



Accessibility Appraisal

Childerditch Properties
The Range North, Childerditch Industrial Estate
September 2013

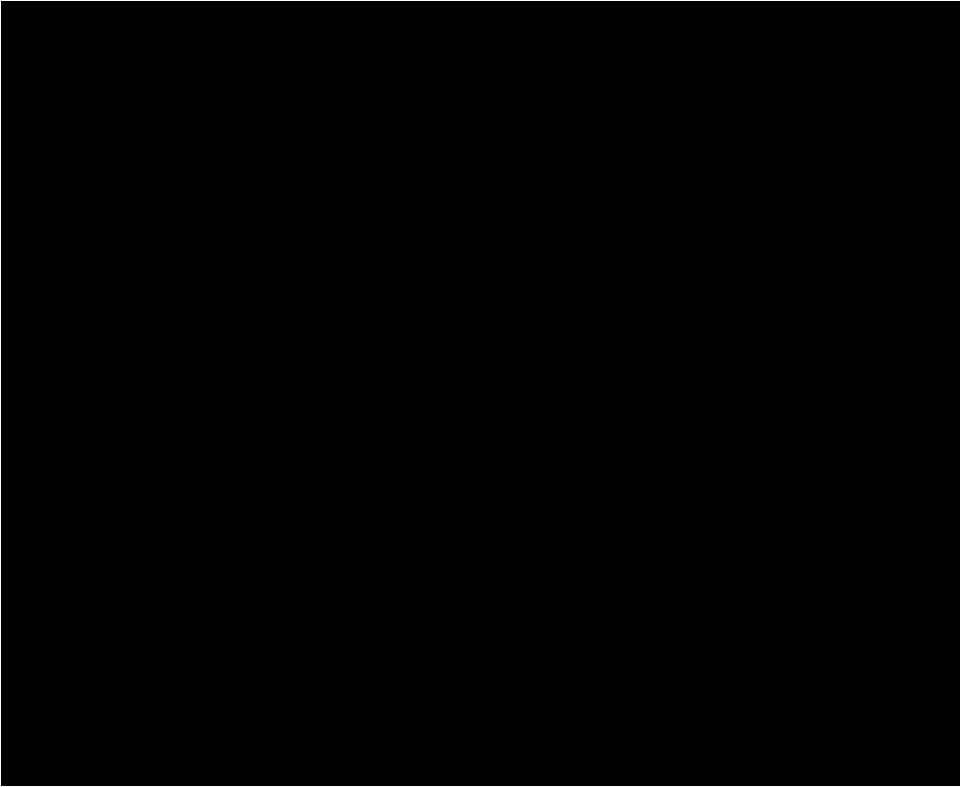




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1 INTRODUCTION

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Mr J Ford of Childerditch Properties to provide an Access Appraisal in support of representations to the emerging Brentwood Local Plan with respect for the promotion of an allocation for the purposes of a mixed B1, B2 and B8 Industrial use on land at the Childerditch Industrial Estate known as the Range North. The site location is illustrated in **Appendix 1**.

Background

- 1.2 The site has been previously utilised for the temporary storage of building and other materials and has a direct connection with the existing industrial estate road network.
- 1.3 This Access Appraisal considers the suitability of the site for a mixed B1, B2 and B8 allocation in terms of highway access, accessibility and the suitability of connections to the wider community. Moreover this Appraisal seeks to demonstrate that the site is deliverable for the purposes of transport and access and would not harm the interests of highway safety or capacity in the vicinity.



2 NATIONAL AND LOCAL POLICY

National Policy

- 2.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national and local levels in the following documents:
- the National Planning Policy Framework; and
 - the DfT Transport Assessment Guidelines.
- 2.2 These documents set the context in which the site's proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 2.3 The current National Planning Policy Framework (NPPF, Mar 2012) supersedes all previous Planning Policy Statements (PPS) and Planning Policy Guidance (PPG), and within which the government set out its core principles for the planning system in England, considering that the system should:
- be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;
 - not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
 - proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
 - support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);

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- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in the Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value; and
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Promoting Sustainable Transport

- 2.4 Whilst not prescriptive, the current National Planning Policy with regards to transport, Section 4 of the National Planning Policy Framework – Promoting sustainable transport, considers that 'transport policies have an important role to play in facilitating sustainable development' and also in 'contributing to wider sustainability and health objectives'. Wherein the transport system needs to be 'balanced in favour of sustainable transport modes, giving people a real choice about how they travel'.
- 2.5 The NPPF therefore considers that Local Plans through Land Use Planning should support a pattern of development which facilitates the use of sustainable modes of transport and development should be located so as to minimise the need to travel. Furthermore, planning policies should aim for a balance of land uses within an area which will encourage people to 'minimise journey lengths for employment, shopping, leisure, education and other activities'.
- 2.6 Notwithstanding the above, the NPPF recommends that developments should only be prevented or refused on transport grounds where the residual impacts of development are severe.

Local Policy

- 2.7 The following local policy document presently constitutes the development plan for Brentwood Borough Council and continues to have relevance to the site although the Council is in the process of preparing its new Local Plan, which will eventually supersede the Adopted 2005 Local Plan in its entirety.
- Saved policies of the Adopted Brentwood Local Plan 2005

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- 2.8 The advice contained in the national, regional and local policy documents has been considered during the development of this proposal.
- 2.9 The Adopted Brentwood Local Plan identifies Policy Aims and Objectives for new development and sustainable transport that support national guidance, and in relation to Travel Plans requires under Policy T1 that :
- The council will expect businesses, schools, hospitals and other uses to adopt travel plans. All applications for proposals which are likely to give rise to significant transport implications (either of themselves or in conjunction with other proposals) will be required to provide a travel plan incorporating, for example, measures to reduce travel to and from the site by car, provision of on-site facilities for cyclists, contributions to the improvement or expansion of public transport provision, and the promotion of safe cycle and pedestrian routes.
 - Applicants will be expected to enter into a legal agreement setting out how any measures referred to above are to be achieved
- 2.10 Under Policy T2, New Development and Highway Considerations, it sets out that:
- Planning permission will not be granted for proposals where:
 - i) an assessment of the proposal indicates an unacceptable detrimental impact on the transport system which cannot be resolved by agreed mitigation measures
 - ii) it does not comply with the current county highway authority's guidance as set down in the following publications:
 - A) The Essex Design Guide for Residential and Mixed use areas "service and access"²
 - B) "THE HIGHWAY ASPECTS OF DEVELOPMENT CONTROL"
- 2.11 It is considered that the proposed allocation is in accordance with the aims and objectives of transport policy as it applies to both its location and the use proposed as is demonstrated by this Accessibility Appraisal.

