

**Project number:** 25024  
**Subject:** Scoping Note  
**Date:** 13<sup>th</sup> June 2025

**File name:** 25024d1a

## 1 Introduction

- 1.1.1.1 Lime Transport has produced this Scoping Note in support of a site allocation for the construction of approximately 53 dwellings on land to the east of Layer Road, Colchester.
- 1.1.1.2 A future planning application will be supported by a Transport Statement including an analysis of the capacity of the site access junction.
- 1.1.1.3 The location of this site is shown in **Figure 1.1** below.



**Figure 1.1** Site location

- 1.1.1.4 The indicative site layout proposals are included in **Appendix A**.

## 2 Sustainability

2.1.1 The site is in a moderately sustainable location given its location on the southern edge of the City of Colchester, approximately 4km from the centre. The village of Layer-de-la-Haye is approximately 1.3km to the south. There are a number of amenities within walking distance, it is close to the National Cycle Network (NCN1) and the area is served by bus routes. The area has benefitted from a number of recent improvements to the walking and cycling infrastructure, particularly around Berechurch Hall Road.

2.1.2 The local amenities include St Michael's Primary School to the north and employment area and supermarket off Gosbecks Road.

2.1.3 The nearest bus stops are 200m north of the site (Greenways bus stop) with frequent journeys to Colchester, which provides access to the train station and services to London Liverpool Street.

## 3 Development proposals

3.1.1 As part of the development of the site, it is proposed to construct 53 residential dwellings on land to the east of Layer Road, Colchester, including 16 affordable dwellings (30%) and 37 private dwellings (70%). This will comprise nine x 1-bedroom dwellings, 19 x 2-bedroom dwellings, 16 x 3-bedroom dwellings and nine x 4-bedroom dwellings.

3.1.2 Car and cycle parking is proposed in accordance with Essex Parking Standards 2024.

3.1.3 The layout will be in accordance with the Essex Design Guide based on a street hierarchy that prioritises pedestrian movements and minimises the impact of the car, with shared surfaces and private drives radiating off a principle street.

### 3.2 Vehicle access

3.2.1 It is proposed to provide one vehicle access from the site onto Layer Road. Layer Road is a single carriageway route connecting the southern side of Colchester with the village of Layer-de-la-Haye. The design speed changes near the site's proposed access location from 30mph (to the north) to 40mph (to the south). There is a footway on the eastern side connecting to the pedestrian network along Berechurch Hall Road and Gosbecks Road to the north.

3.2.2 This access is designed as a simple priority junction leading to a Street Type E (5.5m carriageway width, 2m footways on both sides and 6m radius bell mouths) in accordance with the Essex Design Guide.

### *Traffic surveys*

3.2.3 Traffic surveys have been carried out (April 2025) with two automatic traffic counters laid on Layer Road (one 20m north of the speed limit change and one 100m south). The surveys showed that 85<sup>th</sup> percentile vehicle speeds are as follows:

- Northern site (20m north of 30mph speed change) - 39.9mph (northbound) and 38.8mph (southbound)
- Southern site (100m south of 30mph speed change) - 40.5mph (northbound) and 42.3mph (southbound)

3.2.4 The surveys show that the 40mph speed limit is largely observed (with average speeds of 36-37mph) with vehicles are slowing as they enter the 30mph zone.

3.2.5 Traffic flow in the peak hours is approximately 550 vehicles per hour, with the distribution across the day split approximately 50% northbound and 50% southbound. In the peak hours, this is slightly more tidal with 45% southbound and 55% northbound and vice versa in the PM peak.

#### Visibility splays at the site access

3.2.6 Visibility splays have been checked and are included in **Appendix B**. The splays provided include a 2.4m x-distance and y-distances as follows:

- To the north – 43m (to reflect the 30mph design speed)
- To the south – 120m (to reflect the 40mph design speed)

### 4 Impact of development

#### 4.1 Key destinations by mode

4.1.1 The distribution of development generated traffic has been based on the Journey to Work Statistics from the 2011 Census for Colchester 015 Middle Super Output Area (MSOA).

4.1.2 The most popular destinations by each mode of transport are set out as follows:

- Walk – Colchester
- Cycle – Colchester
- Train – London, Chelmsford
- Bus – Colchester
- Car – Colchester, Braintree, Uttlesford

#### 4.2 Trip generation

4.2.1 In order to assess the likely vehicle trips associated with the proposed development, a review of TRICS trip generation database has been undertaken. **Table 4.1** below sets out the likely number of vehicle trips the proposed development of 53 dwellings could generate. A total of 14 sites were selected and the 85<sup>th</sup> percentile trip rates have been used to provide a robust analysis.

