how each of these issues has been considered and addressed in the development of the SPD.

Table 1: Feedback from drop-in, members and community stakeholder workshops and website

Main issues raised	How these are addressed in the SPD
<p>Community and Facilities:</p> <ul style="list-style-type: none"> • New facilities delivered onsite must provide for the wider community and be delivered in the early phases of the development. • Health facilities were a top priority for residents, followed by schools. • Employment and training opportunities should be maximised both through the development process and land uses. Main sources of employment are with the council, care work and tourism. There are hidden businesses within Clacton (flooring for the Olympics and mobile phone electronics were named), however they have trouble increasing in size due to a lack of space available for them to do so (this was said to be a county wide problem). • The Neighbourhood Centre should not compete with the Town Centre, and efforts should be made to improve town centre offerings. • House size should be large enough for families. 	<p>A range of community facilities are enabled through the Spatial Framework. These facilities are located within a new neighbourhood centre, located to serve the needs of new residents and the wider community. Facilities include: two community centres; a primary school; two nurseries; a community hub, with flexibility to accommodate health facilities (if required by the Suffolk and North East Essex Integrated Care Board); a number of new parks and public spaces with opportunities for play, sports and recreation.</p> <p>The Spatial Framework enables a large area of employment land, as well as small-scale commercial uses in the neighbourhood centre. Uses in the neighbourhood centre will be small-scale and to serve the day-to-day needs of residents in the local community, so as not to divert economic activity from the town centre. This could include things like a café, restaurant, retail and affordable workspace.</p> <p>The Spatial Framework enables a range of housing types and sizes, including for families.</p>
<p>Movement:</p> <ul style="list-style-type: none"> • Congestion within the local area should be fully considered, including the existing highway network and key junctions. Public transport within the area should be made more frequent and reliable. • The active travel network should be improved, particularly across the A133 and routes to the town centre, with an emphasis on improving commuter traffic. • Adequate parking should be provided, including parking for personal and commercial vehicles, and be conveniently located. 	<p>The Spatial Framework includes a sustainable movement strategy designed to maximise the attractiveness of short, local trips by active and sustainable modes and encourage a modal shift away from private car use so as to reduce congestion. The primary and secondary streets are designed to accommodate buses, and there are a range of walking and wheeling routes included along streets, greenways, and through parks and larger open spaces.</p> <p>The Spatial Framework provides car and cycle parking principles, in accordance with Essex Parking Guidance 2024 and emphasising parking should be conveniently located.</p>
<p>Spaces:</p> <ul style="list-style-type: none"> • There should be flexible, multi-use open spaces prioritising children's play space, along with space for wildlife. • Pickers Ditch should be an open space focal point connecting other green spaces, and possibly a nature reserve. • There should be more street trees and a gap maintained between Little Clacton and the development. • Provide adequate and enjoyable rest stops in spaces and routes. 	<p>A range of new parks and public spaces are included in the Spatial Framework, providing a multi-functional network that supports wildlife as well as providing equipped and natural play, sports facilities, recreational areas, allotments, and walking and wheeling routes.</p> <p>Pickers Ditch has been identified as a key opportunity in the Spatial Framework (see Figure 2.13 Opportunities Plan), and informs the creation of 'Pickers Park' as a key feature of the masterplan that incorporates the ditch, new marshland and habitat, as well as space for activity and recreation.</p>

	<p>The Spatial Framework seeks to develop a high environmental quality through the provision of street trees, which provide visual benefits, shading to help mitigate and adapt to climate change, and improve air quality.</p> <p>The Spatial Framework identifies the need to provide seating on key routes and within the new parks and open spaces. The Framework also highlights the importance of providing seating as part of safe, attractive and functional streets, and promoting community interaction.</p>
Other design priorities:	
<ul style="list-style-type: none"> Retain existing landscape features throughout the development and integrate the seaside character of the town into the identity of the development. 	<p>The natural landscape features of the site were identified as a key opportunity in shaping the Spatial Framework (see Figure 2.13 Opportunities Plan). This informed the Vision, which recognised the importance of reflecting the seaside character of Clacton-on-Sea, and to connect with and enhance the landscape qualities of the surrounding area. One of the Core Objectives is 'Protecting and enhancing natural assets' and the Spatial Framework adopts a landscape-led approach to the overall character of Hartley Gardens, and particular qualities in each of the northern, central, southern and eastern neighbourhoods.</p>

The feedback of the main issues from the statutory stakeholder consultation, and how these were addressed in the SPD is summarised below in Table 2.

