



Richard Jackson
Engineering Consultants

HIGHWAY ACCESS DESIGN STATEMENT

Willows Caravan Park, Walton-on-the-Naze

Earlmoor Properties Ltd

July 2021

Project no: 60638

Document Review Sheet: -

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 Project: Willows Caravan Park, Walton-on-the-Naze
 Client: Earlmoor Properties Ltd
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1. INTRODUCTION

- 1.1. Richard Jackson Ltd has been appointed by Earlmoor Properties Ltd owners of Willows Caravan Park, High Treet Lane, Walton-on-the-Naze, Essex, CO14 8HU to produce a Highway Access Design Statement (HADS) for an extension to the caravan park of an additional 62 static caravans. The site location, shown indicatively on **Figure 1** has an Ordnance Survey Grid Reference of TM 25855 23062.
- 1.2. The Willows Caravan Park presently consists of some 103 static caravan pitches, along with associated amenities including toilet blocks, and a club house - "Schooner Club". The new area of static caravans would be located approximate 150m to the northwest of the existing sites northern boundary.
- 1.3. The park presently operates for 8 months per year (from March to October). It has recently sought permission through planning application 20/01805/FUL, to increase this to 11.5 months in line with other static caravan parks in the area. The application had not been determined at the time of preparation of this HADS.
- 1.4. The HADS will demonstrate that the development will be deliverable and will not have a detrimental impact upon the existing highway network during the construction phase or during its operational life.
- 1.5. The site lies within the planning authority area of Tendring District Council (TDC), with Essex County Council (ECC) acting as the highway authority.
- 1.6. This HADS considers planning policy matters in **Chapter 2**, the existing situation in **Chapter 3**, the proposals in **Chapter 4** with a summary and conclusions forming **Chapter 5**.
- 1.7. The copyright of this report is vested in Richard Jackson Limited. The client or its appointed representative may copy this report in connection with the development described herein. It shall not be copied or distributed in any other form by any other party or used for any other purpose without the written consent of Richard Jackson Limited.

2. POLICY CONSIDERATION

- 2.1. National Planning Policy reflects and responds to growing concern over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport.

National Planning Policy Framework (NPPF)

- 2.2. NPPF provides advice on assessing transport, infrastructure and sustainability for new developments. The NPPF highlights that *"transport issues should be considered from the earliest stages of plan-making and development proposals"* and that *"the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.
- 2.3. The NPPF identifies that priority should be given to pedestrian and cycle movements, followed by public transport. The development should address the needs of those with disabilities or reduced mobility, create places that are safe, secure and attractive minimising scope for conflicts between transport modes, allow for efficient delivery of goods and access by emergency services, and provide for the charging of plug-in and other ultra-low emission vehicles.
- 2.4. The highways acceptability criteria is identified at paragraph 109 which states that: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or of the residual cumulative impacts on the road network would be severe."*

Planning Practice Guidance 2014 Travel Plans, Transport Assessments and Statements

- 2.5. Planning Practice Guidance provides advice for Travel Plans, Transport Assessments and Transport Statements and Travel in decision-taking. They are required for all development which generate significant amounts of movements.
- 2.6. Paragraph 15 sets out what information should be included in Transport Assessments and Statements. This includes information regarding the existing transport network for key modes, a review of local highway safety from injury accident data, information about the proposed development including its travel characteristic and vehicular parking provision, encouragement of sustainable travel and where relevant any measures or mitigation to improve the local transport network.

ECC Development Management Policies (February 2011)

- 2.7. The Development Management Policies adopted by ECC provide guidance on the main requirements for a development to be assessed against in relation to transport. The following policies are applicable for the development being considered:

- DM1 – General Policy
- DM4 – Other Routes
- DM8 – Vehicle Parking Standards
- DM9 – Accessibility and Transport Sustainability
- DM20 – Construction Management

Local Policy

- 2.8. The Tendring District Local Plan 2007 is the currently adopted plan, however, aspects of it are now out of date and not consistent with more recent national planning policy. Policies which remain relevant to the site with respect to transport include QL2 which sets out the transport hierarchy. Policy ER18 covers caravan and chalet parks in general the expansion of which is covered by policy ER19 with policy ER19a indicating that facilities for touring caravans and tents would be permissible within static caravan sites where not in an area of high risk flooding. The duration of occupancy is covered in policy ER20. TR1 covers the need for a Transport Assessment for major development, a simpler assessment for small sites (such as that considered herein) satisfies this policy. TR3a covers the provision for walking connections to developments, whilst TR5 covers cycling and TR6 public transport, TR7 vehicle parking.
- 2.9. The emerging Local Plan covering the period to 2033 was submitted for inspection in October 2017 with Section 1 of the plan shared with Braintree District and Colchester Borough Council areas. Section 1 was adopted in January 2021. Section 2 considers Tendring specific policies which is subject to a separate examination and has yet to be adopted.
- 2.10. The draft policies map for TDC identifies the existing Willows Park site as being a safeguarded holiday park. Emerging policy PP11 covers holiday parks and identifies that the council will support plans to extend existing static caravan sites into adjacent land, however the use will be subject to holiday occupancy conditions and to certain periods of the year. Policy CP1 sets out that new development must be sustainable in transport and accessibility terms including walking, cycling and public transport.

Compliance with Planning Policy

- 2.11 The NPPF identifies the need for a review of the development proposals and will demonstrate that the impact of the development is not severe. This HADS will review the opportunities for sustainable travel to show the development proposal is sustainable on transport grounds in accordance with the requirements of the local planning policy. In addition to the review of sustainable travel, this HADS will also consider highway safety and any mitigation measures that may be required to facilitate the delivery of the development.