3 EXISTING CONDITIONS

Existing Information

- 3.1 The site is situated on the Childerditch Industrial Estate which takes access via a private road, Childerditch Hall Drive, leading to the A127 Arterial Road. The roads on the Estate, including the access to the site, are all non-adopted private roads.
- 3.2 The site is well connected to the strategic road network via the A127 to the south offering good access to South East Essex, London and beyond.
- 3.3 Childerditch Hall Drive is standard 6.0m carriageway road from its junction with the Industrial Estate to the A127 and is of a suitable construction and width to accommodate traffic associated with the industrial area.
- 3.4 Childerditch Hall Drive is connected to the A127 via a left in-left out arrangement that was modified with improved tapers by the Highways Agency as part of a Section 278 Agreement connected with development on the Childerditch Industrial Estate ensuring that the access could safely accommodate the traffic associated with the Estate.
- 3.5 Traffic leaving the Estate heading toward the M25 from Childerditch Hall Drive, due to the left in-left-out only arrangement, is required to turn round at the A127/A128 interchange, similarly, traffic arriving from the east is required to turn round at the A127/B186 Warley Interchange to access the left-in from the A127.

Baseline Transport Data

- 3.6 Traffic surveys undertaken on behalf of Essex Highway Services on the Childerditch Hall Drive/Industrial Estate Road on 13 June 2012 have been utilised in this assessment. The Traffic data is held in **Appendix 2**.
- 3.7 The surveys were conducted between 05:00-19:00 and were fully classified with all movements recorded. Peak hour turning movement diagrams are held in **Appendix 3**.

Public Transport Accessibility

- 3.8 There is no direct public transport coverage to the site. The nearest service runs on the A128 some two miles from the site.

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- 3.9 The closest railway station to the site is West Horndon Rail Station which is approximately two miles distant which accessible by cycle and within the recommended 5km cycle catchment area.

Walking and Cycling Assessment

- 3.10 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres. Cycle access to the proposal has been considered in detail. For the purposes of cycle accessibility, a cycle time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.
- 3.11 The five kilometre catchment area of the proposal site covers a large part of south Brentwood including the town centre, Warley and residential areas to the south which can be reached via cycle friendly country lanes.
- 3.12 With respect to pedestrian access, a walk time of ten minutes is generally considered the maximum acceptable to directly access any local facility or amenity and equates to a distance of 800 metres. Due to the site's relatively remote location, pedestrian access is not a suitable option for access.

Safety Considerations and Accident Analysis

- 3.13 www.Crashmap.UK has been interrogated to view any accident data associated with the site. The information available indicates that there have been no accidents in the vicinity of the access in the last three year period which demonstrates that there are no significant safety issues with respect to the use of the access.
- 3.14 The access from Childerditch Lane onto the A127 has been examined and only one accident occurred near to the junction and involved a stationary vehicle shunt following a previous accident further along on the A127. The accident was not associated with the use of the junction.

4 DEVELOPMENT PROPOSALS

Description of Proposal

- 4.1 Illustrative plans of options of the proposed development are shown in **Appendix 4** and indicates the principal points of access to the site and the general site layout.
- 4.2 Access to the site can be achieved via a direct extension of the existing industrial estate roads infrastructure which is provided by way of standard 6.0m carriageways with footways to both sides.
- 4.3 The proposed allocation considers the development of between 3,000m² and 5,000m² of mixed B1, B2 and B8 use in keeping with the on-going uses on the industrial estate.

Trip Generation

- 4.4 In accordance with the requirements set out in the Guidance for Transport Assessment (DfT 2007), the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 4.5 The TRICS 2013 trip generation database has been interrogated to assess the likely number of vehicular trips that could be associated with a generic office use in this location.
- 4.6 The travel demand that could be associated with the proposal has been considered in detail and assessed utilising data from the TRICS trip generation database. Sites within the database have been interrogated to consider sites that are similar in land use, location, car parking and size to the proposal being considered.
- 4.7 It is considered, given the on-going uses on the site typify those undertaken on an Industrial Estate and as such the Industrial Estate land use category has been utilised to provide an estimate of trip generation for an allocation on the site.
- 4.8 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements associated with up to 5,000m² of Industrial Estate Use.



Table 4.1 TRICS Industrial Estate Use Trip Rate and Forecast Generation Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.539	0.213	0.165	0.401
Total trips 5,000 m ²	27	11	8	20

4.9 **Table 4.1** indicates that a 5000m² allocation could result in up to 38 two-way trips in the AM peak and in the PM peak 28 two-way trips. The data obtained from TRICS is shown in **Appendix 5**.

Trip Distribution and Assignment

- 4.10 An examination of the traffic survey indicates that all traffic arriving and departing the Childerditch Industrial Estate does so to and from the A127 and as such all development traffic is assumed to adopt the same route.
- 4.11 Given the left in left out arrangement it is assumed that west bound development traffic will U-turn at the A128 and traffic from the east will U-turn via the B186 as per the existing traffic to the estate.

Traffic Impact

- 4.12 The traffic flows at the Childerditch Hall Drive/Industrial Estate junction are set out in the network flow diagrams in **Appendix 3**. The level of traffic at the junction is very light and as there is no through traffic there are no capacity issues at the junction and the very small increase traffic that could be generated by an allocation will not have an impact on the capacity of the junction.
- 4.13 In any event, Childerditch Hall Drive is not adopted highway and as such there is no requirement to undertake a detailed assessment of this junction and furthermore, the small traffic flow increases at this junction will not have an impact on the County Road Network.
- 4.14 Data set out in the Basildon Saturn Model Technical Note 2012 indicates that peak hour traffic flows on the A127 near to the site are around 3,000 vph in each direction.
- 4.15 **Table 4.2** below sets out the percentage increase in traffic on the A127 adjacent to Childerditch Hall Drive junction assuming a 50-50 split east and west distribution at the A127.