Table 2: Feedback from statutory stakeholder consultation

Main issues raised	How these are addressed in the SPD
Environment Agency:	
<ul style="list-style-type: none"> Attenuation / detention basins should serve a multi-functional purpose where possible, maximising ecological opportunities. Principles of a singular vehicular crossing to Pickers Ditch were discussed and agreed. Any loss of floodplain would need to be compensated elsewhere on site. The bridge should include provisions for mammal crossings. Disturbance to the bed of Pickers Ditch must be minimal, and improvements can be made to the bank and surrounding area to enhance biodiversity. 	<p>The Spatial Framework embeds the principles of multi-functionality into the sustainable drainage strategy, ensuring to maximise ecological opportunities. The Framework also includes a crossing to Pickers Ditch through the Main Street, and Pickers Ditch features as a key feature in a new park.</p>
Lead Local Flood Authority:	
<ul style="list-style-type: none"> The LLFA will generally not support surface water drainage into the sewerage network. Further work and discussion is required to review localised discharge into the sewers in the south of the site. 	<p>All surface water is proposed to be discharged to Picker's Ditch, except for a very localised area in the south-west of the SPD masterplan where it is anticipated that a restricted discharge to local Anglian Water surface water sewer network will be required. Discussions are ongoing with the LLFA and Anglian Water.</p>

Local Highways Authority:	
<ul style="list-style-type: none"> • Trip generation and trip distribution work has been shared and discussed with ECC, and is to be refined further through ongoing discussions and to inform the movement strategy. • Principle of the four main access points to Hartley Gardens agreed, with detailed conversations required on junction layouts, and consideration of nearby developments at the outline planning application stage. • Principle of the role and function of the Main Street agreed, with different form and arrangements likely required depending on the frontage activity, connections to development parcels and how public transport, wheeling and walking are integrated to the street. • More work is expected to be carried out around the operations and viability of public transport services. ECC prefer to pool contributions to local bus service provision • Off-site active travel connections need to be considered, with reference to existing survey data and the Tendring/ECC Local Cycling and Walking Infrastructure Plan (LCWIP). 	<p>The Spatial Framework creates a well-connected neighbourhood, that considers the impact on wider movement networks, seeks opportunities for improvements, and creates access opportunities by all necessary travel modes in a convenient and safe manner. It adopts an access and movement approach that accommodates all modes of transport but maximises opportunities for active and sustainable travel choices through its design and connections.</p> <p>The Spatial Framework retains and enhances existing public rights of way, creates routes between each of the areas of Hartley Gardens, as well as connections into the adjacent neighbourhoods and Clacton-on-Sea.</p> <p>The Framework ensures that the primary and secondary street network enables bus services through the development, so that the majority of homes are within 400m of a bus stop.</p> <p>The Framework also includes (as a minimum) four potential vehicular access points to Hartley Gardens. The form of the four junctions will be agreed with ECC when planning applications are prepared.</p>
Natural England:	
<ul style="list-style-type: none"> • The Site cannot replicate the coastal habitats associated with the nearby SPAs, SACs and Ramsar, so formal SANG is unlikely to be effective. Natural England cannot rule out that a formal SANG may be required for future applications, so the green infrastructure should be designed to meet SANG criteria. • We are extremely encouraged by progress on the open space strategy and identification of 42ha of open green space, and acknowledge that soft landscaping will be used to increase the feeling of separation and deliver the feeling of being in a natural space. • We note that no additional parking is to be provided at the site but that there is likely to be roadside parking. Green links running through the site and connecting with the main area are welcome. 	<p>The Spatial Framework provides large areas of SANG-like landscape. This includes the Western Park, a large semi-natural landscape set away from built development that provides space for natural landscapes and habitats as well as a walking route connecting to public rights of way. There is also Pickers Park, a parkland open space at the centre of the development, featuring with new marshland surrounding Pickers Ditch and new areas of amenity grassland for activity, play and informal recreation.</p>

