

Land Behind Crossby Close, Mountnessing

Technical Note

Date: 19 March 2019

Client Name: Scott Properties

Document Reference: WIE14385-100-R-1-1-1_TN

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS OHSAS 18001:2007)

Issue	Prepared by	Checked & Approved by
1.1.1 (19/03/2019)	C. Ricci Engineer	P. Hawke Associate Director

1. Introduction

- 1.1. This Technical Note has been prepared by Waterman Infrastructure and Environment (Waterman) on behalf of Scott Properties (the 'Promoter') in support of proposals for the construction of age restricted residential accommodation for those over 55 years of age on land behind Crossby Close, Mountnessing.
- 1.2. This proposed scheme is considered to form a good potential development in a relatively sustainable location, with good access to regular local bus routes, which is anticipated to have a minimal impact on the operation of the local highway network and no perceptible impact on highway safety.

2. Proposed Site Access Arrangements

- 2.1. The development land is to be accessed off of the end of the existing Crossby Close cul-de-sac, following the proposed demolition of a single bungalow and extending Crossby Close beyond the existing turning head.
- 2.2. The extension of the road from the turning head would have a carriageway width of 5.5m, with 2 x 2m footways. As the extension of the road leads into the site it would conform to Essex Design Guide requirements; which may include a continuation of the 5.5m carriageway with 2 x 2m footways or a 6m wide shared surface within the development.
- 2.3. A simple cul-de-sac arrangement is proposed with size 3 turning heads within the development site to provide appropriate access to the development and provide adequate turning facilities for all vehicles (cars, emergency and servicing vehicles) accessing Crossby Close, not just the proposed development. A plan demonstrating an indicative internal arrangement, with size 3 turning heads, is attached to this note.

- 2.4. This proposed internal arrangement has been deemed suitable by Brendan Johnston (Strategic Development Engineer) at Essex County Council, as indicated on e-mail correspondence attached to this note.
- 2.5. The width of the existing length of Crossby Close allows for two vehicles to pass each other without conflict and is accessed adequately by large vehicles on a regular basis, with refuse collection being a direct example of this.

3. Proposed Development

- 3.1. The proposed development is to consist of circa 18 specialist, age-restricted bungalow dwellings, a mix of 2 and 3 bedroom units, to be accessed by the proposed extension of Crossby Close following the demolition of the existing property at 13 Crossby Close.
- 3.2. The proposed bungalows will be age restricted to residents over 55. A Telecare System is to be provided and care will be provided in the home if required, there will be no communal facilities provided on-site for the residents.

4. Trip Generation

- 4.1. To provide an indication of the number of vehicle trips that are expected to be generated, the TRICS database (v7.5.4) has been interrogated to determine the vehicular trip rates for the proposed over-55/age restricted residential use.
- 4.2. The TRICS database has been interrogated by selecting survey data from comparable 'retirement flats/bungalows' sites to ensure a robust assessment.
- 4.3. The number of potential vehicle trips expected to be generated by the 18 dwellings during the traditional AM and PM network peak hours and during 12 hours of daily operation is displayed in the table below.

Table 1: Proposed Trip Rates and Trips (18 Age-Restricted) Residential Dwellings

Period	Trip Rate			Vehicle Trips		
	In	Out	Two-way	In	Out	Two-way
AM Peak (0800-0900)	0.067	0.052	0.119	1	1	2
PM Peak (1700-1800)	0.057	0.052	0.109	1	1	2
Daily (0700 – 1900)	0.807	0.804	1.611	15	14	29

