

THE CASTLE POINT PLAN



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North West Thundersley Transport Evidence

August 2025



Overview

The previously withdrawn Castle Point Plan was initially supported by transport evidence prepared by URS in September 2013 and AECOM in November 2015.

During the plan making process for the previously withdrawn Castle Point Plan, Mott MacDonald were appointed to provide a refresh of the transport evidence that had been previously prepared. This report was finalised in January 2019.

Although the majority of the previous transport evidence is no longer relevant and has been superseded with the updated Transport Assessment completed by Systra to support the new Castle Point Plan, the assessment surrounding North West Thundersely does remains relevant.

As a result, the section of the report which relates to North West Thundersely has been extracted and is set out below.

Castle Point

Transport Evidence Refresh

January 2019

7 North West Thundersley

7.1 Background

- 7.1.1 As part of the earlier transport evidence, CPBC requested that a review of access options for a potential allocation site located at North West Thundersley be undertaken. A first principles assessment was subsequently undertaken and presented as part of a second phase of transport evidence work in 2015 ('Castle Point: Transport Evidence for the New Local Plan, Transport: Phase 2', AECOM, November 2015).
- 7.1.2 The site is located in the north west of the Borough and is bounded by the A130 and A1245 to the west and the A127 Southend Arterial Road to the north. To the south of the site there are several roads which were identified as potential access points.
- 7.1.3 The Phase 2 transport evidence work identified 16 potential access sites to the land, which are summarised below at **TABLE 7.1** and are also shown at **APPENDIX B**.

TABLE 7.1: North West Thundersley – Potential Access Points

Reference	Potential Access	Description
1	Rushbottom Lane	To the rear of properties at Hornbeams (south of the A130)
2	The Birches	Eastern end of The Birches
3	Woodside	North west end of Woodside
4	Manor Road (Recreation Ground)	Terminus of Manor Road at the Recreation Ground Car Park
5	Windermere Road (via Keswick Road)	Existing route into the southern portion of the site, off Church Road
6	Windermere Road (via Bassenthwaite Road)	Existing route into the southern portion of the site, off Church Road
7	Grandview Road	Western end of Grandview Road, approaching the site from the east
8	Crossfell Road	Western end of Crossfell Road approaching the site from the east
9	Grange Road	Western end of Grange Road, approaching the site from the east
10	Burches Road	Existing route into the east/centre of the site
11	A127, Nursery Access	Existing left-in, left-out (LILO) access, serving a Nursery/Garden Centre, in the north of the site
12	A127, Route Leading to Fane Road	Existing LILO access, track leading to Fane Road, in the north of the site
13	A127, Lychgate Industrial Estate	Existing LILO access, serving the industrial estate in the north of the site
14	A127, Oak Farm	Existing LILO access, gated, to Oak Farm
15	A130, Farm Access (Gated)	Existing LILO access, gated, to a farm, off the A1245 to A130 junction southbound jet lane

Reference	Potential Access	Description
16	A130, Farm Access (Double Gated)	Existing LILO access to farmland, double-width and gated, joining the southbound carriageway of the A130

Source: Reproduced from Table 5.1 'Castle Point: Transport Evidence for the New Local Plan, Transport: Phase 2', AECOM, November 2015)

7.1.4 For the Phase 2 review, a site walkover was conducted followed by a more detailed qualitative assessment of the potential access options. The site walkover determined that Rushbottom Lane (Site Access Reference 1) should be discounted due to the presence of the A130 southbound carriageway embankment, the general proximity of the access to the A130 as well as gardens associated with properties at Hornbeams.

7.1.5 The remaining 15 options were then appraised against qualitative criteria agreed in advance with CPBC. The assessment criteria is presented below at **TABLE 7.2** for reference.

TABLE 7.2: Site Access Option Qualitative Assessment Criteria

Criteria	Red	Amber	Green
Access to Existing Wider Network	Greater than 750m	Between 400m and 750m	Less than 400m
Minimum Route Width	Less than 3m	Between 3m and 5m	Greater than 5.5m
Surface Condition	Unpaved	Paved (poor condition)	Paved (good condition)
Assumed Third Party Land Requirements	All	Shared	None
Access to Highway Network	No Access	Limited (e.g. left-in, left-out)	All Movements
Need for improvements (e.g. safety)	Major Improvements	Minor Improvements	None Anticipated

Source: Reproduced from Table 5.2 'Castle Point: Transport Evidence for the New Local Plan, Transport: Phase 2', AECOM, November 2015)

7.1.6 The 'access to existing wider network' criteria was defined as the distance to the nearest of Hart Road, Manor Road or Church Road however, potential accesses adjacent to strategic roads such as the A127 or A130 were considered to have direct connectivity to the wider highway network and therefore rated as 'green'.