The feedback of the main issues from non-statutory stakeholder consultation, and how these were addressed in the SPD is summarised below in Table 3.

Table 3: Feedback from non-statutory stakeholder consultation

Main issues raised	How these are addressed in the SPD
TDC open space:	
<ul style="list-style-type: none"> • Support approach to location and distribution 	The SPD embeds a landscape-led approach to

<p>of open spaces and play spaces.</p> <ul style="list-style-type: none"> • Allotments need to be designed to open space standards to ensure they are usable. • Further consideration needs to be given to how to balance both recreational and drainage needs in multi-functional open spaces. • Consideration should be given to improving links and access to several nearby open spaces that need improvements, including the BMX track south of St Johns Road, the nature reserve along Pickers Ditch to the south of Brook Park West and the green space off Legerton Drive near the Albert Edward Hall. 	<p>development at Hartley Gardens, creating a diverse and well-connected landscape network that enhances and retains existing features, and providing a range of new open spaces and routes. The multi-functionality of open spaces will need to be reviewed through future detailed design stages.</p> <p>The SPD includes several pedestrian and wheeling links into the wider neighbourhood, including to St Johns Road. The route along Pickers Ditch will be improved through connections from the new Neighbourhood Park and Pickers Park. The setting of the green space off Legerton Drive will be improved through connections from the Western Park, and through the provision of allotments adjacent to this green space (with the overall land area of allotments designed to meet open space standards).</p>
<p><i>TDC and ECC economic growth:</i></p>	
<ul style="list-style-type: none"> • Employment and income are key wider determinants of health, and Clacton is an area of severe multiple deprivation. The local authorities want to seize the opportunity to improve outcomes for existing residents / avoid exacerbating existing challenges through housing growth. • We do not expect that significant employment uses could be accommodated in local centre(s) within Hartley Gardens – although, touchdown space for home workers would be welcome. Delivering a large amount of non-residential floorspace in the local centre(s) could also divert economic activity from Clacton town centre. • Whilst Clacton is not a hot spot for industrial development in Tendring, there is a shortfall of small industrial units, particularly modern ones. A phased approach to delivery is recommended to reflect changing market conditions and identify when there is capacity for additional provision. Telford Business Park (0.72ha) is a good example of the appropriate scale of a phase for Clacton. • Any development of offices at Hartley Gardens should be phased to reflect changing market conditions and identify when there is capacity for additional provision. Once the proposed office development at Brook Park West has been occupied, then consideration should be given to the progressive delivery of phases of around 0.5 hectares each. To establish some critical mass future phases should adjoin the nascent office park at Brook Park West. • The employment land could provide a noise buffer from the A133, and residential development may not be appropriate there. Access to the employment area from both the north (A133) and south (Brook Park West) is welcomed. 	<p>The eastern edge of the Spatial Framework includes 7 hectares of employment land; an area providing a gateway that supports a diversity of office and industrial uses to generate on-site jobs and drive economic growth. The employment land is situated near the A133 and existing commercial hubs such as Brook Park West for accessibility.</p> <p>The employment area is part of the Eastern Gateway character area. This area seeks a sensitive transition between employment and residential uses, and the employment land functions as a noise buffer to residential areas.</p> <p>A phased approach, recommended parcel sizes and ensuring to align with development at Brook Park West have all been reflected in the character area Development Principles.</p> <p>There will also be small-scale commercial uses in the neighbourhood centre able to accommodate café, restaurant, retail, leisure and workspace. These will support day-to-day needs of existing and new residents, ensuring not to divert activity from the town centre.</p>