Table 4.2 Development Traffic Percentage Increase on A127

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	One Way Flow	Dev Traffic	%age Increase	One Way Flow	Dev Traffic	%age Increase
A127	3000	14	0.5%	3000	10	0.3%

- 4.16 Table 4.2 demonstrates that any traffic associated with an allocation on the site could increase traffic on the A127 by less than 1.0% in the AM and PM peak periods.
- 4.17 In consideration of the above, the projected increase in traffic associated with the development proposals will not have a significant or material impact either on the A127 or its junction with Childerditch Hall Drive.
- 4.18 In consideration of the above, the traffic impacts of an allocation of 5,000m² of mixed B1/B2/B8 can be accommodated on the local highway network and will not have a detrimental impact on the operation of that network for the purposes of either safety or capacity.

Vehicle Parking

- 4.19 The car parking requirements of the proposal have been considered in the context of the requirements set out in the Essex Planning Officer Association Parking Standards Design and Good Practise (2009 EPOA).
- 4.20 The current standards require a maximum of 1 space per 50m² for B2 development which for a development of up to 5,000m² equates to 100 spaces. In accordance with the aims and objectives of that standard, 100 spaces can be accommodated on the site and can easily be designed in accordance with the standards and be provided at 5.5m by 2.9m.

Cycle Parking

- 4.21 Cycle parking standards are also set out in the EPOA guidance and recommend a minimum of 1 space per 250m² for employees and 1 space per 200m² for visitors. In view of the relatively low cycle accessibility of the site it is considered that the application of these standards would result in an over provision and as such a low level of provision is considered more appropriate. Nonetheless a level of provision can be accommodated on site in accordance with the requirements of the Highway Authority.



5 Travel Planning

- 5.1 Notwithstanding the fact that the unmitigated trip generation associated with the site a Travel Plan would be promoted for the site and would seek to encourage access via means other than the private car and whilst the opportunities for access by such means are limited, the following measures could be considered:
- Car sharing database;
 - Cycle Buddy Schemes; and
 - Workplace changing areas and showers.
- 5.2 A detailed Travel Plan will be provided should a full application be submitted for the site.

6 SUMMARY AND CONCLUSIONS

Summary

- 6.1 This Access Appraisal has been provided in support of representations to Brentwood District Council for an allocation of up to 5000m² of mixed B1/B2/B8 use on land known as the Range North at the Childerditch Industrial Estate, Brentwood.
- 6.2 The development site will be accessed via a direct extension of the existing industrial estate road infrastructure.
- 6.3 The existing access arrangements can accommodate all the movement requirements of the allocation.
- 6.4 The additional trips associated with the proposal can be accommodated on the local road network and will not have a significant or material impact for the purposes of road safety or capacity.
- 6.5 100 car parking spaces can be accommodated on the site in accordance within the current Essex Planning Officer Association car parking standards.
- 6.6 Whilst the site is not in the traditional sense 'accessible' its location is appropriate for the uses proposed as it would not result in inappropriate vehicle movements on sensitive locations.
- 6.7 The refuse and servicing requirements for the proposals can be met within the development boundaries.

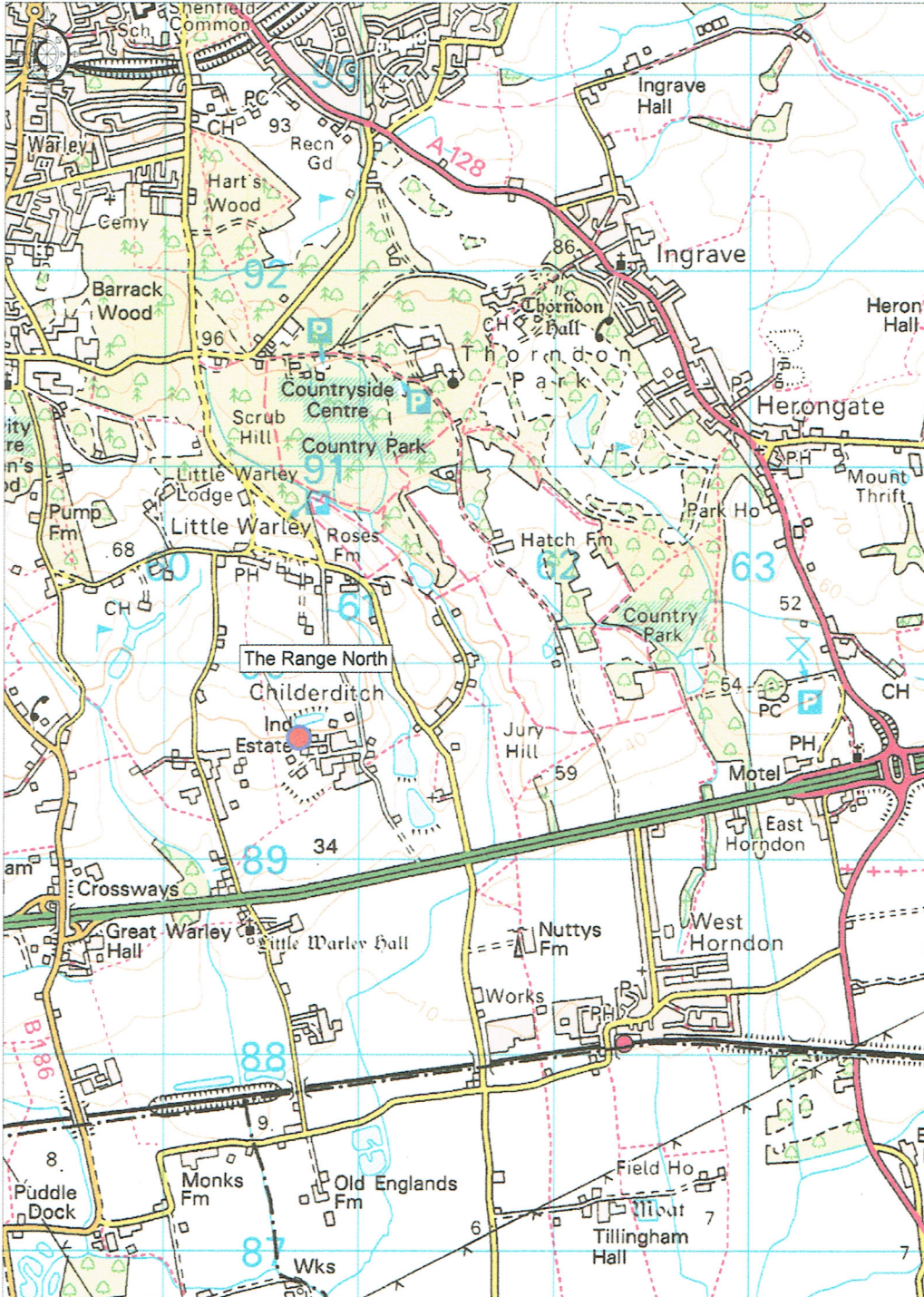
Conclusions

- 6.8 This Access Appraisal demonstrates that the proposals have been developed in accordance with the aims and objectives of current policy as it relates to transport, can be accessed appropriately and will not have a significant impact on the efficiency or safety of the local transport network.
- 6.9 In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the site at the Range North on the Childerditch Industrial Estate should not receive an allocation for a mixed B1/B2/B8 development use.



