



ttp consulting
transport planning specialists

Klara 89 Limited

**89 High Street, Billericay,
Essex**

Transport Statement

February 2024

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1 INTRODUCTION

1.1 TTP Consulting is instructed to provide transport planning advice relevant to the redevelopment of 89 High Street, Billericay, (the former Lloyds Bank building).

1.2 The redevelopment of the site will comprise two separate standalone applications within the same curtilage, namely:

Planning Application 1 (flatted scheme)

1.3 Comprises: 7 x flats, comprising 4 x 1B/2P, 1 x 2B/3P and 2 x 2B/4P units, and a retained 167sqm Class E commercial unit.

Description of Development:

Proposed partial change of use of the existing building from Class E to Class C3, with works including infill loft extension, introduction of south facing dormer and a 1.5-storey rear and upward extension to create 7 x self-contained C3 residential units; plus façade amendments to incorporate new windows; removal of ATM and reinstatement of front façade window; alongside associated landscaping, parking, and refuse storage.

Planning Application 2 (houses):

1.4 Comprises: 2 x 3B/6P semi-detached houses

Description of Development:

Proposed removal of surface car park to enable the erection of 2 x semi-detached houses alongside associated landscaping, parking, and refuse storage.

1.5 Both applications will be delivered simultaneously and together will comprise a comprehensive redevelopment of the vacant brownfield site.

1.6 The application sites are located on the west side of Billericay High Street, on the corner with Rose Lane, in an accessible town-centre location. They are within a short walking distance of numerous amenities, bus routes and Billericay rail station (550 metres). The location of the development proposals is shown at **Figure 1.1**, whilst **Figure 1.2** identifies the application sites in local detail. An area of private off-street parking associated with the site is located on the opposite side of Rose Lane, accessed via the public Billericay High Street car park.

Figure 1.1 – Site Location



Figure 1.2 – Site Plan



- 1.7 Planning Application 1 retains 167 GIA sqm of commercial floorspace (including basement) with frontage to the High Street, and residential accommodation to the rear and upper floors, comprising 3 x 1-bed ground floor flats and 4 x 2-bed duplex flats on the 1st & 2nd floors. Planning Application 2 comprises a pair of semi-detached houses is proposed to the rear, an area of parking associated with the former bank.

- 1.8 Parking provision for the residential accommodation is located adjacent to the semi-detached houses and also in the additional parking area served via the Billericay High Street car park; a total of 9 spaces are proposed to serve the site-wide comprehensive development of 9 new dwellings.
- 1.9 The remainder of the report is structured as follows:
- Section 2 describes the existing situation;
 - Section 3 sets out the relevant national, regional and local policy;
 - Section 4 details the proposals and considers the effect of the development; and
 - Section 5 provides a summary and conclusion.

2 EXISTING CONDITIONS

The Site and Surrounding Area

- 2.1 The former Lloyds Bank building fronts the High Street of Billericay, a defined Town Centre in the local development plan, offering predominantly independent retail businesses as well as some national chains. Along its southern boundary lies Rose Lane, a gated shared surface route providing vehicle access to a hard-surfaced area at the rear of the former bank building as well as providing pedestrian and vehicle access to a pair of detached houses located at the end of Rose Lane.
- 2.2 The town centre offers convenience retail such as Iceland (<100m) and Waitrose (220m) supermarkets within a short walking distance as well as a choice of cafes, restaurants, pubs, hair and beauty shops and newsagents.
- 2.3 For large areas of open space, the Lake Meadows Park is approximately 1,200m north of the site whilst Mill Meadows can be accessed within a 500m walk to the south.

Local Highway Network

- 2.4 The combined site fronts onto High Street (the B1007) which runs between Parkway (the A1060) to the north and London Road (the A129) to the south. Outside the site, the High Street is a two-way single carriageway road and in the vicinity of the site frontage offers intermittent on-street parking opportunities for short-stays of maximum one hour, operating between Monday and Saturday, 8am through to 6pm. There is a disabled parking space located in front of the former Lloyds Bank building.
- 2.5 The High Street is a public transport corridor for local bus services with bus stops for both directions of travel located within a 200m walk of the site. Signal controlled crossings of the High Street are located 80m to the north and 80m to the south of the site respectively.

Accessibility

- 2.6 The sites are accessible by a variety of modes of transport with a choice of amenities within a reasonable walking distance. The following paragraphs summarise the site's accessibility by non-car modes.

