



## Transport Statement

**Bovills Hall Farm Barns, St Osyth Road, Little Clacton  
August 2014**



Bovills Hall Farm Barns, St Osyth Road, Little Clacton  
August 2014



### Quality Assurance

Site name: Bovills Hall Farm Barns, St Osyth Road

Client name: Greenwich Hospital

Type of report: Transport Statement

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

Signed

Date

August 2014



## Table of Contents

<b>1</b>	<b>INTRODUCTION</b> .....	<b>1</b>
	Brief .....	1
	Background .....	1
<b>2</b>	<b>EXISTING CONDITIONS</b> .....	<b>2</b>
<b>3</b>	<b>DEVELOPMENT PROPOSALS</b> .....	<b>3</b>
	Trip Generation .....	3
<b>4</b>	<b>SUMMARY AND CONCLUSIONS</b> .....	<b>5</b>
	Summary .....	5
	Conclusions .....	5

## Appendices

<b>Appendix 1</b>	<b>Site Location</b>
<b>Appendix 2</b>	<b>Access Visibility</b>
<b>Appendix 3</b>	<b>Illustrative Site Layout</b>
<b>Appendix 4</b>	<b>TRICS Data</b>



# 1 INTRODUCTION

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Greenwich Hospital to undertake a Transport Statement in support of proposals relating to development on land at Bovills Hall Farm, St Osyth Road, Little Clacton.

## Background

- 1.2 This Transport Statement considers the development of the land from its existing agricultural use for the development of two dwellings utilising the existing listed barn buildings.
- 1.3 Specifically this Transport Statement considers the transport and access options for the proposals, the impact in terms of traffic on the wider highway network and any deliverability issues with respect to the site. The Statement also provides sufficient evidence to support a change of use on the site to residential in the context of current policy as it relates to transport and access.

## 2 EXISTING CONDITIONS

- 2.1 The site is situated to the east of St Osyth Road, Little Clacton. The site location is shown in **Appendix 1**. The site is located in the Tendring District Council authority area.
- 2.2 St Osyth Road is a 5.5m wide single carriageway two-way road which runs approximately north to south past the site. The road has the benefit of a footway to its western side.
- 2.3 Access to the site is achieved via an existing dedicated access on to St Osyth Road which provides access to the farm and barn complex.
- 2.4 St Osyth Road is an unclassified road, subject to a 30mph speed limit as it passes the site. The 30mph speed limit corresponds to level of development along this stretch of road as it passes a number of residential units, a farm and a large holiday chalet park and confirms the suitability of that set limit.
- 2.5 The existing access into St Osyth Road, as a road with a speed limit of 30mph, has been assessed in terms of geometry and conformity to the guidance set out in the Manual for Streets.
- 2.6 It is considered that the Manual of Streets standards are applicable in this location and advice set out in the Eastern Region Development Management Forum's practice note confirms that view.
- 2.7 At its junction with the site, the access has the benefit of visibility by at least 2.4m by 43.0m to both the north and south of the junction across land either in control of the applicant or the Highway Authority and as such the visibility at the access accords with the requirements set out in the Manual for Streets.
- 2.8 The existing access provides access to the barn and farm complex and accommodates a range of movements associated with that use.
- 2.9 The junction and the available visibility is illustrated in **Appendix 2**.

### 3 Development Proposals

- 3.1 This Statement considers a potential change of use on the site from its agricultural use to residential use.
- 3.2 The proposals relate to the existing listed barns in the curtilage of the farm and seek to refurbish and redevelop the barns for the purpose of two residential dwellings with associated parking and turning areas.
- 3.3 The proposal would make use of the existing access arrangement for the site which has the benefit of visibility in accordance with the requirements as set out in the Manual for Streets.
- 3.4 An illustrative layout is held in **Appendix 3**.

#### Trip Generation

- 3.1 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.
- 3.2 The TRICS 7 trip generation database has been interrogated to assess the likely number of vehicular trips that could be associated with residential use in this location.
- 3.3 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 and size to the proposal being considered.
- 3.4 **Table 3.1** summarises the trip generation rates and provides an estimate of vehicular movements associated with 2 residential units.

