[redacted]

From: Nigel Tedder [redacted]
Sent: 17 February 2015 13:34
To: Planning Policy
Subject: Strategic Growth Options Consultatons and site representation Site 106
Attachments: R01_00815d.pdf

Please find further site representation in the form of an Access Appraisal.

If an acknowledgment can be issued for our records please

Regards,

Nigel Tedder
Design Director
Go Planning Ltd
[redacted]

[redacted]

Access Appraisal

Go Homes Ltd
Land off Roman Road, Ingatestone
February 2015

Go Homes Ltd
Land off Roman Road, Ingatestone
February 2015

Quality Assurance

Site name: Land off Roman Road, Ingatestone

Client name: Go Homes Ltd

Type of report: Access Appraisal

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng) CMILT

Signed 

Date February 2015

Go Homes Ltd
Land off Roman Road, Ingatestone
February 2015

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Appendices

1 INTRODUCTION

Brief

1.1 Journey Transport Planning Ltd has been instructed by Go Homes Ltd to provide an Access Appraisal with respect to the promotion of land for residential development on a site to the south of Roman Road, Ingatestone, through the local plan process. The site is shown in **Appendix 1.**

Background

1.2 Specifically this Access Appraisal considers the transport and access implications of developing this site for residential purposes, the impact in terms of traffic on the wider highway network and any deliverability issues with respect to the proposals.

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 the national level in the following documents:

- the National Planning Policy Framework;
- the DfT Transport Assessment Guidelines.

2.2 These documents set the context in which the 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), within which the government sets out its core principles for the planning system in England.

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 Transport Policy

2.7 Brentwood Borough Council is currently preparing a new Local Plan for the Borough which, once adopted, will supersede saved policies in the current Replacement Local Plan (2005). The Council is also consulting on options for growth locations in the Borough to which this Access Appraisal, responds.

2.8 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

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:

- *an assessment of the proposal indicates an unacceptable detrimental impact on the transport system which cannot be resolved by agreed mitigation measures*
- *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"

  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 Access Appraisal.

2.12 Local Plan policies in relation to transport access and new developments have been considered in this Access Appraisal and the application site and the proposals are in accordance with and support the aims and objectives of the saved policies of the Adopted Brentwood Local Plan (2005).

Development Management Policy

2.13 Essex County Council (ECC) set out in their publication Development Management Policies (DMP) Feb 2011 that access to development sites should be considered against the Essex Functional Route Hierarchy.

2.14 Roman Road is not defined by the Highway Authority as being within the functional route hierarchy and as such Policy DM4, Other Routes applies:

'The Highway Authority will protect the function of all other routes by:

- ensuring that new access points will be designed and constructed in accordance with the current standards.
- seeking improvements to existing substandard accesses.

2.15 The aims and objectives of the DMP have been considered in the development of these proposals and accord with that policy.

3 Site Assessment

Existing Information

3.1 The proposal site is to the south of Roman Road, Ingatestone, and is triangular in shape and is bordered to the north by the A12 Trunk Road, to the south by the main rail line and to the north by a council recycling depot. The site location is shown in **Appendix 1**.

3.2 Roman is a single carriageway road of 7.3 m in width and is subject to the national single carriageway speed limit of 60mph as it passes the site.

3.3 The site currently operates as an HGV storage depot and was formally a highway maintenance depot for the A12.

Public Transport Information

3.4 The nearest bus route and stop to the site is to the north east on Roman Road around 1km away from which a regular service between Chelmsford and Brentwood can be accessed and operates on a half hourly frequency.

3.5 Whilst access to the service falls outside the prescribed reasonable walking distance, improvements to the pedestrian access route could be provided that would enhance the site's public transport accessibility.

3.6 The site is within 2km of Ingatestone rail station and as such is in walking distance of the proposal. Ingatestone is on the Greater Anglia mainline and has the benefit of an excellent high frequency service between Ingatestone and London Liverpool Street and also to other stations including Chelmsford and Norwich. The service operates at a 20 minute frequency during peak periods and half hourly thereafter.

3.7 Given the location of the site it is considered that the public transport availability is reasonable and the direct connection to Chelmsford and London Liverpool Street further enhances that accessibility.

Walking and Cycling Assessment

3.8 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 cycling time of 20 minutes, which equates to five kilometres at an average speed of 15kph, has been assumed.

