



# Access Appraisal

**Land East of the West Horndon Industrial Estate  
March 2018**

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## Quality Assurance

Site name: **Land East of the West Horndon Industrial Estate**

Client name: Strutt and Parker

Type of report: Access Appraisal

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Signed 

Date March 2018

Reviewed By  c (Eng)

Signed 

Date March 2018

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# 1 Introduction

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Strutt and Parker to undertake an Access Appraisal with respect to supporting proposals through the Local Plan process for residential development on land at West Horndon.
- 1.2 The site location is illustrated in **Appendix 1**.

## Background

- 1.3 The site is currently open land and this assessment considers the suitability of the site in transport and access terms to accommodate residential development with associated access and parking.

# 2 Site Assessment

## Existing Information

- 2.1 The site is situated to the east of the West Horndon Industrial Estate between the residential area to the east and the built industrial estate to the west. The site is also directly north of Station Road, West Horndon.
- 2.2 Access to the site is currently provided via a combined access with the West Horndon Industrial Estate which has its access onto Station Road. The access location is illustrated in Appendix 1
- 2.3 Station road is a variable width single carriageway road subject to a 30mph limit as it passes the site.
- 2.4 The road has a system of streetlighting and has the benefit of footways to both sides.
- 2.5 There is bus stop with shelter and layby directly to the east of the access.
- 2.6 The site is directly opposite West Horndon rail station which lies to the south.

## Safety Considerations and Accident Analysis

- 2.7 The accident record in the vicinity of the site has been examined utilising the highway Authority website, and database indicates no recorded accidents in the latest 3 year period, Nov 2014-Nov 2017.
- 2.8 In consideration of the above excellent safety record, an allocation on the site will not have a significant impact on highway safety.

### 3 Access Arrangements

- 3.1 The potential to access the site has been assessed against current requirements as set out by Essex County Council and embodied in the Design Manual for Roads and Streets (DMRB) and also consider advice set out in the Manual for Streets. The access potential has also been considered in the context of the advice and guidance provided within the emerging standards for access set out in the Essex Design Guide.

#### Station Road Access

- 3.2 Station Road in the vicinity of the site is classified under Other Routes in the Essex County Council publication, Development Management Policies (2011) and specific policies with respect to accessing new or expanding existing development apply.
- 3.3 The Highway Authority will seek to protect the function of Other Routes by:
- Ensuring that new access points will be designed and constructed in accordance with the current standards;
  - Seeking improvements to existing substandard access.
- 3.4 In consideration of the above, an access point Station Road from the site frontage could be utilised in principle, subject to improvement, to serve residential development on the site in policy terms.
- 3.5 As a 30mph road any new access onto Station Road will require visibility at 2.4m by 43.0m in accordance with the standards set out in the Design Manual for Roads and Bridges.
- 3.6 Following an assessment of the site frontage, the presence of a bus shelter, layby and stop and a tree in the highway, alongside the proximity to the access to the West Horndon Industrial Estate access road to the west and Petresfield Way to the east impacts on the ability to satisfy current design standards for access.
- 3.7 Visibility along the site frontage is also compromised by the bus shelter and the tree, the former which could not be located alternatively in the vicinity.
- 3.8 In any event, the length of the frontage in the context of its proximity to the industrial estate access and the Petresfield Way junction precludes the implementation of an access designed to current standards with suitable junction spacing/separation.

#### Petresfield Way Access

- 3.9 Petresfield Way is a 4.8m wide, single carriageway road with 1.8m footways to both sides. The road has a direct priority junction access onto Station Road. As a residential access road with a 4.8m carriageway and 1.8m footways, the road corresponds to a residential access road as defined within the Essex Design Guide and would be suitable to serve up to 100 units as a cul-de-sac.

- 3.10 Petresfield Way, in combination with Sanderson Close serves 73 residential properties and is a cul-de-sac.
- 3.11 Given the above, there is the potential to serve the site via Petrefield Way/Sanderson Close to access a further 27 dwellings on the allocation site.
- 3.12 Currently the Petresfield Way/Sanderson Close does not have the benefit of a direct connection to the site and as such access to the site is not achievable without utilising third party land and property.
- 3.13 The potential to promote an access utilising third party land has been assessed and a location on Petresfield Way that would be suitable to allow an access incorporating the emerging access standards (5.5m carriageway and 2.0m footways) is achievable. In isolation this would allow access to a further 27 dwellings from Petrefield Way.