3. EXISTING CONDITIONS

Local Network

- 3.1. The Willows Caravan Park is located at the northern end of High Tree Lane, a private road which also provides access to Hamford Close (also private) as shown in **Appendix A** (which also provides an indicative existing layout for the site). The site access for all key modes is effectively a continuation of High Tree Lane.
- 3.2. Within the site the club house and general parking is immediately east of the access point, whilst within the site a one-way clockwise loop road provides limited direct vehicular access to individual plots.
- 3.3. High Tree Lane at its northern end, immediately south of Hamford Close is approximately 6.1m in width with a short section footway on the eastern side which continues into Hamford Close. The middle part of High Tree Lane is a shared surface facility. Further footway is present on the western side at southern end near and to the junction with Hall Lane/Naze Park Road. The High Tree Lane junction with Hall Lane/Naze Park Road provides access to the adopted highway network.

Pedestrian and Cycle Network

- 3.4. Footways are typically present on both sides of the adopted roads within the area, which provide links to public transport boarding points and Walton-on-the-Naze town centre which is to the southwest. Provision is limited beyond Naze Park Road to the east and northeast. Both the adopted roads and High Tree Lane include street lighting in the immediate vicinity of the site.
- 3.5. Cycling in the vicinity of the site is predominantly on street. A 30mph speed limit is present which is considered to be suitable for most cyclists. Hall Lane to the south of the site leads to Prince's Esplanade which is part of National Cycle Route 150. Route 150 runs from Naze Park Road to the east of the site south through Walton-on-the-Naze, Frinton-on-Sea, and Clacton-on-Sea to Jaywick with a mix of on and off street sections.

Public Transport

- 3.6. The nearest bus stops are located on Naze Park Road near First Avenue to the east of the site. The westbound bus stop features a lay-by with road markings, bus shelter, and flag with timetable case. The eastbound stop is marked by a simple flag on a streetlight column with a timetable case attached.
- 3.7. Services from these stops include route 97/97A/98/98A operated by Hedingham which runs between Walton-on-the-Naze and Clacton and up to 4 times per hour Monday to Saturday including some evening services with a limited service on Sundays of approximately every 2 hours, typically. Route 99 also by Hedingham provides an additional evening service Monday to Saturday from Walton-on-the-Naze to Clacton (via Thorp-le-Soken and

Weeley), with a return service on Saturdays only. Timetable information for these services is included in **Appendix B**.

- 3.8. From the town centre additional bus services are available on Stephenson's of Essex route 105/107 to/from Colchester operating up to hourly Monday to Friday daytime and every two hours on Saturday. The last service from Colchester each day continues to the site. Stephenson's of Essex also operate route 9 to/from Great Holland hourly from Monday to Friday daytimes.
- 3.9. The nearest rail station is Walton-on-the-Naze approximately 2.0km walking distance from the existing static caravans (and therefore approximately 2.3km to the proposed extension). Network Rail station information indicates that there are 10 cycle parking spaces. There are two disabled parking spaces at the station plus a pay and display car park immediately adjacent. There is no ticket office and the station is unstaffed, however a ticket machine is present. Train staff are able to assist customers boarding and alighting trains, although booking is recommended. Step free access is available to the station's platform.
- 3.10. From here trains run typically to/from Colchester via Colchester Town on an hourly basis Monday to Saturday. Colchester Town and a number of intermediate stops can be avoided by transferring on to Clacton to London Liverpool Street services which are scheduled to coincide with Walton-on-the-Naze services at Thorpe-le-Soken. On Sundays the hourly service operates between Walton-on-the-Naze and Thorpe-le-Soken only with onward travel from Clacton to London Liverpool Street services.

Highway Network

- 3.11. The nearest access to the local highway network is from High Tree Lane to Hall Lane/Naze Park Road. Hall Lane leads to the B1034 Prince's Esplanade. To the west of the town centre, the B1034 meets with the B1336. The B1336 connects to the B1033 at Frinton-on-Sea with Clacton-on-Sea reached using the B1033 and B1032 to the west via Holland-on-Sea.
- 3.12. The B1034 continues through Kirby-le-Soken to the B1033 which forms the route to the A133 near Weeley for access to the wider highway network.

Local Amenities

- 3.13. There are a number of local amenities present which are within walking distance and which would be of interest to holiday makers at Willows Caravan Park. These include café and fast food takeaways, local shops (including food outlets) and the local High Street. Tourist amenities within walking distance include Walton-on-the-Naze beach, The Naze beach, a leisure centre including swimming pool, Naze Tower, a nature reserve, and a maritime museum. Further amenities are available within cycling distance.

Accident Data

- 3.14. Highway injury accidents have been considered along Hall Lane between High Tree Lane and the southern end of Prince's Esplanade over a 5 year period from April 2016 to March 2021 viewed via www.essexworkstraffweb.org.uk. During this time there were two injury accidents including a "serious" and a "slight" severity both of which occurred at different locations on Hall Lane. The "serious" accident involved two cyclists. The accident locations are shown in **Appendix C**.
- 3.15. Including injury accident data viewable via www.crashmap.co.uk there have been no injury accidents at or near the Hall Lane/Naze Park Road/High Tree Road junction over a period in excess of 10 years.
- 3.16. There are therefore no apparent issues with local highway safety with respect to the site.

Compliance with Planning Policy

- 3.17. The site is within walking distance of the nearest boarding points to local bus services, with local rail services also within walking distance to the existing static caravan locations. There are also local amenities present within walking distance which may be beneficial to holiday makers at the site. There are therefore opportunities to travel to the site by means other than private car in accordance with planning policy. There are also no apparent issues with local highway safety present in the immediate vicinity of the site.

4. PROPOSED DEVELOPMENT

- 4.1. The proposed development is for 62 additional static caravan pitches, as depicted in **Appendix D**. The closest of the new pitches will be approximately 0.2km from the nearest existing pitch. The new pitches will be spaces at greater intervals than the existing. The nearest new pitch to the neighbouring residential development will be in excess of 0.8km which should minimise the impact of the development on local residents.