Table 4.1 Trip generation by mode

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate
<b>Total</b>					
8am–9am	0.217	12	0.808	43	1.025
5pm–6pm	0.648	34	0.258	14	0.906
7am–7pm	4.041	214	4.089	217	8.13
<b>Pedestrians</b>					431

8am–9am	0.034	2	0.100	5	0.134	7
5pm–6pm	0.043	2	0.028	1	0.071	4
7am–7pm	0.454	24	0.456	24	0.91	48
<b>Cyclists</b>						
8am–9am	0.004	0	0.020	1	0.024	1
5pm–6pm	0.005	0	0.004	0	0.009	0
7am–7pm	0.048	3	0.050	3	0.098	5
<b>Public transport users</b>						
8am–9am	0.004	0	0.051	3	0.055	3
5pm–6pm	0.036	2	0.001	0	0.037	2
7am–7pm	0.143	8	0.150	8	0.293	16
<b>Vehicles</b>						
8am–9am	0.149	8	0.407	22	0.556	29
5pm–6pm	0.410	22	0.166	9	0.576	31
7am–7pm	2.535	134	2.558	136	5.093	270

4.2.2 It can be seen from the table above that the proposed development could generate up to 29 vehicle trips in the AM peak (two-way) and 31 vehicle trips in the PM peak (two-way).

#### 4.3 Assignment and distribution of development generated traffic

4.3.1 The distribution of development generated traffic has been based on the surveyed traffic flow along Layer Road and then distributed to the rest of the highway network based on Journey to Work Statistics from the 2011 Census Data for Colchester (Colchester 015). Each destination has been assigned a route, based on the most direct and appropriate routes available. The assignment of development traffic is summarised below and is illustrated in **Figure 4.1**.

- Route A – towards Layer-de-la-Hay, Maldon and Heybridge
- Route B – towards Braintree, Chelmsford, Marks Tey, Ipswich and Stansted Airport
- Route C – towards Colchester and General Hospital, Colchester Garrison
- Route D – towards Colchester (east), University of Essex, Alresford and Clacton-on-Sea

4.3.2 For the purpose of this assessment, it is assumed that all trips generated by the development in the peak periods are journey to work trips. However, it is likely that trips in the peak periods will be for other purposes as well, including education, shopping and leisure, which are likely to be more local.