**Table 3.1 TRICS Residential Vehicular Trip Rate and Forecast Generation Summary**

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.163	0.435	0.381	0.2010
Total trips 2 Units	0	1	1	0

- 3.5 **Table 3.1** indicates that a two unit residential proposal could result in up to 1 vehicular trip in the AM peak and 1 vehicular trip in the PM peak. The data obtained from TRICS is shown in **Appendix 4**.
- 3.6 The existing barn and agricultural use on the site has the potential to generate a level of vehicular movements and based on size and area of the barn storage it is likely that the level of movements generated would be greater than the level of movement that could be generated by the proposal.
- 3.7 The TRICS database holds limited data on farm usage and as such this appraisal provides a subjective assessment of the likely trip generation.
- 3.8 The barns could, and have in the past, been utilised for a range of agricultural related uses including grain storage, materials storage and farm machinery and vehicle storage.
- 3.9 Assuming essential vehicles such as tractors and trailers are stored overnight in the barns or in the yard area, there will be at least 2 movements in each peak and the level of movements throughout the day would be likely to be greater than the level that could be generated by two dwellings.
- 3.10 It is also germane to note that the type and size of vehicle using the access would alter as a result of a change of use and as such the level of use by large slower moving vehicles at the access will be significantly reduced and as such will be beneficial for highway safety in the vicinity of the site with the removal of these movements.
- 3.11 The proposal would therefore be likely to result in a decrease in vehicular traffic and in particular larger slower moving vehicles at the access and as such the proposals would be beneficial in terms of the use of the access point.
- 3.12 Parking for the proposal can be provided in accordance with the requirements set out in Standards for Parking, Design and Good Practice (2009).
- 3.13 A suitable turning area within the site can be provided to ensure vehicles can enter and exit the proposal site in forward gear.
- 3.14 The existing refuse collection arrangements as maintained for Bovills Hall Farm will be utilised for the proposals and as such there will be no increase in terms of associated movements as the refuse vehicle already serves the site.

## 4 SUMMARY AND CONCLUSIONS

### Summary

- 4.1 This Transport Statement provides an assessment of the transport and access impacts of proposals to change the use of existing agricultural barns on land at Bovills Hall Farm to provide two residential units.
- 4.2 The existing access has been assessed in terms of geometry and visibility against the standards set out in the Manual for Streets. Visibility at 2.4m by 43.0m in accordance with the requirement for a 30mph road can be provided in both directions from the access.
- 4.3 An assessment of the trip generation potential of the existing and proposed use demonstrates that the proposed use is likely to generate in the region of 1 trip in the AM peak and 1 trip in the PM peak and as such the trip generation will not result in an intensification of use at the access when considered against the existing agricultural use.
- 4.4 Parking and turning can be provided in accordance with the requirements of the Highway Authority.
- 4.5 The existing adjacent refuse servicing arrangements for Bovills Hall Farm will be utilised for the proposal.

