

Bowhill Planning Partnership

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Ref: TB/DAL

RECEIVED

22 January 2014

23.01.2014

Support Services

Initial Appeals,
PO Box 3035,
Planning Inspectorate,
Temple Quay House,
2 The Square, Temple Quay,
Bristol, BS1 9FG.

Dear Sirs,

**Appeal by Autoval Ltd: Autoval Works, Fambridge Rd,
South Fambridge, Essex, SS4 3LS**

On behalf of my client I enclose an appeal against the refusal of Rochford District Council dated 9 September 2013.

Accordingly I enclose the following:

1. The appeal form
2. A Planning Statement
3. A Transport Statement
4. The refusal notice
5. The planning application form and documents (see separate letter dated 20/6/13)
6. The relevant ownership and agricultural holding certificates (within the appeal form).

I trust that you have all you need to validated and register the appeal.

Rochford District Council through their Area Planning Officer has agreed to the appeal proceeding by written representations and I trust that this can go forward speedily.

Yours faithfully,


A. J. Bowhill

→ CC Rochford District Council

Enc.



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	Date received
23.10.13	
Support Services	

PLANNING APPEAL FORM

If you need this document in large print, in audio format or in Braille, please contact our helpline on 0303 444 5000. To help you fill in this form correctly please refer to the enclosed guidance leaflet "How to complete your planning appeal form".

WARNING: The appeal and essential supporting documents must reach the Inspectorate within the appeal period. If your appeal and essential supporting documents are not received in time we will not accept the appeal.

PLEASE PRINT CLEARLY IN CAPITALS USING BLACK INK

A. APPELLANT DETAILS

See section A of the guidance leaflet. The name of the person(s) making the appeal must appear as an applicant on the planning application form.

Name **AUTOVAL LTD**

Company/Group name (if applicable)

Address **AUTOVAL STATION FAMBRIIDGE ROAD**
SOUTH FAMBRIIDGE ESSEX Postcode **SS4 3LY**

Daytime phone **07886 751998** Fax

I prefer to be contacted by Post Email *** THROUGH AGENT**

* Email address

B. AGENT DETAILS (IF ANY) FOR THE APPEAL

See section B of the guidance leaflet.

Name **TONY BOWHILL**

Company/Group name (if applicable) **BOWHILL PLANNING PARTNER**
SHIP

Address **72 OLIVE AVENUE**
LEIGH-ON-SEA ESSEX Postcode **SS9 3QE**

Your reference **AUTOVAL1**
Daytime phone **01702 551148** Fax **01702 551058**

I prefer to be contacted by Post Email *

* Email address **info@bowhillplanningpartnership.co.uk**



C. LOCAL PLANNING AUTHORITY (LPA) DETAILS

See section C of the guidance leaflet.

Name of the LPA **ROCHFORD**LPA's application reference number **13/00370/FUL**Date of the application **200613**Did the LPA validate and register your application? Yes NoDate of the LPA's decision notice (if issued) **090913****D. APPEAL SITE ADDRESS**

See section D of the guidance leaflet.

Address **AUTOVAL STATION
FAMBRIDGE ROAD SOUTH FAMBRIDGE
ESSEX** Postcode **SS4 3LY**

Note: Failure to provide the full postcode may delay the processing of your appeal.

Please answer the questions below:

- 1 Is the appeal site within a Green Belt? Yes No
- 2 Are there any health and safety issues at, or near, the site which the Inspector would need to take into account when visiting the site? If yes, please describe them on a separate sheet. Yes No

E. DESCRIPTION OF THE DEVELOPMENT

See section E of the guidance leaflet.

Has the description of the development changed from that on the application form? Yes No**CHANGE OF USE OF NORTHERN BUILDING
TO USE FOR STORAGE ANCILLARY TO CAR
REPAIR USE. LAYOUT CAR PARKING, STORE
EXCAVATOR AND STORAGE CONTAINER WITH HARDSTANDING**Area of the whole appeal site (i.e. the boundary) in hectares **0.65**Area of floor space of proposed development in square metres **1335**Does the proposal include demolition of non-listed buildings within a conservation area? Yes No **F. REASON FOR THE APPEAL**

See section F of the guidance leaflet.

The reason for this appeal is that the LPA has (please tick which applies):

- 1 Refused planning permission for the development described in Section E.
- 2 Granted planning permission for the development subject to conditions to which you object.
- 3 Refused prior approval of permitted development rights.
- 4 Refused approval of matters reserved under an outline planning permission
- 5 Granted approval of the matters reserved under an outline planning permission subject to conditions to which you object.
- 6 Refused to approve any matter required by a condition on a previous planning permission (other than those in 3 or 4 above).
- Or
- 7 Failed to give notice of its decision within the appropriate period (usually 8 weeks) on an application for permission or approval.
- 8 Failed to give notice of its decision within the appropriate period because of a dispute over provision of local list documentation.

G. CHOICE OF PROCEDURE

It is important that you read carefully section G of the guidance leaflet before you complete this section.

There are 3 possible procedures:- written representations, hearings and inquiries. You should consider carefully which method suits your circumstances before selecting your preferred option by ticking the box.

