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## Access

The preparation of the scheme has been undertaken in line with current best practice contained in BS8300:2018 (Design of an accessible and inclusive built environment) and Building Regulations Approved Document M (2016 edition). It is the intention of the applicant that everyone can enjoy the proposed developments with no discrimination and no barriers.

The site is already broadly flat, therefore all routes throughout the sites and all approaches to the buildings can be designed to be step free and to minimise gradients. Careful design of roads and paths will also ensure that level access can be achieved to every house and to the block of apartments. All car parking is conveniently located in relation to the home it serves.

## Services & Facilities

The site is located on the north side of the existing built-up area of Clacton-on-Sea, therefore it is within walking distance of the services and facilities that already serve the town's northern suburbs. The loop of footpaths within the site connects the new homes to the entrance on Thorpe Road and onwards to the existing streets to the south and south east of the site, helping to integrate the residents of the site into the wider community and allowing residents to undertake many day to day journeys on foot and to make sustainable transport choices through easy access to the network of bus services that serve the site.

## Road Layout

Vehicle access to the site will be from Thorpe Road and in the middle of the eastern frontage, using a gap that will be created in the existing hedge. The entrance will be in the form of priority junction, incorporating the required level of visibility splays so that it will be safe to use. Entering the site, a carriageway width of 5.5 metres will be provided to allow two way vehicle movements, with footways of 2.0 metre width provided along both sides of the main street and set back behind 3.0 metre wide landscaped verges to create the space needed for the avenue tree planting. The new homes are set back behind the carriageway behind small, landscaped front gardens and this theme is carried across to the shared surface streets (6.0 metres wide with no separate footway) that spur off to the north and south to serve the bungalows on the northern and southern edges of the site. The road layout is designed to a vehicle speed of 20mph, incorporating junctions as speed restraint measures to ensure that the streets will be safe, thereby encouraging walking and cycling so that residents will make shorter journeys on foot.

## Public Transport

Bus services are good, with routes 4, 136 and 137 combining to provide four buses per hour from Monday to Saturday that connect the site to Clacton's town centre and railway station, while route 137 provides a half hourly service on Sundays. The nearest bus stops are to the south east of the site, on Stephenson Road West, and to the south, on Thorpe Road, Farmleigh Avenue and Gorse Lane. The site is also well placed to take advantage of future enhancements to the bus services as roads through Oakwood Park are connected together to serve the new homes and cycleway connections are delivered to the new services and facilities, including a healthcare centre and a primary school.

In addition, it is expected that a Residential Travel Plan will be implemented as part of the scheme, securing a reduction in the number of trips undertaken by private car and to monitor progress towards achieving targets for cutting the proportion of trips undertaken by car. The travel plan will be delivered through a condition attached to the planning permission or as a planning obligation in a Section 106 Agreement.





