



## Access Appraisal

**Elizabeth Finn Care Trust  
Land at Rayleigh Road, Hutton  
February 2015**

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## **Quality Assurance**

Site name: Land at Rayleigh Road, Hutton

Client name: Elizabeth Finn Care Trust

Type of report: Access Appraisal

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

Signed

A handwritten signature in black ink, appearing to be "S. Amann", written over a horizontal line.

Date February 2015



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# 1 INTRODUCTION

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Strutt and Parker LLP on behalf of the Elizabeth Finn Care Trust to provide an Access Appraisal with respect to the promotion of land at Rayleigh Road, Hutton for residential development 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”<sup>2</sup>
    - 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.



- 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 Hutton Village 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 directly adjacent to and to the west of Rayleigh Road, Hutton and is bordered to the west by Hutton Village and residential development opposite and to the south and north by existing residential development. The site location is shown in **Appendix 1**.
- 3.2 Rayleigh Road is a single carriageway road of around 7.0m in width and is subject to a 40mph speed limit as it passes the site.
- 3.3 To the west, Hutton Village is a single carriageway residential road with a carriageway width of 5.5m as it passes the site. The road is street lit, has the benefit of 1.6m footways to both sides and is also traffic calmed as it passes the site.
- 3.4 The site is currently open land and has the potential to take access via both Rayleigh Road to the east and Hutton Village to the west.

### Public Transport Information

- 3.5 There is bus based public transport available within 400m of the site with a bus stop on Hutton Village across the road from the site and a bus stop in Rayleigh Road nearby. Both bus stops are well within 400m of the site and can be accessed via street lit footways.
- 3.6 A number of services are available from the stops including the X81 service operated by Ensign Buses providing a 20 minute frequency service between the site, Shenfield and Brentwood Rail Stations, Shenfield and Brentwood town centres and Lakeside, Thurrock.
- 3.7 In view of the level of service available from these stops the site is considered very accessible by bus based public transport.
- 3.8 As set out above, the site is accessible by bus to Brentwood and Shenfield Rail Station and as such has the benefit of being accessible by public transport to a very high frequency train service into both London Liverpool Street and the South East Essex Conurbation.

### Walking and Cycling Assessment

- 3.9 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.

- 3.10 The five kilometre catchment area of the proposal site includes much of Shenfield and Brentwood with its extensive range of associated retail facilities and services and also includes Shenfield rail station.
- 3.11 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.
- 3.12 The site is within reasonable walking distance of Hutton Village and a number of primary schools in the vicinity. The site is also located within 800m of the shopping Parade on Rayleigh Road which provides a range of shops including a grocery store, newsagent and butcher.
- 3.13 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.

### Safety Considerations and Accident Analysis

- 3.14 The accident record in the vicinity of the site has been considered and the Essex Highways Database indicates that there has been 1 recorded road traffic accident in the vicinity in the latest 5 year period between 2010 and 2015.
- 3.15 The recorded accident took place on Rayleigh Road to the west of its junction with Hutton Village and was recorded as being slight in terms of severity.
- 3.16 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 DEVELOPMENT PROPOSALS AND ACCESS OPTIONS

- 4.1 The site is being put forward for residential development and in the context of this appraisal, up to 75 units have been assumed and assessed.
- 4.2 A concept plan of the proposed development is shown in **Appendix 2** and indicates the principal point of access to the site and the general site layout.
- 4.3 The potential for providing vehicular, pedestrian and cycle access to residential development in accordance with the standards required by Essex County Council on the site has been investigated.
- 4.4 The access to the site is proposed via a priority junction designed in accordance with current design standards. It can fully accommodate the visibility requirements for Hutton Village, a 30mph residential road.
- 4.5 Visibility at the proposed access location can be achieved in accordance with the standards for priority junction access set out in the Design Manual for Roads and Bridges for a 30mph road, with visibility at 2.4m by 90.0m being achievable in both directions from the access.
- 4.6 The internal access roads for the development can be provided in accordance with the criteria set out in the Essex Design Guide (revised emerging guidance), and can be achieved by way a Type 4, 5.5m wide Access Road with 2.0m footways to both sides. This would be suitable for accommodating the level of development anticipated and can be designed in accordance with current standards to achieve 20mph speeds or lower. The potential access arrangement is illustrated in **Appendix 3**.

### Trip Generation

- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 **Table 4.1** summarises the trip generation rates and provides an estimate of vehicular movements that could be associated with 75 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 75 Units	10	27	26	16

- 4.11 **Table 4.1** indicates that a 75 unit residential allocation could generate up to 37 trips in the AM peak and in the PM peak, 42 trips. The data obtained from TRICS is shown in **Appendix 4**.
- 4.12 The proposal would therefore result in only a minor increase in vehicular traffic in the vicinity. 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.

