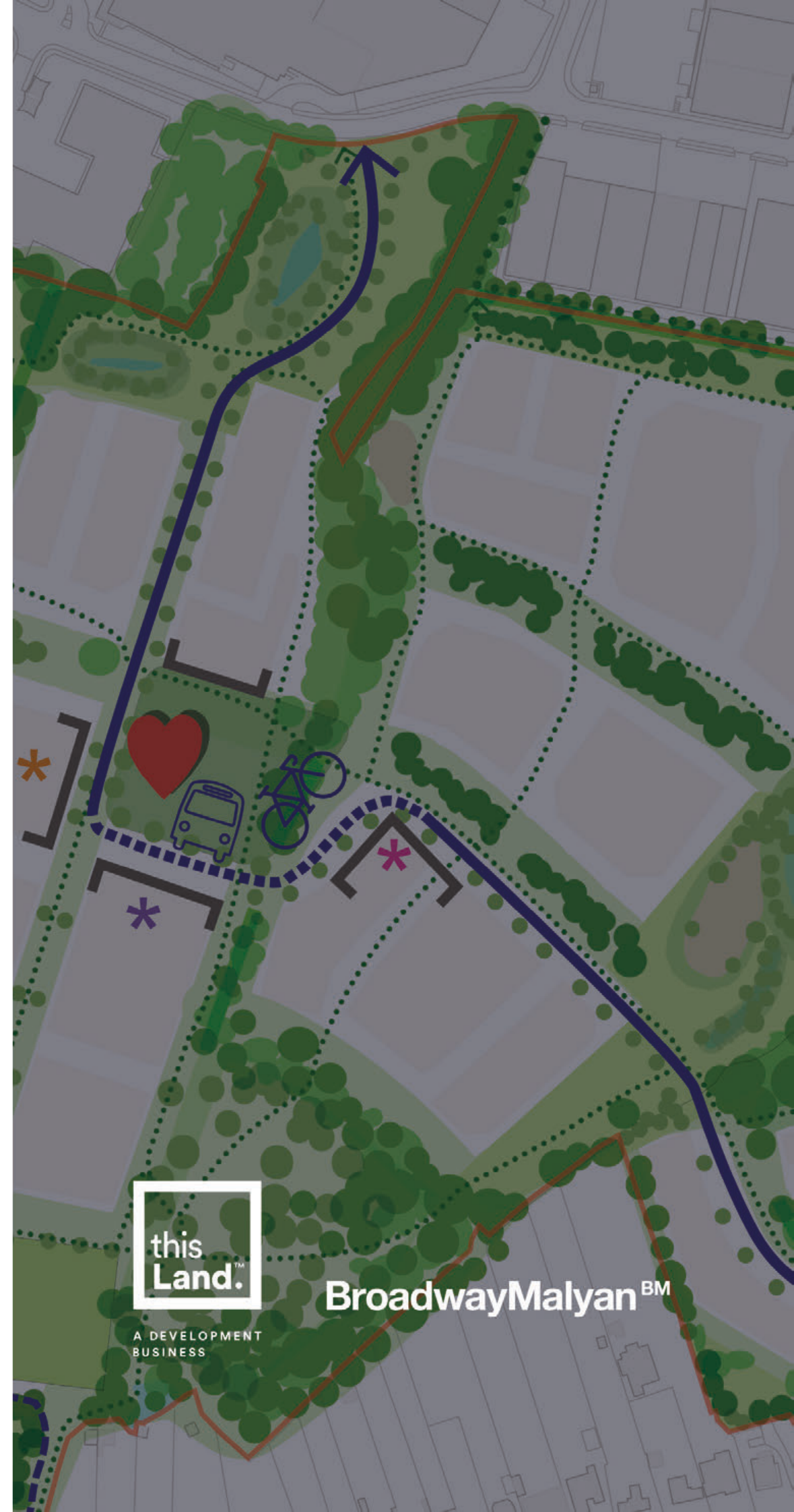


Land East of Rayleigh Road, Thundersley

DESIGN AND ACCESS STATEMENT

December 2022



A DEVELOPMENT
BUSINESS

BroadwayMalyan^{BM}



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Vision and key benefits

“ *This site at Land to the East of Rayleigh Road provides a vibrant new community for Thundersley, offering high quality housing and landscape. It will have its own unique identity inspired by the site’s landscape setting, offering much needed new homes and exemplary health, education and community infrastructure, to create a place that will stand the test of time.*

The proposals have been designed with the needs and aspirations of the community at their heart, to provide a complete range of well-designed new homes to suit every lifestyle.