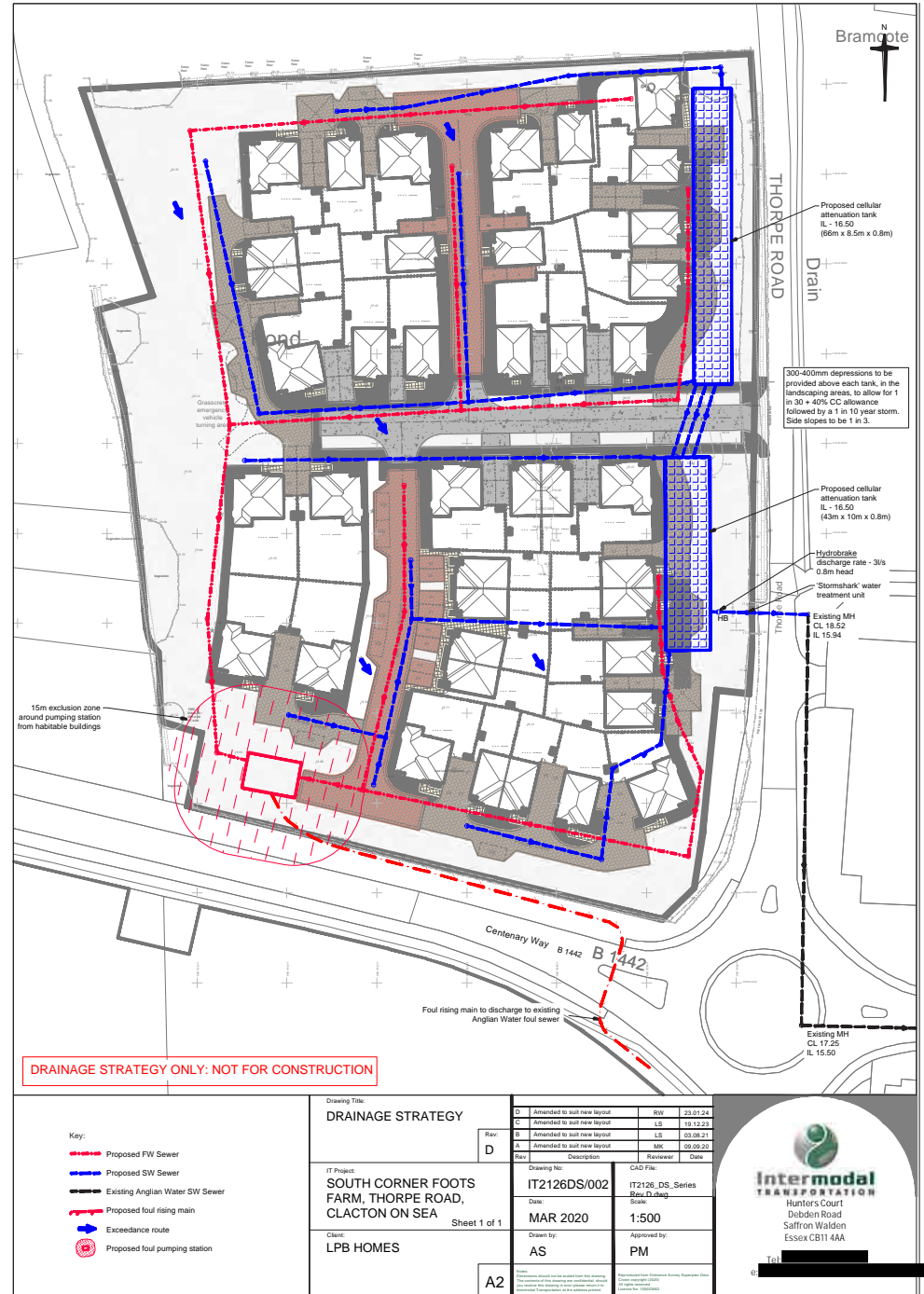
# Drainage Strategy

The site is located outside any identified flood plain and is therefore situated in a Flood Zone 1 area, the lowest classification. There is no risk to the development, or the future occupants, arising from fluvial or coastal flooding for any storm up to and including a 1 in 1000 year storm event. Instead, the scheme must focus on ensuring that the development of the site does not increase the risk of flooding elsewhere.

Within a 2.4 hectare site, 1.0 hectares are confirmed to be impermeable, comprising buildings, roads and driveways. Infiltration testing has confirmed that the ground conditions are unsuitable for infiltration and that underground cellular attenuation tanks are required to control the rate of surface water discharge so that it matches the 1 in 1 year greenfield run off rate (2.9 litres per second) for all storm events up to and including a 1 in 100 year event

(including a 40% allowance for climate change). The Drainage Strategy drawing in the Flood Risk Assessment shows that the attenuation tanks will be hidden beneath the drives on the Thorpe Road frontage. Water quality will be protected through the use of a Storm Shark (or a similar product) to remove suspended solids, metals and hydrocarbons that are washed into the system from roofs and roads.