Appendix 1
Site Location

The Range North
Childerditch Industrial Estate



Ordnance Survey © Crown Copyright 2013. All rights reserved.
Licence number 100022432. Plotted Scale - 1:35000



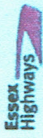
Site Location



Appendix 2

Traffic Data

Childerditch Highway Depot
Transport Statement



PROJECT Essex Highway Depot
LOCATION Childerditch Depot
DATE Wednesday 13 June 2018
WEATHER (mm) Dry, clear, mild SW, max 17C
WINDSPEED (mph) Dry, clear, mild SW, max 12C
HUMIDITY None



ORIGIN: Childerditch Hill Drive (N)

AREA to AREA
Childerditch Hill Drive (N) to Childerditch Hill Drive (N)

OSRD	AREA to AREA C Childerditch Hill Drive (N) to Childerditch Hill Drive (N)											
	OS	USP1	USP2	MOV	HOV1	HOV2	MB	PIV	DI	DI/ADY	DI/ADY	TOTAL
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

Transport Statement

ORIGIN: Childerditch Hall Drive (S)

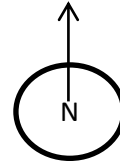
AMR to AMTC
Childerditch Hall Drive (S) to Childerditch Hall Drive (N)

OSRD	AMR to AMTC Childerditch Hall Drive (S) to Childerditch Hall Drive (N)											AMR to AMTC Childerditch Hall Drive (S) to Interlink (East) (N)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	CA	LO1	LO2	LO3	LO4	LO5	LO6	LO7	LO8	LO9	LO10	LO11	LO12	LO13	LO14	LO15	LO16	LO17	LO18	LO19	LO20	LO21	LO22	LO23	LO24	LO25	LO26	LO27	LO28	LO29	LO30	LO31	LO32	LO33	LO34	LO35	LO36	LO37	LO38	LO39	LO40	LO41	LO42	LO43	LO44	LO45	LO46	LO47	LO48	LO49	LO50	LO51	LO52	LO53	LO54	LO55	LO56	LO57	LO58	LO59	LO60	LO61	LO62	LO63	LO64	LO65	LO66	LO67	LO68	LO69	LO70	LO71	LO72	LO73	LO74	LO75	LO76	LO77	LO78	LO79	LO80	LO81	LO82	LO83	LO84	LO85	LO86	LO87	LO88	LO89	LO90	LO91	LO92	LO93	LO94	LO95	LO96	LO97	LO98	LO99	LO100	LO101	LO102	LO103	LO104	LO105	LO106	LO107	LO108	LO109	LO110	LO111	LO112	LO113	LO114	LO115	LO116	LO117	LO118	LO119	LO120	LO121	LO122	LO123	LO124	LO125	LO126	LO127	LO128	LO129	LO130	LO131	LO132	LO133	LO134	LO135	LO136	LO137	LO138	LO139	LO140	LO141	LO142	LO143	LO144	LO145	LO146	LO147	LO148	LO149	LO150	LO151	LO152	LO153	LO154	LO155	LO156	LO157	LO158	LO159	LO160	LO161	LO162	LO163	LO164	LO165	LO166	LO167	LO168	LO169	LO170	LO171	LO172	LO173	LO174	LO175	LO176	LO177	LO178	LO179	LO180	LO181	LO182	LO183	LO184	LO185	LO186	LO187	LO188	LO189	LO190	LO191	LO192	LO193	LO194	LO195	LO196	LO197	LO198	LO199	LO200	LO201	LO202	LO203	LO204	LO205	LO206	LO207	LO208	LO209	LO210	LO211	LO212	LO213	LO214	LO215	LO216	LO217	LO218	LO219	LO220	LO221	LO222	LO223	LO224	LO225	LO226	LO227	LO228	LO229	LO230	LO231	LO232	LO233	LO234	LO235	LO236	LO237	LO238	LO239	LO240	LO241	LO242	LO243	LO244	LO245	LO246	LO247	LO248	LO249	LO250	LO251	LO252	LO253	LO254	LO255	LO256	LO257	LO258	LO259	LO260	LO261	LO262	LO263	LO264	LO265	LO266	LO267	LO268	LO269	LO270	LO271	LO272	LO273	LO274	LO275	LO276	LO277	LO278	LO279	LO280	LO281	LO282	LO283	LO284	LO285	LO286	LO287	LO288	LO289	LO290	LO291	LO292	LO293	LO294	LO295	LO296	LO297	LO298	LO299	LO300	LO301	LO302	LO303	LO304	LO305	LO306	LO307	LO308	LO309	LO310	LO311	LO312	LO313	LO314	LO315	LO316	LO317	LO318	LO319	LO320	LO321	LO322	LO323	LO324	LO325	LO326	LO327	LO328	LO329	LO330	LO331	LO332	LO333	LO334	LO335	LO336	LO337	LO338	LO339	LO340	LO341	LO342	LO343	LO344	LO345	LO346	LO347	LO348	LO349	LO350	LO351	LO352	LO353	LO354	LO355	LO356	LO357	LO358	LO359	LO360	LO361	LO362	LO363	LO364	LO365	LO366	LO367	LO368	LO369	LO370	LO371	LO372	LO373	LO374	LO375	