#### West Horndon Industrial Estate Access

- 3.14 The potential to access to the site directly via the West Horndon Industrial Estate access arrangements utilising the existing right of way has been assessed.
- 3.15 The existing access onto Station Road has the benefit of visibility at 2.4m by 90.0m in both directions from the access and as such complies with the DMRB visibility standards for access onto a 30mph road confirms the suitability of the arrangement to provide access to the site without compromising highway safety.
- 3.16 Observations at the site indicate that the Industrial Estate junction and the access junction to the site operates well with no identified highway safety or capacity issues
- 3.17 Currently, land and premises adjacent to the site are served via an access off the Industrial Estate Access bellmouth, this arrangement provides access for a variety of traffic associated with the industrial estate including the Industrial Estate visitor car park. HGV access to this part of the Industrial estate is limited.
- 3.18 Given the level of traffic currently served, the access is suitable for a range of different uses and vehicle types.
- 3.19 Visibility at the access onto the bellmouth is achievable in accordance with current standards.
- 3.20 It is considered that this access could serve the Preferred Allocation Site in isolation, notwithstanding, this would not compromise the ability to provide a more comprehensive access solution for the wider site in the future.
- 3.21 In order to maintain the access arrangements for the employment premises to the west of the site, some reconfiguration to the access arrangements would be required, a preliminary access arrangement is illustrated in **Appendix 2**.

- 3.22 With respect to pedestrian and cycle access, a direct connection to the footway on Station Road from the site can be achieved from the site frontage.
- 3.23 In consideration of the above the existing vehicular access arrangements with improvements to pedestrian connectivity would be suitable to serve residential development on the site.

## 4 Site Sustainability

- 4.1 West Horndon is classified as a category 3 larger village in the Brentwood settlement Hierarchy and as such is considered to be a suitable location for residential development and contains a range of essential facilities and amenities including the following:
- Primary School
  - Convenience Stores
  - Doctors/Dispensary
  - Post Office
  - Pubs
  - Village Hall
  - Rail Station
  - Bus Services
- 4.2 The facilities and amenities listed above are all within 800m of the site and as such are within reasonable walking distance.
- 4.3 It is notable that the site is within 100m of West Horndon Rail Station and as such is excellently located for access via means other than the private car.
- 4.4 The site is also located adjacent to an existing bus service route and is within 100m of existing stops on Station Road.
- 4.5 Footways in the vicinity of the site provide good quality street lit connections with the nearby facilities and amenities ensuring excellent opportunities for access by means other than the private car in line with National Planning Policy.

## 5 Summary

- 5.1 The Preferred Allocation Site has been assessed in the context of vehicular access and sustainable connections to the local area.