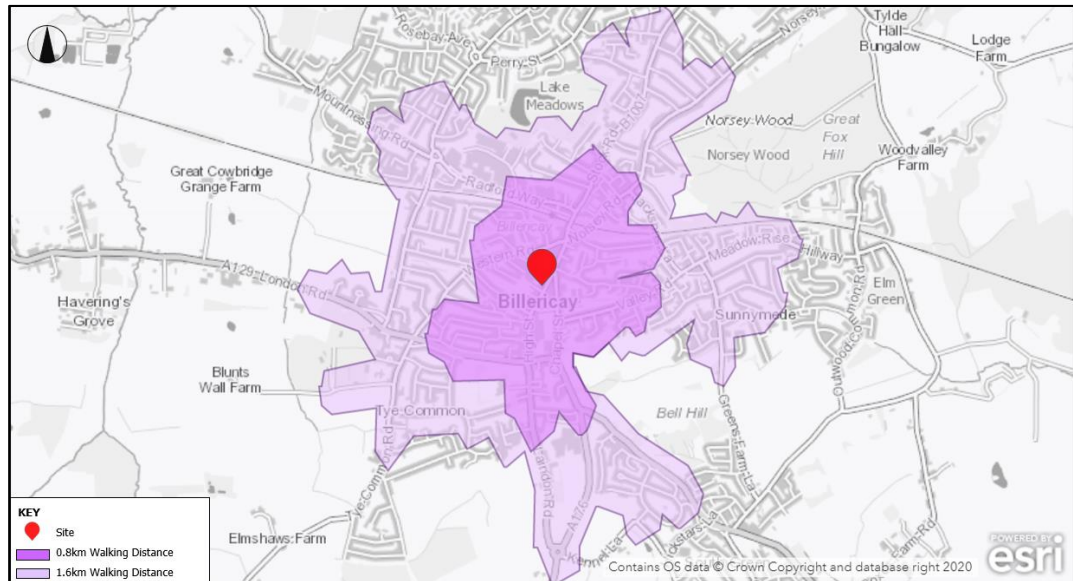
Walking

- 2.7 Footways are provided on either side of High Street, connecting the sites to the wider pedestrian routes that service public transport facilities and local amenities. The immediate walking environment is characterised by a typical high street environment. Within an 800m walking distance of the site, there are restaurants, cafes and supermarkets as previously described.

Public transport opportunities are also accessible on foot with Billericay Rail Station located 550m to the north and bus routes in operation along the High Street.

- 2.8 **Figure 2.1** provides details of an 800m (10-minute) and 1.6km (20-minute) catchment zone surrounding the site. The map shows much of the town to be within walking distance, as well as access to open spaces. The local town council promotes a number of walking routes for leisure purposes and also publishes a “Healthy Shortcuts” map for Billericay (**Appendix A**).

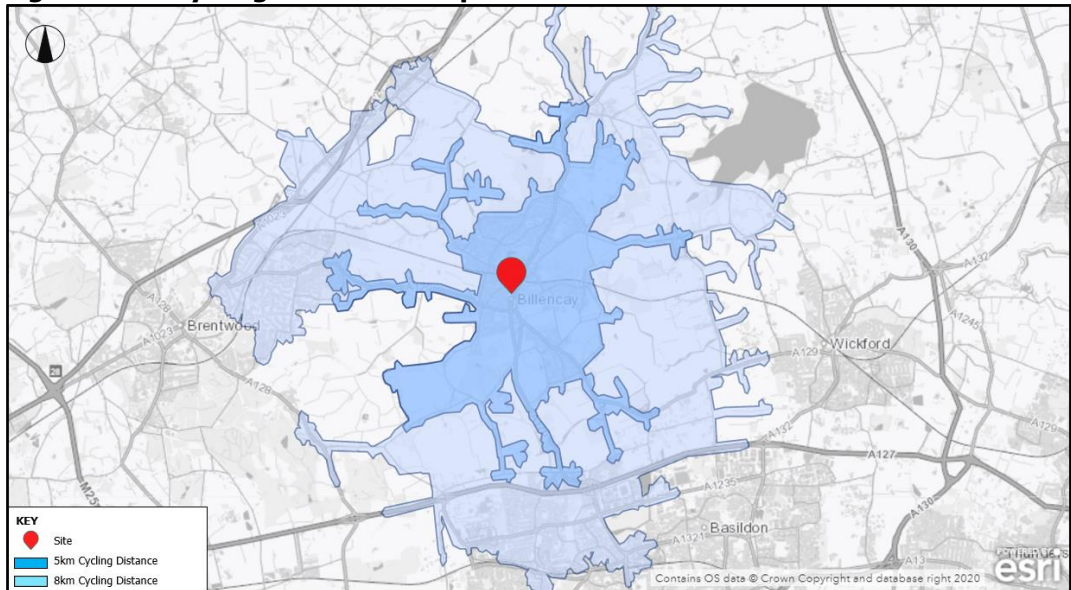
Figure 2.1 – Walking Isochrone Map



Cycling

- 2.9 Traditionally cycling is considered to offer the potential to substitute for short car trips, particularly those under 5 km, which is equivalent to approximately 15-minutes riding time. **Figure 2.2** demonstrates that all of Billericay and surrounding villages are accessible within a 5km cycle of the site and that parts of Basildon and Brentwood are located within an 8km cycle.
- 2.10 The local town council, in conjunction with a local cycling club, promotes a number of routes for leisure cycling which are available for download (**Appendix B**) and the County Council maintains a smartphone app, TravelEssex, which promotes and provides information for sustainable travel.