Vehicular Accesses & Manoeuvring

- 4.2. The development will be served from the existing access to High Tree Avenue and through the existing park. A new access road will be provided from the northern boundary at the eastern end from which further access roads serving up to 16 pitches will be taken. A turning area will be provided at the eastern end of the primary new access road for larger vehicles which would be required to deliver the static caravans to the site.
- 4.3. There are no formal parking standards for holiday accommodation, however each new pitch will be able to accommodate 2 parked cars which is the equivalent to the residential requirement of the ECC Parking Standards (without the visitor parking element). Cycle parking facilities will be also need to be provided.
- 4.4. Servicing of the site will be the same as for the existing, extended to suit the additional pitches.

Vehicular Trip Generation

- 4.5. The expected vehicular traffic movements for the additional static caravans have been determined using data contained in the TRICS database as it was not possible to survey the existing site due to COVID-19 restrictions.
- 4.6. Vehicle trip rate data from the Residential, Holiday Accommodation sub-category for the weekday AM and PM peak hours has been reviewed. Given the nature of the development, holiday and leisure use, it is reasonable to assume that the trip attraction will vary by season. For robustness therefore surveys outside May - August have been omitted. In order to consider suitable sites, the TRICS default survey date range was extended to include sites surveyed since 2008 with the sample site size parameters range based on the total size of the expanded site. None of the sites included in the survey data had a Travel Plan, and a site whose entrance is located approximately 100m from a rail station was excluded. A copy of the TRICS data is included in **Appendix E**.
- 4.7. The TRICS trip rates and vehicle trips for the additional 62 statics caravans are summarised in the **Table 4.1** which indicate that in the traditional peak hours around 13 additional vehicle movements could typically be expected for the PM peak with fewer trips in the AM peak. The additional trips are not likely to have a significant or severe impact on the local highway network.

Table 4.1 – Vehicular Trip Rates and Trips

	AM Peak 08:00 – 09:00			PM Peak 16:00 – 17:00		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Vehicle Trip Rate per Caravan Unit	0.025	0.051	0.076	0.121	0.092	0.213
Vehicles Trips for the additional 62 Static Caravans	2	3	5	8	6	13

Construction Traffic

- 4.8. It is difficult to ascertain construction vehicle movements associated with the development until a contractor is on the project team. Construction activities are likely to be limited to the construction of access roads, utility provision, landscaping and the delivery of the static caravans. If required, a Construction Management Plan (CMP) could be conditioned to be prepared and agreed with ECC. This will allow input from a Principal Contractor (PC) on vehicle numbers, routing and programming.
- 4.9. Given the site's location, construction traffic would reach the development via the B1034, Hall Lane and High Tree Lane. Any abnormal loads associated with on-site construction vehicles will be managed with respect to the current ECC Highways abnormal load policies. The site already has experience of receiving static caravans and therefore site existing procedures would apply the delivery of new units.