7.1.7 The Phase 2 transport evidence work (AECOM, 2015) presented a summary of the access option review, a copy of which is re-produced below at **TABLE 7.3**.

TABLE 7.3: Summary of Qualitative Assessment RAG Scoring by Access Option

Ref	Potential Access	Access to Existing Wider Network	Minimum Route Width	Surface Condition	Assumed Third Party Land Requirements	Access to Highway Network	Need for Improvements (e.g. Safety)	Potential Access Suitability
1	Rushbottom Lane	N/A	N/A	N/A	N/A	N/A	N/A	Discounted
2	The Birches	A	R	G	A	R	A	Pedestrian/cycle access
3	Woodside	G	A	G	G	R	A	Pedestrian/cycle access
4	Manor Road (Recreation Ground)	G	G	G	G	G	G	Vehicular access (for a limited development quantum), or a secondary/emergency vehicular access; plus, pedestrian/cycle access
5	Windermere Road (via Keswick Road)	R	R	R	R	G	A	Pedestrian/ cycle access (secondary)
6	Windermere Road (via Bassenthwaite Road)	R	R	G	R	G	A	Pedestrian/ cycle access (secondary)
7	Grandview Road	R	R	R	A	R	A	Pedestrian/ cycle access (secondary)
8	Crossfell Road	R	R	R	A	R	A	Pedestrian/ cycle access (secondary)
9	Grange Road	R	R	R	A	R	A	Pedestrian/ cycle access (secondary)
10	Burches Road	R	R	R	A	G	A	Pedestrian/ cycle access (secondary)
11	A127, Nursery Access	G	G	R	R	A	R	Vehicular access (subject to improvements) with restricted movements, may be suitable to support a limited developments quantum

Ref	Potential Access	Access to Existing Wider Network	Minimum Route Width	Surface Condition	Assumed Third Party Land Requirements	Access to Highway Network	Need for Improvements (e.g. Safety)	Potential Access Suitability
12	A127, Route Leading to Fane Road	G	A	R	R	A	R	Vehicular access (subject to improvements) with restricted movements, may be suitable to support a limited developments quantum
13	A127, Lychgate Industrial Estate	G	G	R	R	A	R	Not suitable, without major improvements/changes to highway network
14	A127, Oak Farm	G	R	A	R	A	R	Not suitable, without major improvements/changes to highway network
15	A130, Farm Access (Gated)	G	R	R	A	A	R	Potential vehicular access (subject to improvements) with restricted movements, may be suitable to support a limited development quantum. To deliver a greater scale of development, major improvements/changes to the highway network would be required
16	A130, Farm Access (Double Gated)	G	G	G	R	A	R	Potential vehicular access (subject to improvements) with restricted movements, may be suitable to support a limited development quantum

Source: Reproduced from Table 5.18 'Castle Point: Transport Evidence for the New Local Plan, Transport: Phase 2', AECOM, November 2015)

7.2 Review Update

- 7.2.1 As part of the evidence refresh, CPBC requested that the qualitative assessment of access options for land at North West Thundersley be revisited and where appropriate, updated.
- 7.2.2 A desk based review has subsequently been undertaken and all access options have been re-examined against the same set of assessment criteria. This has determined that there have been no significant changes to the surrounding highway network which would result in the findings of the access options assessment changing.
- 7.2.3 Accordingly, it is considered that the findings of the earlier assessment are still valid and can be summarised as follows:

Access Options to the South

- Access References 2 and 3: Potential pedestrian / cycle accesses
- Access Reference 4: Vehicular access via Manor Road, which could potentially deliver a limited development quantum (as opposed to a full strategic development)
- Access References 5 and 6: Secondary level pedestrian and cycle access options due to distance and quality

Access Options to the East

- Access References 7, 8, 9 and 10: Secondary level pedestrian cycle access options due to quality and distance. As all these routes are quite similar it is likely that not all would be progressed

Access Options to the North / West (in respect of the adjacent strategic roads)