<p><i>TDC sustainability:</i></p> <ul style="list-style-type: none"> • Recommend reviewing ECC guidance on net zero buildings and embodied carbon. The future TDC Local Plan is also expected to incorporate net-zero policies. • Project should target water consumption of 110 litres/ person/ day, and we flag that Future Homes standard advises 80 litres/ person/ day, though this is not mandatory. • There is new ECC guidance on Transport Assessments and Travel Plans, and ongoing consultations on Local Transport Plan 4 and the Local Cycling and Walking Infrastructure Plan in Tendring could inform future strategies at Hartley Gardens. 	<p>The SPD requires the consideration of orientation and passive design of buildings, to follow the energy hierarchy to optimise fabric performance and incorporate low and zero carbon technologies, and to integrate greening to provide shading and enhance thermal performance. All new homes will need to incorporate water saving measures, and to meet Future Homes Standards as a minimum.</p> <p>The SPD adopts a movement strategy that maximises opportunities for active and sustainable travel choices through its design and connections. Future detailed design will be informed by emerging ECC and TDC policy and guidance.</p>
<p><i>ECC education:</i></p> <ul style="list-style-type: none"> • Schools cannot front onto vehicular roads and must be traffic free. This is important for public health and also for the climate, ensuring to give the correct psychological message and promote active travel as the primary means to get around. The masterplan should explore creating pedestrian and cycle only environment for the school, improving the frontage with a set-back and defensible planting. • The approach to the community spine is very linear and the uses are separated out, missing out on benefits of co-locating the school with complimentary uses of sports, village green, and other shops/services. Exploring co-location could then establish an important focal point for the development. • Financial contributions and delivery of the school need to be considered further. As will phasing, ensuring to deliver the school only once there is a viable number of children, rather than an infrastructure-first approach. 	<p>The Spatial Framework was developed to ensure the school has a traffic-free environment around the pedestrian entrance, fronting onto a pedestrianised square, and connecting to Pickers Park and the Neighbourhood Park through a green link. Staff, emergency and maintenance vehicle access is provided separately.</p> <p>The concept of the neighbourhood centre was also strengthened, co-locating a range of community facilities and small-scale commercial uses around the neighbourhood park, which includes sports and play. The centre is then connected by green links into the wider neighbourhood.</p> <p>High level principles on contributions, delivery and phasing of the school is set out in the Hartley Gardens Infrastructure Delivery Plan.</p>
<p><i>ECC urban design:</i></p> <ul style="list-style-type: none"> • More consideration needs to be given to the relationship between the main street as a diagonal route through the local centre, and the more orthogonal green infrastructure. ECC would prefer that the village green is not dissected by a vehicular route. • More consideration needs to be given to the connection between the school and the play space within the neighbourhood park, and there is a preference for a straight pedestrian and cycle route due to desire lines. • Further clarity is required on whether access options to Brook Country Park can be improved. • The principles of a separate vehicular access for staff, emergency and maintenance vehicles is supported. 	<p>The Spatial Framework was strengthened by breaking up the diagonal of the main street so that it is more staggered, by developing the concept of the green links that connect between the main green spaces and across the main street, and by ensuring the village green and neighbourhood park are connected. The school is now connected to the neighbourhood park and play area in a straight north-south green link for walking and wheeling.</p> <p>Direct access to Brook Country Park is limited by the A133, though improved connections are provided along Pickers Ditch to the east.</p> <p>Variations in building heights have been set in relation to establishing four different character areas, in part informed by the landscape influences. The variations</p>