1 THE WRITTEN REPRESENTATIONS PROCEDURE

W

This is normally the simplest, quickest and most straightforward way of making an appeal. The written procedure is suited to the vast majority of appeals. You should refer to the criteria within the guidance leaflet to help you select the appropriate option.

- * a) Could the Inspector see the relevant parts of the appeal site sufficiently to judge the proposal from public land? Yes No
- b) Is it essential for the Inspector to enter the site to check measurements or other relevant facts? If so, please explain below or on a separate sheet. Yes No

TO VIEW STORAGE AREA, INCLUDING FISH TANKS AND RELATIONSHIP TO B2 SPACE

2 THE HEARING PROCEDURE

H

This procedure is likely to be suited to more complicated cases which require detailed discussion about the merits of a proposal. Although you may indicate a preference for a hearing, the Inspectorate must also consider that your appeal is suitable for this procedure. If you are proposing that this appeal follows the hearing procedure you must submit a draft statement of common ground. You must give detailed reasons below or on a separate sheet why you think a hearing is necessary.

- ◆ a) If you are proposing that this appeal follows the hearing procedure you must liaise with the LPA and agree two alternative dates on which a hearing could take place. The dates should not fall on a Monday but should be between the period 7 - 11 weeks from submission of your appeal.

Please note that failure to provide at least one agreed date will result in a date being fixed by the Planning Inspectorate.

- b) Is there any further information relevant to the hearing which you need to tell us about? If yes please explain below. Yes No

3 THE INQUIRY PROCEDURE

I

This is the most formal of the procedures. Although you may indicate a preference for an inquiry the Inspectorate must also consider that your appeal is suitable for this procedure. You are required to provide information concerning the number of witnesses and the length of time they need to give their evidence. If you are proposing that this appeal follows the inquiry procedure you must submit a draft statement of common ground. You must give detailed reasons below or on a separate sheet why you think an inquiry is necessary.

- ▲ a) How many witnesses do you intend to call? No. of witnesses
- b) How long do they need to give their evidence?
- c) How long do you estimate the inquiry will last? No. of days
(Note: We will take this into consideration, but please bear in mind that our estimate will also be informed by others' advice and our own assessment.)

G. CHOICE OF PROCEDURE (continued)

- d) If you are proposing that this appeal follows the inquiry procedure and have estimated that it will last no more than 2 days you must liaise with the LPA and agree two alternative dates on which an inquiry could open and enter the details below. The opening date should not fall on a Monday or Friday but should be between the period 10 – 17 weeks from submission of your appeal.

Please note that failure to provide at least one agreed date will result in a date being fixed by the Planning Inspectorate

- e) Is there any further information relevant to the inquiry which you need to tell us about? If so, please explain below. Yes No

H. FULL STATEMENT OF CASE

See section H of the guidance leaflet to help you decide what to include in your full statement of case.

Under revised appeal procedures introduced in October 2013 there is no further opportunity to add to your statement of case at a later stage.

Do you intend to submit a planning obligation (a section 106 agreement or a unilateral undertaking) with this appeal?

Yes

No

Do you intend to submit a costs application with this appeal?

Yes

No

Please see Statements on Planning and Transport.

**I. (part one) APPEAL SITE OWNERSHIP
DETAILS**

This must be completed for all appeals.
See section I of the guidance leaflet.

We need to know who owns the appeal site. If you do not own the appeal site or if you own only a part of it, we need to know the name(s) of the owner(s) or part owner(s) and be sure that you have told them that you have made an appeal.

You must tick below which of the "certificates" applies.

Please tick **ONE** box only ✓

If you are the **sole** owner of the **whole** appeal site, certificate A will apply:

CERTIFICATE A

A ✓

I certify that, on the day 21 days before the date of this appeal, nobody except the appellant, was the owner of any part of the land to which the appeal relates:

OR

CERTIFICATE B

B

I certify that the appellant (or the agent) has given the requisite notice to everyone else who, on the day 21 days before the date of this appeal, was the owner of any part of the land to which the appeal relates, as listed below:

Owner's name	Address at which the notice was served	Date the notice was served (this must be within the last 21 days)
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OR

CERTIFICATES C & D

If you do not know who owns all or part of the appeal site, complete either Certificate C or Certificate D in the guidance leaflet and attach it to the appeal form. C/D

**I. (part two) AGRICULTURAL HOLDINGS
CERTIFICATE**

This must be completed for all appeals.
See section I of the guidance leaflet.

We need to know whether the appeal site forms part of an agricultural holding.
Please tick either (a) or (b).

Please tick **ONE** box only ✓

a) None of the land to which the appeal relates is, or is part of, an agricultural holding:

A ✓

OR

b) The appeal site is, or is part of, an agricultural holding and the appellant (or the agent) has given the requisite notice to every person (other than the appellant) who, on the day 21 days before the date of the appeal, was a tenant of an agricultural holding on all or part of the land to which the appeal relates as listed below:

B

Please note: If the appellant is the sole agricultural tenant, (b) should be ticked and 'not applicable' should be written under "Tenant's name".

Tenant's name	Address at which the notice was served	Date the notice was served (this must be within the last 21 days)
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J. ESSENTIAL SUPPORTING DOCUMENTS

See section J of the guidance leaflet.

If we do not receive ALL your appeal documents by the end of the appeal period we will not accept your appeal.