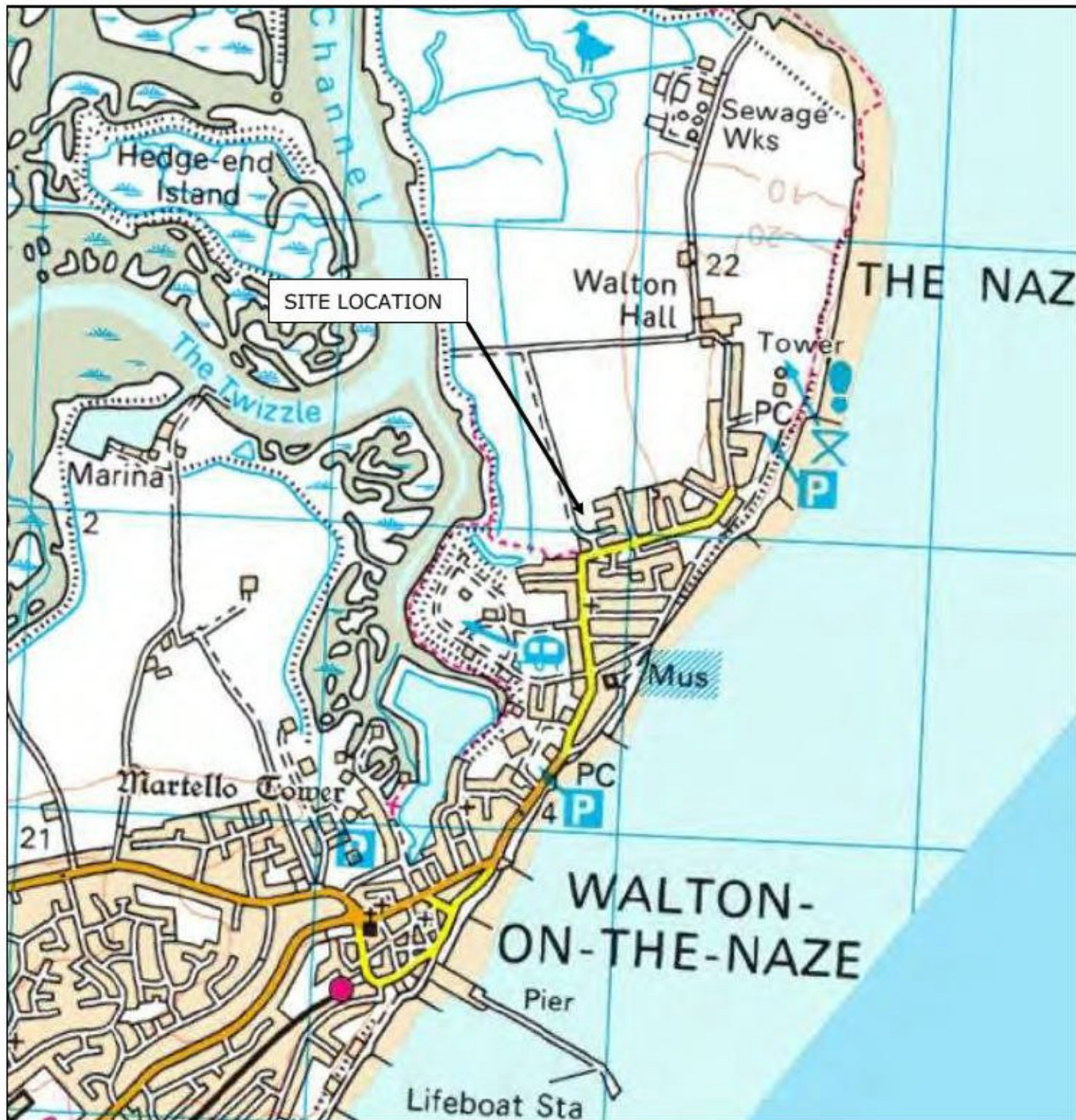
Compliance with Planning Policy

- 4.10. The site is an extension to an existing facility which is supported by planning policy, the site will be provided with appropriate additional internal access roads including facilities to ensure static caravan delivery vehicles can enter and exit in forward gear. Each new plot will be provided with dedicated car parking which although there is no specific standard for holiday accommodation, is generally consistent with residential use.

5. SUMMARY AND CONCLUSION

- 5.1. Richard Jackson Ltd has been appointed by Earlmoor Properties Ltd owners of Willows Caravan Park, High Treet Lane, Walton-on-the-Naze, Essex, CO14 8HU to produce a HADS for an extension to the caravan park of an additional 62 static caravans. The relevant planning policy has been reviewed in addition to the site specific transport matters.
- 5.2. The development will continue to utilise the existing Willows Caravan Park access from High Tree Lane, a private road, with access to the adopted highway at the junction of Hall Lane/Naze Park Road. Access to the wider highway network is from Hall Lane to the B1034.
- 5.3. High Tree Lane is in part a shared surface road, with footways present on the majority of the adopted roads connecting the site to public transport boarding points and most of the local amenities. Cycling is primarily on street, with National Cycle Route 150 which runs from Walton-on-the-Naze to Jaywick passing close to the site.
- 5.4. Local bus services are accessed from Naze Park Road where services are available to/from Clacton. Some additional bus services are available from the town centre as are rail services.
- 5.5. The expected vehicular traffic movements have been determined using TRICS data as the existing site could not be surveyed due to COVID-19 restrictions. Analysis has concluded that the proposed development would be expected to generate around 13 additional vehicular trips in the traditional PM peak hour and less in the AM peak. The additional trips are unlikely to have a significant or severe impact on the local highway network.
- 5.6. Construction traffic would use the B1035, Hall Lane and High Tree Lane to reach the site. Construction activities are expected to relate to the provision of the site access roads, utilities, landscaping and delivery of the static caravans. If required a Construction Management Plan (CMP) could be conditioned to be prepared and agreed with ECC. Any abnormal loads would need to be managed with respect the current ECC Highways abnormal load policies. The site already has experience with the delivery of static caravans which would apply to new units also.
- 5.7. In conclusion the development is considered to be consistent with the planning policy requirements with respect to transport and is very unlikely to have a severe impact on the local transport network.

FIGURES



REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE. © CROWN COPYRIGHT RICHARD JACKSON LTD – ACC No. 100002572

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Willows Caravan Park, Walton on the
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SITE LOCATION PLAN

FIGURE 1

SCALE: N.T.S.

JOB NO: 60638

APPENDICES

Appendix A



Source: <http://essex.astuntechnology.com/atEssexHighwaysSolo.html> as viewed on 20/05/21

Title: HIGHWAY ACCESS DESIGN STATEMENT
Project: Willows Caravan Park, Walton-on-the-Naze
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Appendix B

Title:	HIGHWAY ACCESS DESIGN STATEMENT
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Walton on the Naze ▶ Frinton ▶ Clacton ⁹⁷

Walton on the Naze ▶ Frinton ▶ Clacton via Kirby le Soken ⁹⁸

Mondays to Saturdays except bank holidays																						
Route	98	97	97	98	97	98	97	98	97		97	97	98	97	97	97	97	98				
Code											NSch		NSch									
Walton, The Naze	0642	0704	0734	0759	0825	-	0857	0906	0927		42	57	06	27		1427	1442	1457	1506	1527	1547	1606
Walton, Church	0648	0710	0740	0805	0831	0845	0903	0912	0933		48	03	12	33		1433	1448	1503	1512	1533	1553	1612
Frinton, opp Triangle Shopping Centre		0716	0746		0837		0909		0939		54	09		39		1439	1454		1518	1539	1559	
Frinton, Elm Tree Avenue (southbound)		0718	0748		0839		0911		0941		56	11		41		1441	1456		1520	1541	1601	
Frinton, Elm Tree Avenue (northbound)	0653			0810		0850		0917					17					1508				1617
Frinton, Triangle Shopping Centre	0655			0812		0852		0919					19					1510				1619
Kirby-le-Soken, Halstead Villas	0702			0819		0859		0926					26					1517				
Kirby Cross (southbound)	0706	0722	0752	0823	0843	0903	0915	0930	0945		00	15	30	45		1445	1500	1521	1524	1545	1605	1630
Holland, Brighton Road	0713	0729	0759	0830	0850	0910	0922	0937	0952		07	22	37	52		1452	1507	1528	1531	1552	1612	1637
Clacton, Rail Station	0720	0736	0806	0837	0857	0919	0931	0946	1001		16	31	46	01		1501	1516	1537	1540	1601	1621	1646
Clacton, Pier Avenue [A]	0723	0739	0809	0840	0900	0922	0934	0949	1004		19	34	49	04		1504	1519	1539	1544	1604	1624	1649