Figure 2.2 – Cycling Isochrone Map

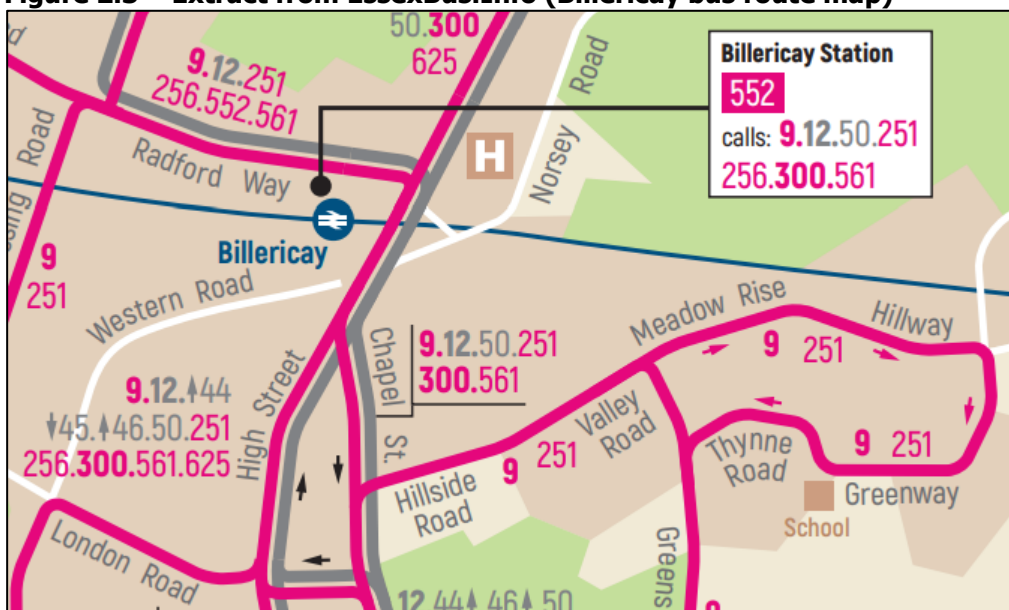


2.11 National Cycle Network Route 13 runs along High Street. The on-road route starts in Chelmsford and continues south through Billericay towards Basildon and as far south as Stanford-le-Hope. The route provides connections with Routes 1 and 16 serving other destinations in Essex such as Harlow.

Bus Services

2.12 An extract at **Figure 2.3** from the County Council’s bus route map for the town centre identifies those routes that operate along the High Street.

Figure 2.3 – Extract from EssexBus.Info (Billericay bus route map)



- 2.13 Services on Route 9 operate hourly during the day between Basildon and Brentwood via Billericay whilst Route 300 offers 3 services per hour during the day between Chelmsford and Basildon via Billericay, reducing to 2 per hour during the early evening and hourly after 9pm. The last service to Billericay from Chelmsford is currently timetabled at 11.30pm.

By Rail

- 2.14 Billericay rail station is located approximately 550m to the north of the proposals. The station is served by Greater Anglia services providing access to London Liverpool Street and Southend Victoria with 4 services per hour available.
- 2.15 Shenfield station is approximately an 8-minute journey by rail from Billericay offering a connection to Elizabeth Line services for greater frequency connections to central London and destinations towards Heathrow and Reading.

Journey to Work – Modal Split

- 2.16 The 2011 Census has been examined to establish the method of journey to work for employees and residents in the area (associated with the longest part of their journey). **Table 2.1** indicates that, in the Middle Layer Super Output Area, Basildon 003, 32% of residents and 15% of employees use public transport, whilst 9% of residents' and 14% of employees' movements are undertaken by active modes of travel. The 2021 Census is not valid for travel to work information due to the influence of Covid-19 related travel and work patterns at that time.

Table 2.1 - Existing Modal Split (Census 2011)		
Mode	Resident Population (%)	Workplace Population (%)
Underground, metro, light rail or tram	1	1
Train	30	9
Bus, minibus or coach	1	6
Taxi	0	1
Motorcycle, scooter or moped	1	0
Driving a car or van	53	65
Passenger in a car or van	3	5
Bicycle	0	1
On foot	9	13
Total	100%	100%

Car Ownership

- 2.17 By reference to the 2021 Census for local levels of car ownership, the average across households of all types and size is 1.24 cars per household. It is relevant that 59% of households offered three bedrooms or more and that only 32% of households in the dataset are flats.

3 POLICY

National Policy

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2023 setting out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 115 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.3 Paragraph 116 states that:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

3.4 When considering the transport effects of development, the NPPF states in Paragraph 117 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

Essex Transport Strategy: The Local Transport Plan for Essex

- 3.5 Published in June 2011, the Local Transport Plan (LTP 3) covers a 15 year period for improving travel within the county with the underlying vision of *"a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex"*. A number of additional guidance and transport strategy documents have been published since at a local and national level which offer more relevant points of reference, whilst the County expected that Local Transport Plan 4 (LTP 4) will be adopted during 2024.

Essex Parking Standards

- 3.6 Car parking and cycle parking provision is set out within the Essex Parking Standards (2009). For 1-bed homes there is a requirement for one space per dwelling, whilst for homes with 2-beds or more there is a requirement for two spaces per dwelling. It states that locations that are well served by public transport, or located in urban areas / town centres may have a lower level of provision.
- 3.7 In respect of cycle parking, homes require 1 space per dwelling whilst commercial floorspace (Class E) requires 1 space per 400sqm for both staff and visitors.