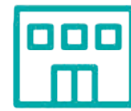
The layout responds to the unique character of the site, forming a series of character areas that relate to each part of the site’s landscape features and setting.

”

KEY COMPONENTS OF THE PROPOSAL



*Up to 455 new homes
by 2033*



*Land for the provision of a
healthcare facility building*



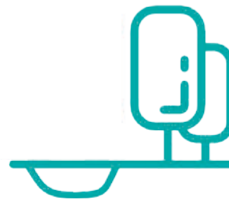
*Approximately 14.3 ha of attractive and
accessible open space, providing
biodiversity net gain*



*Accessible play facilities for
all ages*



*Areas for community food
production*



*Sustainable drainage
throughout the site*



*An integrated network of
pedestrian and cycle paths,
supporting active travel*



*Integration of the attractive existing
framework of hedgerows and trees*



*A necklace of new greenways linking to the
existing network of Green Infrastructure*



*A dedicated public transport link through
the site, connecting up with existing
routes*



*A multi use
community hall*



*Land for a new early years
childcare facility (0.13 ha)*

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Chapter 1.

Introduction

The opening chapter of this Design and Access Statement provides an introduction to the site, the applicant and the development proposal. It also sets out the purpose of the document, its structure and details of the consultant team who have been involved in its preparation.



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DESIGN AND ACCESS
STATEMENT



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Introduction

This spread provides an overview of the Applicant and the scope, purpose and structure of the Design and Access Statement (DAS). It also outlines the consultant team and their roles.

Introduction

The outline planning application for the development of Land to the East of Rayleigh Road, Thundersley, hereafter referred to as the “Proposed Development” is submitted on behalf of This Land Development Limited, hereafter referred to as the “Applicant”.

This Land

This Land Development Limited is a development business founded with the aim of offering a new approach to development, that is much more customer and community focused than the traditional UK house builder model.

This Land Development Limited's financial model is different to the rest of the industry. They are not an Equity Fund or a large plc, rather profits go towards supporting front line services such as social care and education for the public sector.

An ambitious business plan will see This Land Development Limited become a leading promoter by reputation and volume underpinned by their collaborative ethos and significant funding.

This Land Development Limited has an independent Board which includes key individuals from a wide range of sectors including Construction, Finance, Politics, Law and Accountancy. This allows This Land Development Limited to access significant funds as well as draw upon a wide knowledge base.

The Team

To help with the preparation of this DAS, an experienced design and technical consultant team has been assembled by This Land Development Limited, comprising:

Broadway Malyan - Masterplanning and Urban Design

CODE - Town Planning

Stantec - Transport, Utilities, Infrastructure, Drainage, Noise and Air Quality

Leyton Place Limited - Landscape and Visual planning consultancy services

SES - Ecology and Arboriculture

RPS - Archaeology and Built Heritage

Brookbanks - Project Management

Energist - Energy and Sustainability

Document Scope and Purpose

This Design and Access Statement (DAS) has been prepared by Broadway Malyan on behalf of the Applicant to accompany an Outline Planning Application for the Proposed Development.

The purpose of this document is to set out how the Proposed Development will create a high quality, sustainable mixed-use new community and to identify the factors which have influenced the development strategy for the site.