Mondays to Saturdays except bank holidays											Sundays and bank holidays								
Route	97	97	98	97	97	98	97	98	97	99	98A	97A	97	97	98	97	98		
Code											S	NS							
Walton, The Naze	1627	1647	1706	1727	1747	1806	1827	1846	1908	1950	2110		2230	0920	1035	1235	1435	1630	1755
Walton, Church	1633	1653	1712	1733	1753	1812	1833	1851	1913	1954	2115		2235	0925	1040	1240	1440	1635	1800
Frinton, opp Triangle Shopping Centre	1639	1659		1739	1759		1839		1919				2240	0930		1245		1640	
Frinton, Elm Tree Avenue (southbound)	1641	1701		1741	1801		1841		1921				2219	0931		1246		1641	
Frinton, Elm Tree Avenue (northbound)			1717			1817		1856			2118				1045		1445		1805
Frinton, Triangle Shopping Centre			1719			1819		1858			2119				1047		1447		1807
Kirby-le-Soken, Halstead Villas			1726			1826		1905			2124				1052		1452		1812
Kirby Cross (southbound)	1645	1705	1730	1745	1805	1830	1845	1908	1925		2127	2224	2246	0935	1055	1250	1455	1645	1815
Holland, Brighton Road	1652	1712	1737	1752	1812	1837	1852	1915	1932		2133	2230	2252	0941	1101	1256	1501	1651	1821
Clacton, Rail Station	1701	1721	1746	1801	1821	1846	1901	1924	1941					0949	1109	1304	1509	1659	1829
Clacton, Pier Avenue [A]	1704	1724	1749	1804	1824	1849	1904	1927	1944	2028	2145	2242	2302	0951	1111	1306	1511	1701	1831

Code
Sch Schooldays only
NSch Saturdays and school holidays
NS Not Saturdays
S Saturdays only



97 98 134

Walton on the Naze & Holland on Sea

From 3rd January 2021

- ▶ Walton on the Naze
- ▶ Frinton
- ▶ Kirby Cross
- ▶ Clacton
- ▶ Holland on Sea

Clacton Town Zone

Travelling between Clacton and Holland

Buy the Clacton Town ticket

Weekly only £12.50 on the App

adult £3.90 day fare

weekly £13 fare



Plan your journey

- Please take a **hand sanitiser** and **use a face covering** to protect others
- **Do not travel** if you feel unwell



hedingham #KeepingEveryoneSafe



hedingham

Clacton ▶ Frinton ▶ Walton on the Naze ⁹⁷

Clacton ▶ Frinton ▶ Walton on the Naze via Kirby le Soken ⁹⁸

Mondays to Saturdays except bank holidays																						
Route	97	97	98	97	97	97	98	97	97	97	98	97	97	97								
Code											Sch	NSch										
Clacton, Pier Avenue [C]	0625	0655	0715	0744	0814	0844	0857	0912	0927			42	57	12	27	1412	1427	1442	1442	1502	1522	1542
Clacton, Rail Station [1]	0626	0656	0717	0746	0816	0846	0900	0914	0930			45	00	15	30	1414	1430	1444	1444	1505	1525	1547
Holland, Brighton Road	0635	0705	0725	0754	0824	0854	0909	0924	0939			54	09	24	39	1424	1439	1454	1454	1514	1534	1554
Kirby Cross (eastbound)	0643	0713		0802	0832	0902		0932	0947			02		32	47	1432	1447	1502	1502		1542	1602
Kirby Cross (northbound)			0733				0917						17							1522		
Kirby-le-Soken, Halstead Villas			0736				0920						20							1525		
Frinton, opp Triangle Shopping Centre			0744				0928						28							1533		
Frinton, Elm Tree Avenue (southbound)			0746				0930						30							1535		
Frinton, Elm Tree Avenue (northbound)	0647	0717		0806	0836	0906		0936	0951			06		36	51	1436	1451	1506	1506		1546	1606
Frinton, Triangle Shopping Centre	0649	0719		0808	0838	0908		0938	0953			08		38	53	1438	1453	1508	1508		1548	1608
Walton, Post Office	0655	0725	0750	0814	0844	0914	0934	0944	0959			14	34	44	59	1444	1459	-	1514	1539	1554	1614
Walton, The Naze	0700	0730	0756	0820	0850	0920	0940	0950	1005			20	40	50	05	1450	1505	-	1520	1545	1600	1620

Mondays to Saturdays except bank holidays														
Route	98	97	97	98	97	97	98	97	97	98A	98A	98A	99	99
Code											NS	S	S	
Clacton, Pier Avenue [C]	1602	1622	1642	1702	1722	1742	1804	1830	1900	2030	2150	2150	2245	
Clacton, Rail Station [1]	1605	1625	1645	1705	1725	1745	1806	1832	1902	2031	2151	2151		
Holland, Brighton Road	1614	1634	1654	1714	1734	1754	1814	1840	1912	2040	2200	2200		
Kirby Cross (eastbound)		1642	1702		1742	1802		1848	1920					
Kirby Cross (northbound)	1622			1722			1822			2048	2208	2208		
Kirby-le-Soken, Halstead Villas	1625			1725			1825			2051	2211	2211		
Frinton, opp Triangle Shopping Centre	1633			1733			1833			2056	2216	2216		
Frinton, Elm Tree Avenue (southbound)	1635			1735			1835			2057	2217	2217		
Frinton, Elm Tree Avenue (northbound)		1646	1706		1746	1806		1852	1924			-		
Frinton, Triangle Shopping Centre		1648	1708		1748	1808		1854	1926			-		
Walton, Post Office	1639	1654	1714	1739	1754	1814	1839	1900	1933	2101	2221	-	2320	
Walton, The Naze	1645	1700	1720	1745	1800	1820	1845	1905	1938	2105	2225	-	2324	

Code
 Sch Schooldays only
 NSch Saturdays and school holidays
 NS Not Saturdays
 S Saturdays only