You **must** send the documents listed 1-6 below with your appeal form. Please tick the boxes to show which documents you are enclosing.

- | | | | |
|---|---|---|---|
| 1 | A copy of the original planning application sent to the LPA. | 1 | ✓ |
| 2 | A copy of the site ownership certificate and agricultural holdings certificate submitted to the LPA <u>at application stage</u> (these are usually part of the LPA's planning application form). | 2 | ✓ |
| 3 | A copy of the LPA's decision notice (if issued). Or, in the event of the failure of the LPA to give a decision, if possible please enclose a copy of the LPA's letter in which they acknowledged the application. | 3 | ✓ |
| 4 | A site plan (preferably on a copy of an Ordnance Survey map at not less than 10,000 scale) showing the general location of the proposed development and its boundary. This plan should show <u>two named roads</u> so as to assist identifying the location of the appeal site or premises. The application site should be edged or shaded in red and any other adjoining land owned or controlled by the appellant (if any) edged or shaded blue. | 4 | ✓ |
| 5 | Copies of all plans, drawings and documents sent to the LPA as part of the application. The plans and drawings should show all boundaries and coloured markings given on those sent to the LPA. Please number them clearly and list the numbers here or on a separate sheet: | 5 | ✓ |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| 6 | Copies of any additional plans, drawings and documents sent to the LPA but which did not form part of the original application (e.g. drawings for illustrative purposes). Please number them clearly and list the numbers here or on a separate sheet: | 6 | |

1 Site Plan 2 Layout Plan

You **must** send copies of the following, if appropriate:

- | | | | |
|---|--|-----|---|
| 7 | A copy of the design and access statement sent to the LPA (if required). | 7 | |
| 8 | A copy of a draft statement of common ground if you have indicated the appeal should follow the hearing or inquiry procedure. | 8 | |
| 9 | Additional plans, drawings or documents relating to the application but not previously seen by the LPA . Acceptance of these will be at the Inspector's discretion. Please number them clearly and list the numbers here or on a separate sheet: | 9 | |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | | | |
| 10 | Any relevant correspondence with the LPA. Including any supporting information submitted with your application in accordance with the list of local requirements. | 10 | |
| 11 | If the appeal is against the LPA's refusal or failure to approve the matters reserved under an outline permission , please enclose: | | |
| | a) the relevant outline application; | 11a | |
| | b) all plans sent at outline application stage; | 11b | |
| | c) the original outline planning permission. | 11c | |
| 12 | If the appeal is against the LPA's refusal or failure to decide an application which relates to a condition , we must have a copy of the <u>original permission</u> with the condition attached. | 12 | ✓ |
| 13 | A copy of any Environmental Statement plus certificates and notices relating to publicity (if one was sent with the application, or required by the LPA). | 13 | |
| 14 | If the appeal is against the LPA's refusal or failure to decide an application because of a dispute over the local list documentation, a copy of the letter sent to the LPA which explained why the document was not necessary and asked the LPA to waive the requirement that it be provided with the application | 14 | |

K. OTHER APPEALS

See section K of the guidance leaflet.

If you have sent other appeals for this or nearby sites to us and these have not been decided, please give details and our reference numbers.

L. CHECK SIGN AND DATE

See section L of the guidance leaflet.

Please tick the boxes to confirm that the following actions have been carried out.

- | | | | |
|---|--|---|---|
| 1 | I have completed all sections of the form and the details of the ownership (sections I one and two) are correct to the best of my knowledge. | 1 | ✓ |
| 2 | I have enclosed all the essential supporting documents listed in section J. | 2 | ✓ |
| 3 | I have sent a copy of this appeal form and relevant documents to the LPA (if you do not we will not normally accept your appeal). | 3 | ✓ |
| 4 | I have signed and dated the form (unsigned forms will be returned to you). | 4 | ✓ |

Signature

Date **22 01 14**

Name
(in capitals)

A J BOWHILL

On behalf of
(if applicable)

AUTOVAL LTD



The gathering and subsequent processing of the personal data supplied by you in this form, is in accordance with the terms of our registration under the Data Protection Act 1998. Further information about our Data Protection policy can be found in the guidance leaflet.

M. NOW SEND

Remember, it is your responsibility to make sure that we RECEIVE your appeal form and ALL supporting documents within the time limit. See section M of the guidance leaflet

Send THIS form (not a photocopy of it) to us at:

Initial Appeals
PO Box 3035
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 9FG

Helpline: 0303 444 5000

Send a copy to the LPA

Send a copy of the appeal form to the address from which the decision notice was sent (or to the address shown on any letters received from the LPA). There is no need to send them all the documents again; send them any supporting documents not previously sent as part of the application. If you do not send them a copy of this form and documents, we may not accept your appeal.

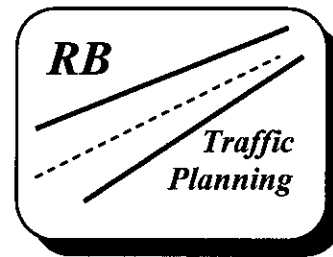
You may wish to keep a copy of the completed appeal form for your records

When we receive your appeal form, we will write to you letting you know if your appeal is valid, who is dealing with it and what happens next.