<ul style="list-style-type: none"> Consideration to be given to how topography could be used within the site to align roofscapes in the neighbourhood centre. Taller buildings could be integrated into viewpoints or focal points as the design is developed further. 	<p>in height have been considered to provide nodal points and key frontages to create legibility and navigability, as well as to define key spaces and edges.</p>
<p><i>ECC green infrastructure:</i></p> <ul style="list-style-type: none"> Masterplan to consider Biodiversity Net Gain and a strategy to deliver and maintain this across the scheme. Recommend that the sports pitches, including the school playing field, are designed to be multi-purpose to offer a range of opportunities. The multi-functionality of green infrastructure is not coming through and would like to see more on these elements. The green links between the sports pitches, green space, play, schools and shops in the neighbourhood centre are welcomed. This should be seen as interconnected with the natural environment, flood protection, and water management. Recommend undertaking a Health Impact Assessment to ensure green infrastructure meets the diverse needs of users groups. The provision of SANGS-like landscape, Pickers Park and Neighbourhood Park will help mitigate potential recreational impacts on Brook Country Park. This is positive. It is really positive that the masterplan is being informed by Building with Nature standards. 	<p>The SPD and Spatial Framework include a number of principles to ensure to deliver biodiversity net gain, committing to delivering at least 10%. This will be achieved through the retention and enhancement of habitats including Pickers Ditch, Top Grove, and Long Grove, and providing new green spaces including Pickers Park, the Western Park, the Neighbourhood Park. This creates a connected biodiversity and landscape network, balancing both recreation with ecology and water management.</p> <p>Future development proposals will be accompanied by a Health Impact Assessment.</p>
<p><i>ECC biodiversity:</i></p> <ul style="list-style-type: none"> The landscape strategy needs to create circular routes around the site, providing important recreational benefits and managing the impact on biodiversity. 	<p>The Spatial Framework includes circular walking and running routes, dog walking routes and dog activity trail, and a range of cycle paths.</p>
<p><i>Essex Quality Review Panel:</i></p> <ul style="list-style-type: none"> Recommend revisiting and expanding the project vision as a reference to guide design development Strong support for Biodiversity Net Gain, and urged to continue testing to maximise ecological value. Suggested clustering key facilities (i.e. school, village green and sports pitches) rather than a linear spine. Recommend further movement analysis beyond site boundaries. Encourage creation of varied character areas and with varied densities to enhance urban form. Support consolidated open spaces but encourage inclusion of smaller informal 'play on the way' areas too, and to consider links to spaces beyond red line and relationship with 	<p>The SPD features a clear vision statement and seven core objectives, informed by an analysis of site constraints and opportunities and the Stage 1 engagement. This provides providing a comprehensive and strategic framework for its future development and growth.</p> <p>The approach to the key community facilities was refined, seeking to cluster these around the neighbourhood park.</p> <p>An analysis of broader opportunities and constraints to movement was undertaken and informed the Spatial Framework.</p> <p>The Spatial Framework includes a number of Green Links, which can incorporate 'play on the way' areas</p>