Sundays and bank holidays				
97	98	97	98	97
1000	1155	1400	1550	1720
1002	1157	1402	1552	1722
1010	1205	1410	1600	1730
1016		1416		1736
	1211		1606	
	1213		1608	
	1218		1613	
	1220		1615	
1020		1420		1740
1021		1421		1741
1026	1226	1426	1621	1748
1030	1230	1430	1625	1750

Holland-on-Sea ▶ Clacton Town Centre ¹³⁴

Mondays to Fridays except bank holidays												
Holland-On-Sea, Brighton Road	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431
Holland-on-Sea, Roaring Donkey	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434
Clacton, Rail Station [3]	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440
Clacton, Pier Avenue [C] dep	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1443
Clacton Pier	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	-
Holland-On-Sea, Viking Way	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	-
Holland-On-Sea, Brighton Road	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	-

Saturdays												
Holland-On-Sea, Brighton Road	0901	0931	1001	1031	1101	1131	1201	1231	1301			
Holland-on-Sea, Roaring Donkey	0904	0934	1004	1034	1104	1134	1204	1234	1304			
Clacton, Rail Station [3]	0910	0940	1010	1040	1110	1140	1210	1240	1310			
Clacton, Pier Avenue [C]	0915	0945	1015	1045	1115	1145	1215	1245	1313			
Clacton Pier	0920	0950	1020	1050	1120	1150	1220	1250	-			
Holland-On-Sea, Viking Way	0930	1000	1030	1100	1130	1200	1230	1300	-			
Holland-On-Sea, Brighton Road	0931	1001	1031	1101	1131	1201	1231	1301	-			

Sorry, no route 134 buses on Sundays & bank holidays

The Clacton Breeze will return in Spring 2021 during School Holidays and on Saturday. More information, visit www.hedingham.co.uk/clactonbreeze



The Seaside Zone
 (Now includes Walton on the Naze)
 Perfect if you travel between Clacton and Colchester on a frequent basis.
 Discounts apply on 16-19, family and child fares.

adult £6.50 day
 £20 weekly

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 your journey your bus
 Download the East Anglia Buses app from your app store and buy your ticket in advance

Download on the App Store | GET IT ON Google Play

App Saver
 Buy 4 Day tickets and save £2
 Offer applies to Frinton Day Faresaver & Walton and Clacton Day

Walton and Clacton Day

£5 adult | £4 16 to 19 | £3.30 child

Full fares are available on our website.

Frinton Day Faresaver

£6.00 family | £3.50 adult | £2.80 16 to 19 | £2.40 child

Aged 16-19?

Enjoy **20% off*** travel!
 No I.D. required
 No stopping you!

*Return fares only

PAY the quick WAY

now accepting **contactless**

hedingham



Walton on the Naze - Thorpe le Soken - Clacton 99

Mondays to Saturdays except public holidays

Walton, The Naze	1950
Walton, Church	1954
Frinton-on-Sea, Rail Gates	1958
Kirby Cross, Claire Road	2002
Thorpe-le-Soken, Thorpe Memorial	2006
Thorpe-Le-Soken, Mill Lane	2007
Weeley, The Black Boy sb	2010
Little Clacton, Blacksmiths Arms	2017
Little Clacton, Leys Drive	2018
Great Clacton, The Plough	2023
Clacton, Pier Avenue [C]	2028

Clacton - Thorpe le Soken - Walton on the Naze 99

Saturdays only

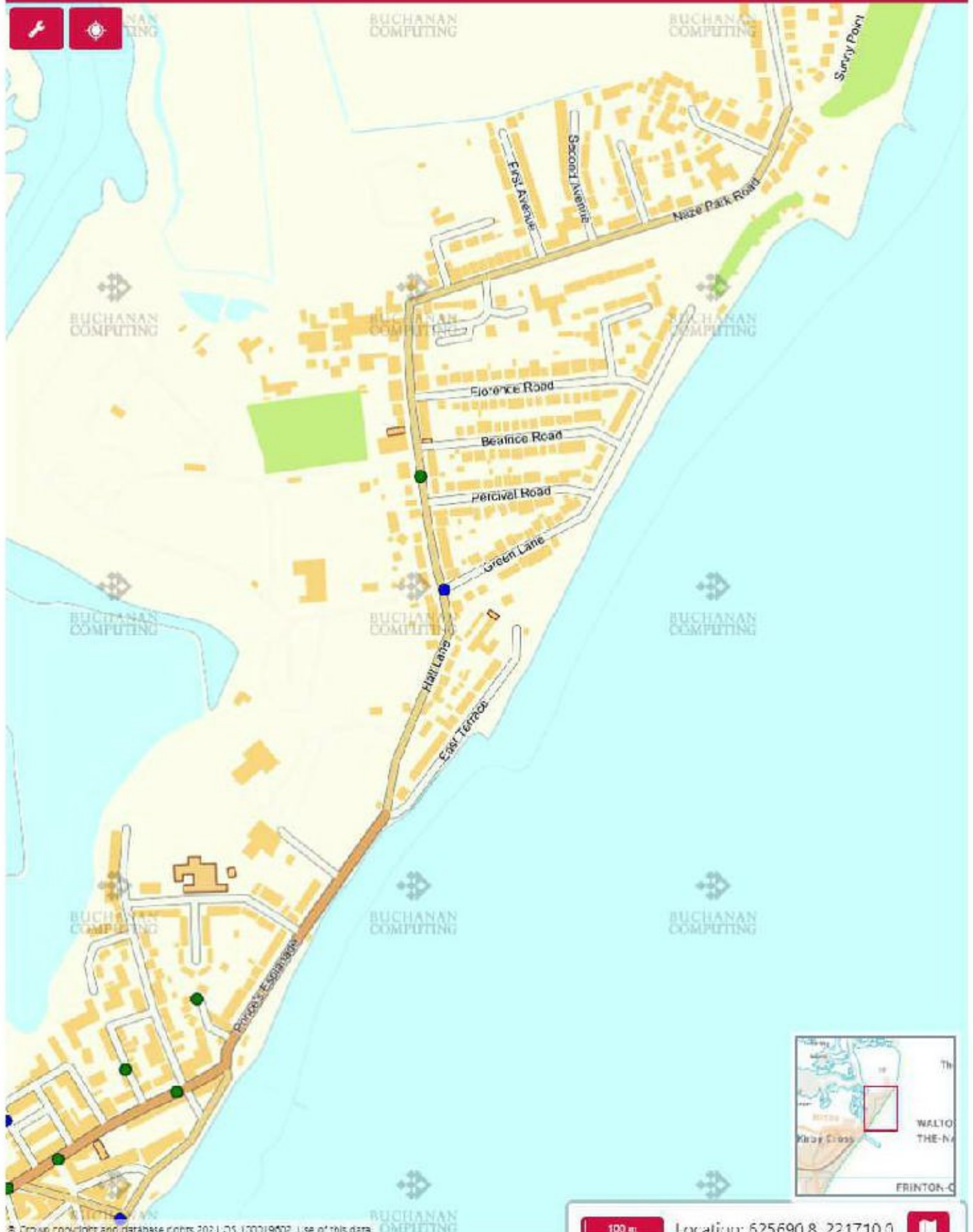
Clacton, Pier Avenue [C]	2245
Great Clacton, The Plough	2251
Little Clacton, Blacksmiths Arms	2257
Weeley, Post Office	2304
Thorpe-le-Soken, Mill Lane	2307
Thorpe-le-Soken, Thorpe Memorial	2308
Kirby Cross, Frinton Road eb	2312
Frinton-on-Sea, Rail Gates	2316
Walton-on-the-Naze, Post Office	2320
Walton-on-the-Naze, The Naze	2324

