

Key

Site Boundary

Cycling Isochrones (12mph / 19.3kph)

- 0 - 5 Minutes (0-1600m)
- 5 - 10 Minutes (1600-3200m)
- 10 - 15 Minutes (3200-4800m)
- 15 - 20 Minutes (4800-6400m)
- 20 - 25 Minutes (6400-8000m)

Local Amenities

- Food Store
- Nursery
- Primary School
- Secondary School
- GP
- Pharmacy
- Hospital
- Vet
- Rail Station
- Post Office
- Leisure
- Place of Worship

Appendix A Scoping Note and ECC Response



Land east of Rayleigh Road, Thundersley

Transport Scoping Note

On behalf of **This Land Ltd**

Project Ref: 332210105/001 | Rev: A | Date: May 2022

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Document Control Sheet




Project Name: Land east of Rayleigh Road, Thundersley

Project Ref: 332210105

Report Title: Scoping Note

Doc Ref: 001

Date: May 2022

	Name	Position	Signature	Date
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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	26/05/2022	Scoping Note Update	JS	JS	MJI

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1 Introduction

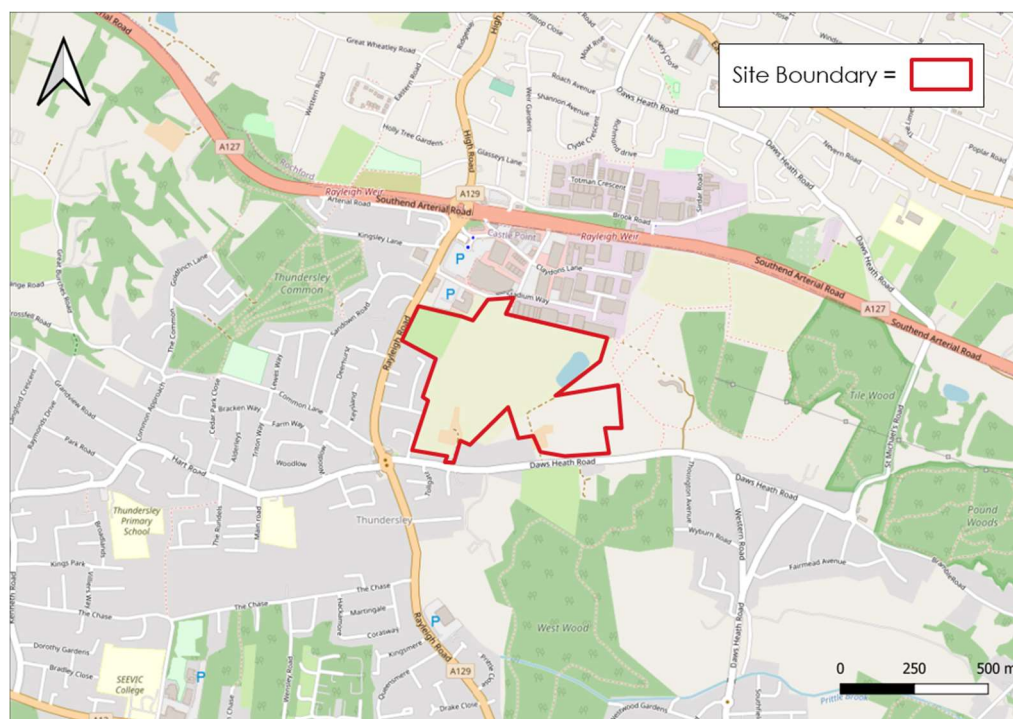
1.1 Background

- 1.1.1 Stantec has been commissioned by This Land Ltd to provide transport consultancy advice in support of an outline planning application for a residential development on land east of Rayleigh Road, Thundersley.
- 1.1.2 Development proposals include for up to 455 residential dwellings, a childcare facility, a community centre and a healthcare facility. The site is included in Castle Point Borough Council's (CPBC's) submitted Local Plan as allocation site HO13 and identified as a suitable site for delivering up to 455 dwellings.

1.2 Site Location

- 1.2.1 The site is located on land east of Rayleigh Road, Thundersley.