### Traffic Impact

- 4.13 The local highway network has been assessed in the context of its ability to accommodate the additional traffic associated with a development of up to 75 units on the site at Rayleigh Road, Hutton.
- 4.14 The operation of the junction of Rayleigh Road and Hutton Village has been assessed and peak traffic period observations indicate that the junction currently operates within capacity and moreover the additional impact that could be associated with residential development on the site will not have a detrimental or significant impact on that operation.

### Vehicle Parking

- 4.15 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.



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

### Cycle Parking

- 4.17 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 75 units on land off Rayleigh Road, Hutton.
- 5.2 The Appraisal demonstrates that the site can take appropriate access from a new priority junction arrangement designed in accordance with current standards of geometry and visibility directly off Hutton Village.
- 5.3 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.
- 5.4 Car parking and cycle parking can be provided in accordance with ECC current requirements.
- 5.5 The site is a suitable and appropriate location for residential development in the context of its accessibility to essential services and amenities via means other than the private car and as such is a sustainable location in terms of transport and access.

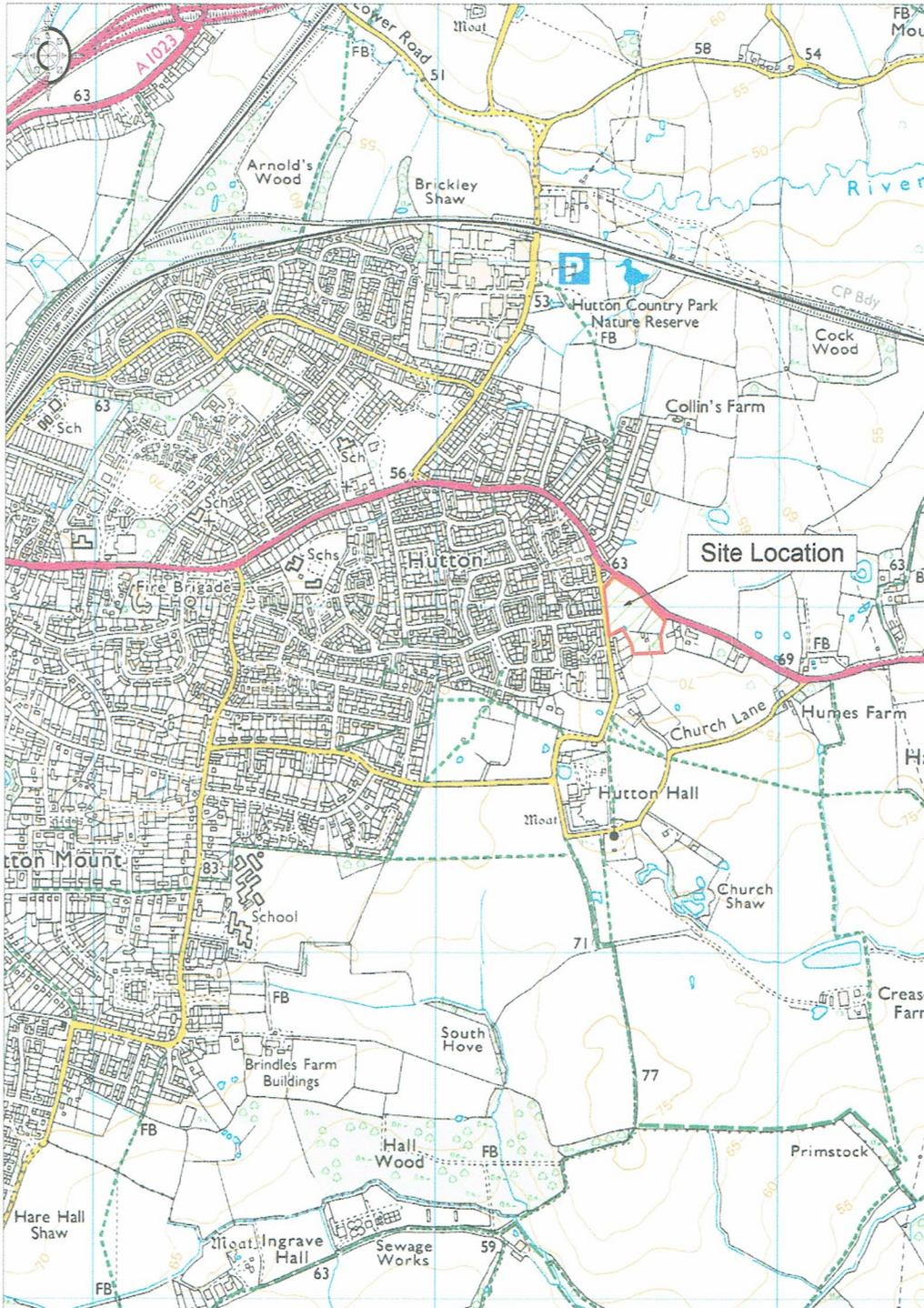
### Conclusions

- 5.6 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.
- 5.7 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 at Rayleigh Road, Site Location



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Licence number 100022432. Plotted Scale - 1:20000