3.9 The five kilometre catchment area of the proposal site includes Ingatestone and Shenfield with their wide range of associated retail facilities and services.

3.10 The National Planning Framework identifies walking is the most important mode of travel at the local level and offers the greatest opportunity to replace short car trips of less than 2km. The whole of Weeley, including the village centre, is located within a 2km walking distance of the site offering a range of education, employment, commercial and leisure facilities.

3.11 In consideration of the above, the site is well located in terms of transport accessibility to the amenities and facilities in the vicinity, and as such is considered a suitable location for a sustainable residential proposal. The emerging Local Plan has identified Ingatestone as a larger Village with a range of facilities including a primary school and as a potentially suitable location for further development.

3.12 It is noted that Ingatestone is the largest village in Brentwood Borough and is a Category 2 settlement with facilities that cater for a significant catchment, beyond its immediate area. It is a district shopping centre with a good range of jobs, community and health facilities. Public transport accessibility is relatively good and the village has a rail station. There is also a secondary school. The Local Planning Authority has therefore identified Ingatestone as being a suitable location for further development.

Safety Considerations and Accident Analysis

3.13 The accident record in the vicinity of the site and its potential access point has been considered and the Essex Highways Database indicates that there has been no recorded road traffic accident in the vicinity in the latest 5 year period between 2010 and 2015.

3.14 In consideration of the above, the highway network in the immediate vicinity of the site has a good safety record and as such the proposals will not have a material impact on that record.

4 ACCESS OPTIONS

4.1 The potential for providing vehicular, pedestrian and cycle access to residential development of up to 100 units on the site has been investigated.

4.2 The access to the site can be achieved by way of the existing arrangements off Roman Road.

4.3 Whilst the access onto Roman Road from the site is unorthodox, it provides for the full range of required turning movements that could be associated with development on the site.

4.4 Roman Road, as well as providing access to the proposal site, also provides access to the adjacent garden nursery and the recycling depot and also from the junction with the site westwards, acts as the one way A12 on slip.

4.5 Visibility at the junction is achieved in accordance with the standards for priority junction access set out in the Design Manual for Roads and Bridges for a 60mph road, with visibility at 4.5m by 215.0m being achievable to the east (the direction of opposing traffic).

4.6 An on-site examination of the access arrangements indicates that the junction currently operates without any significant issues; however the use of the junction by a significant number of HGVs has resulted in the splitter island being over-run. Clearly with residential development, the potential for this to occur will be significantly reduced and consequently on-going maintenance by the Highway Authority will be reduced.

4.7 Access into the site from the junction with Roman Road is available by way of the existing entrance into Hillway which is a 6.0m wide entry which could accommodate a 5.8m shared use minor access road under the emerging Essex Design Guide standards for access. This would be appropriate to access either 50 units as a cul-de-sac or 100 as a loop road.

4.8 The potential for providing access to up to 100 units as a cul-de-sac has also been examined. As the available existing access width is limited, the access would need to be widened to accommodate the minimum carriageway and footway width requirements as set out in the emerging design guidance.

4.9 To accommodate up to 100 units via a cul-de-sac, a 5.5m carriageway with two 2.4m footways would need to be provided into the site.

4.10 Such an arrangement could be considered at the access and would require land outside the site area. It is likely however that the required is land is land related to the adjacent highway on Roman Road and as such could be utilised without ransom to achieve the required standard. This position would require further investigation of the highway land extent.

4.11 The access options are illustrated in **Appendix 3.**

4.12 It is considered therefore that there is a suitable level of vehicular access to the site to accommodate a level of residential development.

Trip Generation

4.13 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.

4.14 The TRICS 7.1.1 trip generation database has been interrogated to assess the likely number of vehicular trips that could be associated with residential use.

4.15 The travel demand that could be associated with the residential use 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 location and size to the proposal being considered.

4.16 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements that could be associated with up to 100 residential units, the considered capacity of the site.

Table 4.1 TRICS Residential 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	0.136	0.363	0.347	0.206
Total trips 100 Units	14	36	35	20

4.17 **Table 4.1** indicates that a 100 unit residential allocation could generate up to 50 trips in the AM peak and in the PM peak, 55 trips. The data obtained from TRICS is shown in **Appendix 4**.

