LAND OFF KIRBY ROAD
KIRBY CROSS, ESSEX

TRANSPORT STATEMENT ADDENDUM

For

BEAUMONT RETIREMENT LIVING

DECEMBER 2023

Doc Ref: 3017004/D/2B

Integrating **transport** & **planning** seamlessly

Document Verification

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Issue Document Verification with Document ✓

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1 Introduction

1.1 Background

1.1.1 Clewlow Consulting Ltd is appointed by Beaumont Retirement Living to provide transport planning advice in support of proposed development at the Land to the East of Kirby Road, Great Holland, Essex, CO13 0HL ('the Site'), in the District of Tendring. This Transport Statement Addendum has been prepared in support of an application for an amendment under Section 73 of the Town and Country Planning Act 1990 ('the Act') to planning permission 22/00660/VOC for 41 high quality homes ('the Proposed Development'). The Site already has the benefit of planning consent for 41 high quality retirement homes for occupation by over 55's under planning permission ref. 22/00660/VOC ('the Approved Development').

1.1.2 The application relates solely to the removal of Condition 2 tied to the March 2023 Permission (ref: 22/00660/VOC), which states that *"The residential units hereby approved shall be occupied only by persons aged 55 years or over."*

1.1.3 No design changes are being proposed as part of the application. The quantum of housing (including residential floorspace), housing mix, and private amenity space will not change compared to the approved scheme.

1.1.4 The adjoining site, now known as the Beaumont Manor Care Home, provides a mixture of high quality care facilities.

1.2 Scope

1.2.1 This Transport Statement Addendum primarily considers the transport aspects of the Proposed Development in the context of the Approved Development as well as referencing the existing development on the adjoining site. Prior to the granting of consent for the Approved Development discussion with the transport development officer of Essex County Council (ECC) took place and pre-application advice was received. It is considered that this advice remains pertinent with regard to the transport-related aspects of the Proposed Development which need to be addressed and accordingly remain relevant in guiding the topics that need to be reviewed and reassessed in the Transport Statement Addendum.

1.2.2 This Transport Statement Addendum is accordingly structured as follows:

- Section 2 describes the existing situation with particular reference to the development of the Beaumont Manor care complex on the adjoining site;
- Section 3 provides details of the Proposed Development;
- Section 4 provides information on the predicted trip generation associated with the Proposed Development and compares this to that associated with the Approved Development;
- Section 5 assesses the effects of the Proposed Development on the local transport network;
- Section 6 summarises the Transport Statement and concludes that there will not be a severe impact due to the Proposed Development.

2 Existing Situation

2.1 Site Location

2.1.1 The site is located to the south of Kirby Cross as shown on Figure 1.

2.2 Surrounding Transport Network

2.2.1 Kirby Road, as it passes the site, forms part of the B1032 running between Kirby Cross and Great Holland. The B1032 then continues to Clacton-on-Sea. Traffic surveys presented in connection with the development on the adjoining site suggest that typical daily two-way flows on Kirby Road are now likely to be of the order of 12,000 to 14,000 vehicles per day. Peak hour two-way flows are now likely to be up to 1,200 vehicles per hour.

2.2.2 There are bus stops within 400m of the site on Holland Road as well as on Thorpe Road and Frinton Road.

2.2.3 Kirby Cross railway station is located approximately 500m from the site.

2.3 Description of Development on Adjoining Site

2.3.1 The development on the adjoining site comprises the Beaumont Manor Care Home which includes a high dependency dementia unit and close care dwelling units. This development is accessed from a dedicated new junction off Kirby Road known as The Beaumonts.

2.3.2 The Beaumonts access road is approximately 6m wide and leads to a total of 52 No car parking spaces. Also provided is a turning head suitable to accommodate a large refuse vehicle.

2.3.3 No adverse impact resulting from vehicular trip generation as a direct result of the existing development was anticipated at the planning stage nor, it is understood, has any occurred since the scheme opened.

3 Proposed Development

3.1 Size

3.1.1 As for the Approved Development, the proposal is for 41 No. homes, 27 of which would be in apartments and the other 14 in individual residences.