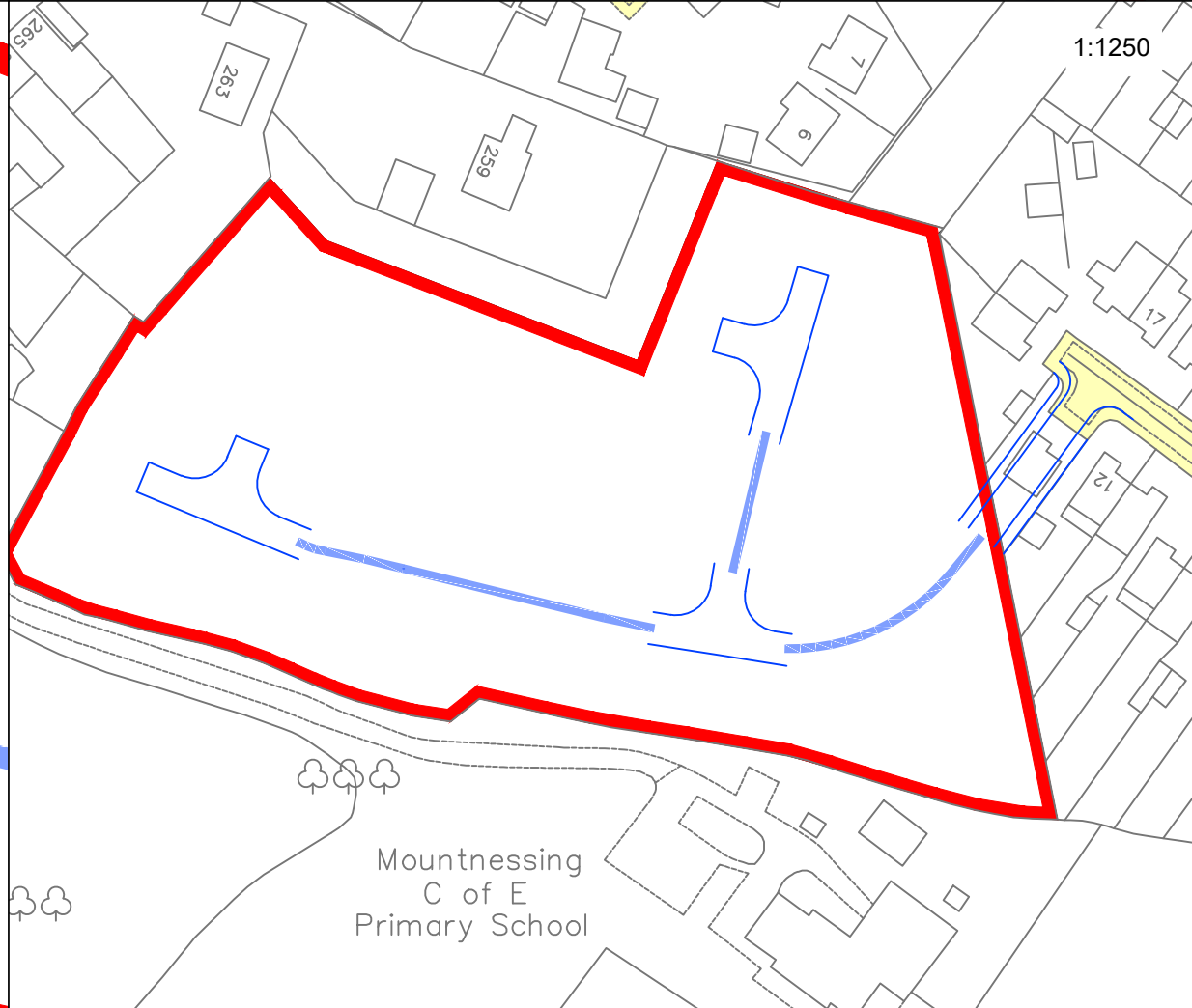
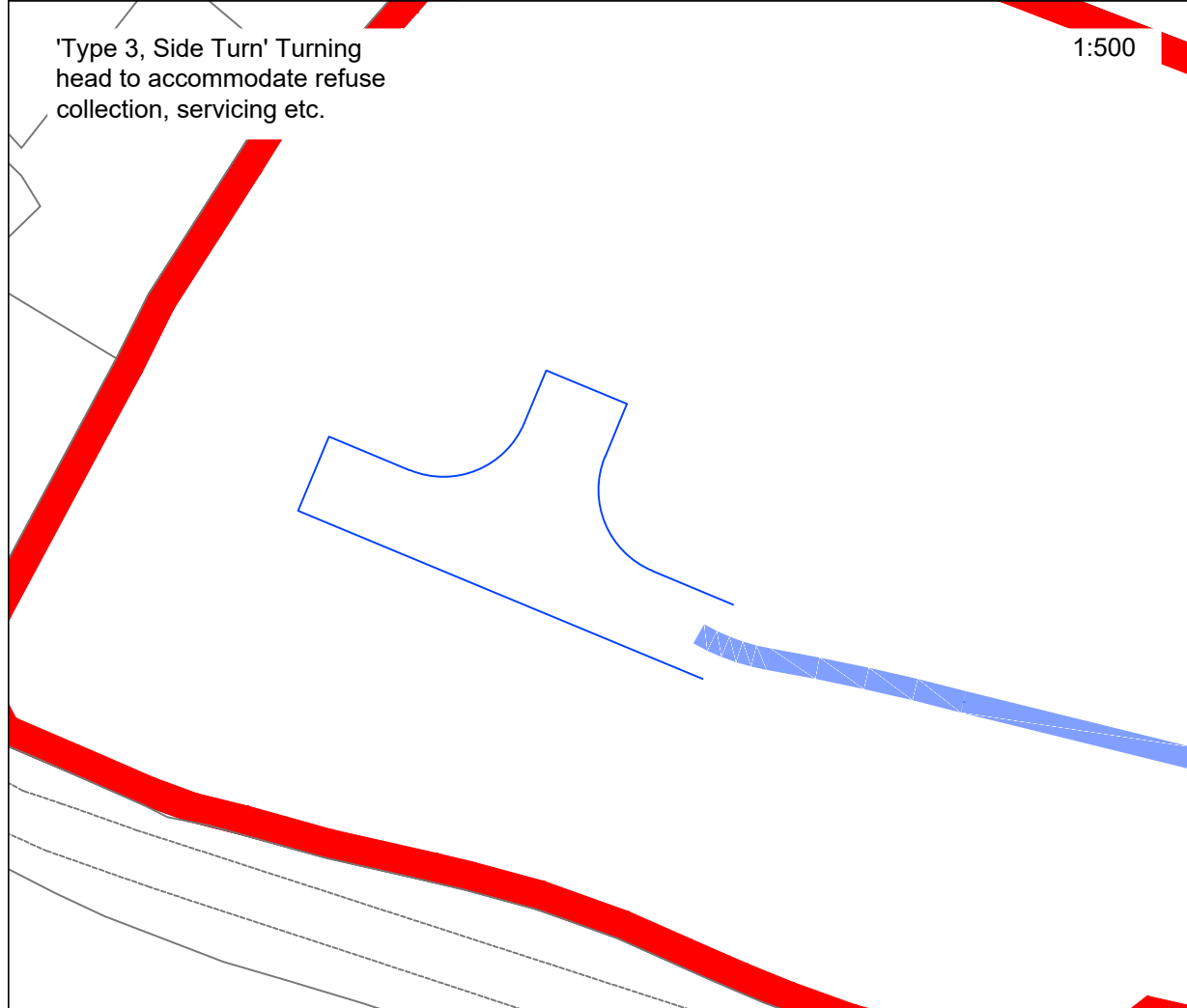