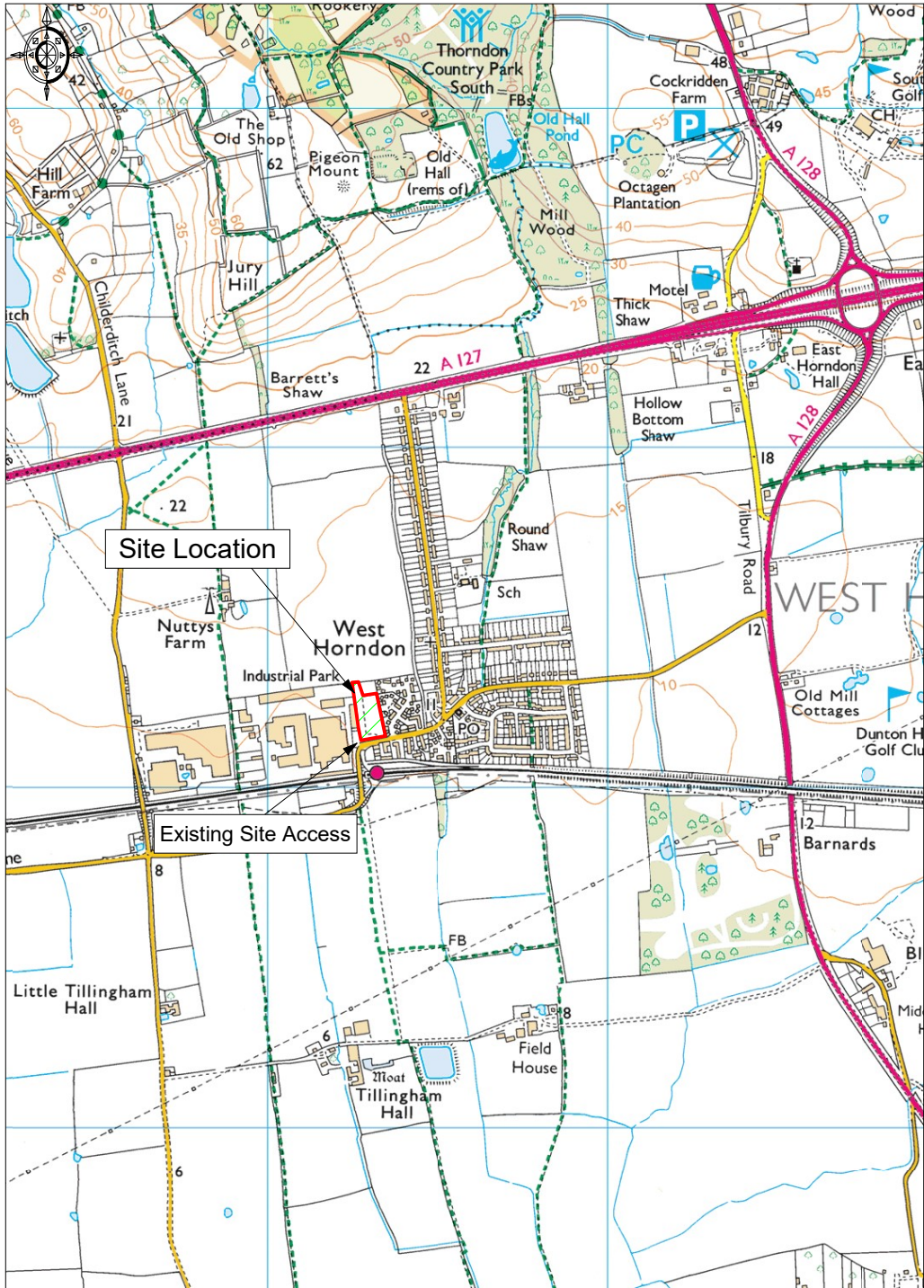
- 5.2 Access to the site can be provided in accordance with current design standards and would provide a suitable level of vehicular access to the site without compromising highway safety or capacity in the vicinity. Safe pedestrian access connecting into the existing footway network to the site can be achieved from the site.
- 5.3 The site is in a very sustainable location within the village and is in an excellent location in terms of providing opportunities for access via means other than the private car.
- 5.4 This appraisal confirms that appropriate vehicular and pedestrian access to the Preferred Allocation site is achievable in the context of current standards and would not preclude the continued operation of the remainder of the West Horndon Industrial Estate