Figure 1.1 – Site Location Plan



1.3 Purpose of Report

- 1.3.1 The purpose of this Scoping Note is to provide a basis for discussion and agreement with officers of the local highway authority, Essex County Council (ECC) and of the local planning authority, Castle Point Borough Council (CPBC) regarding the approach and assessment methodology for the Transport Assessment that will accompany the forthcoming planning application for site.

1.4 Brief Planning Background and Approach to Assessment

- 1.4.1 The site is included in CPBC's Pre-submission New Local Plan as allocation site HO13 'Land east of Rayleigh Road, Hadleigh'. The Pre-submission New Local Plan was subject to independent Examination in Public in May – June 2021. Following this, the Inspector concluded in their report dated 3 March 2022 that the Local Plan provides an appropriate basis for the planning of the Borough, and, subject to a number of Main Modifications, was therefore sound.
- 1.4.2 Following the EiP and the Inspector's report including Main Modifications, Policy HO13 notes that the development will be permitted if the masterplan delivers the following (amongst other criteria):
- Access arrangements for the site, which also addresses peak time congestion at nearby junctions
 - The provision of greenways providing multi-user access through the site, linking to the existing network of green infrastructure which provide opportunity for active travel and recreation, but which avoid or otherwise manage additional recreational disturbance to sensitive wildlife assets nearby;
 - Main vehicular access will be taken from Stadium Way in the north and Daws Heath Road in the south;
 - Improvements to active and sustainable infrastructure, facilities and services should be secured within and as part of the development to promote modal shift and improve connectivity. This should include a public transport only route through the site, bringing all new homes on the site within 400m of public transport provision.
- 1.4.3 A transport evidence base was prepared by CPBC for the Pre-submission Local Plan. This evidence will be reviewed as part of the Transport Assessment as follows:
- The Castle Point Transport Evidence for the New Local Plan – Transport Phase 2, prepared by Aecom, November 2015;
 - The Castle Point Transport Evidence Refresh Interim Report, prepared by Mott MacDonald, November 2018;
 - The Castle Point Transport Evidence Refresh Report, prepared by Mott MacDonald, January 2019;
 - The Castle Point Transport Evidence Refresh Mitigation and Sensitivity Analysis Report, prepared by Mott MacDonald, May 2019;
 - The Proposed Allocations Castle Point Transport Evidence Refresh Report, prepared by Mott MacDonald, May 2020;
 - The Proposed Allocations Addendum Castle Point Transport Evidence Refresh Report, prepared by Mott MacDonald, March 2021;
 - Essex County Council Highways' Castle Point Local Plan Proposed Allocations Model Audit Report, prepared by Ringway Jacobs, April 2021; and
 - The Castle Point Transport Evidence Refresh Proposed Allocations HO13 Sensitivity Briefing Paper, prepared by Mott MacDonald, April 2021.

- 1.4.4 The above transport evidence assessed the transport impacts of the proposed Land East of Rayleigh development, i.e. Pre-submission New Local Plan site HO13, along with its mitigation, and concluded that the site be appropriate for inclusion in the draft Local Plan. The forthcoming planning application for the development, along with the accompanying Transport Assessment, will be prepared and submitted on the basis that this transport evidence base, having recently been deemed sound through independent examination, continues to provide the basis for the development's transport impact and mitigation strategy. The Transport Assessment will be prepared in accordance with the transport evidence base and its recommendations for the development site, and these will be material considerations by ECC Highways for their formal review of the planning application and recommendation to CPBC.

2 Development Proposals

2.1 Introduction

- 2.1.1 This section of the Transport Assessment will provide detail of the proposed development for the site and will also describe the proposed access arrangements.
- 2.1.2 The TA will demonstrate how the development can provide safe and comfortable movement for all road users. The TA will also provide a full description of the development proposals, including full details of the following aspects of the proposal:
- Development quantum;
 - Access for pedestrians and cyclists;
 - Vehicle and emergency vehicle access;
 - Proposed car and cycle parking provision;
 - Servicing strategy; and
 - Refuse and recycling collection proposals.

2.2 Development Quantum,

- 2.2.1 The current proposal is for a residential led development to be delivered on land east of Rayleigh Road, Thundersley. A masterplan is in the process of being developed which will seek to achieve a development that is attractively designed, contributing to environmental quality, and with infrastructure which will support growth in the area.