Anglian Water has confirmed that there is capacity to serve the new homes in the existing foul water sewer that passes the south eastern corner of the site. The distance and topography mean that a pumping station is needed and this is placed in the south western corner of the site, with space left for a 15 metre cordon sanitaire to protect the amenity of the residents. Foul water from the new homes will drain by gravity to the pumping station.





## 4. Building For A Healthy Life



Policy LP 4 Housing Layout states that “in determining planning applications, the Council will also refer to the guidance provided in...Building for Life”. The current equivalent is Building for a Healthy Life, which is a Design Code to help people improve the design of new and growing neighbourhoods.

Organised across three headings, twelve considerations are presented for new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context. The three headings are used to guide the design from macro through to micro scale considerations. In the guidance, each consideration is illustrated with clear written and visual prompts, helping to identify good practice and avoid common pitfalls. There is no longer the potential to score “silver” or “gold” standard, with the outcomes instead scored as red

(stop and rethink), amber (try and turn to green) and green (go ahead), with the intention of delivering as many green responses as possible. In some cases, it may not be possible to avoid an amber score due to circumstances beyond the control of the applicant or local authority, but a red score suggests that the scheme needs to be redesigned and is not yet ready to be submitted as an application for planning permission.



# Integrated Neighbourhoods

## Natural Connections

*Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.*

The proposed scheme is a short cul-de-sac of 40 bungalows and is designed to be integrated into the urban grain of the suburbs on the northern side of Clacton-on-Sea, which are expanding to abut the southern and eastern sides of the site. The new homes face outwards so that there is active frontage to Centenary Way and Thorpe Road but the retention of the existing field boundary hedge and its strengthening with tree planting to create a landscaped buffer is an important part of managing the potential visual impact of the scheme and plays a key role in integrating the scheme into the wider natural environment. Although the site is laid out as a single cul-de-sac, the footway loop around the ring of public open space on the outer edges makes the proposed scheme easy to move through and around.

## Walking, Cycling & Public Transport

*Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.*

The site sits on the edge of the existing built-up area of Clacton-on-Sea and against the strategic scale expansion allocated by the local plan at Oakwood Park. As such, the proposed scheme is well placed to take advantage of the existing services and facilities that are already enjoyed by existing residents of the northern side of the town and to benefit from future provision as Oakwood Park expands to the east. Through Policy SAMU3 in the local plan, the latter will deliver approximately three hectares of public open space, a neighbourhood centre that includes shops, services and community facilities, health care facilities, a two-form entry primary school and an early years and childcare facility in addition to 900 new homes. However, a detailed scheme has not yet been approved to secure the delivery of the new facilities.

In the meantime, the site is served by large scale edge of town retail facilities to the west, south west and east that supersede the provision of corner shops, although day-to-day needs are still served by the newsagent at Epping Close, the parade of shops at Woodlands Close (containing a newsagent, hot food takeaway, hairdresser and laundrette) and newsagent and Post Office slightly further away on Burrs Road. New facilities will be delivered by Oakwood Park but, in the meantime, healthcare services are provided by the North Clacton Medical Practice on the opposite side of the roundabout in the corner of the site and the nearest school is Great Clacton Junior School on Craigfield Avenue.



# Integrated Neighbourhoods

## Facilities & Services

*Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.*

The proposed scheme is enclosed by a ring of public open space, meaning that most of the new homes have access to leisure and recreation opportunities on their doorstep. Within the northern suburbs of Clacton-on-Sea, the proposed scheme can take advantage of the existing open space at Brook Country Park to the south west and Burrsville Park to the south east. In addition, as noted above, Oakwood Park will deliver three hectares of public open space, a neighbourhood centre that includes shops, services and community facilities, and an early years and childcare facility.

## Homes For Everyone

*A range of homes that meet local community needs.*

The proposed scheme forms part of the wider mix of accommodation that is being created in the growth of the town to the north and adds to the range of properties that are already available in the area, both as part of the stock of homes available for sale on the open market and through the delivery of affordable housing. The scheme places a focus on the delivery of two and three bedroom bungalows, helping to balance the predominantly two storey development in Oakwood Park and adding to the provision for older and disabled residents that is promoted by Policy LP 2, serving a wide range of potential residents, including families and those trading down from larger properties, as well as those who find that a two storey house does not reflect their mobility needs. The provision of affordable housing is described in the Affordable Housing Statement that forms Chapter 8 of the Planning Statement.