3.2 Layout and Access

3.2.1 The layout for the Proposed Development remains the same as shown on the plans forming part of the Approved Development apart from a Section 96a amendment application (ref. 23/00921/NMA) to separate garages and houses on plots 3, 4 and 5 to allow access to back gardens directly from the front of the properties. The above S96a application was approved by Tendring Council on 25th July 2023 and as such the highway layout and access arrangements can be considered acceptable.

3.3 Car Parking

3.3.1 Car parking will be provided to the level specified in the Essex Parking Guidance as for the Approved Development.

3.4 Cycle Parking

3.4.1 Car parking will be provided to the level specified in the Essex Parking Guidance as for the Approved Development.

4 Traffic Generation

4.1 Vehicular Trip Generation

4.1.1 The County Council's preferred method of calculating vehicular trip generation for new developments is through use of TRICS data. The Trip Rate Information Computer System (TRICS) is a database of trip rates for developments used in the United Kingdom for transport planning purposes to quantify the trip generation of new developments types.

4.1.2 For the Approved Development, the TRICS database was interrogated using land use class 'Residential' and sub land use 'Retirement Homes' to derive a multi-modal trip rate.

4.1.3 The original Transport Statement accordingly set out the number and timing of vehicular trips that would be expected on a typical weekday. The number of two-way trips between 7am and 7pm was predicted to be 124, as set out in Table 4.1 below. This shows subdued trip making in the peak hours as would be expected from a development primarily occupied by residents aged over 55.

Table 4.1: Vehicle Trip Rates and Trips (Approved Development)

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	No. Units	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
07:00-08:00	41	0.055	2	0.027	1	0.082	3
08:00-09:00	41	0.108	4	0.059	2	0.167	7
09:00-10:00	41	0.203	8	0.135	6	0.338	14
10:00-11:00	41	0.139	6	0.148	6	0.287	12
11:00-12:00	41	0.152	6	0.154	6	0.306	13
12:00-13:00	41	0.124	5	0.15	6	0.274	11
13:00-14:00	41	0.173	7	0.186	8	0.359	15
14:00-15:00	41	0.148	6	0.171	7	0.319	13
15:00-16:00	41	0.137	6	0.171	7	0.308	13
16:00-17:00	41	0.131	5	0.129	5	0.26	11
17:00-18:00	41	0.07	3	0.11	5	0.18	7
18:00-19:00	41	0.065	3	0.061	3	0.126	5
Daily Trip Rates:		**1.532**	**62**	**1.503**	**62**	**3.178**	**124**

4.1.4 Without an age restriction applied, the trip making and in turn trip rates follow a more typical pattern, as shown in Table 4.2, which has been derived from the TRICS database interrogated using land use class 'Residential' and sub land use 'Houses Privately-Owned'

(see Appendix A). It should be noted that since the majority of the Proposed Development comprises apartments rather than houses then the trip rates and resulting number of trips shown in Table 4.2 will represent a robust assessment of trip making by private vehicle. This is because data shows that trip-making from apartments is generally lower than that made from houses where vehicles are generally located closer to residents' front doors.

Table 4.2: Vehicle Trip Rates and Trips (Proposed Development)

		ARRIVALS		DEPARTURES		TOTALS	
Time Range	No. Units	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
07:00-08:00	41	0.077	3	0.336	14	0.413	17
08:00-09:00	41	0.152	6	0.37	15	0.522	21
09:00-10:00	41	0.148	6	0.212	9	0.36	15
10:00-11:00	41	0.139	6	0.163	7	0.302	12
11:00-12:00	41	0.178	7	0.17	7	0.348	14
12:00-13:00	41	0.184	8	0.186	8	0.37	15
13:00-14:00	41	0.179	7	0.184	8	0.363	15
14:00-15:00	41	0.188	8	0.188	8	0.376	15
15:00-16:00	41	0.258	11	0.165	7	0.423	17
16:00-17:00	41	0.292	12	0.219	9	0.511	21
17:00-18:00	41	0.349	14	0.197	8	0.546	22
18:00-19:00	41	0.251	10	0.175	7	0.426	17
Daily Trip Rates:		**2.395**	**98**	**2.565**	**105**	**4.96**	**203**

4.1.5 Comparing Tables 4.1 and 4.2 it can be seen that trip making during the inter peak hours, i.e., between 10am and 4pm, is very similar. The increase in the overall number of trips is therefore largely accounted for by the greater number of trips in and around the two peak periods. Tables 4.3 and 4.4 aggregate the vehicle trips over the morning and evening peak periods for the Approved Development and Proposed Development respectively.