Local Policy

Basildon District Local Plan Saved Policies September 2007

- 3.8 The Council's Saved Local Plan Policies make little direct reference to the transport implications of development. Policy BAS BE12 advises that planning permission for new residential development will be refused if it causes material harm in terms of, inter-alia, traffic danger or congestion.
- 3.9 The Council's car parking standards were withdrawn.

Policy Summary

- 3.10 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.
- 3.11 It is evident that the development proposals are in a sustainable location, being accessible by a choice of travel modes, and a car-free development is also considered suitable in transport policy terms.

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

- 4.1 Planning Application 1 proposes to retain a smaller commercial unit than existing (167sqm) with 3 x 1-bed flats located at ground floor level to the rear and 3 x 2-bed flats and 1 x 1-bed flat over first and second floor levels. Planning Application 2 proposes a pair of 3-bed semi-detached houses is proposed on land to the rear of the building. Hence 9 new dwellings are proposed across both applications. The proposed ground floor layout plan for each standalone planning application is shown at **Appendix C**.

Access

- 4.2 There are no proposed changes to the existing shared pedestrian and vehicle access arrangement via Rose Lane. Pedestrian access to both the ground and upper floor flats is proposed from the north side of the site, with the entrances to the pair of semi-detached homes set back from Rose Lane. The entrance to the retained commercial unit on the High Street will remain as existing.

Parking

Car Parking

- 4.3 Site-wide, the 9 new dwellings will have access to a total 9 parking spaces, 3 of which are provided at the rear of the building via Rose Lane and 6 spaces to be reserved for the developments from within the existing private area of parking served via the public car park. This parking area comprises 26 existing spaces, 20 of which have been previously allocated to support the residential use for the adjacent Squire House development.
- 4.4 By reference to the Essex County Council parking standards, the location of the proposals in Billericay town centre, with access to local amenities and public transport connections, provides a suitable setting for a lower level of parking provision than the standards would ordinarily require, consistent with the approach applied to the adjacent Squire House development
- 4.5 Hence a level of provision equivalent to one space per dwelling is appropriate.
- 4.6 It is also relevant to consider the expected level of car ownership for the combined development therefore car ownership data for flats in the local ward (Billericay East) from the 2011 Census has been examined. This identifies average car ownership of 0.70 per flat with 1-3 habitable rooms (1-2 bedrooms) for the immediate area, with 37% of people not owning a car. A comparable means of interrogating the data for the 2021 Census is not available but with average car ownership levels of 1.24 cars per household (2021 Census) across households of

all sizes, types and tenures, the level of provision in this location for the scale and nature of development is considered suitable.

- 4.7 Consequently, the provision of car parking in accordance with local demand, for a site within a town centre location which benefits from access to local bus routes and national rail services, contributes to future residents being able to live a car-free lifestyle, utilising alternative modes such as walking or public transport.

Cycle Parking

- 4.8 Each of the semi-detached houses will have a Sheffield stand offering a secure location within each dwelling's curtilage for 2 cycles to be parked, though it is likely that cycle storage will be within a garden shed if required. A covered communal cycle store offering 4 Sheffield stands for up to 8 bikes is proposed to serve the new flats located to the rear of the building. An additional single Sheffield stand is proposed externally at the rear to meet the needs of staff and visitors to the building. The total number of cycle spaces proposed accords with policy.

Trip Generation

Proposed Residential Use

- 4.9 A review of the TRICS database has been undertaken to understand the combined trip generation that the proposed 9 dwellings could generate, based on the trip rates presented for the adjacent Squire House development. A summary of the trip rates and resultant total person trips for 9 dwellings is included in **Table 4.1**.

Time	Trip Rate (Per Dwelling)			Total Person Trips		
	Arrive	Depart	2-way Total	Arrive	Depart	2-way Total
07:00-08:00	0.113	0.371	0.484	1	3	4
08:00-09:00	0.113	0.667	0.780	1	6	7
09:00-10:00	0.189	0.195	0.384	2	2	4
16:00-17:00	0.421	0.214	0.635	4	2	6
17:00-18:00	0.415	0.277	0.692	4	3	7
18:00-19:00	0.623	0.327	0.95	5	3	9
<i>07:00-19:00</i>	<i>3.434</i>	<i>3.384</i>	<i>6.818</i>	<i>31</i>	<i>31</i>	<i>61</i>

- 4.10 With reference to **Table 4.1**, the proposed combined residential proposals are likely to generate up to 15 trips (4 arrivals / 11 departures) during the three-hour morning peak period (7am-10am) and 21 trips (13 arrival and 8 departures) in the evening 4pm-7pm period. A review of the resident population journey to work data for the local area identifies that in 2011 53% of people drove to work and hence when applied to the total person trips, it is expected that the new dwellings could generate 8 two-way vehicle movements over the morning period and 11

in the evening period. These volumes of movement are not significant, would not cause material harm in terms of congestion or danger and are not considered to require further assessment of impact.

- 4.11 It is relevant that movements associated with the former use of the rear area for parking associated with the bank will no longer be taking place.