# Distinctive Places

## Making The Most Of Whats There

*Understand and respond.*

The analysis of the site led to the creation of the proposed scheme, taking advantage of the setting created by the existing field boundaries and the ring of open space that encloses the new homes, but without introducing negative impacts. The proposed scheme comprises a single cul-de-sac that splits into two arms with the new homes grouped into four perimeter blocks so that they face outwards to deliver an active frontage to the public realm on all sides and provide natural surveillance of the new public open space, retained landscaping and new planting around the boundaries. The layout takes advantage of the edge of town location by proposing a low density scheme where the visual impact is successfully managed but the new homes are connected to the town and the wider community, standing on the main route into the north side of Clacton from the north.

## A Memorable Character

*Create places that are memorable.*

The cul-de-sac will read as a new addition to the built-up area but will not have the appearance of a separate element; reflecting the form of the recently built street immediately to the east (Oaks Drive), the straightforward layout of streets that are enclosed by the new homes that they serve is easily understood and will have a distinct character which relates to the post-war, estate-scale expansion of Clacton-on-Sea. The new homes reflect the Essex vernacular in a way that is in keeping with their role as zero carbon, sustainable building forms which display a strong character that is in keeping with the suburban appearance of the expansion of Clacton-on-Sea to the north in the second half of the 20th Century.



# Distinctive Places

## Well Defined Streets & Spaces

*Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.*

The simple cul-de-sac form is enclosed by the groups of buildings –four groups of perimeter blocks served by drives and shared surface streets that spur off the central avenue –with all the new homes facing the street and public open space and therefore defining the edge of the public realm. A landscaped edge to the street establishes a buffer to the front of each property, delivering a landscaped setting that is part of the character of the proposed scheme, including a tree-lined street (as sought by national planning policy), bringing elements of the biodiversity net gain into view and, of course, making the front doors easy to find. Passing through the open space as part of the routes to and from the new homes also plays an important role in creating a well defined place.

## Easy To Find Your Way Around

*Use legible features to help people find their way around a place.*

The site is relatively small and the single point of access for vehicles makes it easy to find each property: the new homes are either to the left or right of the central avenue. All streets run up to the landscaped boundaries of the site and do not include a building as an end to the vista, confirming that there is no route through to the adjoining land. All properties take access direct from the street or drives and none are hidden from view or placed behind another, making it easy for residents and their visitors to draw a “mental map” and find their way to their destination.



## Healthy Street

*Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.*

The small scale of the proposed scheme means that it is easy to deliver a low-speed street that gives priority to pedestrians and cyclists: the number of vehicle movements within the site will be relatively low, even though there is only one point of access and egress for vehicles and all traffic must head towards Thorpe Road. The proximity of local services and facilities will encourage the residents to walk or cycle for short trips, making active use of the short street and the loop of path through the open space, with an added benefit to physical and mental health. Tree-lined streets are proposed in line with national planning policy and create active frontage and informal surveillance through a perimeter block form, adding the prescribed “essential” part of a successful public realm.

## Cycle & Car Parking

*Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.*

The proposed scheme is designed in accordance with the parking standards set by planning policy, with care taken to ensure that parked cars do not dominate the street scene, tucking them out of view to the sides of the new homes or on the street frontage to add a feature to the public realm. All car parking is allocated to the home that it serves and each house is provided with independent rear access to encourage residents to store their cycles in their private gardens. As noted above, the connections created by the proposed scheme will encourage residents to leave their cars at home for shorter journeys, while the relatively small number of vehicle movements will have no impact on air quality or traffic congestion.