Rowland Bilisland Traffic Planning

Highway and Traffic Planning Consultants

Directors: John Rowland, B.Sc (Hons), F.I.H.T., A.M.I.C.E.
Stewart J. Bilisland, B.Sc (Hons), C.Eng, M.I.C.E., F.I.H.T., M.C.I.T



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23. 01. 2014

Support Services

**FORMER SHELLFISH PACKING STATION SITE,
FAMBRIDGE ROAD, SOUTH FAMBRIDGE**

TRANSPORT STATEMENT

SJB/AR/13050
20th January, 2014
13050ts Rev A

2, Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP.

Telephone: 01245 329943

E-mail: RB.Traffic@btinternet.com

C O N T E N T S

- SECTION 1 - INTRODUCTION
- SECTION 2 - BRIEF DESCRIPTION OF SITE AND SURROUNDING HIGHWAY NETWORK
- SECTION 3 - EXISTING PERMITTED USE
- SECTION 4 - PROPOSED USE
- SECTION 5 - EFFECT OF DEVELOPMENT ON ADJACENT HIGHWAY NETWORK
- SECTION 6 - SUMMARY AND CONCLUSIONS

A P P E N D I C E S

- APPENDIX A- LOCATION PLANS
- APPENDIX B- RESULTS OF TRAFFIC SURVEYS
- APPENDIX C - SUMMARY OF ACCIDENT DATA
- APPENDIX D - COPIES OF RELEVANT TRICS PRINTOUTS FOR EMPLOYMENT – INDUSTRIAL UNIT
- APPENDIX E - CALCULATIONS OF TYPICAL CLASSIFICATION BY TYPE OF VEHICLE FOR INDUSTRIAL USE

1.0 INTRODUCTION

- 1.1 Rowland Bilsland Traffic Planning Limited are instructed by Autoval Limited to consider the highway and traffic aspects of the proposal to use the northern part of the former shellfish packing site off Fambridge Road, South Fambridge for storage ancillary to the B2 Industrial use of the southern part.
- 1.2 This statement relates only to the highway and traffic aspects of the latest proposals for this site by Autoval Ltd. Essex County Council as the relevant statutory highway authority for the roads in the area, do not object to the proposals and this Transport Statement has been prepared in support of the planning appeal to address the concerns of the local residents.
- 1.3 Section 2 of this statement, provides a brief description of the site before detailing the adjacent highway network including existing traffic flows, accident situation etc. on Fambridge Road etc.
- 1.4 Section 3 details the existing permitted use on the site including potential traffic generations that could be generated by such a use.
- 1.5 Details of the proposed use together with potential traffic generation is given in Section 4 before the effect of the proposals on the surrounding highway network is considered in Section 5.

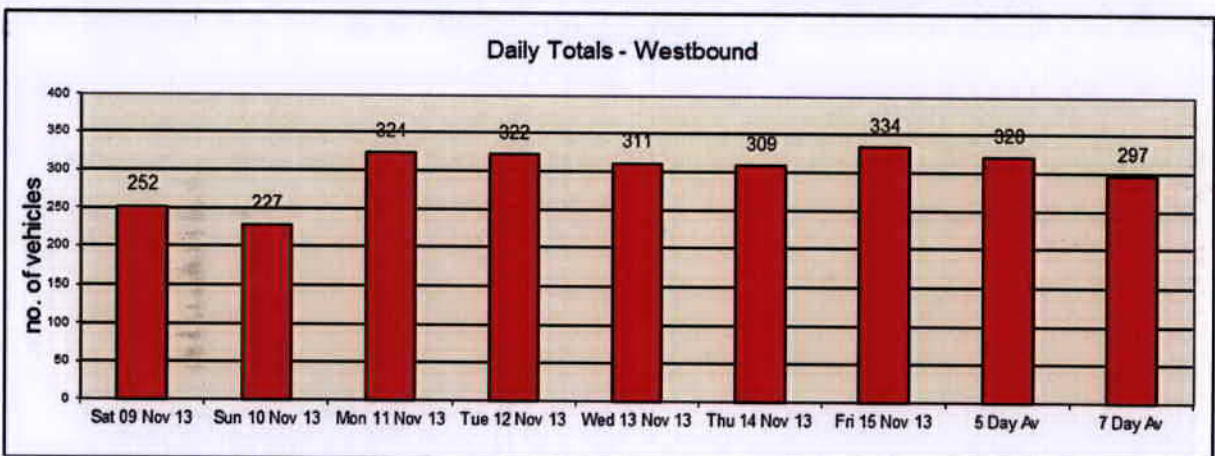
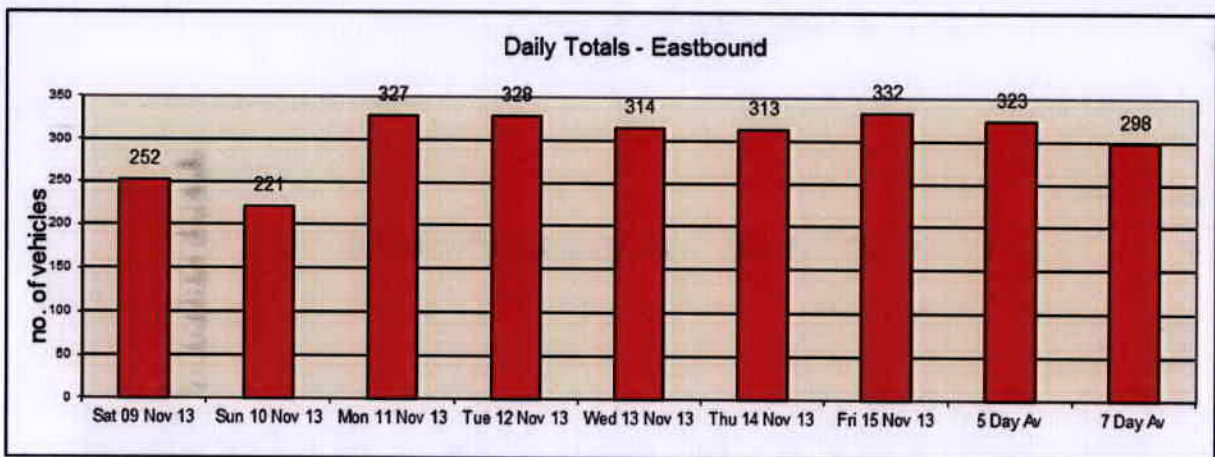
2.0 BRIEF DESCRIPTION OF THE SITE AND SURROUNDING HIGHWAY NETWORK