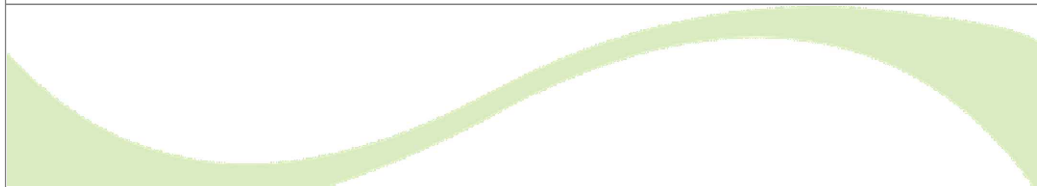
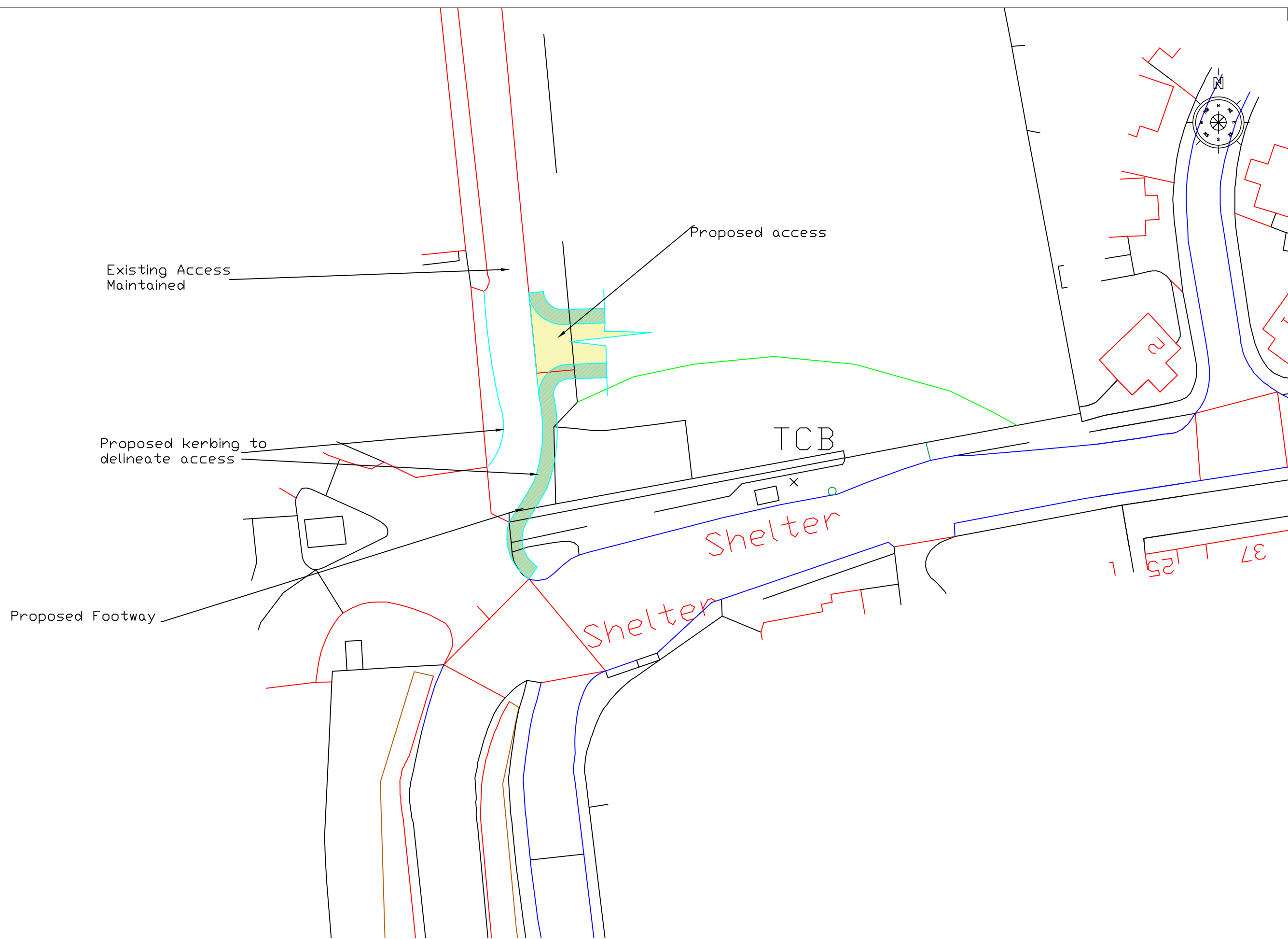
**Appendix 1**  
**Site Location**

Site Location, West Horndon





**Appendix 2**  
**Potential Access Arrangement**



client: Strutt and Parker	title: Potential Access Modifications	date: 06/2/2018	scale @ A3 1:500
project: Site 152 West Horndon	status: Planning (not for construction)	drawn:	Revision
discipline: Transport Planning	project no: JTP 02718	chk'd: SAA	dwg no: DR1