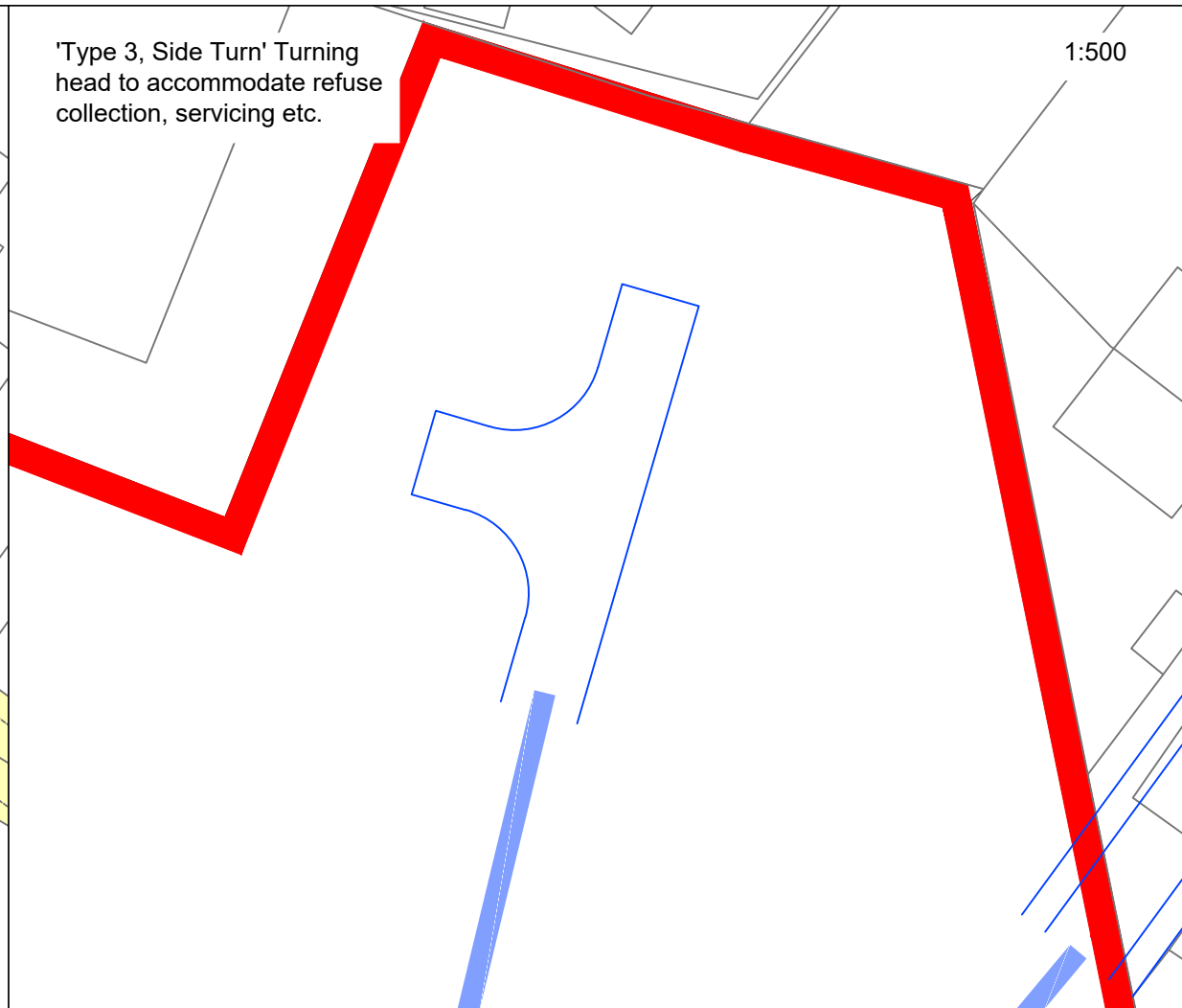