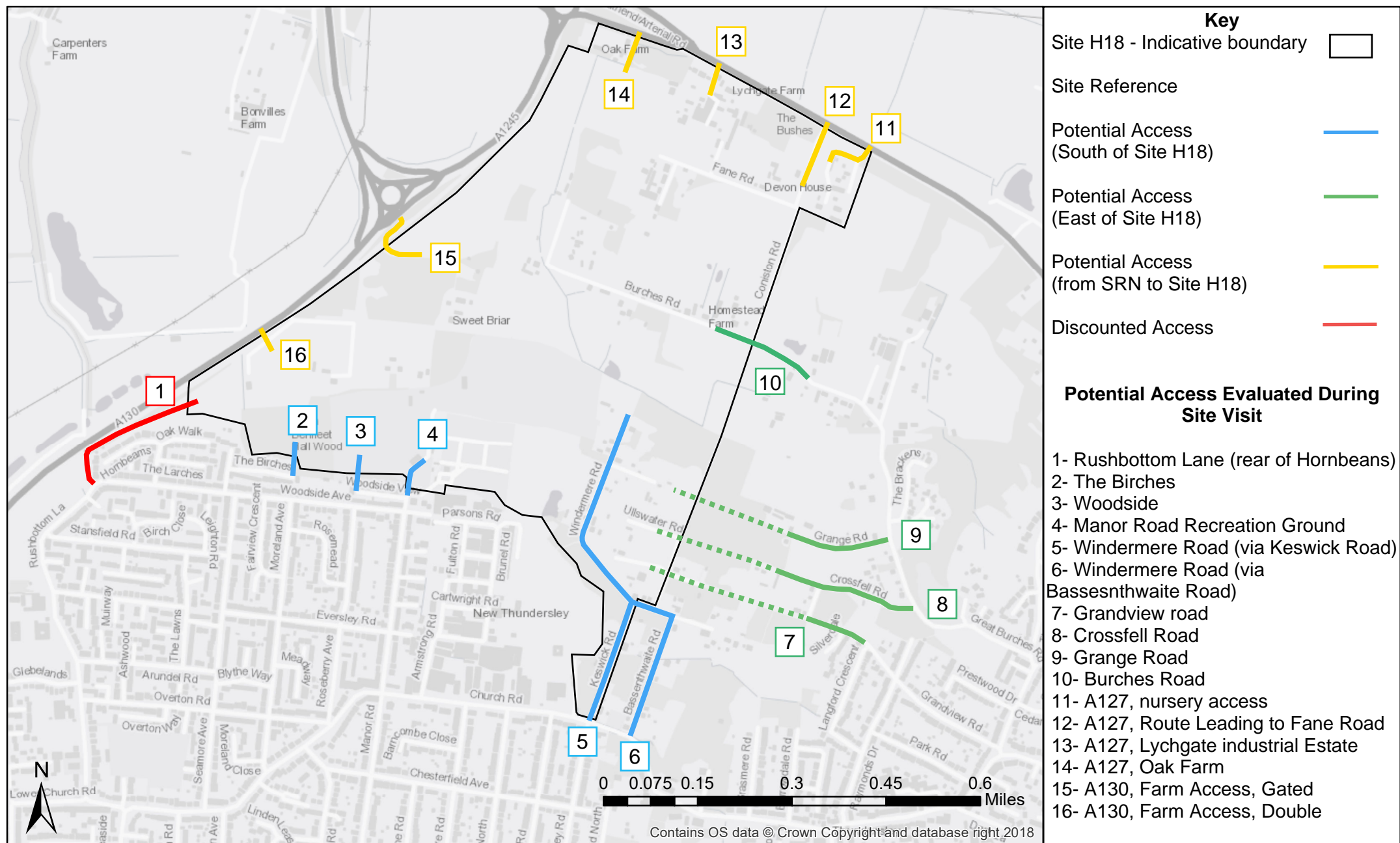
- Access References 11, 12, 15 and 16: Potential accesses to a limited development quantum that would require improvements
- Access References 13, 14 and 15: Major improvements would be required to deliver a development of a more strategic scale for these possible accesses

7.3 ECC Review

- 7.3.1 To help inform the evidence refresh, ECC also provided an update on the highway authority's position in respect of potential development at North West Thundersley. In so doing, ECC advised that the highway authority undertook a review in October 2015 regarding this site, in which ECC maintained its original objection which was in line with the earlier evidence regarding access to North West Thundersley.
- 7.3.2 As such, ECC maintains its objection to the inclusion of this site on the basis that:
- No direct access should be taken from the A127, A1245 and A130 as this would significantly impact on the free flow of traffic on the strategic route. This position will be reviewed by ECC after the implementation of the long term major scheme for the A127 / A130 Fairglens Interchange
 - An appropriate strategic access is required into the site, which is presently comprised of un-made roads
 - Lack of evidence to substantiate the viability and deliverability of the site proposals

- Access from the existing urban area will exacerbate congestion at Tarpots (A13) and Woodman's Arms junctions (A129)
- Any reconfiguring of the Rayleigh Spur junction is economically unviable at present, and especially at the proposed level of development
- Site is distant from the existing primary and secondary school provision with no available safe walking routes between home and school. ECC would not support any development in advance of such routes being provided

Appendix B – North West Thundersley: Reviewed Site Access Locations



North West of Thundersley **Assessment of Potential Site Access Points**

Appendix B