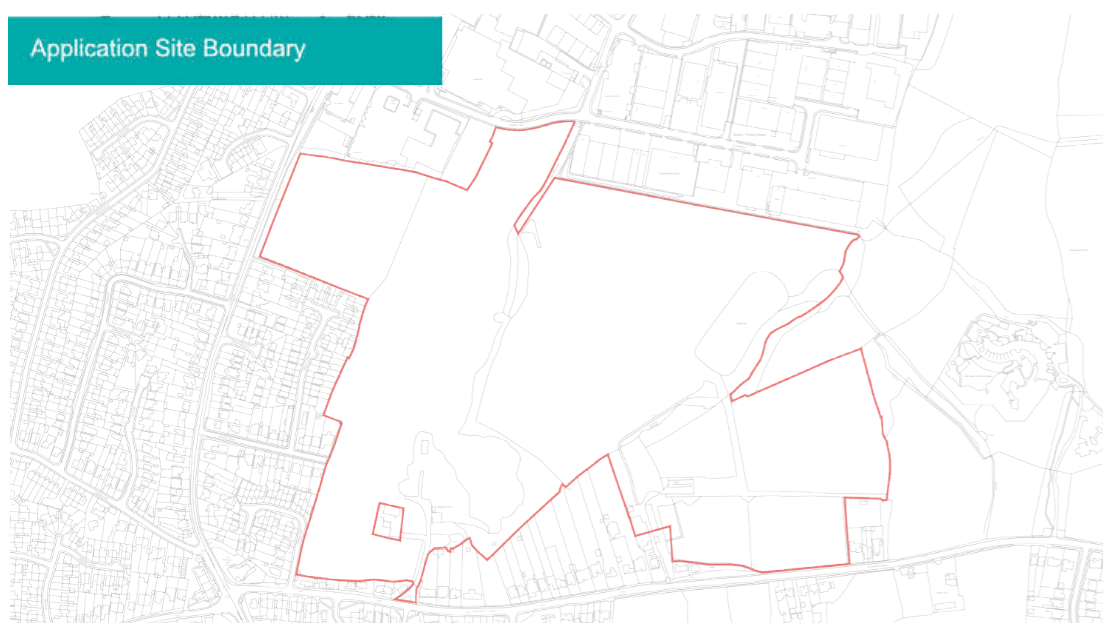
The application is in Outline form with all Matters Reserved except in relation to the principal access junctions. The document is not intended to prescribe each and every detail that should appear throughout the development, as this will continue to evolve through dialogue with the local community, Public Authorities and other stakeholders. Rather, it provides a framework for the Proposed Development, and will inform any future Reserved Matters application for the Site.

This application will establish key parameters which may be the subject of appropriately worded planning conditions to ensure broad accordance at the reserved matters stage.

The DAS should be read in conjunction with the Outline Planning Application and its accompanying documents including:

- Ecological Impact Assessment
- Transport Assessment
- Framework Travel Plan
- Flood Risk Assessment / Drainage Strategy
- Landscape Strategy
- Energy Statement
- Built Heritage Statement
- Desk based Archaeological Assessment
- Planning and Delivery Statement
- Statement of Community Involvement.

Application Site Boundary



Document Structure

This document has been structured around the chapters set out below:

1. Introduction

General background to the project, development proposal, the development team and the planning policy context.

2. Assessment

An analysis of the strategic and site based context, including a summary of the site's constraints and opportunities.

3. Vision

Our vision for the site.

4. Engagement & Evaluation

Describes the consultation process and how this has influenced the design as well as the design evolution of the masterplan generally.

5. Design Proposal

Describes and illustrates the submitted design proposal, including in relation to scale, landscape, character and layout.

6. Summary

Provides a succinct overview and summary of the benefits of the proposal.

The Application Site

This spread provides an overview of the site and sets out the description of development.

The Application Site

The site is located directly to the south of Stadium Way, to the east of Rayleigh Road and to the north of Daws Heath Road.

The site is approximately 28 hectares (69 acres) in size and currently mainly comprises open paddocks and farmland, compartmentalised by established hedge and tree lined field boundaries.

Water features, such as ditches and the man-made fishing lake, are located to the east of the Site in the lower-lying areas.

As can be seen in the aerial photograph opposite, trees and hedgerows are present throughout the site, defining field boundaries (the trees and hedgerows are considered in detail in the Arboricultural Assessment prepared by SES). The on-site woodlands are connected by hedgerows, some of which coincide with historic field boundaries and provide visual and physical containment and interconnected wildlife habitats.

As outlined in the Landscape and Visual Impact Assessment, and demonstrated in the masterplan proposals for the site, there are a number of opportunities to enhance the landscape features by re-introducing historic tree belts, incorporating hedgerow restoration and linking green lanes.

A cluster of existing farm buildings occupied by several small commercial uses, as well as some stables are located in the southern part of the site. Part of this area is excluded from the application site.