Delivery and Servicing Activity

Deliveries

- 4.12 Deliveries to the residential dwellings will take place on-street from High Street. Delivery arrangements will be similar to dwellings already present on High Street and the existing use.
- 4.13 Residential deliveries are likely to comprise of letters/parcels, supermarket deliveries or deliveries of household goods or items purchased online. Most of these will be undertaken by light goods vehicles such as Luton or Transit style vans with many already travelling in the area in any event as part of their schedule of multiple drop-offs.

Waste Storage and Collection

- 4.14 A communal waste storage area with suitable bins to allow for waste streams to be separated between general and recycling is proposed at the rear of the building, with collection to take place as per the existing arrangements for residential dwellings on Rose Lane, with the refuse vehicle waiting on the High Street.

Sustainable Travel

- 4.15 Each household will be provided with a Residential Travel Information Welcome Pack in accord with Essex County Council requirements.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed to provide transport planning advice in relation to the redevelopment of 89 High Street, comprising two standalone planning applications that propose extensions of the existing building and a pair of new semi-detached homes.

5.2 The proposed developments have been assessed and can be summarised as follows:

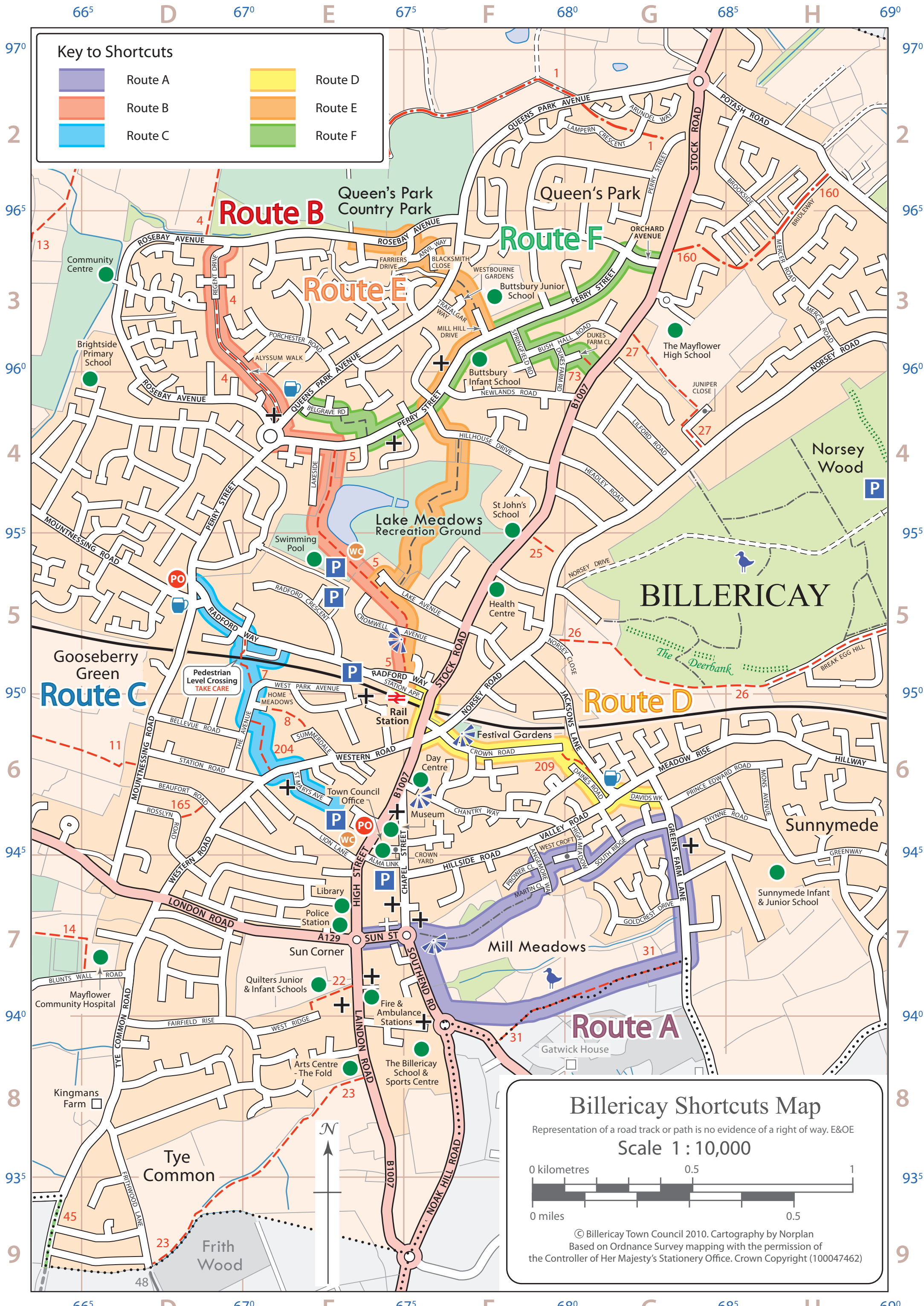
- The sites are located within a town centre location, close to numerous facilities and public transport services. As such, many day-to-day trips are capable of being undertaken by sustainable modes;
- There are no proposed changes to the Rose Lane access arrangements that currently serve the sites;
- All deliveries and refuse collections will be undertaken in a similar manner to existing arrangements along the High Street.
- The proposals will provide cycle parking in accordance with ECC's standards;
- Combined, a total of 9 car parking spaces will be offered for the 9 dwellings, part within the curtilage of the application site and part within an area of existing car parking under the control of applicant; this level of provision is considered a suitable balance given expected levels of car ownership, the scale and type of development and its sustainable location, and accords with local and national policy; and
- The trips associated with the new residential use are relatively low; and
- Residents will be provided with ECC compliant residential travel information "welcome packs".