- 2.1 The site is located at the northern end of Fambridge Road in the village of South Fambridge. It is accessed off the northern end of Fambridge Road through a gated access to the west of the property known as Old Ferry House.
- 2.2 Fambridge Road terminates at its northern end at the junction with St. Thomas Road and the site access. Fambridge Road runs from this point southwards for a distance of around 2.5 kms to its junction with Ashingdon Road, to the south. Please see Appendix A.
- 2.3 Fambridge Road is a single carriageway road. It varies in width and over the majority of its length does not have a footpath, is not streetlit and is subject to the national speed limit (60 mph).
- 2.4 However, the northernmost 350 metres are subject to a 30 mph speed limit covering the main part of the village of South Fambridge. Also, the last 200 metres at the southern end is also covered by a 30 mph speed limit with a 40 mph speed limit from the end of this for a further 300 metres before becoming the national speed limit.
- 2.5 Approximately half way along its length, Fambridge Road has a 90 degrees bend at its junction with the access to South Fambridge Hall and farm.
- 2.6 The road width varies from around 5.5 metres, from the above bend travelling to the south, to 4.0 or 4.1 metres at points between the bend and the end of the road in the village, to the north. This latter section varies in width between approximately 4.0 metres to 5.0 metres.
- 2.7 At the southern end of Fambridge Road, where it forms a junction with Ashingdon Road, there is a primary school known as Ashingdon Primary Academy. This school is in the northwest quadrant of the junction with basically two vehicular

accesses. There is an access off Ashingdon Road, to the west of its junction with Fambridge Road, assumed to be for staff and visitors.

- 2.8 There is an unsurfaced car park, accessed off Fambridge Road approximately 120 metres north of the Ashingdon Road junction with an IN/OUT arrangement for parents to drop-off/pick-up pupils at the start and finish times of the school.
- 2.9 Fambridge Road in the vicinity of the school is covered by "School Keep Clear" markings and waiting restrictions. The "School Keep Clear" markings prohibit stopping on Monday to Fridays 8.00 a.m. to 9.00 a.m. and 2.30 p.m. to 4.00 p.m. thus covering the school start and finish times.
- 2.10 The large car parking area and the IN/OUT arrangement on to Fambridge Road provides adequate facilities for parents thus minimising congestion on Fambridge Road at the school start/finish times.
- 2.11 The junction of Fambridge Road with Ashingdon Road is a priority junction but has a large triangular island in Fambridge Road and a one-way southbound section towards the junction and one-way northbound section away from the junction. There is a bus stop on the Ashingdon Road frontage of this island as well as a footpath across the island.
- 2.12 There is a footpath on the western side of Fambridge Road running from the footpath on Ashingdon Road for 230 metres where it crosses to the eastern side of Fambridge Road along the front of the residential properties along this side of the road up to the junction with Arundel Road - approximately a further 250 metres.
- 2.13 Traffic surveys have been undertaken in Fambridge Road at a location between the 90 degrees bend by the access to South Fambridge Hall, and Brenham Farm, to the west of the bend.

- 2.14 These surveys were undertaken by an independent company using pneumatic tubes across the road for the period of Saturday, 9th November, 2013 and Friday, 15th November inclusive i.e., 7 days of surveys.
- 2.15 Information was obtained for traffic flows in each direction and also classified by vehicle type. Appendix B sets out a plan showing the approximate location of the survey together with the survey results.
- 2.16 The survey was split between eastbound traffic - travelling away from South Fambridge, and the site, towards Ashingdon Road, and westbound traffic - travelling towards the village of South Fambridge and the site.
- 2.17 Below are graphs showing a summary of the daily flows for eastbound and westbound traffic:-



2.18 From the above graphs it can be seen that the weekday daily average flows for traffic to/from South Farnbridge village are as follows:-

Eastbound - away from village	323 vehicles/day
Westbound - towards village	320 vehicles/day
i.e., Two-way daily flows of	643 vehicles/day

2.19 Weekend flows are, as would be expected, lower than weekday flows. As a result, this means that the 7 day average flow is 298 vehicles per day eastbound and 297 vehicles per day westbound i.e., 595 vehicles per day two-way compared with the 643 vehicles per day two-way for weekdays.