The Description of the Development

An outline planning application for a new mixed use community comprising:

“the development of up to 455 new homes, a multi-use community hall, land for the provision of a healthcare facility, land for a stand-alone early years and childcare nursery, new vehicular/pedestrian access points from Stadium Way in the north and Daws Heath Road in the south, new greenways and green links, multi-functional open space, green infrastructure, surface water attenuation, landscaping and associated infrastructure. All matters reserved except access.”



Great Common

Stadium Way

Rayleigh Retail Park

A127

A129 / Rayleigh Road

Little Haven
Nature Reserve

The Site

Thundersley

Daws Heath Road

Site Aerial

West Wood

Cottage Plantation



Chapter 2.

Assessment

This chapter outlines the planning background and provides a synopsis of the comprehensive assessment and technical studies carried out to understand the existing site and how it fits within the wider south Essex area and its immediate surrounding.



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DESIGN AND ACCESS
STATEMENT

Planning context

This section provides a review of the relevant statutory national and local planning policy in respect of the proposal. For a full discussion of how the proposals relate to national and local planning policy, please refer to the Planning Statement by Code submitted as part of this planning application.

National Planning Policy

National Planning Policy Framework

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site specific design guides.

Paragraph 126 states that: “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

The NPPF (para. 130) outlines that planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF also encourages early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes outlining that this is important for clarifying expectations and reconciling local and commercial interests.

Of particular relevance to design is Paragraph 131, which emphasises the importance of trees to the character of an area and the quality of environments. The NPPF also states that streets should be lined with trees to help improve biodiversity and access to nature through design, and existing trees should be maintained wherever possible. Parks and community orchards are also encouraged in new developments.

Paragraph 134 states that: “Significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides or codes; and/or outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

Improvements to biodiversity should also be integrated into design (paragraph 180) and there are updates to the need for sensitive location of development within designated areas.

National Design Guide

Within the current context of many local authorities updating local plans, the National Design Guide, published October 2019 offers a material planning consideration, which carries weight.

The National Design Guide (NDG), illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The NDG is based on Chapter 12 of the NPPF and defines ten characteristics of successful places. Guidance on each of the ten characteristics of a “well designed place” is supported by good practice examples and a checklist. The ten characteristics are:

The structure of the NDG is similar to Building for Life 12. The document sets out ten characteristics of a “well designed place”, which seek to demonstrate what good design means in practice. These are:

1. **Context:** Understand and relate well to the site, its local and wider context and create a legacy for a particular place.
2. **Identity:** A positive and coherent identity should work towards improving people's health and well-being, as well as respond to climate change. The importance of identity further reflects the need for comprehensive baseline studies from the outset of projects. This section distils the idea of place being more than the sum of physical characteristics and imbues the idea of culture in peoples' memory.
3. **Built form:** Well-designed built form should comprise walkable neighbourhoods, sustainable transport, recognisable streets and memorable features. It is important to address evolving lifestyles and how this can be addressed strategically. Built form should recognise the structure of place that already exists – further highlighting the need for understanding the site, integrating and using existing place as a framework for development.

4. **Movement:** Create integrated network of routes for all modes of transport. A genuine choice of sustainable transport modes needs to be provided, promoting activity and social inclusion, whilst creating green infrastructure opportunities. Changing technology including electric vehicles, their charging requirements and driverless cars now need to be considered. The importance of movement networks and their incorporation into green infrastructure strategies should be a key consideration when planning.
5. **Nature:** Support rich and varied biodiversity and play. Existing and new natural features need to be combined to form a multifunctional network that supports quality of place, biodiversity, water management, climate mitigation and resilience. There is a drive towards achieving biodiversity net gain, as required by the Government's 25-year Environment Plan. This is about creating a holistic design to tackle the challenges our built environment faces, with an emphasis on well-considered management regimes, including projected costs for occupants and users' needs to be anticipated.
6. **Public spaces:** Create well-located, high quality, safe, attractive public spaces. A hierarchy of spaces should promote well-being and inclusion, whilst being safe and attractive. Views out can act as a high-quality backdrop to these spaces, with landscape design influencing microclimate and tranquillity. It is important to identify the surrounding context to give new development an anchor to the place in which it sits. Active frontages further the ability for natural surveillance and accommodate a variety of users and needs.
7. **Uses:** Provide a mix of uses, home tenures, types and sizes. A mixture of live, work and play is essential for the creation of successful places, accompanied by a mixture of tenures,

types and sizes. The ability of buildings and spaces to adapt to future scenarios is essential, as technology changes people's work, shopping and leisure patterns.