Table 4.3: Peak Period Vehicle Trips (Approved Development)

	ARRIVALS	DEPARTURES	TOTALS
Time Range	No. Trips	No. Trips	No. Trips
07:00-10:00	14	9	23
16:00-19:00	11	13	24
Totals	**25**	**22**	**47**

Table 4.4: Peak Period Vehicle Trips (Proposed Development)

	ARRIVALS	DEPARTURES	TOTALS
Time Range	No. Trips	No. Trips	No. Trips
07:00-10:00	15	38	53
16:00-19:00	36	24	60
Totals	**51**	**62**	**113**

4.1.6 From Tables 4.3 and 4.4 it can be seen that the number of trips over the two peak periods approximately doubles, however these trips take place over a six-hour period from which it can be derived that the average traffic flow with the Proposed Development increases by one trip only every 5.5 minutes compared to the Approved Development. This would not be a noticeable increase.

4.1.7 Tables 4.5 and 4.6 show further comparisons for the traditional AM network peak hour of 8am to 9am and the traditional PM network peak hour of 5pm to 6pm.

Table 4.5: Morning Peak Hour Vehicle Trips

08:00-09:00	ARRIVALS	DEPARTURES	TOTALS
	No. Trips	No. Trips	No. Trips
Approved Development	4	2	6
Proposed Development	6	15	21
Difference	**+2**	**+13**	**+15**

Table 4.6: Evening Peak Hour Vehicle Trips

17:00-18:00	ARRIVALS	DEPARTURES	TOTALS
	No. Trips	No. Trips	No. Trips
Approved Development	3	5	8
Proposed Development	14	8	22
Difference	**+11**	**+3**	**+14**

4.1.8 Tables 4.5 and 4.6 show that the number of vehicles that are expected to arrive and depart in each of the traditional network peak hours increases by 15, or only one additional vehicle every four minutes. Even over this shorter period, this level if change would not be noticeable. Furthermore, as stated in Para 4.1.4, these additional flows represent a robust assessment since no allowance has been made for the majority of the residential units in the Proposed Development will be apartments rather than houses.

4.2 Non-Vehicular Trip Generation

4.2.1 With regard to the predicted trip generation for travel predominantly by public transport and on foot, the original Transport Statement predicted that there would be 17 two-way trips and 42 two-way trips respectively. It is reasonable to consider that these flows will continue to be representative of residential development without an age restriction.

4.2.2 Neither of these flows are significant nor contentious since adequate facilities are available for both these modes of travel.

5 Impact Assessment

5.1.1 In its pre-application consultation response in respect of the Approved Development, including the age of occupation restriction, Essex County Council stated that,

"For this scale and type of development, it is known that trip rates will be lower than normal housing. In addition, the residents will generally not show the usual pattern of leaving or returning in peak flow times."

5.1.2 The County Council further stated at the time that,

"the Highway Authority does not consider the proposal will create a severe impact on the existing highway network and therefore would be unlikely to raise any objections."

5.1.3 From the assessment of the trip generation from the Proposed Development it has been shown that the use of the Site for homes without an age of occupation restriction will nevertheless only lead to a marginal change in the number of vehicles using highway network, even during the peak hours.

5.1.4 There is only nominal demand due to the existing development and Approved Development compared to the capacity of The Beaumonts access junction and, notwithstanding the increased peak hour generation from the Proposed Development, this in practice will only add a maximum of 15 vehicles per hour to the volume of turning traffic on and off Kirby Road. Accordingly there will be no noticeable impact on junction capacity.

5.1.5 As set out in Section 2, the typical flows on Kirby Road are of the order of 12,000 – 14,000 vehicles per day with up to 1,200 vehicles per hour in the peaks. The Proposed Development typically adds a maximum of around 80 vehicles over a 12-hour period and a maximum of 15 vehicles in each of the peak hours. These additional flows represent only around 1% of current network flows and will have no noticeable effects.

5.1.6 Notwithstanding that the Highway Authority's previous comments were made in respect of a proposal for retirement homes with an age of occupation restriction to over 55s, it can be seen that, in the context of the peak hour flows on Kirby Road as well as daily flows, the Proposed Development without an age of occupation restriction will have no noticeable effect on the traffic flows on the highway network.