2.3 Proposed Access

- 2.3.1 It is proposed that there will be two points of vehicular access. The primary access will be from Stadium Way from the north. There will be a second vehicular access onto Daws Heath Road from the South.
- 2.3.2 The TA will present design of the access junctions. The design of the site accesses will be designed for the appropriate manoeuvrability of vehicles likely to access the site (refuse and emergency vehicles) by using swept path analysis software and will be designed to meet relevant Essex design guide standards.
- 2.3.3 The internal road network of the site will be developed so that high quality public realm is delivered to prioritise the movement of pedestrians and cyclists. There will be no through route for cars between the Stadium Way and Daws Heath Road accesses. However, a bus link will be implemented through the centre of the site to allow only public transport vehicles to travel between Stadium Way and Daws Heath Road the accesses.

2.4 Parking Standards

- 2.4.1 The Transport Assessment will provide an assessment of the appropriate level of on-site parking using Castle Point Borough Council (CPBC) Local Plan 2018-2033 guidance and Essex Vehicle Parking Standards.
- 2.4.2 Strategic Policy TP7 of the CPBC Local Plan sets out parking provision for development proposals for Castle Point as follows:

“Proposals for development will be expected to make provision for safe and secure car parking, parking for people with disabilities and parking for bicycles, having regard to the Essex Vehicle Parking Standards. Maximum car parking standards will only be applied where there are compelling planning and transport reasons to justify such restrictions. 2. All new development should have the infrastructure capacity installed to provide for charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.4.3 Essex Vehicle Parking Standards sets out the parking standards for various uses including residential. These standards are summarised below in Table 2.1. The proposed development will be designed to meet these standards.

2.4.4 Table 2.1 – Essex Vehicle Parking Standards

Use	Vehicle	Cycle	PTW	Disabled
	Minimum	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of as Visitor/ unallocated	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/ unallocated
2+ bedroom	2 spaces per dwelling*			
Visitor / unallocated	0.25 spaces per dwelling (unallocated) (rounded up to nearest whole number)	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per 8 dwellings for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

* Excluding garage if less than 7m x 3m internal dimension

3 Planning and Transport Policy Context

3.1 Introduction

- 3.1.1 The need for a Transport Assessment to be submitted to accompany this application was established from a review of National Planning Practice Guidance – ‘Travel plans, Transport Assessments and Statements in Decision-Taking’ (2014).

3.2 Policy Review

- 3.2.1 This section of the TA will set out how the proposals relate to national and local transport and planning policy.
- 3.2.2 The following policy documents and guidance are relevant to the development and will be reviewed within the TA:
- National Planning Policy Framework (NPPF) (2019)
 - Planning Practice and Guidance: Travel plans, Transport Assessments and Statements in Decision-Taking (2014).
 - Essex Transport Strategy: The Local Transport Plan for Essex (2011)
 - Castle Point Local Plan – Submitted 2018-2033 (2020)
 - Saved policies of the Adopted Castle Point Local Plan (1998)
 - Essex Design Guide (2018)
- 3.2.3 Relevant policies or contribution strategies which are required in addition to those listed above will be included following scoping discussions.

4 Existing Conditions

4.1 Introduction

- 4.1.1 This section of the TA will provide detail of the existing transport networks around the site including road and sustainable modes such as bus, rail, pedestrian and cycling links