8. **Homes & buildings:** Create a healthy, comfortable and safe built environment. Homes and buildings should relate positively to the private, shared and public spaces around them, contributing to social interaction. Operations and servicing should be unobtrusive and well-integrated into neighbourhoods. Whole-life approaches are now required, alongside the exploration of different development models, including community-led and cohousing.
9. **Resources:** Follow the energy hierarchy & maximise resilience. A well-designed place should have a layout, form and mix of uses which reduces land, energy and water resources. Fundamentally, developments should be mitigating and adapting to extreme weather as a result of climate change, and exploring how future technologies, such as electrical storage, will influence places.
10. **Lifespan:** Create adaptability and a sense of ownership. Places should be planned, designed and managed for long-term stewardship which is robust, adaptable and easy. Management and stewardship are likely to evolve alongside technology, as well as working practices and home ownership patterns. Management in particular also needs to take into account possible changing construction technologies.

The guidance on each of the ten characteristics is reinforced by case studies and a number of design prompts under the heading ‘well designed places are...’.

National Design Guide

Planning practice guidance for beautiful, enduring and successful places



National Planning Policy Framework

February 2019
Ministry of Housing, Communities and Local Government

Planning context

Local Planning Policy

The now withdrawn Castle Point Local Plan (2018-2033) was found sound by the examining inspector in their letter of 3 March 2022. At a meeting of Special Council on 15 June 2022, a decision was taken by Castle Point Borough Council members to formally withdraw the local plan. As part of the local plan examination, the Council submitted its evidence base which has been fully published on the Council's website, in support of the local plan.

Within the withdrawn Castle Point Local Plan, the site was allocated for residential development in Local Policy HO13. The site is considered to be in full accordance with the policies of the withdrawn Local Plan (2018-2033). With regard to the saved policies of the 1998 Local Plan, the site is in accordance with all policies except for the site's location within the Green Belt.

Local Policy HO13 stated that:

1. Land east of Rayleigh Road, Hadleigh, as identified on the Policies Map, is allocated for residential purposes, to deliver around 455 new homes by 2033.

2. A master plan should be prepared and submitted to the Council for its approval for this site to ensure that the development is attractively designed, contributing to environmental quality, and that infrastructure is provided to support growth in this location.

The master plan must deliver the following:

a. Access arrangements for the site, which also addresses peak time congestion at nearby junctions;

b. An urban design framework using a mix of urban design approaches built around the Arcadia approach in areas located within the Historic Natural Landscape and in the vicinity of important landscape features, and the Boulevard and Major Entry Point approaches, to create an attractive green, parkland environment, integrated into the existing landscape and topography;

c. Respects and retains as far as possible the hedge and tree-lined boundaries established;

d. An approach to wildlife that results in a measurable net gain in biodiversity, including the provision of a buffer to the Little Haven Complex nature reserve;

e. 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;

f. An increase in public open space provision across the site consistent with the requirement of policy HS3, delivering children's play equipment and additional accessible natural green space to meet daily needs of new residents and to divert and deflect visitors from Habitats sites;

g. Sustainable drainage measures will be implemented to ensure no increase in the risk of surface water flooding to the site or nearby properties;

h. The provision of a multi-use community hall, and the provision of land or a suitable building to provide up to 1000sqm of space for healthcare services;

i. Provision of 0.13ha of land for a stand-alone early years and childcare nursery; and

j. Main vehicular access will be taken from Stadium Way in the north and Daws Heath Road in the south;

K. Safeguarding of suitable access for the maintenance of foul and surface water drainage infrastructure, and any other utilities infrastructure identified on site.

3. Planning applications for development within the allocation area must have regard to the master plan and must contribute towards the delivery of those elements of the master plan which are necessary to make the proposal for that individual site acceptable in planning terms.

4. Detailed design proposals for the site must have regard to the Council's Residential Design Guidance.

5. Improvements to active and sustainable infrastructure, facilities and services should be secured within and as part of this 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.

Other Relevant Documents

Castle Point Residential Design Guidance SPD

Guidance on housing design, covering urban design related topics such as: Plot Size; Space Around Dwellings; Building Line; Enclosure & Boundary Treatment; Landscaping; Parking & Access; and Design Coding.