### Conclusions

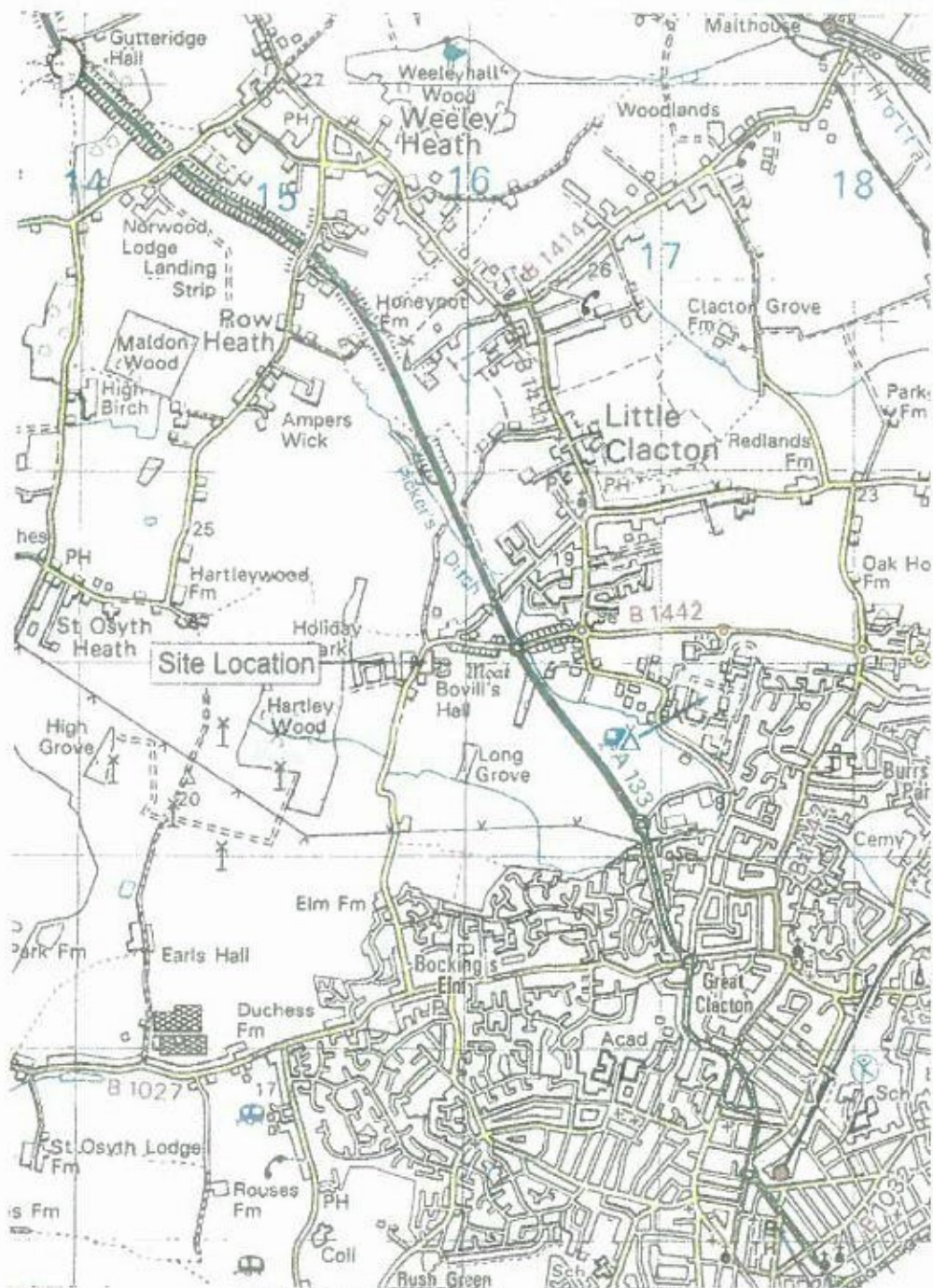
- 4.6 The existing access arrangements are suitable in terms of geometry and visibility to accommodate the likely trip generation associated with the proposed change of use and as such the proposals will not have a material or significant impact for the purposes of highway safety or capacity.
- 4.7 In consideration of the foregoing there are no substantive transport or highway related reasons why the proposals for the change of use from agricultural to residential use.