4.2 Transport Network Review

- 4.2.1 Stantec will establish existing baseline transport conditions considering walk, cycle, public transport, and vehicular travel mode options. This will include establishing the existing accessibility of the site by public transport services, walking, and cycling. The following infrastructure will be audited and detailed within the TA:
- Existing pedestrian infrastructure within the immediate area surrounding the site;
 - Bus routes, nearby stops and bus service frequency;
 - Accessibility to the Rayleigh train station and the frequency of trains to this station; and
 - Local cycle routes and facilities within Hadleigh and Rayleigh.
- 4.2.2 In addition, Stantec will determine accessibility levels to key local amenities. This will include access to facilities including primary & secondary schools, health centres, convenience stores and post offices. Stantec will determine access to other local amenities as appropriate.
- 4.2.3 Travel patterns for existing local residents will be based on Census 2011 journey to work data, or other more recently available data on travel mode shares and work locations.
- 4.2.4 Personal Injury Collision (PIC) data will be obtained for the local highway network in the vicinity of the site. The data will be obtained and analysed for the most recent five-year period available. The proposed area for accident analysis will include:
- A127 / A129 roundabout
 - Stadium Way
 - A129
 - Daws Heath Road
 - Hart Road
 - A129 / A13 / B1014 roundabout
- 4.2.5 This area has been determined based on local walking routes to/from local amenities and public transport facilities in addition to the most relevant local junctions.
- 4.2.6 Finally, existing traffic flows will be analysed using baseline flows obtained from Mott MacDonald local plan evidence. The flows for the following junctions and links will be assessed:
- Stadium Way
 - Daws Heath Road

- Rayleigh Road
- Stadium Way / Rayleigh Road junction
- Woodmans Arms Junction
- Vic House Corner
- Rayleigh Weir

5 Baseline Conditions

5.1 Introduction

5.1.1 This section of the TA will indicate the likely future traffic flows and junction operation without the development for future assessment years. The section will also include detail on:

- committed developments
- background growth
- committed transport schemes

5.2 Assessment Scenarios

5.2.1 Baseline traffic data will be collected via Classified Turning Counts and ATCs, as described at Section 4.2.6.

5.2.2 The following assessment scenarios will be undertaken:

- Year of submission (2022 Base Year)
 - AM/PM Peak Baseline (without development)
- Full occupation year (2026 Development Year)
 - AM/PM Peak Baseline (Base + committed development)
 - AM/PM Peak with Development (Base + committed development + Development)
- 5 years post full occupation (2031 Design Year)
 - AM/PM Peak Baseline (Base + committed development)
 - AM/PM Peak with Development (Base + committed development + Development)

5.3 Traffic Growth rates and Committed Developments

5.3.1 The development and design year traffic flows will be calculated by using TEMPro to calculate background growth and adding committed development traffic flows where appropriate. Background growth rates will be derived from TEMPRO v7.2 for the whole district, factored using the NTM dataset for principal roads in an urban area.

5.3.2 Stantec will include any committed developments within the assessments which are identified by ECC. The application documentation for all developments identified by ECC will be referred to in order to identify relevant transport work and traffic flows. Where committed developments are already completed by 2022, Stantec expect the trips generated will be accommodated within the base year traffic surveys. For committed developments that are still in construction, any flows taken from relevant transport work will be factored to take account of the number of units already built out.

- 5.3.3 In the case of committed developments that have no transport work associated with them, it is anticipated their impact on the road network will be covered by the application of background growth. In the majority of cases the lack of information/assessment for these developments is likely to reflect their small scale and the fact they would have no discernible impact on the local highway network. Consequently, these developments will not be directly included as part of the committed development assessment.
- 5.3.4 If ECC are unable to provide information on the status of the committed developments and they are required to be included within this assessment, then Stantec will assess a robust scenario assuming they are committed. This robust scenario will include growth rates derived from TEMPRO v7.2 for Castle Point with the proposed scheme removed from the growth rates.
- 5.3.5 If specific committed developments are identified, then the above growth rates will be used as a baseline with the relevant committed developments removed from the TEMPro calculations accordingly.

6 Trip Generation, Distribution and Assignment

6.1 Introduction

- 6.1.1 This section within the TA will set out the number of trips that the proposed development will generate, and the trip generation methodology applied.

6.2 Person Trip Generation

- 6.2.1 The TRICS database has been used to estimate the person trip rate that could be generated for the proposed development. These rates have been derived from TRICS 7.9.1 based on sites that have similar characteristics to the proposed development. The following selection parameters have been used in TRICS:

- Land use: 03 – Residential A – Houses Privately Owned
- Number of dwellings: 100-600 Units
- Survey days: Monday to Friday
- Survey years: From 2009 onwards
- Location: South East, South West and East Anglia
- AM peak: 08:00-09:00 and PM peak: 17:00-18:00

- 6.2.2 Table 6.1 presents the estimated total person trip rates for the residential development. It is proposed that these trip rates will be used to determine the trip generation for the site by applying each rate to the number of houses proposed.