## Green & Blue Infrastructure

*Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.*

The principles of green and blue infrastructure are accepted and this application emphasises that a sustainable form of development is proposed, including the management of surface water within the site. However, there is no soakage available to return rainwater back to the ground so attenuation tanks are proposed to control the run-off rate before surface water is drained to an existing surface water sewer next to the site. However, although rills, brooks and ponds cannot be proposed, the scheme ensures that there is no increase in the risk of off-site flooding caused by the development of the site.

In parallel, the landscaping design also includes a wide range of green infrastructure elements, ranging from the landscaped buffer around the outside of the site to the retained hedges against the existing roads, with the potential for addition works to be secured by conditions, including hedgehog highways across the gardens and bird boxes mounted on the new homes.

## Back Of Pavement, Front Of Home

*Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.*

Each new home is provided with a front garden to deliver transition between the public realm in the street and the private space at the front of the property. Boundary treatments are limited to landscaping because walls and fences are not a characteristic feature of the post war expansion of Clacton-on-Sea, although enclosure by ornamental hedgerows to provide clear demarcation of the edge of the street responds to the semi-rural location and responds to the principles of a garden city referenced by the guidance. Care has been taken to ensure that there are no “left over” spaces and that all land within the proposed scheme serves a purpose and either forms part of the defensible space around a property or is incorporated into the private rear gardens.



## 5. Response To Policy SPL 3



## Response To Policy SPL 3

The local plan contains several policies which set the terms for assessing the quality of a proposed scheme, which are described in the review of local planning policy in the preceding section. Most of the policies provide some flexibility and allow proposed development to be considered on its merits, but Policy SPL 3 Sustainable Design sets seventeen criteria that must be met. Failure to deliver the required elements is therefore a reason to refuse the grant of planning permission, meaning that it is important to confirm that they have all been successfully addressed.

Part A: Design. All new development (including changes of use) should make a positive contribution to the quality of the local environment and protect or enhance local character. The following criteria must be met:

- *New buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness*

The proposed scheme is designed to reflect the character of the suburban estates on the north side of Clacton-on-Sea but are presented so that that can be clearly understood as a later addition as part of the strategic allocation for growth at Oakwood Park, presenting traditional shapes that are finished in modern materials as part of a zero carbon scheme. There are elements already established by the scheme of bungalows on the opposite side of Thorpe Road (Oaks Drive) and there are opportunities to enhance the distinct character that has already been created. The landscaped buffer around the outside of the site also has an important role to play in protecting the character of the Strategic Green Gap.



A view from Footh Farm Lane of the most recent development of accessible bungalows.



- *The development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials*

The creation of a scheme of bungalows is a direct response to maintaining the character of the Strategic Green Gap and preserving the openness of Centenary Way and Thorpe Road, ensuring that there is no visual impact and that the appearance of the built development is successfully mitigated. As noted above, massing and form respond to the suburban location and design cues are taken from the nearby streets as well as from the wider Essex vernacular.

- *The development respects or enhances local landscape character, views, skylines, landmarks, existing street patterns, open spaces and other locally important features*

The proposal respects the existing street pattern by adding another cul-de-sac off Thorpe Road and uses the hedgerows that already surround the site to form the base of a landscaped buffer that expands an existing feature into an attribute that enhances the local landscape character. The ring of open space that surrounds the new homes will add to the “sense of place” that is proposed to be created, offering a substantial feature to mark the boundary between the town and the countryside that encloses it to the north and west.

- *The design and layout of the development maintains or enhances important existing site features of landscape, ecological, heritage or amenity value*

The existing hedges that enclose the site will be retained and strengthened by new tree planting, adding to their landscape and ecology value, while the provision of new public open space just inside them and circling the site greatly enhances the amenity value of the land and provides a new facility where the residents will quickly adopt a sense of ownership.