4.18 As an HGV storage yard, the existing operation generates a significant level of vehicle movements under its current use. The majority of trips associated with the use are HGV based and therefore have a significant impact on Roman Road in terms of residential amenity and environmental impact. It is noted that the only way into the site is via Roman Road from the Ingatestone direction.

4.19 The proposal would significantly reduce the level of HGV traffic associated with the site and would also reduce the use of Roman Road by HGVs. The use of the access by a significant volume of HGVs has had an impact on the road infrastructure in the vicinity of the site to the extent that traffic island and verge over-run is a frequent occurrence at the site access onto Roman Road. The reduction of HGVs that would result from a change in use to residential would be beneficial for the local infrastructure and reduce the level of maintenance required in the vicinity.

4.20 Whilst there is limited information relating to the existing operation on site, it is likely that the proposed use will generate lower level of trips than could be expected with the on-going use on site. This being the case it is considered that the proposals would not have a negative or material impact on the operation or safety of the local highway network in the vicinity of the site.

Vehicle Parking

4.21 The car parking needs of the proposal have been considered in the context of the requirements set out in the Essex Planning Officers Association publication Parking Standards, Design and Good Practice, which indicate 2+ spaces per dwelling. This requirement can be met within the site and will not result in overspill parking in the vicinity.

4.22 Visitor parking can also be provided at a rate of 0.25 spaces per dwelling in accordance with current guidance.

Cycle Parking

4.23 Cycle parking standards are also set out in the EPOA publication which recommends a minimum of 1 space per dwelling with some additional spaces for visitors. One cycle space per dwelling can be provided, meeting the minimum requirements.

5 SUMMARY AND CONCLUSIONS

5.1 This Access Appraisal has been provided in support of representations to Brentwood Borough Council for a residential allocation for up to 100 units on land off Roman Road, Ingatestone.

5.2 The Appraisal demonstrates that the site can take appropriate access from a modified access arrangement designed in accordance with current standards of geometry and visibility via the existing site access arrangements.

5.3 The existing junction arrangement onto Roman Road is suitable to accommodate the movement requirements of residential development on the site.

5.4 Ingatestone and the site off Roman Road is a suitable location for residential development in the context of its proximity to a range of essential facilities and amenities accessible by means other than the private car.

5.5 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.