Castle Point Urban Characterisation Report

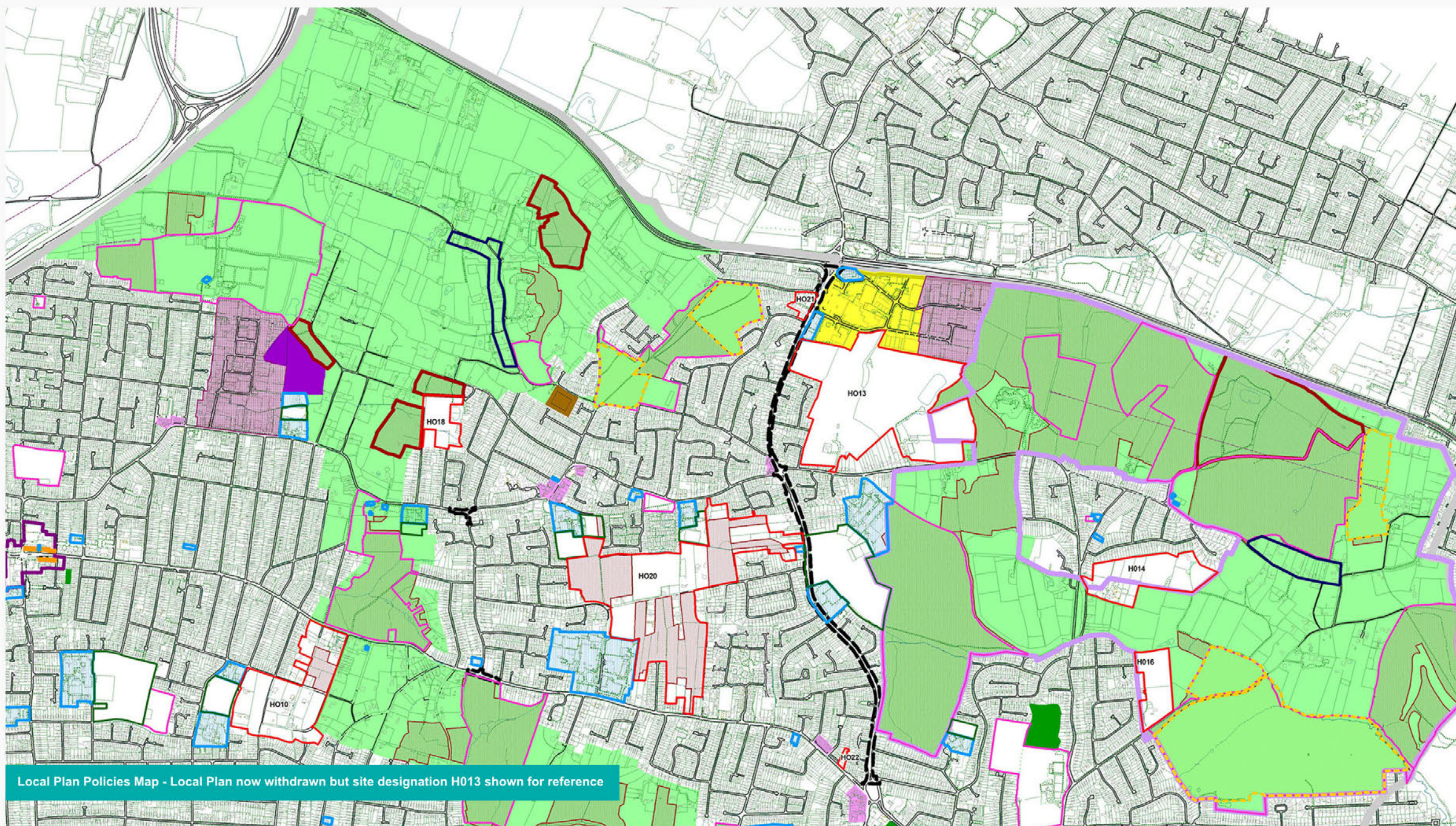
This report identifies a number of trends and characteristics of the area, including: Character and Identity; Continuity and Enclosure; Public Realm; Ease of Movement/Permeability; Legibility; Adaptability/Robustness; and Diversity/Variety.