Table 6.1 – Person Trip Rates

Peak Period	Person Trip Rate (per dwelling)		
	Arrive	Depart	Total
AM Peak (8.00 – 9.00)	0.205	0.767	0.972
PM Peak (17:00 – 18.00)	0.612	0.270	0.882

- 6.2.3 These trip rates may need to be updated once the TA is being prepared, based on more up to date TRICS data.

6.3 Mode Share

- 6.3.1 Mode share data will be taken from 2011 Census Data Method of Travel to Work (QS701EW) to determine the trip generation per travel mode for the site, assuming a high background growth case scenario, whereby no sustainable travel infrastructure improvements are developed as part of the future transport strategy for the site. Once further detail/agreement of development proposals and transport strategy becomes apparent, Stantec will seek to confirm/agree a revised appropriate trip generation per travel mode taking into account local Census Data in combination with appropriate reduction factors (to be agreed) allowing for sustainable travel improvements.

- 6.3.2 2011 Census Data Method of Travel to Work for the Output Areas E01021509, E01021510 and E01021531 have been obtained and is proposed for use within the TA as a the most robust case assuming no additional sustainable travel infrastructure is included (unless reductions in car use are agreed as per above). The Mode share for this area is shown in Table 6.2.

Table 6.2 – 2011 Census Data for Output Areas E01021509, E01021510 and E01021531

Travel Mode	Mode Share
Train	11%
Bus, minibus or coach	3%
Driving a car or van	74%
Passenger in a car or van	4%
Bicycle	1%
On foot	6%
Other	0%
Total	100%

- 6.3.3 The mode share data within Table 6.2 is proposed to be used within the TA. This mode share is robust as it is based on journey to work, it is assumed that other types of journeys will take place in the peak periods which will have a higher propensity to travel using sustainable modes than journey to work purposes.

6.4 Vehicle Trip Generation

- 6.4.1 The person trip rates have been factored accordingly as per the mode share data in Table 6.2 to determine the vehicle trip rates for the proposed development. Table 6.3 presents the vehicle trip rates proposed to be used for the residential development within the TA.

Table 6.3 – Vehicle Trip Rates

Peak Period	Vehicle Trip Rate (per dwelling)		
	Arrive	Depart	Total
AM Peak (8.00am – 9.00am)	0.1517	0.56758	0.7192
PM Peak (5.00pm – 6.00pm)	0.45288	0.1998	0.65268

- 6.4.2 The 2011 census data gives an evidenced based approach to the vehicle trip generation and therefore offers a robust assessment of highway capacity.

6.5 Trip Distribution and Assignment

- 6.5.1 Development trips will be distributed onto the network using 2011 census origin/destination data to distribute according to work destinations. The tables below outline the data extracted from the 2011 Census for existing Hadleigh Residents and the proposed distribution.

Table 6.4 – Castle Point 2011 Census Journey to Work Data

Destinations	Census 2011 JtW Trips	%
London	106	6%
Thurrock	95	5%
Chelmsford	76	4%
Havering	40	2%
Brentwood	39	2%
Rochford	196	11%
Basildon	318	17%
Southend-on-Sea	406	22%
Castle Point	431	23%
Other	137	8%
Total	1844	100%

- 6.5.2 Each journey from and to the destinations above will be assigned using a minimum journey time manual assignment criterion using Google Data.

7 Future Year Assessments and Mitigation

7.1 Junction Modelling

- 7.1.1 Stantec will use industry recognised traffic modelling software Junctions 10 and LinSig to assess the capacity of local junctions.
- 7.1.2 In order to assess the impact that the proposed development traffic has on the highway network. Stantec propose to carry out junction capacity assessments for all junctions listed in 4.2.6. These assessments will be carried out during the AM and PM weekday peak periods.

7.2 Justification for Mitigation

- 7.2.1 Any mitigation measures identified as a result of the assessments undertaken will be identified and reported within the Transport Assessment. The need for mitigation measures will be discussed within the report for each of the topics outlined below. In addition to mitigation, improvements that provide betterment to the existing situation will be proposed and this will also be set out and reviewed where appropriate.