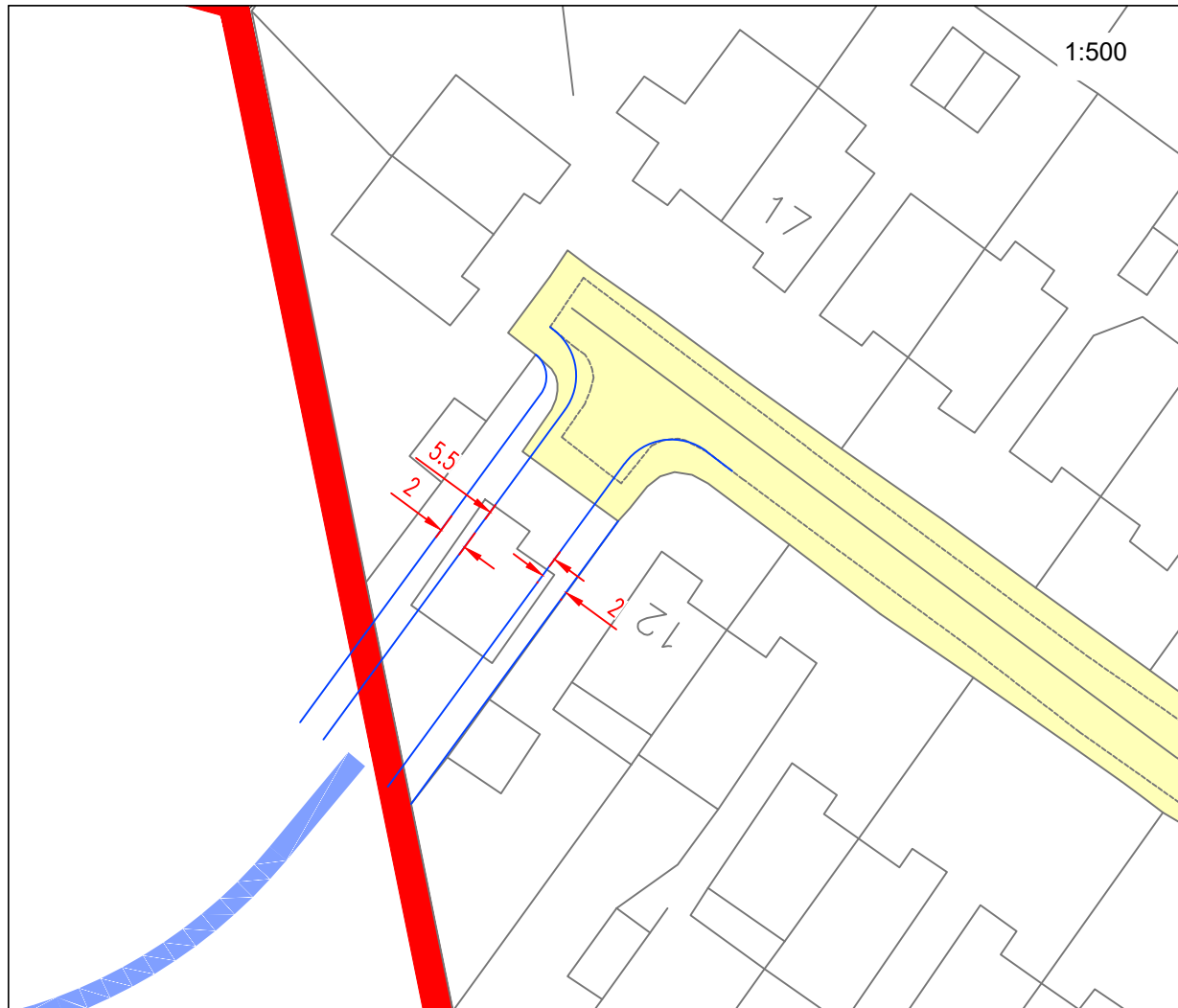
Note: 1. Trips rates per unit.