6 Conclusion

6.1.1 No design changes are being proposed as part of the application. The quantum of housing (including residential floorspace), housing mix, and private amenity space will not change compared to the approved scheme..

6.1.2 The traffic generation resulting from the Proposed Development comprising the removal of Condition 2 tied to the March 2023 Permission (ref: 22/00660/VOC), which states that *"The residential units hereby approved shall be occupied only by persons aged 55 years or over*", will cause no noticeable effects at peak times or at any other time of the day.

6.1.3 This Transport Statement Addendum accordingly shows that the Proposed Development will not have a severe impact and therefore there is no reason that a transport-related objection to the planning application would be justified.

FIGURES

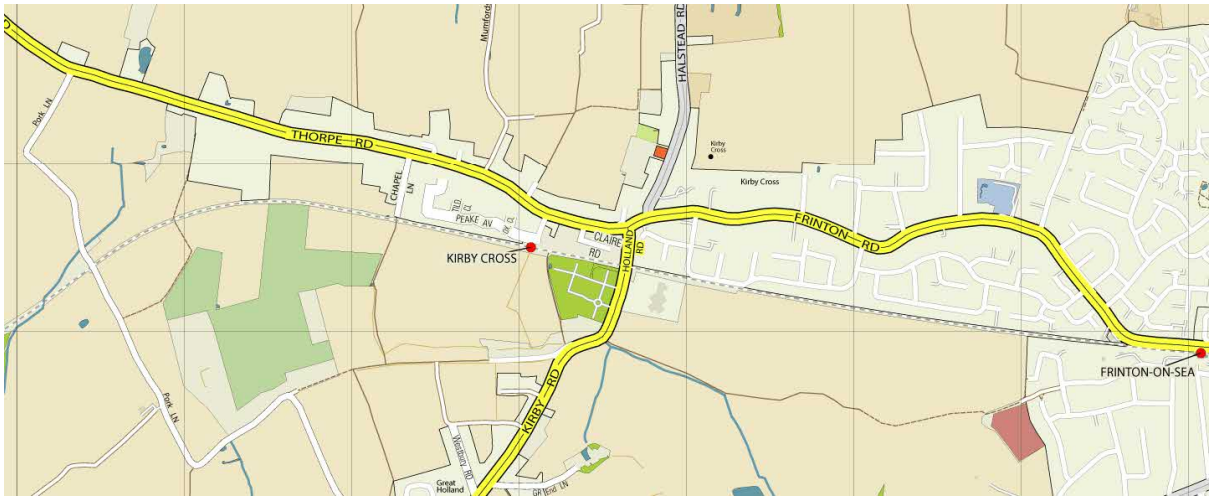

Figure 1

Site Location Plan

APPENDICES

APPENDIX A

TRICS Data for

Houses Privately Owned

(previously presented to and accepted by Essex County Council)

Calculation Reference: AUDIT-456201-160222-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	KI	KINGSTON	2 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	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: 7 to 98 (units:)
Range Selected by User: 7 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/11/15

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
Tuesday	5 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge 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:

Residential Zone	13

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	13 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	3 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	5 days
1.1 to 1.5	8 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	12 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	13	47	0.077	13	47	0.336	13	47	0.413
08:00 - 09:00	13	47	0.152	13	47	0.370	13	47	0.522
09:00 - 10:00	13	47	0.148	13	47	0.212	13	47	0.360
10:00 - 11:00	13	47	0.139	13	47	0.163	13	47	0.302
11:00 - 12:00	13	47	0.178	13	47	0.170	13	47	0.348
12:00 - 13:00	13	47	0.184	13	47	0.186	13	47	0.370
13:00 - 14:00	13	47	0.179	13	47	0.184	13	47	0.363
14:00 - 15:00	13	47	0.188	13	47	0.188	13	47	0.376
15:00 - 16:00	13	47	0.258	13	47	0.165	13	47	0.423
16:00 - 17:00	13	47	0.292	13	47	0.219	13	47	0.511
17:00 - 18:00	13	47	0.349	13	47	0.197	13	47	0.546
18:00 - 19:00	13	47	0.251	13	47	0.175	13	47	0.426
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.395			2.565			4.960

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:	7 - 98 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	1
Surveys manually removed from selection:	5

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.