Large Site Capacity Assessment 2018

This sets an average gross density for site HO13 as 30-35 dwellings per hectare.

Essex Design Guide (2018)

The updated Essex Design Guide (2018), in particular the new sections relating to Garden Communities, is relevant to the Garden Village. The Active Design Principles are also considered later in this document.



Strategic context

The site is located within the Borough of Castle Point in the south east of the County of Essex.

The constituency and local government district and Borough of Castle Point comprises the towns and villages of Canvey Island, Hadleigh, South Benfleet, and Thundersley and is situated in south east Essex.

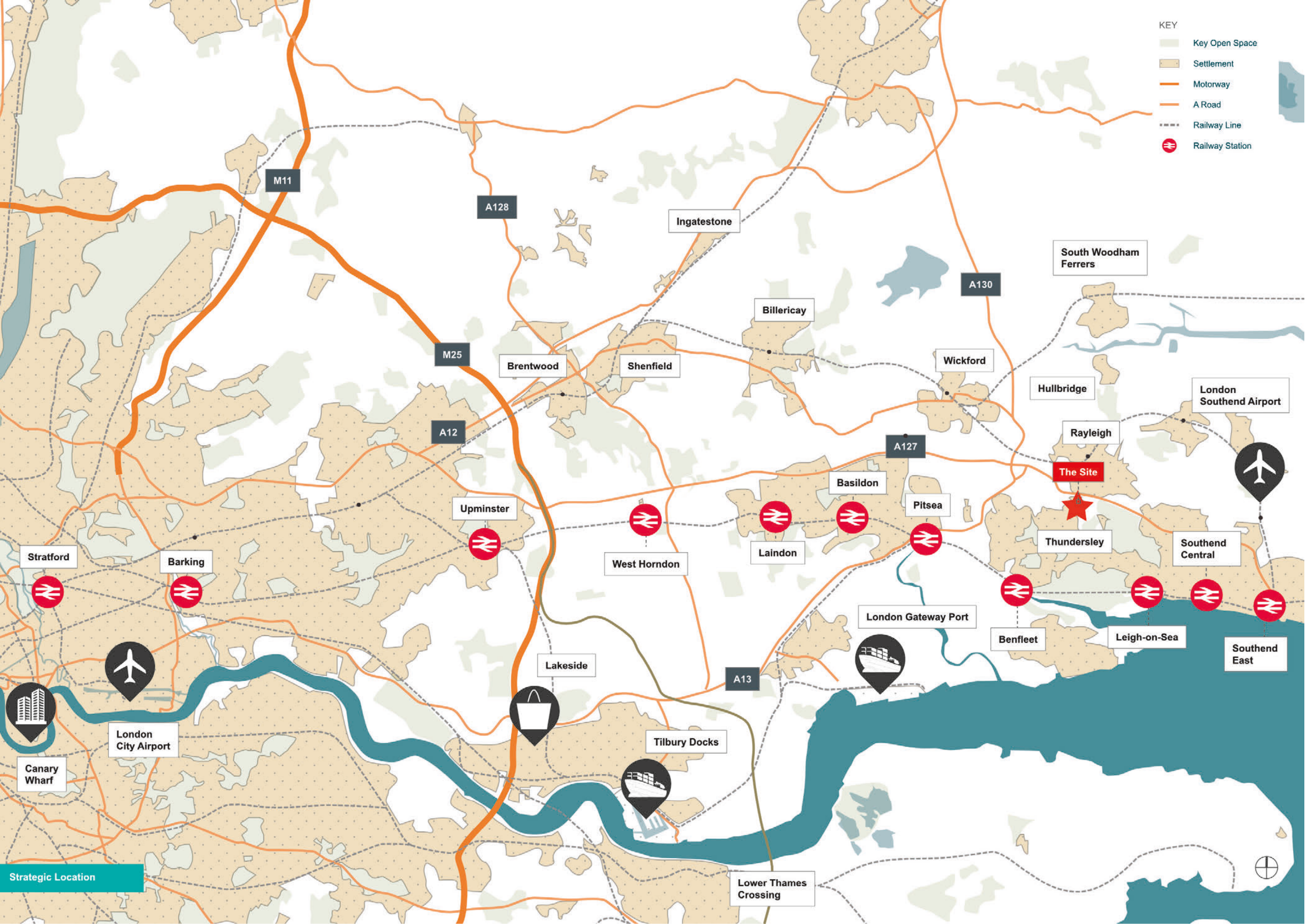
The site sits approximately 48km east of the City of London and approximately 19km east of the M25 motorway.