<p>Hartley Wood.</p> <ul style="list-style-type: none"> • Important to link with wider surroundings, including with Brook Retail Park, and to seek early bus integration, active travel infrastructure and communal parking courts as opposed to on-plot parking. • Important to be aware of local fuel poverty and adopt energy-efficient design, 100% electric generation, and well-integrated SUDS for placemaking. 	<p>where appropriate. There are connections provided to Hartley Wood through the Western Park, and to smaller green spaces beyond the red line boundary in Bockings Elm and the green space along Pickers Ditch. This route along Pickers Ditch provides a connection to Brook Retail Park.</p> <p>The street typologies, particularly the main and secondary streets, have been designed to integrate bus services and there will be a network of bus stops to ensure the majority of homes are within 400m walking distance of one. The SPD encourages a range of parking formats, including on-street, communal parking courts and on-plot parking but with reduced provision.</p> <p>The SPD requires the consideration of orientation and passive design of buildings, to follow the energy hierarchy to optimise fabric performance and incorporate low and zero carbon technologies, and to integrate greening to provide shading and enhance thermal performance.</p>
<p>Essex Police:</p>	
<ul style="list-style-type: none"> • Prevention of crime, promoting safety and security to be embedded in the SPD and Masterplan by considering the quality of homes, buildings, green spaces and biodiversity. This should include considering inclusive spaces for women and girls. • Consideration to be given to creating new pedestrian routes and linkages to existing ones, ensuring to think about attractiveness and safety of these routes. • Road safety concerns on St Johns Road need to be considered in relation to additional people walking. • Consideration to be given to parking of e-scooters, parking for mobility scooters given the older population, and provision of E.V. charging points for Police vehicle fleet. • The fire service have concerns about safety of electric vehicle batteries, solar panels and battery storage. Crime in relation to the components of E.V. charging points has also been emerging, and consideration of how electric charging fits into street design and layout is important to mitigate this. • Management and maintenance needs to be considered from the outset. 	<p>The SPD requires incorporation of Secure by Design principles in future development proposals. Streets and spaces will be well connected, clearly defined, public and private areas distinguished, overlooked, and with appropriate lighting to support positive placemaking and wayfinding, encourage social interaction and promote safety as well as a sense of civic pride. The Spatial Framework includes a range of walking and cycling routes, and these will need to be well-integrated, continuous and safe. A range of types of open space are included to accommodate diverse needs, and future design proposals will need to consider in detail what features and facilities are required for different people, e.g. women and girls.</p> <p>The SPD identifies key access points, and two of these involve access to St Johns Road where improvements will need to be made. Future development proposals will be accompanied by Transport Assessments that identify off-site road safety improvements, ensuring appropriate vehicle flows but also the safety of pedestrians and wheelers, including those on mobility scooters.</p> <p>The SPD includes high level principles for parking, however future development proposals will need to consider parking of e-scooters, mobility scooters and vehicle charging requirements of the Police. Further discussion will be required with the emergency services to understand approach to safely storing batteries and ensuring the security of charging points.</p> <p>The SPD requires that long term management and stewardship is considered in future development proposals, which is to be set out in a strategy that provides financial, governance and ownership</p>

	proposals across different types of asset.
<i>NHS Suffolk and North East Essex ICB:</i>	
<ul style="list-style-type: none"> There is a move away from more localised provision of infrastructure to a digital-first approach, consolidating existing estate at Clacton Health Centre and Clacton Leisure Centre, and then looking at co-locating non-clinical health provision with community, sports and wellbeing facilities with a focus on prevention rather than primary care. ICB support a small non-clinical health facility being co-located with community facilities at Hartley Gardens. 	The Spatial Framework allows for a health facilities to be co-located with the community centre, and is flexible at this stage to allow further discussions with the ICB on specific needs and approaches to delivery.
<i>Anglian Water:</i>	
<ul style="list-style-type: none"> Support for emerging drainage plans in principle. Further work required to understand constraints in the existing sewer network and pumping capacity, and to understand any planned upgrades. Need to work collaboratively to refine drainage strategies, share modelling data, and address infrastructure needs ahead of planning submission. 	<p>The SPD sets out principles for sustainable drainage through interconnected basins, swales, and Sustainable Drainage System (SuDS) features. The strategy seeks to reduce flood risk, improve water quality, enhance the green and blue infrastructure network, and provide amenity and biodiversity benefits.</p> <p>Discussions are on-going with Anglian Water and the Lead Local Flood Authority regarding network capacity and upgrades. Future planning applications will include a foul and surface water drainage strategy, including approach to water saving and re-use to reduce consumption.</p>
<i>UK Power Networks</i>	
<ul style="list-style-type: none"> Based on a future-proofed all-electric approach, new electrical infrastructure from the Clacton Grid substation to the site will be required. This will need to be procured in advance of development to ensure the supply is available when power is required. Diversions or undergrounding 33kV and 11kV overhead electricity cables through the development will also be required. 	The Hartley Gardens IDP includes for new infrastructure and necessary diversions/undergrounding.

Stage 2 Consultation on the Hartley Gardens SPD

TDC to lead on this