LO376	LO377	LO378	LO379	LO380	LO381	LO382	LO383	LO384	LO385	LO386	LO387	LO388	LO389	LO390	LO391	LO392	LO393	LO394	LO395	LO396	LO397	LO398	LO399	LO400	LO401	LO402	LO403	LO404	LO405	LO406	LO407	LO408	LO409	LO410	LO411	LO412	LO413	LO414	LO415	LO416	LO417	LO418	LO419	LO420	LO421	LO422	LO423	LO424	LO425	LO426	LO427	LO428	LO429	LO430	LO431	LO432	LO433	LO434	LO435	LO436	LO437	LO438	LO439	LO440	LO441	LO442	LO443	LO444	LO445	LO446	LO447	LO448	LO449	LO450	LO451	LO452	LO453	LO454	LO455	LO456	LO457	LO458	LO459	LO460	LO461	LO462	LO463	LO464	LO465	LO466	LO467	LO468	LO469	LO470	LO471	LO472	LO473	LO474	LO475	LO476	LO477	LO478	LO479	LO480	LO481	LO482	LO483	LO484	LO485	LO486	LO487	LO488	LO489	LO490	LO491	LO492	LO493	LO494	LO495	LO496	LO497	LO498	LO499	LO500	LO501	LO502	LO503	LO504	LO505	LO506	LO507	LO508	LO509	LO510	LO511	LO512	LO513	LO514	LO515	LO516	LO517	LO518	LO519	LO520	LO521	LO522	LO523	LO524	LO525	LO526	LO527	LO528	LO529	LO530	LO531	LO532	LO533	LO534	LO535	LO536	LO537	LO538	LO539	LO540	LO541	LO542	LO543	LO544	LO545	LO546	LO547	LO548	LO549	LO550	LO551	LO552	LO553	LO554	LO555	LO556	LO557	LO558	LO559	LO560	LO561	LO562	LO563	LO564	LO565	LO566	LO567	LO568	LO569	LO570	LO571	LO572	LO573	LO574	LO575	LO576	LO577	LO578	LO579	LO580	LO581	LO582	LO583	LO584	LO585	LO586	LO587	LO588	LO589	LO590	LO591	LO592	LO593	LO594	LO595	LO596	LO597	LO598	LO599	LO600	LO601	LO602	LO603	LO604	LO605	LO606	LO607	LO608	LO609	LO610	LO611	LO612	LO613	LO614	LO615	LO616	LO617	LO618	LO619	LO620	LO621	LO622	LO623	LO624	LO625	LO626	LO627	LO628	LO629	LO630	LO631	LO632	LO633	LO634	LO635	LO636	LO637	LO638	LO639	LO640	LO641	LO642	LO643	LO644	LO645	LO646	LO647	LO648	LO649	LO650	LO651	LO652	LO653	LO654	LO655	LO656	LO657	LO658	LO659	LO660	LO661	LO662	LO663	LO664	LO665	LO666	LO667	LO668	LO669	LO670	LO671	LO672	LO673	LO674	LO675	LO676	LO677	LO678	LO679	LO680	LO681	LO682	LO683	LO684	LO685	LO686	LO687	LO688	LO689	LO690	LO691	LO692	LO693	LO694	LO695	LO696	LO697	LO698	LO699	LO700	LO701	LO702	LO703	LO704	LO705	LO706	LO707	LO708	LO709	LO710	LO711	LO712	LO713	LO714	LO715	LO716	LO717	LO718	LO719	LO720	LO721	LO722	LO723	LO724	LO725	LO726	LO727	LO728	LO729	LO730	LO731	LO732	LO733	LO734	LO735	LO736	LO737	LO738	LO739	LO740	LO741	LO742	LO743	LO744	LO745	LO746	LO747	LO748	LO749	LO750	LO751	LO752	LO753	LO754	LO755	LO756	LO757	LO758	LO759	LO760	LO761	LO762	LO763	LO764	LO765	LO766	LO767	LO768	LO769	LO770	LO771	LO772	LO773	LO774	LO775	LO776	LO777	LO778	LO779	LO780	LO781	LO782	LO783	LO784	LO785	LO786	LO787	LO788	LO789	LO790	LO791	LO792	LO793	LO794	LO795	LO796	LO797	LO798	LO799	LO800	LO801	LO802	LO803	LO804	LO805	LO806	LO807	LO808	LO809	LO810	LO811	LO812	LO813	LO814	LO815	LO816	LO817	LO818	LO819	LO820	LO821	LO822	LO823	LO824	LO825	LO826	LO827	LO828	LO829	LO830	LO831	LO832	LO833	LO834	LO835	LO836	LO837	LO838	LO839	LO840	LO841	LO842	LO843	LO844	LO845	LO846	LO847	LO848	LO849	LO850	LO85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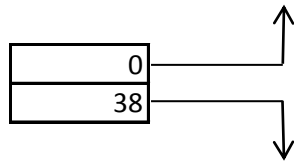


Appendix 3

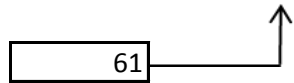
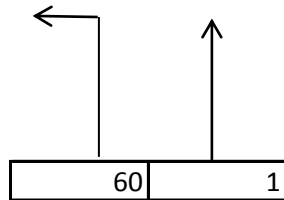
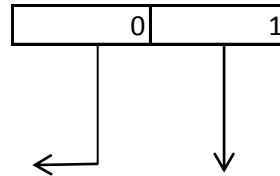
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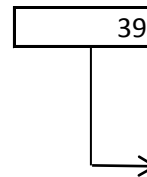
Childerditch Hall Drive



Childerditch Industrial Estate



A127



Drawing Title
Childerditch Hall Drive Site Access AM Peak 08:00-09:00
2012 Traffic Movements