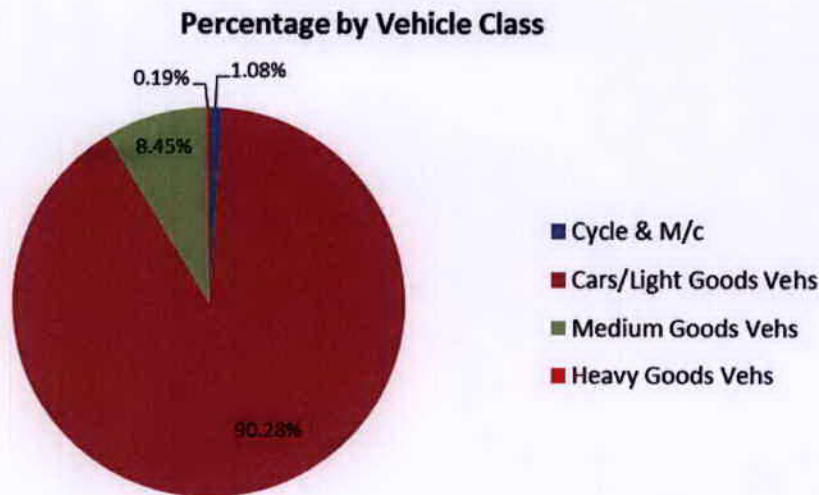
2.20 If the network peak hours as well as the school start/finish times are now considered, the following existing hourly flows are established:-

		Eastbound (Away from Village)	Westbound (Towards Village)	Two-Way
08.00-09.00 hrs	Normal network peak/school start	34 veh/hr	18 veh/hr	52 veh/hr
15.00-16.00 hrs	School finishing Time peak	25 veh/hr	28 veh/hr	53 veh/hr
16.00-17.00 hrs	Farnbridge Rd PM peak	20 veh/hr	28 veh/hr	48 veh/hr
17.00-18.00 hrs	Normal network PM Peak	18 veh/hr	25 veh/hr	43 veh/hr

2.21 From the above table it can be seen that the highest weekday flow is only 53 vehicles per hour two-way i.e., less than 1 vehicle per minute two-way.

2.22 From the surveys, the highest eastbound flow, away from the village, recorded was 40 vehicles per hour on Monday, 11th November, 2013 between 07.00 to 08.00 hours. The highest westbound flow, towards the village, was 39 vehicles per hour on Wednesday, 13th November, 2013 between 18.00 to 19.00 hours.

2.23 The surveys also detailed the classification of the vehicles. Once again, please see the survey results at Appendix B. However, a summary of the percentage splits by size/type of vehicle is given below:-



2.24 From this chart, it can be seen that the vast majority of traffic is cars or light goods vehicles (90%) with around 8.5% medium goods vehicles and 0.19% heavy goods vehicles. This, in terms of numbers, equates to 4 HGV's travelling to South Fambridge and 4 HGV's leaving in one week.

2.25 Information has been obtained from Essex County Council in relation to personal injury accident (pia) data for the whole length of Fambridge Road. As is normal when considering accident data, information has been provided by Essex CC for the latest three year period available ie. between 31st August, 2010 and 30th August, 2013.

2.26 The whole length of Fambridge Road has been considered between the junctions of Fambridge Road/St Thomas Road/site access and Fambridge Road/Ashingdon Road. Please see Appendix C for details of the accidents as well as a plot of the location of the accidents.

2.27 It can be seen that there has actually only been one personal injury accident on Fambridge Road in the three year period considered. This was located just to the south of the bend and the junction giving access to South Fambridge Hall. From

the information provided the accident occurred at 00:35 hrs in the early hours of 12th June, 2011 with the road being wet/damp. The driver was an 18 years old female and the vehicle was travelling southbound and lost control on the bend. There were three slight injuries to the passengers.

2.28 Details of a second accident was also provided but this accident occurred in Ashingdon Road approximately 70 metres to the west of the junction with Fambridge Road. This accident occurred at 10:02 hrs on 15th May, 2012 with the road again being wet/damp. The driver was a 68 years old male and the vehicle was travelling westbound along Ashingdon Road and lost control when the rear wheels slipped on a diesel fuel spillage on the carriageway.

2.29 Therefore, it can be seen that there is no identifiable accident problem in Fambridge Road at any point along its length.

3.0 EXISTING PERMITTED USE

- 3.1 The former shellfish packing station was in use until 1998. Subsequent to this, it was intended to be used as a boatyard and the buildings were improved and two planning permissions granted for this use in 1999 and 2005.
- 3.2 Finally, in January, 2011, a Lawful Development Certificate (LDC) was granted for B2 General Industrial use on the site. Therefore, the current permitted use of the site is for B2 General Industrial use.
- 3.3 The site consists essentially of two interconnected buildings. The southernmost building has workshop doors opening on to a concrete hard standing on the western side of the unit. This unit benefits from the Lawful Development Certificate. The second building contains old fish tanks and has been used as storage in the past and is the subject of the present appeal.
- 3.4 It is understood that the existing B2 use on the site is for a total of 216 sq. metres of industrial buildings. In order to establish the potential traffic generation to/from such a use, the nationally recognised TRICS database has been used to establish relevant trip rates for Land Use 02 - Employment - Category C - Industrial Unit. The following trip rates have been established:-

	Arrivals	Departures
08.00 - 09.00 hrs	0.567	0.120
15:00 - 16:00 hrs	0.360	0.447
17.00 - 18.00 hrs	0.077	0.033
12 hours	3.305	3.305

The above trip rates are in vehicles/hour/100 sq. metres

Please see Appendix D for copies of the relevant TRICS printouts.