7.3 Highway Mitigation

- 7.3.1 Subject to the assessment of the forecast impacts on the road network, suitable and deliverable mitigation will be developed. This may involve the geometric alteration of existing junctions or the change of junction type to accommodate the additional demand. Transport policy guidance recommends promotion of walking, cycling and public transport over habitual use of the private car, and any mitigation will need to reflect these priorities. We would seek to discuss mitigation with Essex County Council in advance of a planning submission.

7.4 Public Transport Mitigation

- 7.4.1 The requirement for public transport mitigation measures will be discussed and reviewed.

7.5 Walking and Cycling Mitigation

- 7.5.1 The impacts of the development on walk and cycle networks will be considered in order to understand whether any improvements will be necessary.

8 Transport Assessment and Travel Plan Structure

8.1 Transport Assessment

8.1.1 Given the scope of the assessment above, Stantec envisage the structure of the Transport Assessment as follows:

- Introduction and Background
- Development Proposals
- National and Local Policy Review
- Existing Conditions
- Trip Generation, Mode Share, Vehicular Trip Distribution and Assignment
- Transport Impact
- Mitigation
- Conclusions

8.2 Residential Travel Plan

8.2.1 We propose to provide a residential Travel Plan (TP) for the site. This will be a pre-occupation Travel Plan, covering the following:

- The TP will be prepared in accordance with relevant national and local policy guidance, to include:
 - National Planning Policy Framework (2021);
 - Overarching principles on Travel Plans, Transport Assessments and Statements (2014); and
 - Essex Transport Strategy: The Local Transport Plan for Essex (2011)
- The TP will identify a robust sustainable travel strategy for residential uses, including:
 - basic background, including a local plan of the site and description of the proposed development;
 - broad objectives, desired outcomes and specific targets;
 - concise review of national, regional and local TP policy;
 - baseline review of walking, cycling and public transport;
 - measures to encourage residents' travel by sustainable modes with a supporting action plan for delivery; and
 - a monitoring strategy that details the processes and timescales for monitoring the performance of the travel plan against targets.

Ingrey, Matthew

From: Mark Lawrence - Strategic Development Engineer <Mark.Lawrence@essex.gov.uk>
Sent: 09 July 2022 07:41
To: Ingrey, Matthew
Cc: Smith, Jack
Subject: RE: Land East of Rayleigh Road, Thundersley - Transport Assessment Scoping Note

Dear Matthew,

Thank you for the information regarding up to 455 residential dwellings, a childcare facility, a community centre and a healthcare facility and the opportunity to comment on the proposal. As mentioned in our discussion / meeting i have had previous experience of the development site through the castle point Local Plan process prior to its withdrawal and undertaken site visits.

ACCESS -two points of access both will require an independent stage 1 RSA (designers response where applicable) will be required for the new junctions and tracking diagrams. The site will have only a Passenger Transport and sustainable link between both developments

The **primary access** Stadium Way shall be constructed as per the requirements of the EDG. Therefore, given the scale of development and a potential bus routes requirements of a 6.75m carriageway is acceptable. The primary junction on Stadium Way shall be provided with Vis splay of 2.4m x 43m in both directions clear to ground and all within Highway / land under the applicants control. The **secondary access** from Dawes Heath Road will afford the same vis splays

Whilst at this time, I understand the application is outline except access, I would recommend that the Essex design guide principles are regarded for the internal layout and discussions with your architects.

Cycling

The site layout should be development facilitate cycle infrastructure and promote sustainable travel in line with the design requirement of LTN 1/20. The Rayleigh road corridor has been identified for Cycling Action Plan proposed improvements.

PROW

Public Rights of Way Footpath No 7 runs along the northern boundary of the site, consideration for integration will as part of the master plan. Any changes to alignment will be subject to other legal orders.

Travel plans

The residential development would require a travel plan. There would be an expectation from the highway authority by condition to secure travel plan and also marketing and travel packs for each of the residential units in addition this will also include a number of one day travel cards for bus. The condition for the travel plan would be prior to first occupation of the proposed development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented for a minimum period from first occupation of the development until 1 year after final occupation. It shall be accompanied by an annual monitoring fee of £2660 per annum (current)to be paid to Essex County Council.