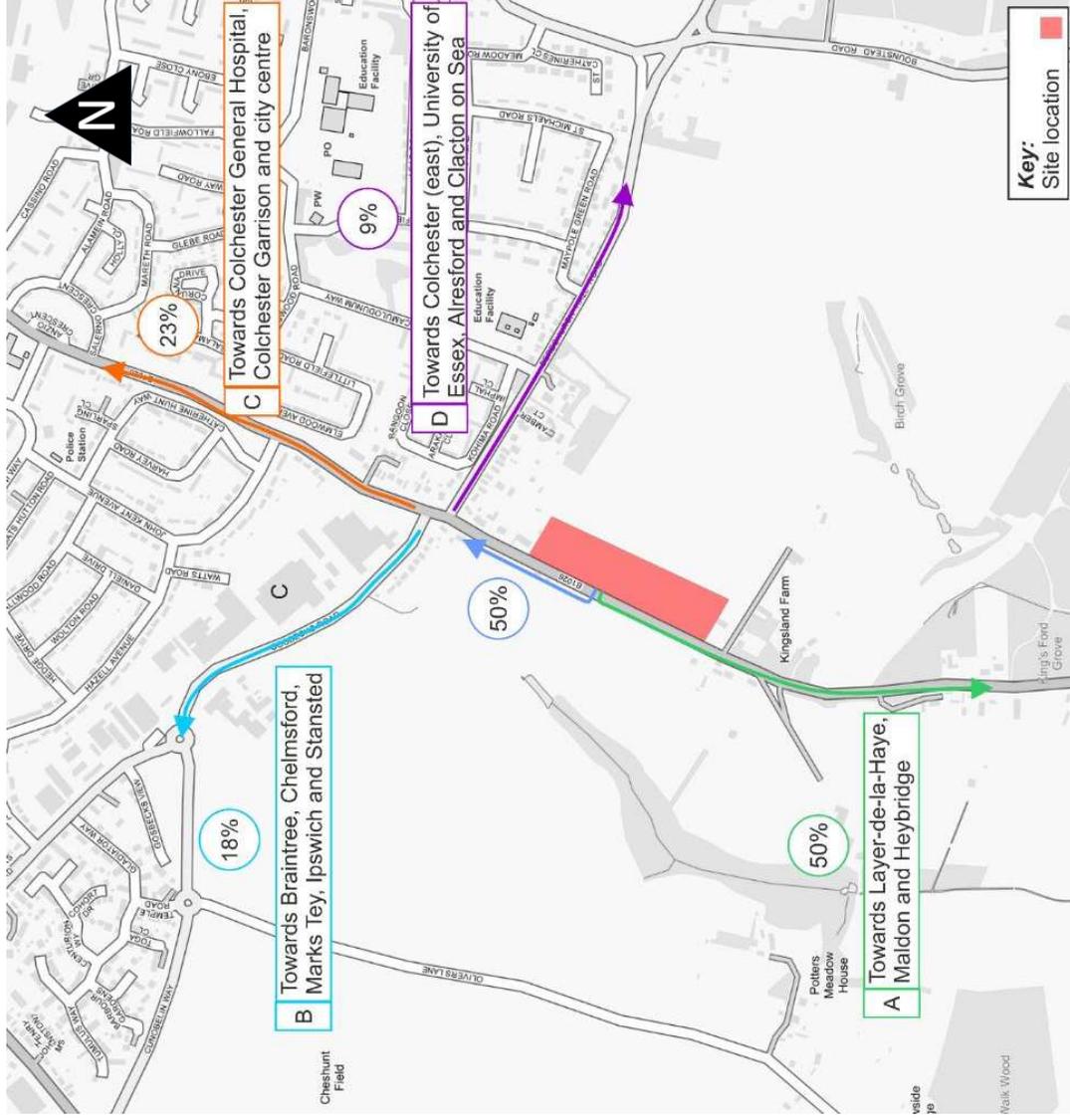


Figure 4.1 Development traffic distribution and assignment

#### 4.4 Impact

4.4.1 Based on the predicted trip generation and distribution set out above, the development is likely to generate approximately 30 vehicle movements per peak hour, with approximately half heading north and half heading south (based on the surveyed distribution of traffic along Layer Road). To the north, at the junction with Berechurch Hall Road and Gosbecks Road, it is likely that approximately three vehicles will head to/from the east, seven vehicles will head to/from the north and five will head to/from the west per peak hour. This level of additional traffic will have an indiscernible impact on the operation of the highway network and the development can be safely accommodated without impacting capacity.

### 5 Summary and conclusion

5.1.1.1 This Scoping Note sets out the travel characteristics associated with residential development off Layer Road and the impact on the surrounding transport network. It describes the design of the proposed access, including its compliance with the Essex Design Guide and national guidance.

- 5.1.1.2 The development is compliant with regional and national policy and can be accessed safely and without impacting capacity. It is located within easy walking distance of local amenities and public transport to reach Colchester centre.
- 5.1.1.3 Trips generated by the development will be low and it is concluded that development on this site will not have an unacceptable impact on the surrounding transport network.

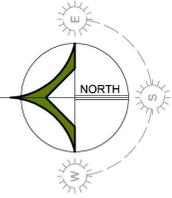
# Appendices



# Appendix A



Do not scale from this drawing.  
All information shown is to be checked on site for accuracy and fit. Any discrepancies or omissions to be reported to Arcady Architects immediately.



**SCHEDULE**

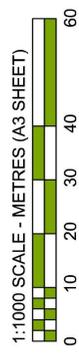
30% Affordable Housing  
37 Open Market Units  
16 Affordable Units  
53 TOTAL



**KEY**



Arbiculture information based upon preliminary assessment from Sharon Rosegood Associates. (Ref: SHA196611P)



REVISION	DATE	DRAWN
PROJECT: LAYER ROAD, COLCHESTER		
TITLE: ILLUSTRATIVE SITE PLAN		
SCALE: 1:1000	DATE: JUN 25	CHKD: CW
No. 23/56/03	REV.	
Unit 4   Phillips Barns   Hammonds Road Little Bardow   Essex   CM3 4BG Tel: 01245 464681   www.arcadyarchitects.co.uk		