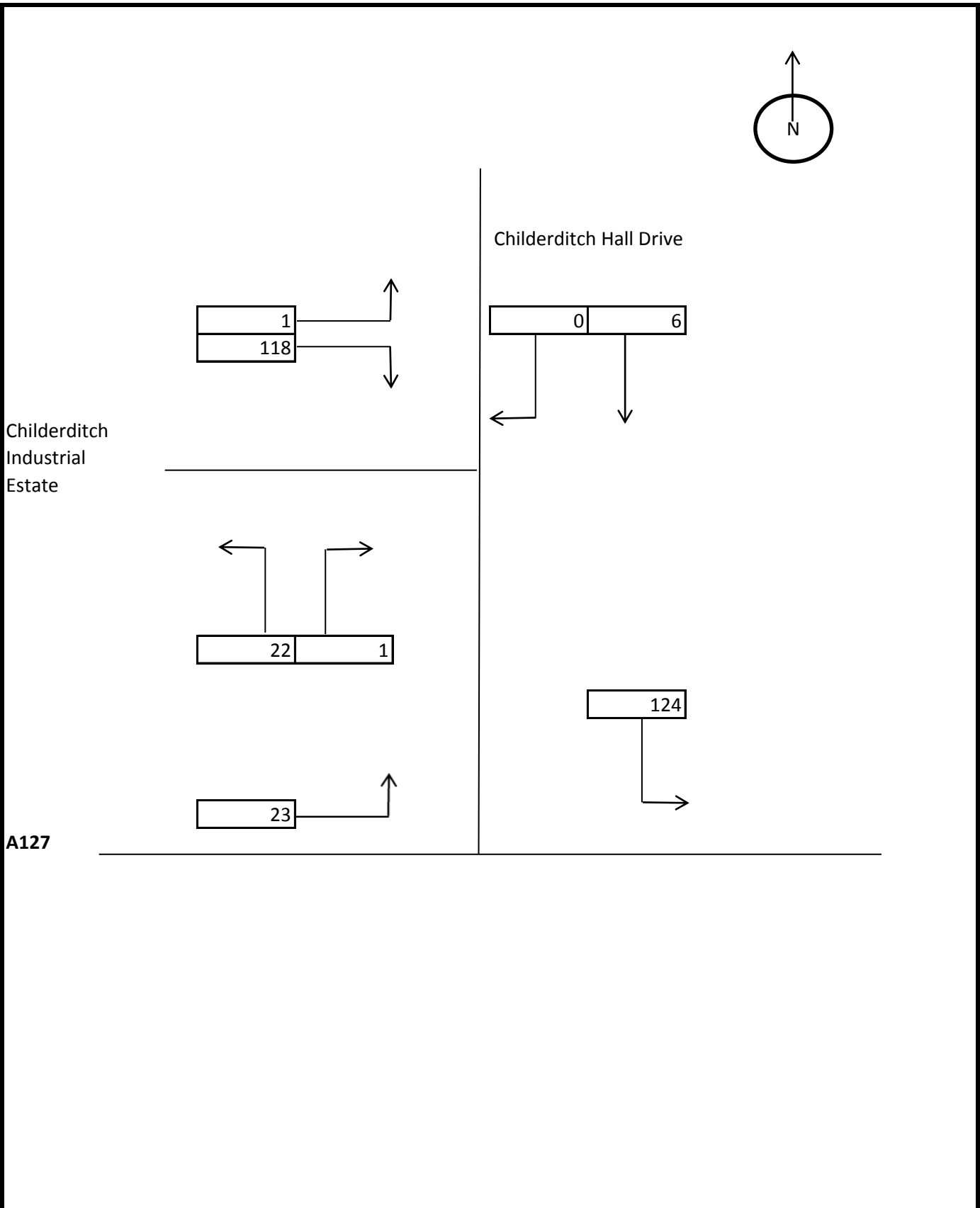
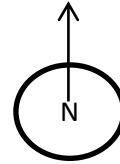
Drawn By SAA

Date
Sept
2013

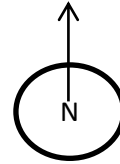
Project Title
The Range North - Childerditch Industrial Estate

Ref
Fig 1

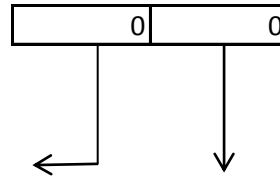
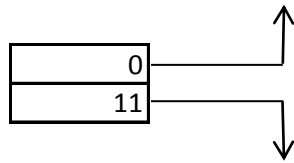




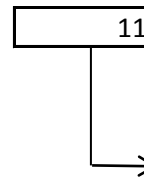
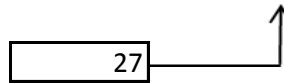
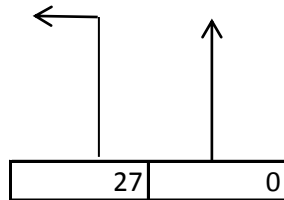
Drawing Title	Childerditch Hall Drive Site Access PM Peak 17:00-18:00 2012 Traffic Movements	Drawn By	SAA	
		Date	Sept 2013	
Project Title	The Range North - Childerditch Industrial Estate	Ref	Fig 2	



Childerditch Hall Drive



Childerditch Industrial Estate



A127

Drawing Title
Childerditch Hall Drive Site Access AM Peak 08:00-09:00
Trip Generation