Passenger Transport

The existing service provision and infrastructure on Rayleigh Road / Dawes Heath shall be reviewed as part of the application process. A number of the stops already have raised curbs, shelter provision and flag poles further investigation will be required into the provision of real time information displays and or stop development as part of the detailed internal arrangements. The Rayleigh Road corridor is already served by a high frequency bus provision and I don't expect any further changes to that following further consultation with our passenger transport department. However the diversion / creation of a new service through the development will be key to the principle of the proposal.

Parking

Car parking quantum shall afford to the EPOA parking standards and include the visitor parking provision of 25% allocated across the development. EV charging facilities should also be included in the design.

TA Assessment years agreed below;

- Years 2022 base
- Full occupation 2026
- 5 years post 2031

Growth and committed Development

TEMPro principle agreed

Committed development is limited in the castle point area, the most recent development for Solby wood on Dawes Heath Road will be completed and fully occupied and accounted for in count data.

TRIP Generation and Distribution -AGREED

The content of this communication is based on information supplied at the time of the enquiry and is not a formal response to a planning application. Please be aware that it may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application submitted for a proposal containing more detailed information and following comprehensive internal consultation with appropriate departments of Essex Highways; particularly if in the opinion of the Highway Authority highway safety, efficiency and accessibility standards cannot be achieved'

Should you require any further information or seek clarification on any of the points raised above please do not hesitate in contacting me. I am away on leave next week with no access to email and back on Monday 18th July

Kind Regards

Mark Lawrence BSc.(Hons) MSc. MCIHT

Strategic Development Engineer



SAFER / GREENER / HEALTHIER

T: 03330 130581

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The Highway Authority charges for all pre-planning application advice, full details can be found here [Pre-App Charging](#)



From: Ingrey, Matthew <Matthew.Ingrey@stantec.com>
Sent: 24 June 2022 17:30
To: Mark Lawrence - Strategic Development Engineer <Mark.Lawrence@essex.gov.uk>
Cc: Smith, Jack <jack.smith@stantec.com>
Subject: Land East of Rayleigh Road, Thundersley - Transport Assessment Scoping Note

CAUTION: This is an external email.

Dear Mark

Following the meeting with Castle Point on 12/5/22 regarding this development, and your recent discussions with Jack, please see attached our Scoping Note for the Transport Assessment. We'd be grateful for any comments and whether you can confirm that the scope, basis of assessment and approach methodology it sets out are acceptable to ECC Highways.

Any queries, please let me know.

Kind regards
Matt

Matthew Ingrey
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Appendix B Development Parameter Plans



Contractors and consultants are not to scale dimensions from this drawing

KEY

Application site area - 27.89ha

Developable area - 13.62ha
(49% of site area)
Including all buildings, streets, parking, private gardens, some play areas, hard and soft landscaping and other incidental open space

Multi functional open space - (51% of site area)
Multi functional open space is described in the Design and Access Statement and shown in greater detail on the Multi Functional Open Space Parameters Plan

Medical centre - 0.31ha
(indicative location)

Community/sports hall - 0.29ha
(indicative location)

Early years centre - 0.13ha
(indicative location)

Indicative location of local centre building

Vehicular access - main
(indicative location)

Vehicular access - private
(indicative location)

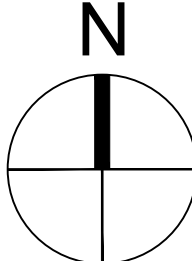
Main street (indicative)

Bus only link (indicative)

Private vehicular access to third party land

SuDS
(indicative extent)

Retained ornamental lake



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Revision	Date	Description
--	YY-MM-DD	

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Client
This Land

Project
**Land East of Rayleigh Road
Thundersley**

Description
**Proposed Parameter Plan
Land Use and Vehicular Access**

Status
Preliminary

Scale 1:2000@A1	Drawn By JW	Date Nov 22
Job Number 34580	Drawing Number 301	Revision L

Original size 100mm @ A1 Copyright Broadway Malyan Limited