Conclusion







5.3 In light of the above, we conclude that the proposals will not result in an unacceptable impact on the operation of the local highway and transportation network. Furthermore, in accordance with NPPF paragraph 115, the cumulative impacts of the development are not considered severe, and as such the proposals should not be prevented or refused on transport grounds.

Appendix A

(Healthy Shortcuts)



Key to Shortcuts

	Route A		Route D
	Route B		Route E
	Route C		Route F

Billericay Shortcuts Map

Representation of a road track or path is no evidence of a right of way. E&OE

Scale 1 : 10,000

0 kilometres 0.5 1

0 miles 0.5

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Appendix B

(Cycle Routes)



Billericay Circular Cycle Ride

Billericay Town Council



**A cycle ride around
Hanningfield Reservoir
starting from
Billericay Station**

This cycle route is 14.6 miles long starting at Billericay Station and looping around Hanningfield Reservoir, providing some stunning views on the way. The route is based on B roads and country lanes, enabling you to enjoy the countryside hopefully without too much traffic.

Start at Billericay Railway Station and turn left into Radford Way, passing the industrial area of the town. At the roundabout take the 3rd exit into Perry Street, and at the next roundabout take the 2nd exit into Queens Park Avenue. At the top of the hill, on your left, is Queens Park Country Park and Stock Brook Country Club.

At the next roundabout take the 2nd exit into Potash Road, and after about half a mile take the first left into Goatsmoor Lane. To your right is the 40 acre plantation which is used for war games. Follow this road for 1.3 miles until you come to a junction where you keep to the left and ride up White's Hill. At the top you come to the T-junction with Mill Road, turn right and the immediately left into Mill Lane. As you ride along here you will pass Stock Windmill which is open from 2-5 pm on the second Sunday of the month, April to September.



At the T-junction turn left into Downham Road and 300 yds later take the first right into Lower Stock Road. This is an enjoyable 1.5 mile ride along a very quiet county lane. As you emerge into the edge of West Hanningfield Village you encounter the first refreshment point, the Three Compasses.



is not visible as the earth dam is raised above the height of the road on your left. At the end of the dam you ride back uphill to meet South Hanningfield Road; turn right to where the second refreshment point, The Old Windmill, sits. About 200 yds past the pub a road off to the right, Giffords Lane, takes you the 300 yds down to the edge of the reservoir and the Fishing Lodge Café, which has decking overlooking the water (for opening times call 01268 712182).

Turn right into Church Road and 200 yds along and take the first right into Middlemead. This road descends onto the dam, where there is a completely flat 1.2 miles section. The view to the right is excellent, however the reservoir

For those who wish to push on, keep riding along South Hanningfield Road to the T-junction and turn right into Hawkswood Road. Along here is a second opportunity to get close to the water at the Essex Wildlife Trust Visitor Centre, on the right-hand side (donation required). The Visitor Centre has a café offering light refreshments.

Just past the Visitor Centre turn left into Crowsheath Lane. *If you have not already had a good view of the reservoir ride a little past the turn into Crowsheath Lane on the western dam where there is an excellent view right across the reservoir.*

Ride along Crowsheath Lane to the junction with Downham Road by the Azuma Indian Restaurant in Downham, and turn right. Cycle along Downham Road into Ramsden Heath, where the award winning White Horse sits by the road junction. *(The White Horse won the National Family Pub of the Year in 2010).* Continue straight on and the Road becomes Heath road. As you leave the village, you pass the Nags Head on the right. *Care should be taken on this road as the traffic flows quite quickly.*

As you enter Billericay again, the road changes name to Norsey Road. As you cycle along past some of the largest houses in Billericay, keep an eye out for the entrance into Norsey Wood on the left just after Juniper Close on the right. Norsey Wood is ancient woodland and is where the Peasants' Revolt was finally crushed by Richard II's forces on 28th June 1381. At the first mini-roundabout go straight on and at the second mini-roundabout take the 2nd exit turning right into St Andrews Drive, take the 1st exit turning left at the third mini-roundabout into Stock Road, and at the fourth mini-roundabout take the 2nd exit turning right into Radford Way, completing the route at the Railway Station behind the BP filling station.