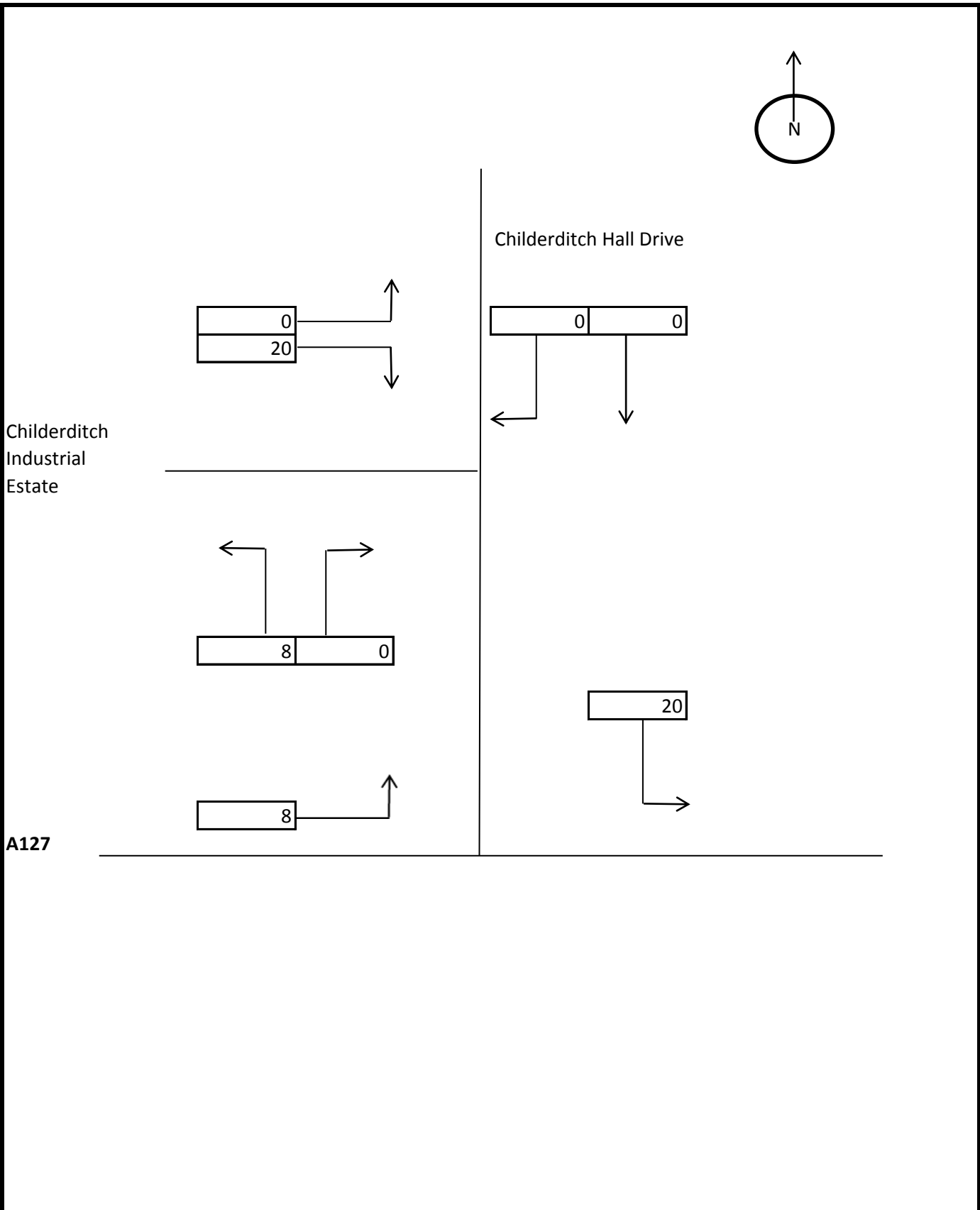
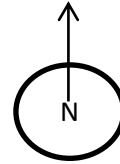
Project Title
The Range North - Childerditch Industrial Estate

Drawn By
SAA

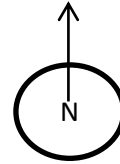
Date
Sept
2013

Ref
Fig 3

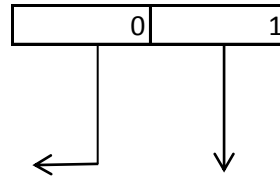
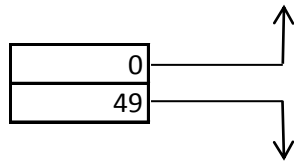




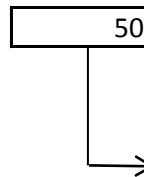
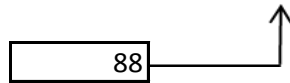
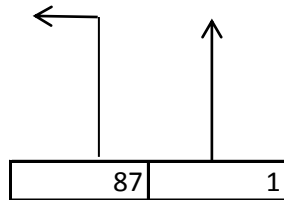
Drawing Title	Childerditch Hall Drive Site Access PM Peak 17:00-18:00 Trip Generation	Drawn By	SAA	
		Date	Sept 2013	
Project Title	The Range North - Childerditch Industrial Estate	Ref	Fig 4	



Childerditch Hall Drive



Childerditch Industrial Estate



A127

Drawing Title
 Childerditch Hall Drive Site Access AM Peak 08:00-09:00
 With Development Traffic Movements

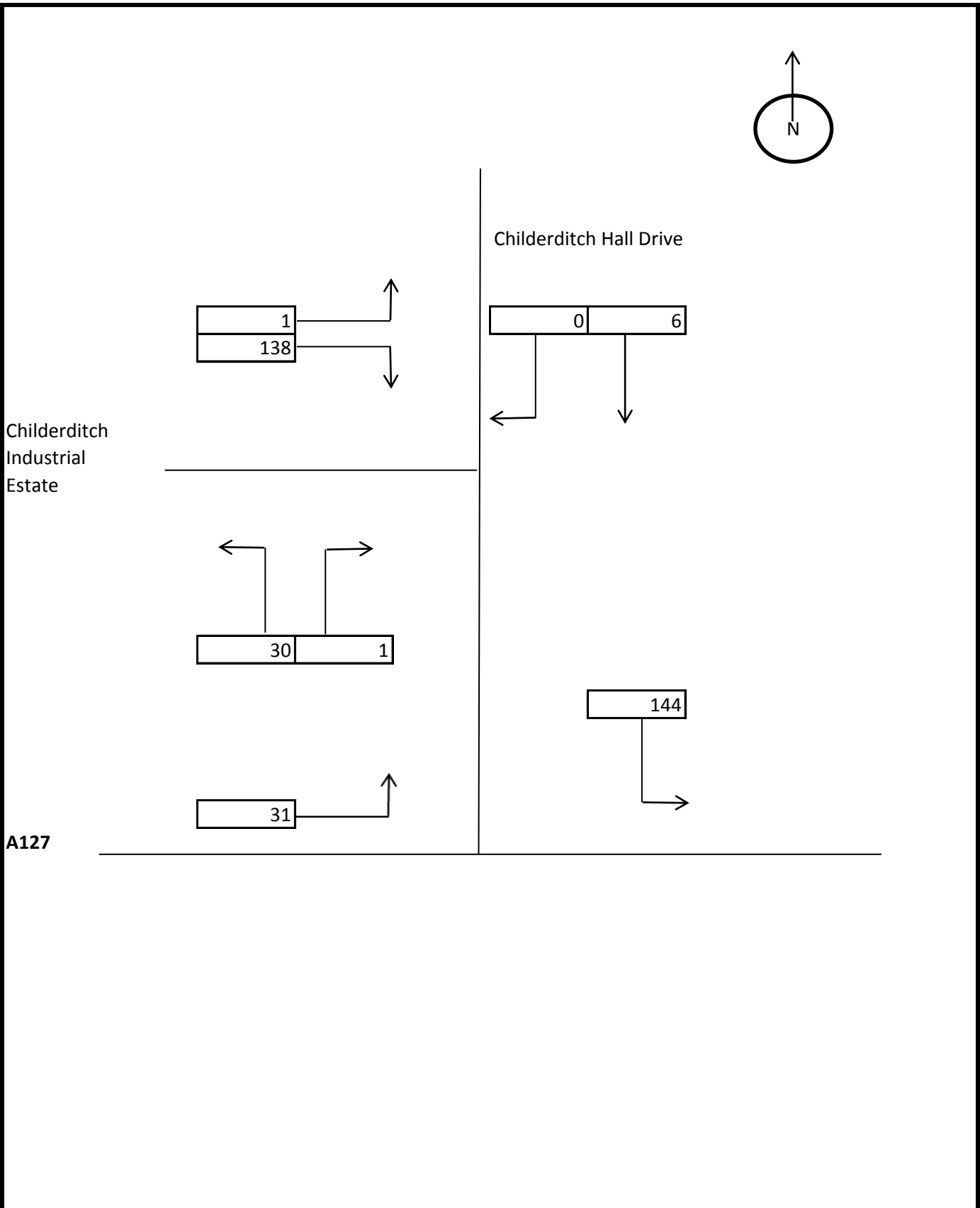
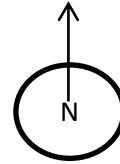
Drawn By SAA