**Appendix 2**  
**Concept Site Proposals**



-  Site Layout
-  POS
-  Proposed Hedgerow
-  Proposed Trees
-  Attenuation Pond



Scale : 1:1000@A3  
 Date : Jan 2015  
 Status : Preliminary  
 Dwg No : 2015-543-SC04

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Client : **Strutt & Parker**  
 Project : **Land off Hutton Village**  
**Hutton**

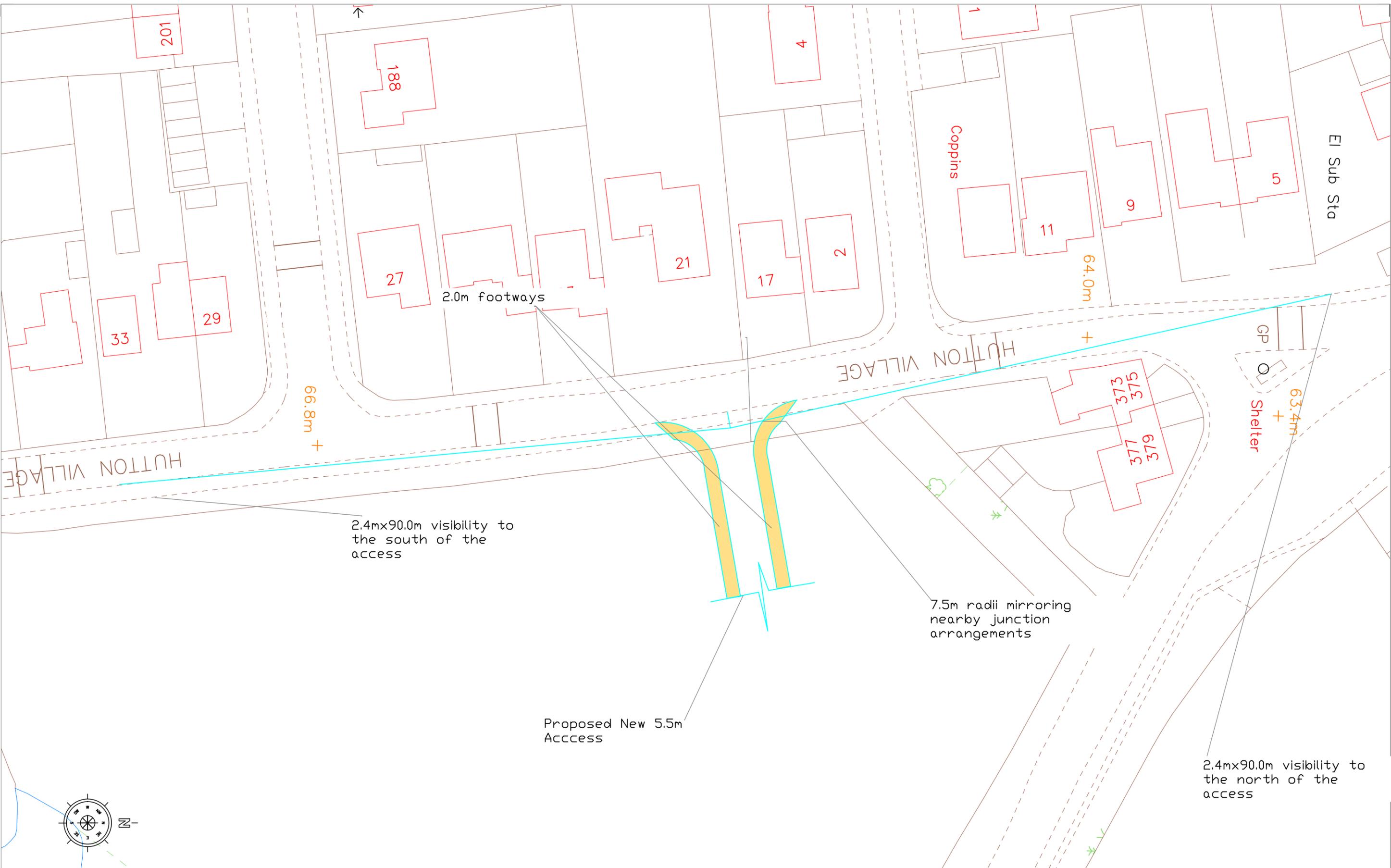
Drawing : **Site Layout**

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**Appendix 3**  
**Site Access Arrangements**



client: Strutt and Parkey LLP

project: Land off Rayleigh Road, Hutton

discipline: Transport Planning

title: Proposed Residential Access Arrangement

status: Planning (not for construction)

project no.: JTP 05914

date: 29/01/2015

drawn

chk'd

SAA

SAA

scale @ A3  
1:500

Revision

dwg no.

DR1





## **Appendix 4**

### **TRICS Data**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**VEHICLES**Selected regions and areas:

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	<b>55</b>	<b>75</b>	<b>0.363</b>	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	<b>55</b>	<b>75</b>	<b>0.347</b>	55	75	0.206	<b>55</b>	<b>75</b>	<b>0.553</b>
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.