Turn by turn guide

Start at Billericay Railway Station	0
Turn Left - Radford Way	0
Roundabout take 3rd exit - Perry Street	0.4
Roundabout take 2nd exit - Queens Park Avenue	0.8
Roundabout take 2nd exit - Potash Road	1.9
Turn first left - Goatsmoor Lane	2.6
At crossways keep left – White's Hill	3.9
At T junc. turn right- Mill Road	4.6
Turn first left - Mill Lane	4.6
At T junc. turn left - Downham Road	5
Turn first right - Lower Stock Road	5.2
At 3 Compasses Pub turn right - Church Road	6.7
Turn first right - Middlemead	6.9
At T junc. turn right - South Hanningfield Road	9.0
Turn right - Hawkswood Road	9.2
Turn first left - Crowsheath Lane	10.5
At T junc. turn right - Downham Road	11.1
Roundabout take 2nd exit - Norsey Road	14.3
Roundabout take 2nd exit - St Andrews Drive	14.3
Roundabout take 1st exit - Stock Road B1007	14.4
Roundabout take 2nd exit- Radford Way	14.5
Billericay Railway Station - Finish	14.6

Leaflet produced in association with Essex Roads Cycling Club



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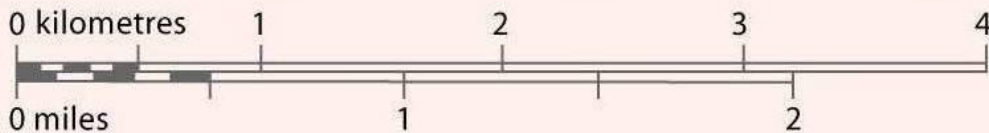
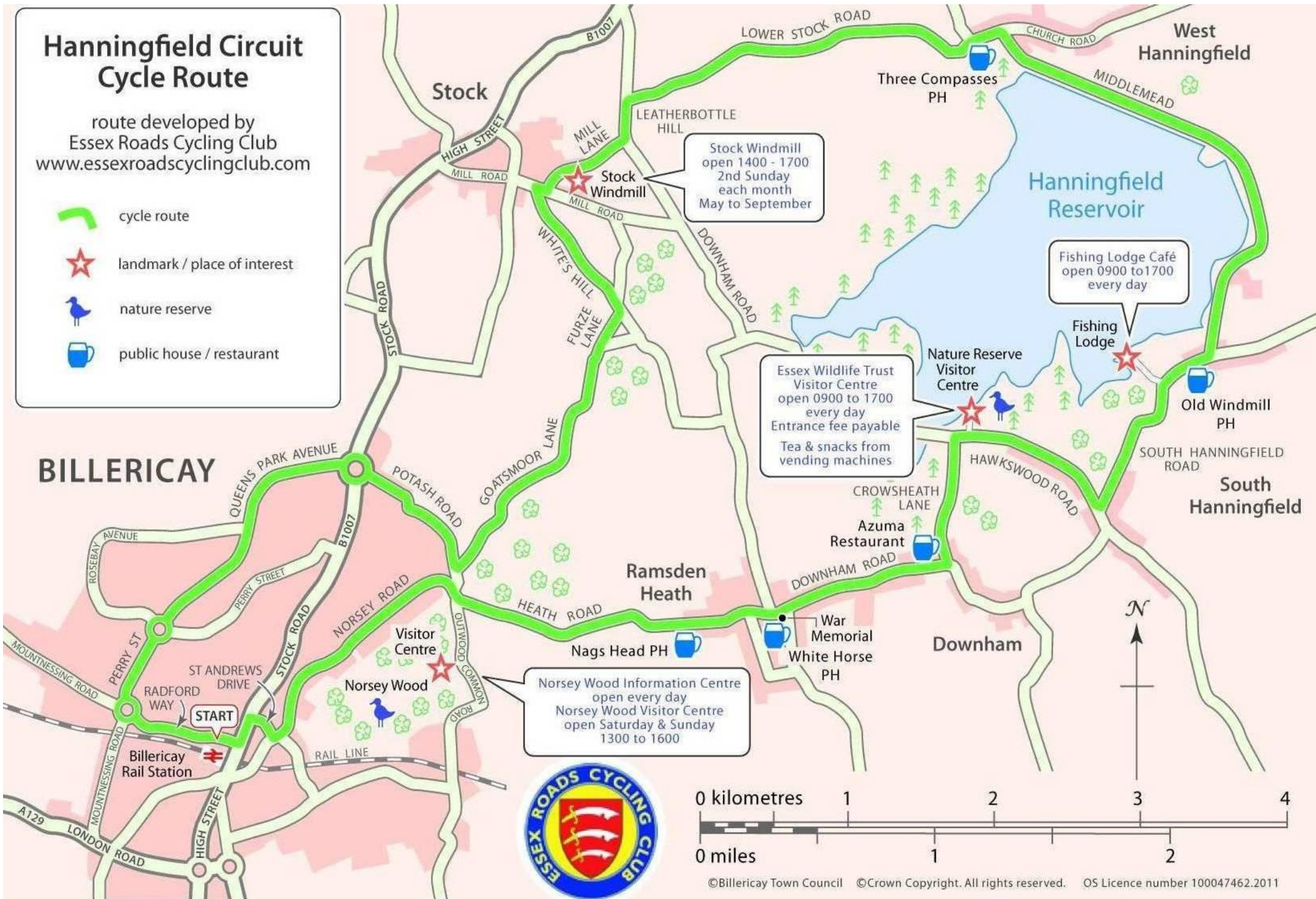
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Hanningfield Circuit Cycle Route