Date
 Sept 2013

Project Title
 The Range North - Childerditch Industrial Estate

Ref
 Fig 5



Drawing Title	Childerditch Hall Drive Site Access PM Peak 17:00-18:00 With Development Traffic Movements	Drawn By	SAA	
		Date	Sept 2013	
Project Title	The Range North - Childerditch Industrial Estate	Ref	Fig 6	



Appendix 4

Indicative Development Layout

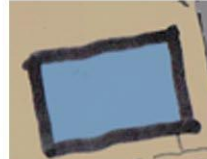








- Key**
-  Proposed Building Approx 30,000 sqm
 -  Proposed Access Parking
 -  Proposed Hardstanding
 -  Soft Landscaping Adjacent to Buildings
 -  Existing Vegetation
 -  15m Wide Tree Line
 -  Indigenous Plants to be Planted on the South Face of Boundary



	Scale : 1:1000 @ A3
	Date : Sept 2013
	Status : Preliminary
	Dwg No : 2013 - 363 - SC02
	Rev : -
Client : Mr J Ford	
Project : Childerditch Industrial Park	
	Brentwood
Drawing : Scheme Option 1	
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-  **Ke**
Proposed B
Approx 30,
-  **Ke**
Proposed Acc
Parking
-  **Ke**
Proposed Har
-  **Ke**
Soft Landscap
Adjacent to
Hedgerows
-  **Ke**
Existing V
-  **Ke**
15 m Wide Tree
-  **Ke**
indigenous
be Planted
face of bun



Scale :	1:1000 @ A3
Date :	Sept 2013
Status :	Preliminary
Dwg No :	2013 - 363 - SC03
Rev :	-

Client : **Mr J Ford**

Project : **Childerditch Industrial Park**


Erentwood


Drawing : **Scheme Option 2**

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- Key**
-  Proposed B
Approx 30,
 -  Proposed Acc
Parking
 -  Proposed Har
 -  Soft Landscap
Adjacent to E
Hedgerows
 -  Existing V
 -  15 m Wide Tree
 -  indigenous
be Planted
face of bun



	Scale : 1:1000 @ A3
	Date : Sept 2013
	Status : Preliminary
	Dwg No : 2013 - 363 - SC04
Rev : -	
Client : Mr J Ford	
Project : Childerditch Industrial Park Brentwood	
Drawing : Scheme Option 3	
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- Ke**
-  **Proposed B**
Approx 30,
 -  **Proposed Acc**
Parking
 -  **Proposed Har**
 -  **Soft Landscap**
Adjacent to
Hedgerows
 -  **Existing V**
 -  **15m Wide Tree**
 -  **Indigenous**
be Planted
face of bun



Scale :	1:1000 @ A3
Date :	Sept 2013
Status :	Preliminary
Dwg No :	2013 - 363 - SC05
Rev :	-

Client : **Mr J Ford**

Project : **Childerditch Industrial Park**
Brentwood

Drawing : **Scheme Option 4**

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Appendix 5

TRICS Data

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	6241	0.198	3	6241	0.075	3	6241	0.273
07:30 - 08:00	3	6241	0.411	3	6241	0.096	3	6241	0.507
08:00 - 08:30	3	6241	0.251	3	6241	0.085	3	6241	0.336
08:30 - 09:00	3	6241	0.288	3	6241	0.128	3	6241	0.416
09:00 - 09:30	3	6241	0.240	3	6241	0.128	3	6241	0.368
09:30 - 10:00	3	6241	0.160	3	6241	0.198	3	6241	0.358
10:00 - 10:30	3	6241	0.144	3	6241	0.198	3	6241	0.342
10:30 - 11:00	3	6241	0.166	3	6241	0.112	3	6241	0.278
11:00 - 11:30	3	6241	0.171	3	6241	0.208	3	6241	0.379
11:30 - 12:00	3	6241	0.171	3	6241	0.150	3	6241	0.321
12:00 - 12:30	3	6241	0.128	3	6241	0.166	3	6241	0.294
12:30 - 13:00	3	6241	0.128	3	6241	0.155	3	6241	0.283
13:00 - 13:30	3	6241	0.134	3	6241	0.144	3	6241	0.278
13:30 - 14:00	3	6241	0.160	3	6241	0.123	3	6241	0.283
14:00 - 14:30	3	6241	0.139	3	6241	0.128	3	6241	0.267
14:30 - 15:00	3	6241	0.112	3	6241	0.118	3	6241	0.230
15:00 - 15:30	3	6241	0.134	3	6241	0.160	3	6241	0.294
15:30 - 16:00	3	6241	0.085	3	6241	0.134	3	6241	0.219
16:00 - 16:30	3	6241	0.118	3	6241	0.224	3	6241	0.342
16:30 - 17:00	3	6241	0.123	3	6241	0.454	3	6241	0.577
17:00 - 17:30	3	6241	0.112	3	6241	0.278	3	6241	0.390
17:30 - 18:00	3	6241	0.053	3	6241	0.123	3	6241	0.176
18:00 - 18:30	3	6241	0.021	3	6241	0.080	3	6241	0.101
18:30 - 19:00	3	6241	0.000	3	6241	0.059	3	6241	0.059
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.647			3.724			7.371

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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