Timetable commences 29 March 2020

Appendix C



MAP

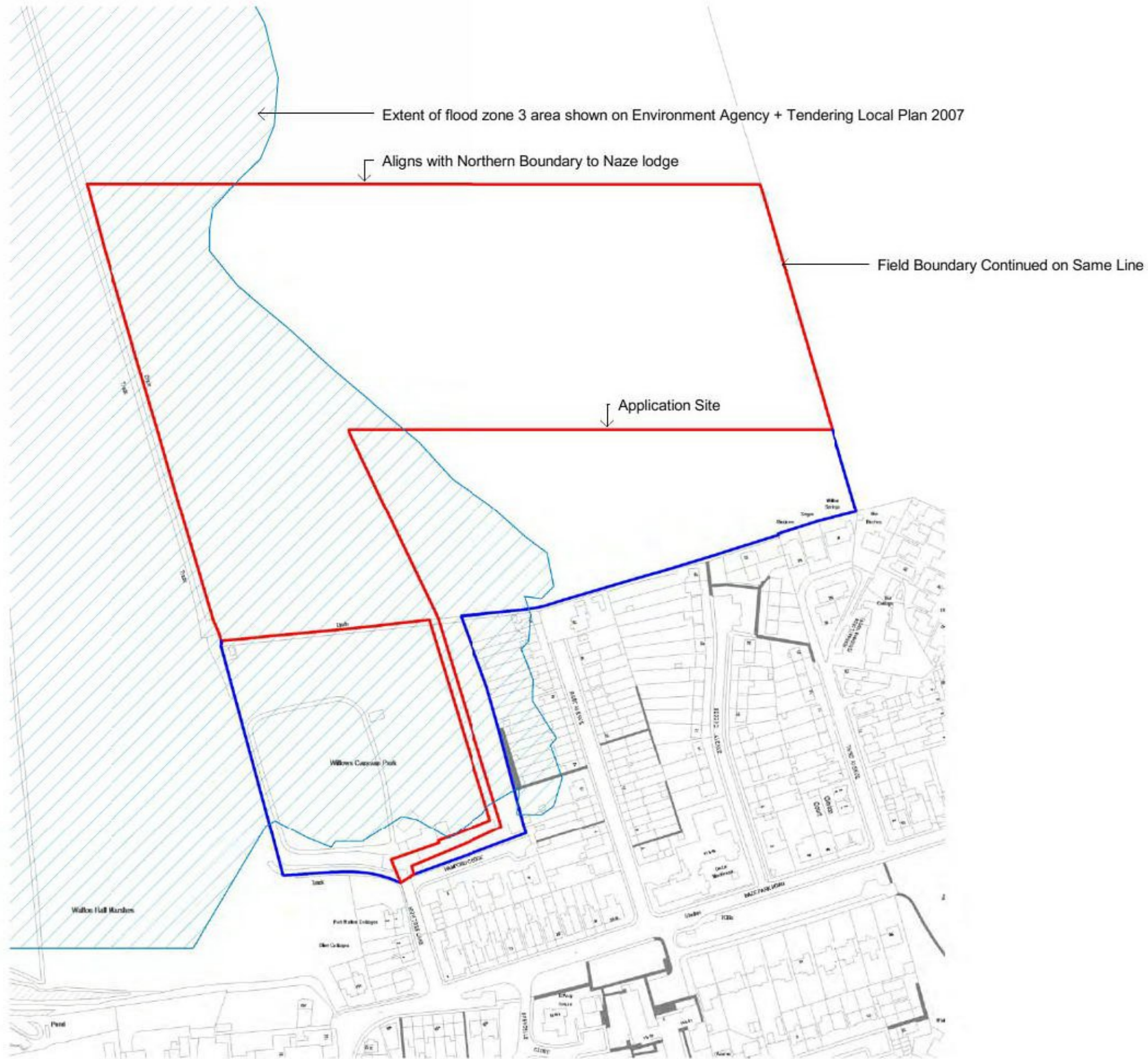


Appendix D

This document references the following file:-

Reference Name	Status	Revision
PC-XX-XX-M3-Designer-0001_4987		P01.1

Revisions	Date	Drawn /	Chk'd
P01	First Issue	14/07/21	GR/AH



Client

Earlmoor Properties

Project

Proposed Extension to Willows Caravan Park, Walton-on-the-Naze

Title

Site Location Plan

Project N° Drawing N° Revision

4987 - 0100 P01

Scale - unless otherwise stated Issued For

1 : 2500 @ A3 Planning

BS 1192 Ref. Status

PC-Designer-0100

KLH The Old Steelyard
Poplar Lane
Sproughton
Ipswich
IP8 3HL

Site Location
1 : 2500

Reference Name	Status	Revision
PC-XX-XX-M3-Designer-0001_4987		P01.1

Revisions	Date	Drawn / Chkd
P01 First Issue	09/04/21	DF / AH
P02 Amendments	27/04/21	DF / AH
P03 Red Line Added	13/07/21	GR / AH



 1 IN 200+CC FLOOD EVENT

Client	Earlmoor Properties	
Project	Proposed Extension to Willows Caravan Park, Walton-on-the-Naze	
Task	Site Layout Plan	
Project No	4987 - 0300	Revision P03
Scale	As indicated @ A2	Status Discussion
BS 1192 Ref	PC-Designer-0300	



Proposed
1:1000

Appendix E

Title:	HIGHWAY ACCESS DESIGN STATEMENT
Project:	Willows Caravan Park, Walton-on-the-Naze
Client:	Earlmoor Properties Ltd
Project No.:	60638

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLESSelected regions and areas:

04 EAST ANGLIA		
SF SUFFOLK		1 days
05 EAST MIDLANDS		
DS DERBYSHIRE		1 days
06 WEST MIDLANDS		
SH SHROPSHIRE		1 days
WM WEST MIDLANDS		1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of units
 Actual Range: 86 to 300 (units:)
 Range Selected by User: 75 to 300 (units:)
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Free Standing (PPS6 Out of Town)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	1
Out of Town	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

n/a	4 days
-----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DS-03-J-01	CARAVAN PARK	DERBYSHIRE
	MAIN ROAD THULSTON ELVASTON Free Standing (PPS6 Out of Town) Village Total Number of units: 152 Survey date: FRIDAY 29/07/11		Survey Type: MANUAL
2	SF-03-J-01	CARAVAN PARK	SUFFOLK
	WALTON AVENUE FELIXSTOWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of units: 300 Survey date: WEDNESDAY 28/05/08		Survey Type: MANUAL
3	SH-03-J-01	CARAVAN PARK	SHROPSHIRE
	WELSHPOOL ROAD SHREWSBURY BICTON HEATH Edge of Town No Sub Category Total Number of units: 115 Survey date: FRIDAY 26/06/09		Survey Type: MANUAL