5.6 Car parking and cycle parking can be provided in accordance with ECC current requirements.

Conclusions

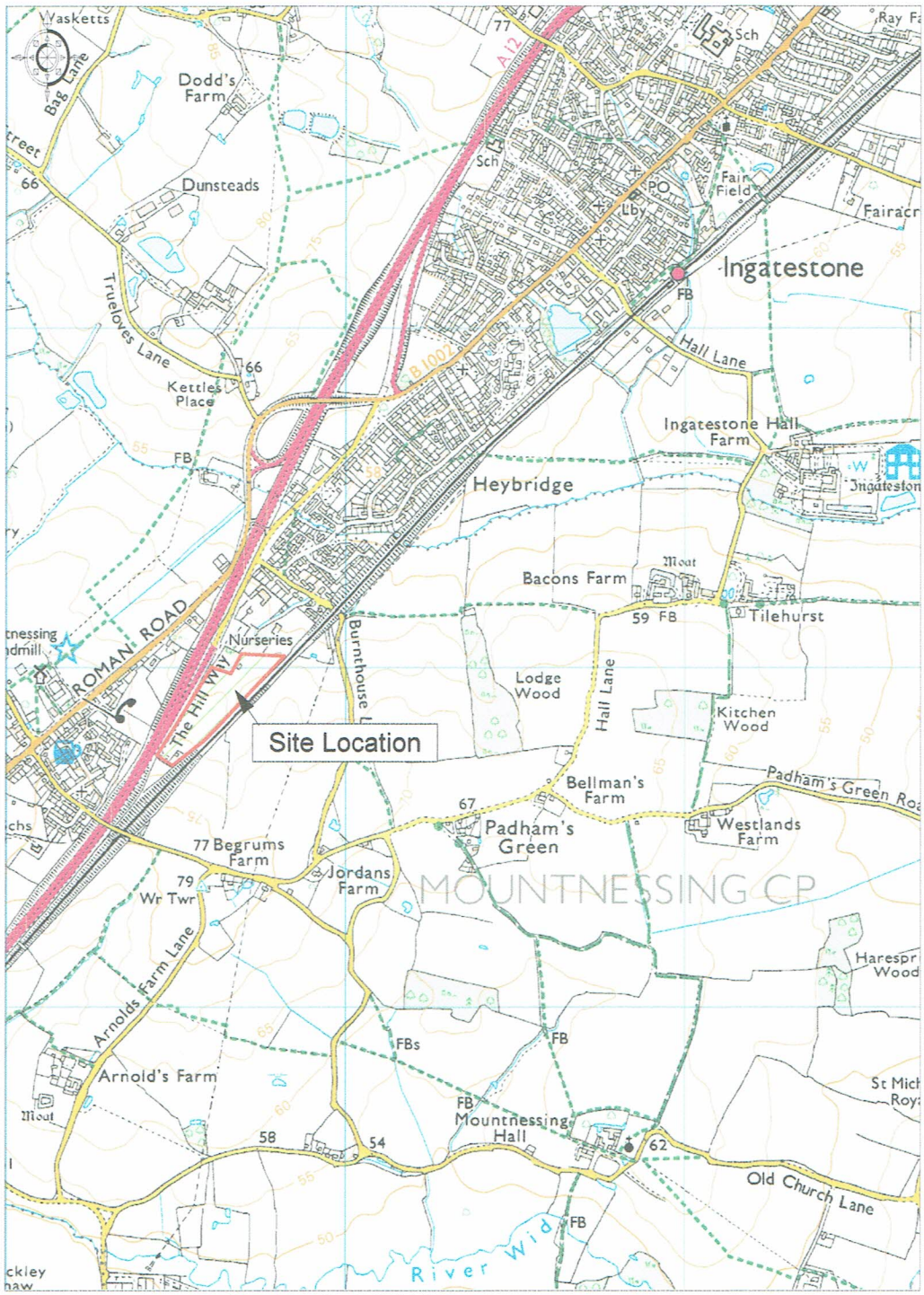
5.7 This Access Appraisal demonstrates that residential development on the site is consistent with the aims and objectives of current national and local policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network. The Appraisal also demonstrates that a suitable level of access can be provided for the site, in accordance with current guidance.

5.8 In view of the foregoing, it is considered that there are no significant or substantive access or transport issues that could prevent an allocation on the site for residential development.

Appendix 1

Site Location

Land off Roman Road, Ingatestone



Appendix 2

Concept Site Proposals

Site Boundary

Existing Trees and Hedgerow

Public Open Space

Proposed Trees

Attenuation Pond

Pond

Back Cottage

Drain

Roseland

Ingatestone Nurseries

Recycling Centre

THE HILL WAY

A 12

Roman Triangle

ROMAN ROAD

Pos.

SW Pond.

E.T.L.

go planning

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T: 01245 230712
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Scale : 1:1000@A1