- *e. boundary treatments and hard and soft landscaping are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Council will encourage the use of locally distinctive materials and/or locally occurring and characteristic hedge species*

Inside the site, the soft landscaping in the front gardens plays an important role in defining the boundary between the public realm and the private space inside the curtilage of the properties. The scheme is divided into four perimeter blocks so that the bungalows can face outwards and each home has its own landscaped setting, with the majority facing on to the public open space around the edges or the avenue through the centre of the site. Around the outside of the site, integrating the existing hedges and new trees into the scheme is also an important part of the setting and will add to the “sense of place”. The traditional appearance of the adjoining streets is carried across to the proposed scheme, delivering further use of locally distinctive materials.

## Response To Policy SPL 3

Part B: Practical Requirements. New development (including changes of use) must meet practical requirements. The following criteria must be met:

- *Access to the site is practicable and the highway network will, following any required mitigation, be able to safely accommodate the additional traffic the proposal will generate and not lead to severe traffic impact*

The Transport Statement submitted in support of the application confirms that the proposed entrance will be safe to use, that traffic generation causes no impact on the function of the highway network, and that the location of the new bungalows will allow residents to make short journeys to local services and facilities on foot.

- *The design and layout of the development maintains and/or provides safe and convenient access for people with mobility impairments*

There will be level, step-free access to the front doors of all the new homes, delivering safe and convenient routes that do not discriminate against any potential users. Furthermore, all plots are delivered as bungalows, making provision for elderly, disabled and less able residents, in line with Policy LP 2 Housing Choice.



View looking towards the eastern boundary of the site. Image capture: Jun 2023 © 2024 Google



- *The development incorporates or provides measures to minimise opportunities for crime and anti-social behaviour*

Opportunities for crime and anti-social behaviour are kept to a minimum, with clear differentiation between public and private realms, informal surveillance of the street and cars parked where they can be seen by the home that they serve or by properties on the opposite side of the street, avoidance of features that could be an aid to climbing and the secure enclosure of the private amenity space behind the houses through the use of a perimeter block form.

- *The applicant/developer can demonstrate how the proposal will minimise the production of greenhouse gases and impact on climate change as per the Building Regulations prevailing at the time and policies and requirements in this plan*

Zero carbon development is proposed –there will be no production of greenhouse gases.

- *Buildings and structures are designed and orientated to ensure adequate daylight, outlook and privacy for future and existing residents*

The built form creates a clear differentiation between semi-public front gardens on the street frontage and the private amenity space to the rear, with the perimeter block form ensuring that back gardens are not exposed to the public realm. Where possible, the new homes are oriented to face south or have south-facing gardens, with only a small proportion aligned east-west, although the single storey form of development means that they will avoid overshadowing of gardens and will therefore still enjoy plenty of access to sunlight and daylight.

- *Provision is made for adequate private amenity space, waste storage and recycling facilities, vehicle and cycle parking*

Amenity space is to the rear of each property, protected from the public realm by the house. Waste storage and recycling can be in the back garden, with independent access through a lockable gate to ensure that waste does not need to be carried through the house. Secure and covered cycle parking is provided by a shed in each garden and car parking is provided by two spaces within the curtilage of each property, either to the side or to the front.

- *The development reduces flood risk and integrates sustainable drainage within the development, creating amenity and enhancing biodiversity*

The site is within Flood Zone 1 and the surface water drainage scheme uses attenuation crates in the eastern frontage to control the volume of run-off up to an including a 1 in 100 year storm event plus a 40% allowance for climate change and an additional 10% allowance for urban creep. Amenity and biodiversity are addressed by the detailed plot by plot landscaping scheme and the extensive provision of public open space around the outside edges of the site.

## Response To Policy SPL 3

Part C: Impacts and Compatibility. New development (including changes of use) should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:

- *The development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties*

The single storey built form and enclosing the new homes in a ring of public open space ensures that an appropriate relationship is created with the new bungalows in Oaks Drive and the forthcoming scheme of two storey houses on the opposite side of Centenary Way: there are no opportunities for overlooking or the perception of being overlooked, no overshadowing of private amenity space and no harm to privacy.

- *The development, including any additional road traffic arising, will not have unacceptable levels of pollution on: air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance*

The proposed scheme is relatively small in scale and will have no discernible impact on the listed forms of pollution and nuisance. If deemed appropriate, conditions can be included on the planning permission to secure (for example) a contamination and remediation assessment or a detailed lighting scheme.