**Appendix 1**  
**Site Location**

Bovills St Osyth  
Site Location





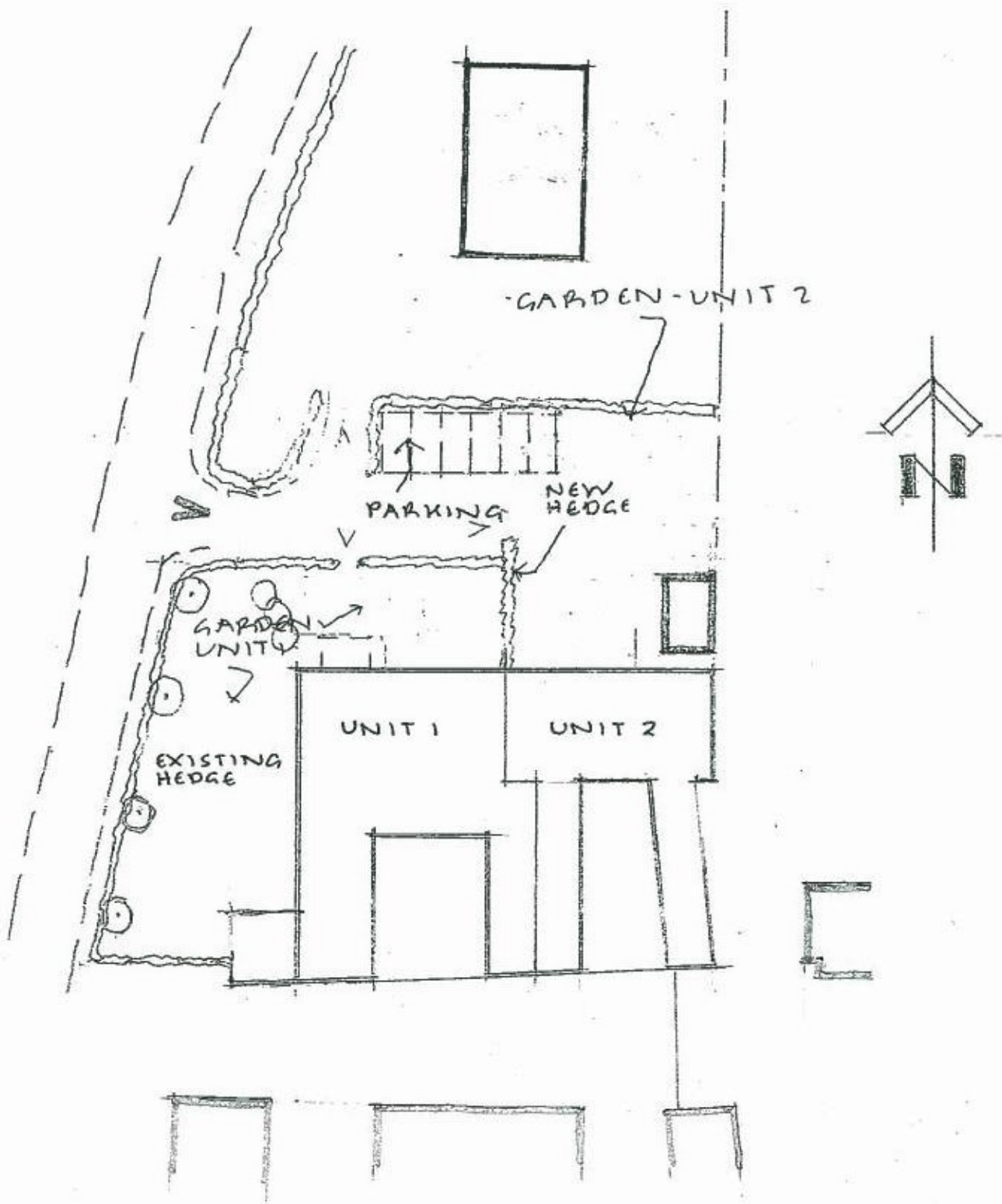
**Appendix 2**  
**Access Visibility**





**Appendix 3**  
**Illustrative Site Layout**





**BLOCK PLAN 1:500**

SEPT' 03









**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
<b>03</b>	<b>SOUTH WEST</b>	
	CW CORNWALL	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY NORTH YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
<b>09</b>	<b>NORTH</b>	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
<b>10</b>	<b>WALES</b>	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days

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

**Filtering Stage 2 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 dwellings  
Actual Range: 6 to 48 (units: )  
Range Selected by User: 6 to 50 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

*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	3 days
Tuesday	9 days
Wednesday	3 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	23 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)	14
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	1

*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:

Residential Zone	19
No Sub Category	4

*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.*

**Filtering Stage 3 selection:**

Use Class:

C3	22 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®.*

**Filtering Stage 3 selection (Cont.):**

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	6 days
500,001 or More	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	12 days
1.1 to 1.5	11 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:

Yes	1 days
No	22 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.*

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	23	20	0.071	23	20	0.246	23	20	0.317
08:00 - 09:00	23	20	0.163	<b>23</b>	<b>20</b>	<b>0.435</b>	23	20	0.598
09:00 - 10:00	23	20	0.171	23	20	0.203	23	20	0.374
10:00 - 11:00	23	20	0.158	23	20	0.161	23	20	0.319
11:00 - 12:00	23	20	0.178	23	20	0.210	23	20	0.388
12:00 - 13:00	23	20	0.191	23	20	0.158	23	20	0.349
13:00 - 14:00	23	20	0.161	23	20	0.163	23	20	0.324
14:00 - 15:00	23	20	0.195	23	20	0.212	23	20	0.407
15:00 - 16:00	23	20	0.278	23	20	0.208	23	20	0.486
16:00 - 17:00	23	20	0.370	23	20	0.231	<b>23</b>	<b>20</b>	<b>0.601</b>
17:00 - 18:00	<b>23</b>	<b>20</b>	<b>0.381</b>	23	20	0.210	23	20	0.591
18:00 - 19:00	23	20	0.246	23	20	0.156	23	20	0.402
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.563			2.593			5.156

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 - 48 (units: )  
 Survey date range: 01/01/05 - 07/10/13  
 Number of weekdays (Monday-Friday): 23  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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.