To the south-east and south-west of the site are the villages of Thundersley and South Benfleet (respectively), whilst the town of Rayleigh (within the adjoining borough of Rochford) is located to the north. The town of Hadleigh lies just over 2km to the south east of the site.

In terms of strategic transport and movement, the site is within close proximity to two major transport hubs; London Gateway Port and London Southend Airport. Other significant strategic routes comprise the A127 to the north (which connects the area to London and the M25 to the west and Basildon and Southend in the east) and the A130 to the west, which links the area to Chelmsford in the north and the A13 in the south.

The nearest railway stations are Benfleet and Rayleigh. From Benfleet Railway Station, C2C train services are available to major destinations including London Fenchurch Street, Stratford, Barking, Basildon and Southend-on-Sea.





Local context

Connectivity & setting

The diagrams on this spread show the site within its local context, in relation to strategic movement corridors, settlement pattern and areas of open space and woodland.



Local Connectivity

The site is situated within the settlement of Thundersley, a parish in the north of Castle Point Borough, in south-east Essex.

As can be seen on these diagrams, Thundersley is located to the north of the settlement of Hadleigh, east of South Benfleet and south of Rayleigh.

In terms of road connections, the A129, which runs along the western edge of the site, connects the site with the A127, which bounds the district to the north, and the A12. Both the A127 and the A12 are key radial routes into London and connecting to the M25 motorway.

Local Setting

The district of Thundersley has many distinctly rural features, such as large woodlands and commons; some of which are in close proximity to the site, such as:

- Thundersley Great Common (a Site of Special Scientific Interest)
- West Wood (22½ hectares)
- Little Haven Nature Reserve (37¼ hectares)

Thundersley's setting is predominantly suburban residential, with large areas of post war housing and small industrial parks. It is open to the countryside on its eastern edge sides and bordered to the north by the A127. It is home to circa 15,600 residents.

At the more local level, the village is connected to the surrounding urban conurbations of South Benfleet and Hadleigh to the west and south and Rayleigh to the north.





This spread highlights sustainable connectivity and public transport provision within the local area.

Active Travel Connectivity

Cycling

There is currently limited cycle infrastructure provision within the area, however the Essex Cycling Strategy and Castle Point Cycle Action Plan proposals will enhance cycle infrastructure along the A129 Rayleigh Road and A13 London Road.

This will include new signage and lighting, segregated cycle lanes and improved cycle parking at railway stations.

Pedestrian links

A Public Right of Way (PROW) runs adjacent to the site's northern boundary and connects Stadium Way to the north with Daws Heath Road to the south. There are footways along existing roads and a number of additional PROWs within the vicinity of the Site which provide access to parks, areas of open space and local services.



Public Transport

Bus connections

A number of bus stops are located directly adjacent to the Site along the A129 and Daws Heath Road and are within a 5 minute walk (400m) of the site.

Bus route No 1 linking Rayleigh to Shoeburyness runs at a frequency of every 10 minutes from early morning to late evening on weekdays. Route No 3 which connects Southend to Chelmsford is a less frequent service, operating at 2 hour intervals. Both these services provide convenient links between the Site, Rayleigh Railway Station, key shops, employment destinations and facilities in nearby urban centres and provide links to other services running along the A13 and A1015.

An average journey to Rayleigh Station or Benfleet takes approximately 7 minutes while Southend is 39 minutes by bus. Further details are provided in the accompanying Access and Movement Strategy produced by Stantec.

Rail

The nearest station to the Site is Rayleigh, 1.9 km to the north of the Site and within a reasonable walking and cycling distance. It can also be reached from the Site via the No1 bus service. The station is served by Greater Anglia with weekday services running every 10 minutes between Southend Victoria (a 18 minute journey), Stratford (a 36 minute journey) and London Liverpool Street (a 48 minute journey).

Benfleet station is 4km to the south west of the Site and can be accessed by bus or bike. C2C services run every 10-15 minutes connecting London Fenchurch Street (a 45 minute journey), Basildon (a 7 minute journey) and Southend Central (a 12 minute journey).