- *The health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use*

The site is on the edge of an existing residential area, close to fields in agricultural use but remote from the employment uses on Stephenson Road. As such, there will be no impact caused by pollution from adjoining land uses.

- *All new development should have regard to the most up to date adopted Essex Mineral Local Plan*

No minerals and gravel safeguarding zone is shown on the adopted Proposals Map, the site is on the edge of the existing residential area and alongside the strategic growth allocation at Oakwood Park, therefore redevelopment will not cause the sterilisation of a viable mineral resource.

- *During the construction phase, developers must comply with a 'considerate constructors' scheme' which employs reasonable measures and techniques to minimise and mitigate impacts and disturbance to neighbours and the existing wider community and any damage to public and private property*

A construction management plan can be secured by a condition attached to the planning permission; the site is on the edge of an existing residential area and construction works must therefore be carried out in a respectful and professional manner such as that promoted by the Considerate Contractors Scheme.





## Conclusion

The proposed scheme for the site has been designed to take account of the constraints and opportunities presented by the overall site and the desire for the new homes to create their own character in the context of the suburban development on the northern side of Clacton-on-Sea. The new bungalows are designed with an appearance that reflects their residential use, but care has been taken to ensure that the scheme successfully manages the transition from the existing built up area to the south, through the new homes, to form the new northern edge of the town. Particular care has been taken to ensure that the scheme meets the requirements of the National Planning Policy Framework and Tendring District Council's development management policies. Zero carbon development is proposed and, although not fixed at this stage, it is expected that the proposed scheme will also secure a range of planning obligations and community benefits through a Section 106 Agreement attached to the planning permission.

The retention of the existing trees and hedges within the former field boundaries, together with the creation of the open space as a ring around the bungalows, forms the landscaped setting and establishes a character for the scheme, following the mixed form of the suburban streets to the south of the site. The streets and the boundaries between the public and private realms are well-defined and care has been

taken to minimise the opportunities for crime and anti social behaviour through a perimeter block form that faces outwards on all sides. The new homes will provide surveillance and informal surveillance of the public realm, including the new public open space that circles the site.

The result is a scheme that has a clear residential character and a distinct appearance, including a focus of the public realm where the remnants of the field boundaries are retained to be the base of the scheme to create a landscaped open space that is also mitigation the visual impact of built development and preserved the character of the adjoining farmland and the openness of the adjoining streets. New family homes will be created in a pleasant environment that includes landscaped front gardens, semi-private cul de-sac streets and a relatively low density of development that responds to the position of the site on the edge of the built-up area of the town. The site is well served by existing bus services, as well as being in a location that takes advantage of the new facilities that will be delivered at Oakwood Park and the services and facilities already available in Clacton-on-Sea.





Accommodation Schedule						
No.	Name	Bed	Bath	Wc	Type	#
1-3	Type A	2	3/4	1	Apartment	72
4-6	Type B	2	3/4	1	Apartment	21
7-9	Type C	2	3/4	1	Apartment	18
10-12	Type D	2	3/4	1	Apartment	36



**Surface Finishes**

- Front Grass
- Rear Grass
- Public Realm
- Feature Paved Space
- Block Paving
- Togular Paving
- Purman Grey
- Access Path
- Road
- Footpath
- 1.3m Wide Hoggin Path
- Existing trees, hedges to be retained
- Existing native hedges to be retained
- Proposed Standard Trees
- Proposed ornamental hedge
- Proposed native hedge & shrub planting
- Proposed shrubs
- Spring bulbs in grass

Project:-  
**Land at Foots Farm,  
 Thorpe Road,  
 Clacton on Sea,  
 Essex**

Description:-  
**Development  
 Layout**

Date: Sept 2023  
 Drawing number:- MA019-PL-02  
 Drawing Scale:- 1:500 @ A1  
 Revision:- A

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