Date : Feb 2015

Status : Preliminary

Dwg No : 2014-444-SC04

Rev : -

Client : Go Homes

Project : Bushcade

Ingatestone

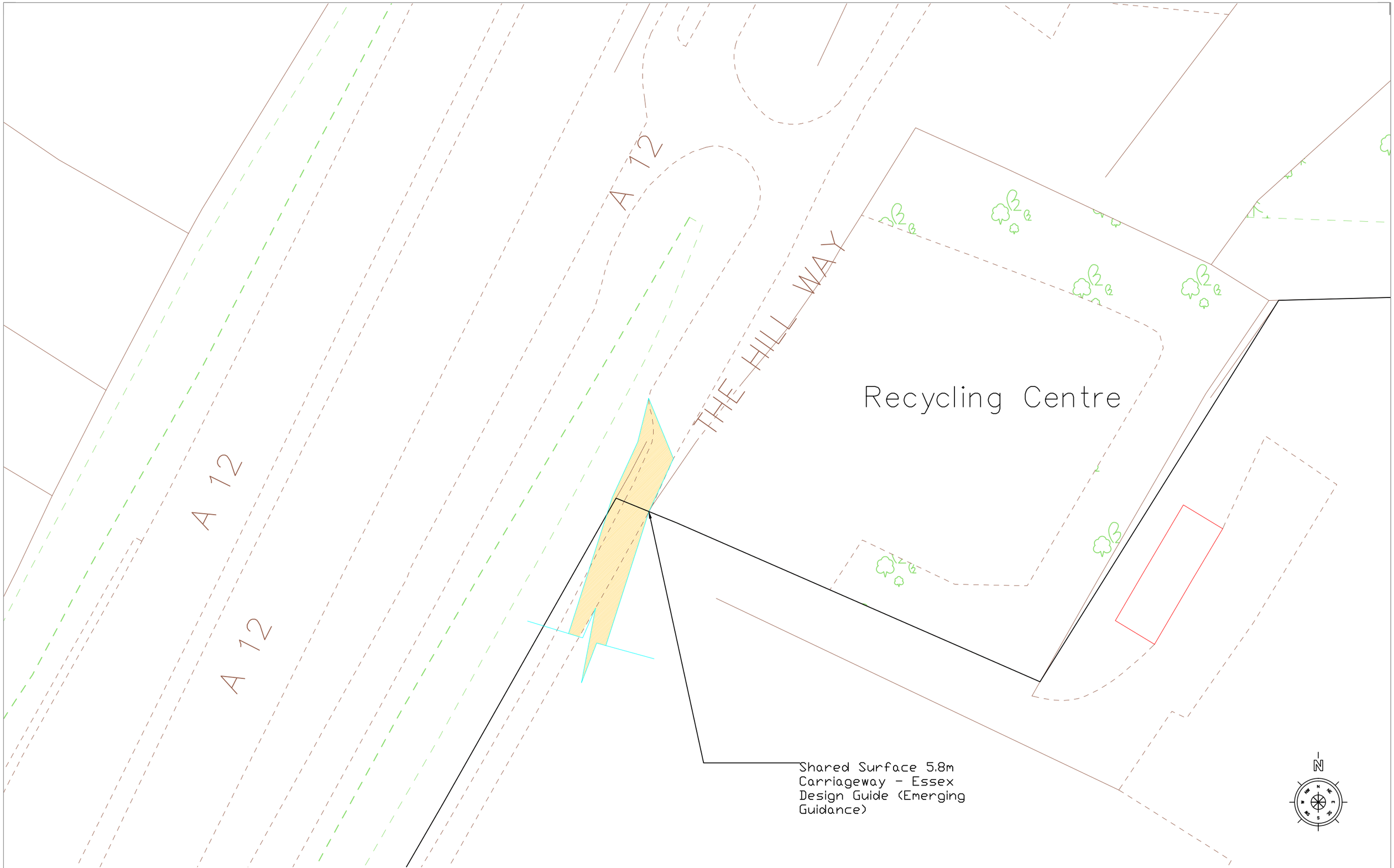
Drawing : Scheme

0 10 20 30 40 50 60 70 80 90 100 M

Z:\Help\Title Block@Portrait

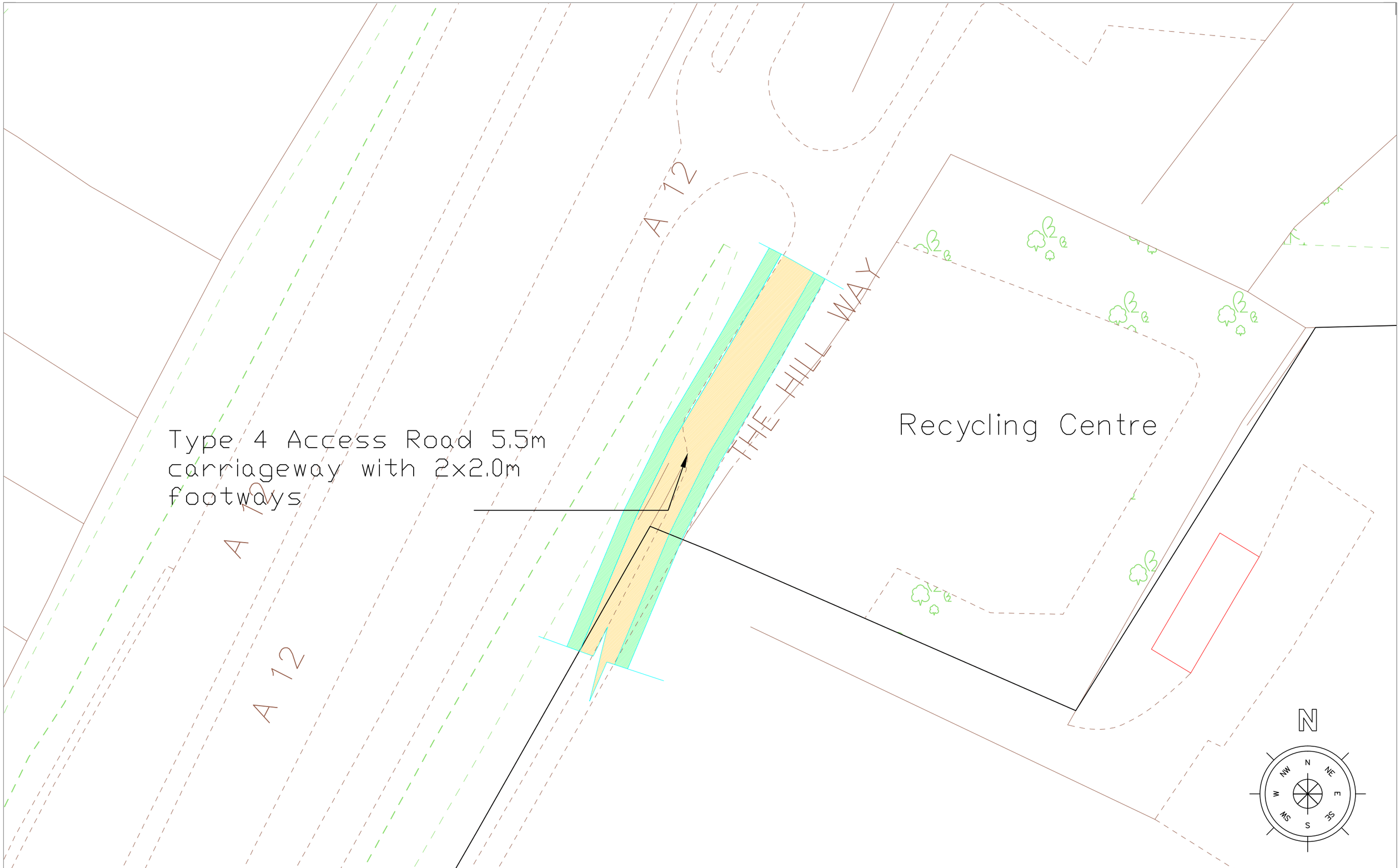
Appendix 3

Site Access Arrangements



client: Go Homes Ltd		title: Proposed Access Arrangement		date: 06/02/15	scale @ A3 1:500
project: Land at Hillway, Ingatestone		status: Planning		drawn	Revision
discipline Transport Planning		project no. **JTP 00815**		chk'd SAA	dwg no. **DR1**

Journey transport planning



client: Go Homes Ltd		title: Site Access Arrangement		date: 06/02/2015	scale @ A3 1:500
project: Land at Hillway Ingatestone		status: Planning		drawn	Revision
discipline Transport Planning		project no. **JTP 00815**		chk'd SAA	dwg no. **DR2**

Appendix 4

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	DC	DORSET	2 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	4 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	3 days