4	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LANE NEAR COVENTRY ASTON CANTLOW Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 86 Survey date: MONDAY 08/06/09		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-J-05	Next to rail station
NY-03-J-01	Not May - August

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	4	163	0.015	4	163	0.034	4	163	0.049
08:00 - 09:00	4	163	0.025	4	163	0.051	4	163	0.076
09:00 - 10:00	4	163	0.061	4	163	0.041	4	163	0.102
10:00 - 11:00	4	163	0.058	4	163	0.086	4	163	0.144
11:00 - 12:00	4	163	0.070	4	163	0.078	4	163	0.148
12:00 - 13:00	4	163	0.060	4	163	0.054	4	163	0.114
13:00 - 14:00	4	163	0.074	4	163	0.044	4	163	0.118
14:00 - 15:00	4	163	0.084	4	163	0.054	4	163	0.138
15:00 - 16:00	4	163	0.081	4	163	0.069	4	163	0.150
16:00 - 17:00	4	163	0.121	4	163	0.092	4	163	0.213
17:00 - 18:00	4	163	0.101	4	163	0.067	4	163	0.168
18:00 - 19:00	4	163	0.103	4	163	0.083	4	163	0.186
19:00 - 20:00	4	163	0.074	4	163	0.069	4	163	0.143
20:00 - 21:00	4	163	0.070	4	163	0.037	4	163	0.107
21:00 - 22:00	3	189	0.041	3	189	0.032	3	189	0.073
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.038			0.891			1.929

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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Parameter summary

Trip rate parameter range selected:	86 - 300 (units:)
Survey date range:	01/01/08 - 28/07/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

CYCLISTS**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	4	163	0.000	4	163	0.002	4	163	0.002
08:00 - 09:00	4	163	0.000	4	163	0.000	4	163	0.000
09:00 - 10:00	4	163	0.000	4	163	0.003	4	163	0.003
10:00 - 11:00	4	163	0.000	4	163	0.005	4	163	0.005
11:00 - 12:00	4	163	0.003	4	163	0.000	4	163	0.003
12:00 - 13:00	4	163	0.002	4	163	0.000	4	163	0.002
13:00 - 14:00	4	163	0.000	4	163	0.000	4	163	0.000
14:00 - 15:00	4	163	0.002	4	163	0.003	4	163	0.005
15:00 - 16:00	4	163	0.005	4	163	0.002	4	163	0.007
16:00 - 17:00	4	163	0.003	4	163	0.003	4	163	0.006
17:00 - 18:00	4	163	0.003	4	163	0.000	4	163	0.003
18:00 - 19:00	4	163	0.002	4	163	0.005	4	163	0.007
19:00 - 20:00	4	163	0.000	4	163	0.000	4	163	0.000
20:00 - 21:00	4	163	0.002	4	163	0.002	4	163	0.004
21:00 - 22:00	3	189	0.002	3	189	0.000	3	189	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.025			0.049

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.