- 3.5 Applying the above trip rates to the gross floor area of the building of 216 sq. metres, the following potential traffic flows can be calculated:-

	Arrivals	Departures
08.00 - 09.00 hrs	1	0
15:00 – 16:00 hrs	1	1
17.00 - 18.00 hrs	0	1
12 hours	7	7

The above flows are in vehicles

3.6 It is also possible, using information for each of the survey sites considered in the TRICS database, to establish the potential split in the classification in traffic for a typical industrial use. Please see Appendix E for details of the calculations.

3.7 The calculations undertaken show the following classification by type of vehicle:-

Cars	56.6%
M/Cycles	0.7%
Light Goods Vehicles/Vans	32.6%
Medium Goods Vehicles	9.4%
Heavy Goods Vehicles	<u>0.7%</u>
Total	<u>100%</u>

3.8 Applying these percentages to the potential daily flows of total traffic generated by the B2 Industrial use on the site, the following one-way daily flows by vehicle type can be established:-

Cars	4.0
M/Cycles	0.1
Light Goods Vehicles /Vans	2.3
Medium Goods Vehicles	0.7 i.e. approx. 3.5 MGW per week
Heavy Goods Vehicles	<u>0.1</u> i.e. approx. 1 HGV every 2 weeks
Total	<u>7.2</u> vehicles per day each way

4.0 PROPOSED USE ON THE SITE

- 4.1 Autoval Limited's business is to purchase damaged cars no longer required by insurance companies. These cars are then repaired using spare parts brought or taken from more badly damaged cars. The cars are thus made roadworthy again.
- 4.2 Autoval export these repaired cars for overseas use rather than for use in the UK.
- 4.3 Details of the operation of the site and the anticipated traffic generated by it have been obtained from Autoval and below is a summary of this together with the assumptions that have been made:-

Actual Proposed Use (in vehicles) by Autoval Limited

	Information Provided	Assumed	Cars	LGV's	MGV's	HGV's	
Staff	2 or 3/day	4/day	4.0	0	0	0	Total (day)
Visitors	1 or 2/week	2/week	0.4	0	0	0	
Flat Bed Veh	1 or 2/day	2/day	0	2	0	0	
Skip Lorry	1 or 2/week	2/week	0	0	0.4	0	
Articulated	1 or 2/month	2/month	0	0	0	0.1	
Totals			4.4	2.0	0.4	0.1	6.9

The above flows are in vehicles/day one-way

- 4.4 From the above table it can be seen that it is anticipated that there would be around 6.9 vehicles per day on average visiting the site. This means, basically, around 7 arrivals and 7 departures per day.
- 4.5 Of these vehicles, there will only be around 2 articulated lorries per month. The flat bed vehicle is small, up to 7.5 tonnes flat bed, which will bring in a single, damaged vehicle on the back. There are anticipated to be 2 of these types of vehicles per day.
- 4.6 The medium goods vehicles are skip lorries of which it is anticipated that there will be up to 2 of these vehicles per week. The 2 articulated lorries per month take the completed repaired cars away from the site to take them abroad.

4.7 It is now possible to compare the anticipated flows from the proposed use with the anticipated flows from the typical existing permitted use obtained from the TRICS database, and as detailed in the previous section, as follows:-

	Existing Permitted Use	Proposed Use
Cars	4.0	4.4
M/C	0.1	0
LGV	2.3	2.0
MGV	0.7	0.4
HGV	0.1	0.1
Total	7.2	6.9

The above flows are in vehicles/day each way

4.8 Therefore, it can be seen that the total flows between the existing permitted use and proposed use are very similar with around 7 vehicles per day each way in both cases. It is also anticipated that there would be slightly more cars each day but less light and medium goods vehicles. The number of articulated heavy goods vehicles would be the same in each case with around 2 HGV's per month anticipated to visit the site.

4.9 Therefore, comparing the proposed use with the existing permitted use, the potential traffic generation for both are very similar. It is not appropriate to compare the proposed use with a vacant site, as is currently the case, as it has been established and agreed by the local planning authority that there is a Lawful Permitted B2 – General Industrial use on the site.

4.10 This lawful use can be started on the site at any time and the typical potential traffic generation has been established in the previous section as the 7 vehicles per day each way.

4.11 When compared with this, it has been established that the proposed development by Autoval Ltd. will generate very similar traffic flows and vehicle types as a typical B2 Industrial use and so there will be no net effect on the adjacent highway network.

4.12 Further, Essex County Council, as the relevant highway authority for Fambridge Road and the other roads in the area, do not have any objections to the proposals and, therefore, accept that there will be no detrimental effect on the adjacent highway network.