- 4.4. The above table demonstrates that the proposed 18 age-restricted residential units would be expected to generate 2 two-way vehicle trips during the AM and PM peak hour periods and 29 two-way vehicle trips throughout the day.
- 4.5. This relatively low level of vehicle trip generation reflects the lower level of car use and car ownership that is present among those likely to reside in the proposed age-restricted dwellings.

- 4.6. Census data indicates that, in the E00109033 output area within which the site is located, among households occupied by those over the age of 50, car ownership is 1.2 cars per household. Additionally, car ownership in households occupied by those over the age of 65 is 1 car per household. This demonstrates that car ownership is relatively low

5. Conclusion

- 5.1. The proposals are to provide circa 18 age-restricted residential units, to consist of 2 and 3 bedroom bungalow units.
- 5.2. The site is to be accessed via the extension to the existing Crosby Close carriageway, with a cul-de-sac with turning heads internal arrangement to be provided, which is deemed acceptable by Essex County Council Highways.
- 5.3. Based on the trip rate calculations, the Proposed Development will generate a minimal number of vehicle trips during network peak hours and throughout the day that is considered unlikely to result in a negative impact upon the local highway network in terms of capacity or safety.
- 5.4. In conclusion, it is considered that the Proposed Development does not present an unacceptable impact on highway safety, nor can the residual cumulative impacts on the road network be considered severe.



- Extent of Publicly Maintainable Highway Land
- Site Boundary
- Proposed Access/Internal Links

Rev	Date	Description	By

Amendments

Project
Land at Crosby Close, Mountnessing

Title
Proposed Site Access and Internal Turning Arrangements

Client
Scott Properties

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Drawing Status
PRELIMINARY

Designed by	AMcD	Checked by	AMcD
Drawn by	DM	Date	July 2018

Scales @ A3 work to figured dimensions only	As Shown	Project No WIE14385
Publisher		Computer File No WIE-14385-SA-95-0002-A01.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	95	0002	A01



 Please consider the environment before printing this e-mail. Thank you!

From: Brendan Johnston, Strategic Development Engineer <Brendan.Johnston2@essex.gov.uk>
Sent: 08 August 2018 11:07
To: Andrew McDonald <andrew.mcdonald@watermangroup.com>
Subject: RE: Crossby Close, Mountnessing

Hi Andy,

Thanks for your e-mail.

The Highway Authority is unlikely to object to the proposal for Size 3 turning heads instead of the internal loop previously indicated.

Best regards,

Brendan

Brendan Johnston

Strategic Development Engineer

Transportation and Smarter Travel

Essex County Council | **telephone: 03330 130062**

email: brendan.johnston2@essex.gov.uk

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

The contents of this communication are an informal officer opinion. No detailed consultation or assessment has taken place and therefore this should not be taken as a formal response to a