route developed by
Essex Roads Cycling Club
www.essexroadscyclingclub.com

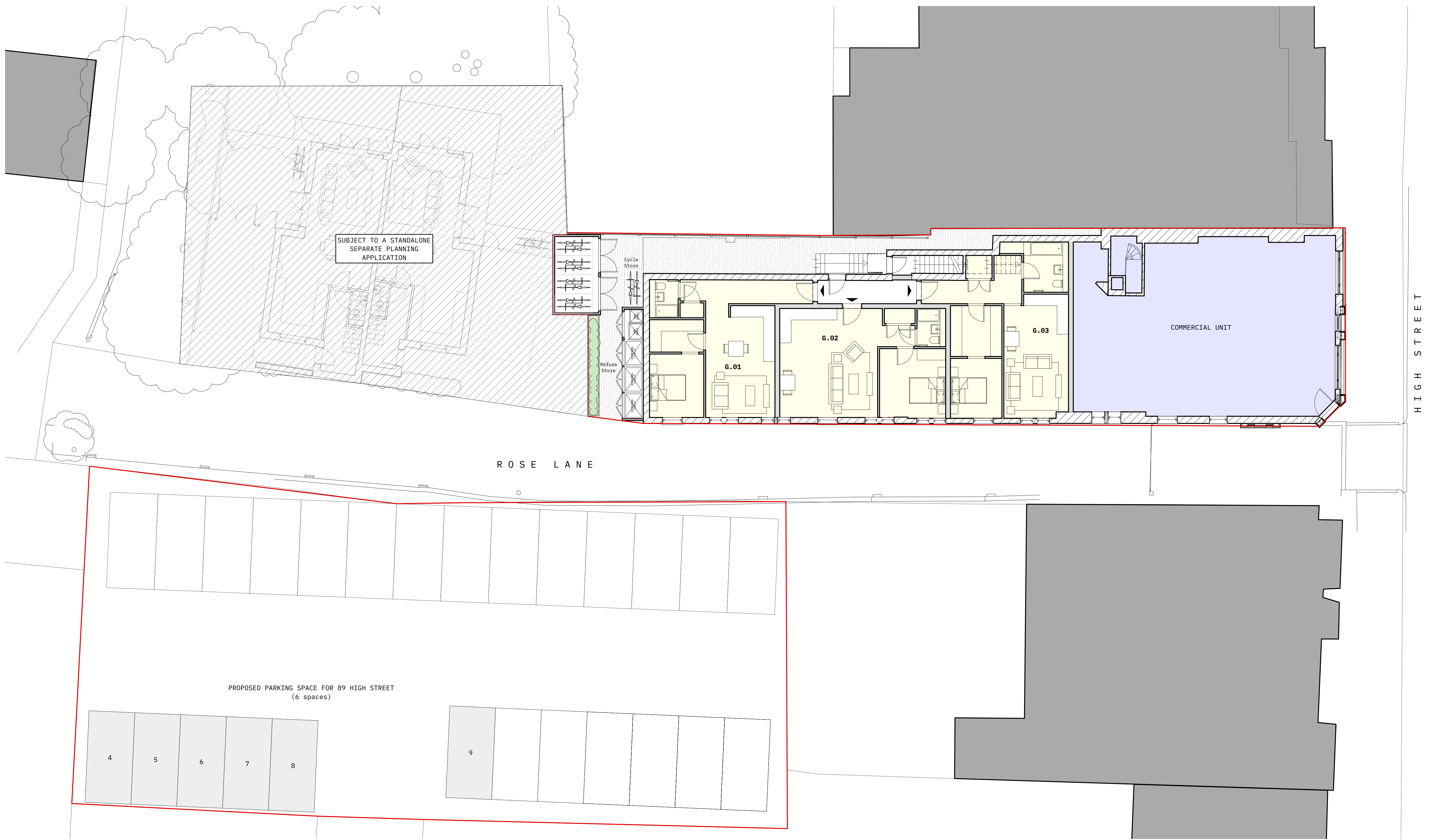
-  cycle route
-  landmark / place of interest
-  nature reserve
-  public house / restaurant

BILLERICAY



Appendix C

(Proposed Site Layout)



A Proposed Site Plan
S.01 1:100 @ A1; 1:200 @ A3

Revisions		
H	22.01.24	Issued for comment.
I	24.01.24	Issued for comment.
J	24.01.24	Window amended.
K	01.02.24	Issued for comment.
L	14.02.24	Issued for application.

Landscape Key	
	Permeable Blockwork Paving
	Patio
	Grass



Client	Klara Homes	
Project	89 High Street, Billericay	
Drawing Title	Proposed Site Plan General Arrangement	
Status	Planning	Checked
Scale	1:100 @ A1 ; 1:200 @ A3	Date
Drwg. No.	133_PL2_S_01	Revision
		L

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Drawn	JG	Checked	TJS
Date		Date	Nov 2023
Revision		Revision	L

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