# Appendix B



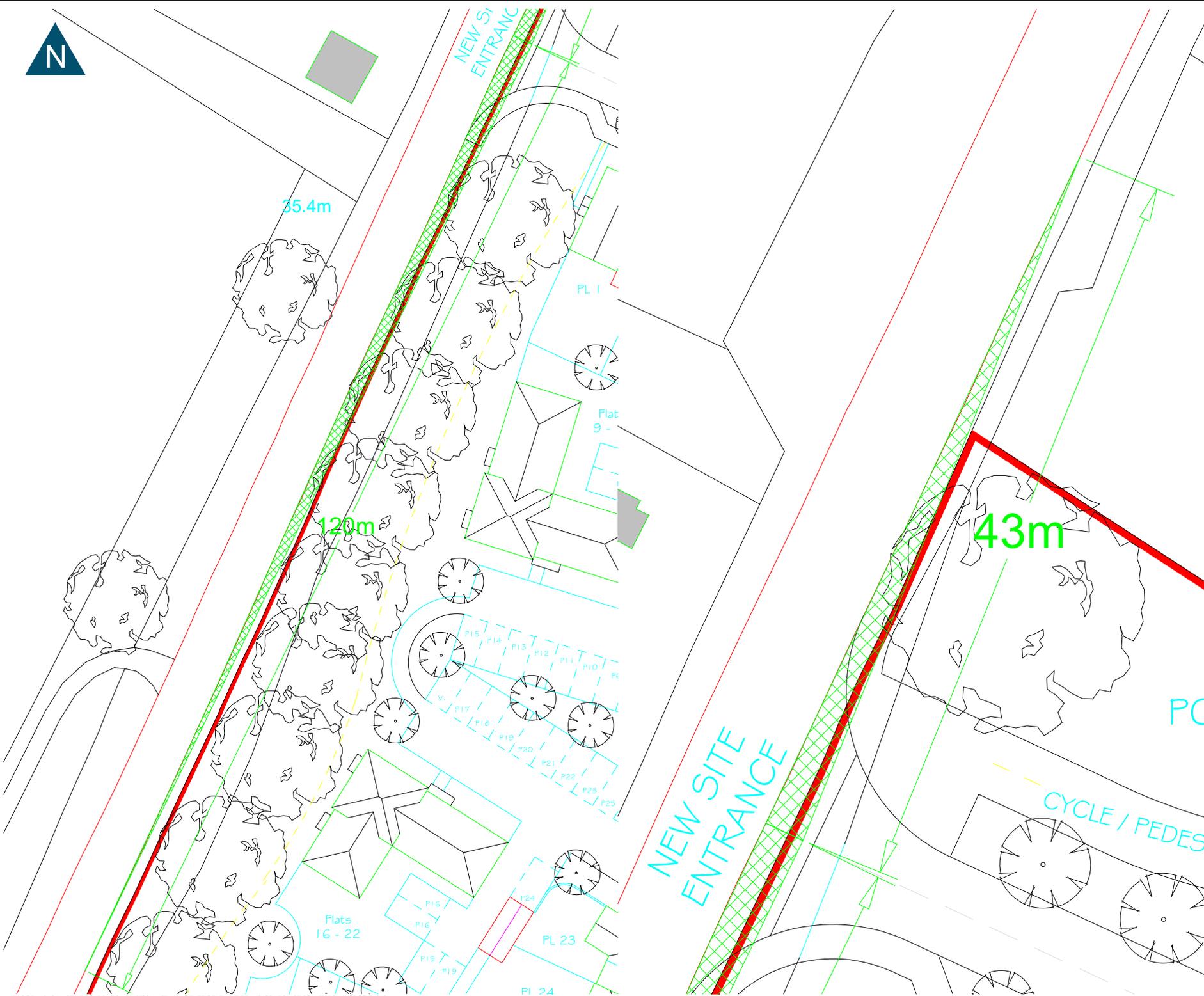


GENERAL NOTES

- 1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

-  Junction visibility splays -  
2.4m x 120m northbound  
2.4m x 43m southbound



**NOT FOR CONSTRUCTION**

Rev	Date	Description	Drawn	Check



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Drawing Status	Date	02/05/2025
<b>PRELIMINARY</b>	Scale	NTS
Project	Drawn	JP
Layer Road, Colchester	Checked	HLJ
Project No	Project No	<b>25024</b>
Title	Client Project No	
Junction visibility splays	Revision	
Drawing No		
25024.OS.101.01		