	NR	NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	4 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	7 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	6 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	2 days
09	**NORTH**		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	55	75	0.071	55	75	0.251	55	75	0.322
08:00 - 09:00	55	75	0.136	**55**	**75**	**0.363**	55	75	0.499
09:00 - 10:00	55	75	0.150	55	75	0.204	55	75	0.354
10:00 - 11:00	55	75	0.148	55	75	0.184	55	75	0.332
11:00 - 12:00	55	75	0.176	55	75	0.184	55	75	0.360
12:00 - 13:00	55	75	0.198	55	75	0.179	55	75	0.377
13:00 - 14:00	55	75	0.178	55	75	0.161	55	75	0.339
14:00 - 15:00	55	75	0.186	55	75	0.193	55	75	0.379
15:00 - 16:00	55	75	0.282	55	75	0.206	55	75	0.488
16:00 - 17:00	55	75	0.295	55	75	0.179	55	75	0.474
17:00 - 18:00	**55**	**75**	**0.347**	55	75	0.206	**55**	**75**	**0.553**
18:00 - 19:00	55	75	0.252	55	75	0.190	55	75	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.419			2.500			4.919

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.*

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/06 - 20/05/14
Number of weekdays (Monday-Friday):	47
Number of Saturdays:	1
Number of Sundays:	7
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.