5.0 EFFECT OF DEVELOPMENT ON ADJACENT HIGHWAY NETWORK

- 5.1 As already established, the potential use of the site is very similar to the existing permitted use on the site at around 7 vehicles per day each way i.e., 14 vehicles per day two-way.
- 5.2 In order to establish the effect of any additional traffic on the adjacent network, the additional traffic should be assessed against the capacity of the surrounding network e.g., carriageway capacity and junction capacity.
- 5.3 Fambridge Road is a typical rural single carriageway road with a variation in width, bends etc. As already indicated, the road varies in width generally between around 4 metres and 5.5 metres.
- 5.4 The southern half of the road between the 90 degree bend by the access to South Fambridge Hall and the junction of Fambridge Road with Ashingdon Road, is generally wider at between 5 and 5.5 metres. The remainder of the road from the bend to its northern end varies in width, generally, between 4 metres and 4.5 metres.
- 5.5 In order to assess the capacity of such a single carriageway rural road advice has been taken from the Department of Transport document "Economic Assessment of Roads Schemes - COBA Manual". This document considers numerous aspects of road assessment and includes, in Chapter 2 - Part 5 - Speeds on links in Rural Single Carriageway Roads, which includes a formula for establishing the capacity of a rural single carriageway road.
- 5.6 It states that generally the minimum capacity of a single carriageway road is considered as 900 vehicles/hour/direction. However, the capacity varies by width and percentage of heavy goods vehicles. The formula given for capacity of a link is as follows:-

$$Q_c = \frac{2400(CWID - 3.65)}{CWID} \times \frac{(92-PHV)}{80} \text{ vehicles/hour/direction}$$

where CWID = Average carriageway width between white lines edge markings

PHV = Percentage of heavy goods vehicles

- 5.7 As indicated, the width of the carriageway along the length of Fambridge Road varies between 4 metres and 5.5 metres. Therefore, it can be assumed that the average carriageway width is around 4.75 metres. Whilst it is accepted that sections of Fambridge Road have a width of only 4 metres, other sections are 5.5 metres in width and the formula works on the basis of an average width.
- 5.8 The percentage of heavy goods vehicles used is that obtained from the traffic survey carried out in November, 2013 i.e., 8.64% including MGV and HGV's. Therefore, applying these figures to the above formula, the capacity of each lane of Fambridge Road can then be calculated as 580 vehicles per hour per lane or 1160 vehicles per hour two-way.
- 5.9 From the November, 2013 survey, it was established that the two-way flows in the middle section of Fambridge Road is 53 vehicles per hour two-way in the peak times. It can be seen that this only represents 4.58% of the maximum capacity of Fambridge Road. This means that Fambridge Road is currently operating at less than 5% of its theoretical capacity.
- 5.10 The additional traffic generated by the development is only 14 vehicles per day which means that there is likely to only be an increase of 2 vehicles per hour two-way at any one period as a result of the development. Therefore, this means that Fambridge Road would operate at 4.75% of its capacity, still below 5% of its maximum theoretical capacity.
- 5.11 This is on the basis of the traffic generated being considered as new traffic as opposed to the situation that should actually be considered in that there is anticipated to be no difference from the traffic generated by the existing permitted uses on the site.

- 5.12 Therefore, the situation is that, with the traffic generated by the existing permitted use on the site being included, Fambridge Road would be at 4.75% of its theoretical capacity. With the proposed development in place it would still be operating at 4.75% of its theoretical capacity.
- 5.13 Firstly, for the purposes of robustness, even if it is assumed that the peak hour flow is effectively doubled from 53 vehicles per hour to 100 vehicles per hour two-way, Fambridge Road would still only be operating at around 8.6% of its theoretical capacity.
- 5.14 Secondly, in terms of robustness, if the average width of the road is reduced to the minimum width of only 4 metres then the capacity reduces but even with the development in place and considered wholly as new traffic i.e., not as equivalent to the current permitted B2 use, then Fambridge Road would still only operate at around 12.5% of its theoretical capacity.
- 5.15 However, as indicated, the width should be the average width not the minimum width, therefore the assessment using an average width of 4.75 metre is appropriate and so Fambridge Road is actually operating at below 5% of its theoretical capacity.
- 5.15 As far as the effect of the development in relation to the primary school at the junction of Fambridge Road with Ashingdon Road is concerned, the peak additional flows between 15:00 and 16:00 hours are only 1 vehicle per hour in each direction. It can also be assumed that this could well be the case with the existing permitted B2 use and so there is no net impact as far as the school is concerned.
- 5.16 A further consideration is to assess the percentage increase in traffic on Fambridge Road as a result of either the existing permitted use or the proposed use by Autoval. In both cases, the additional potential traffic is around 14 vehicles per weekday two-way. This has to be compared with the existing weekday flows in Fambridge Road of 643 vehicles per day two-way.

- 5.17 The additional traffic resulting from either use is only a 2.2% increase on the existing flows that currently occur on Fambridge Road. In reality, this level of flows is what should be considered as the base flows i.e. with the existing permitted B2 –general Industrial use in place. This means that there will be no net increase in traffic as a result of the proposed development when compared with what potentially could occur on the site.
- 5.18 Therefore, there is not a capacity issue on the surrounding highway network as a result of the proposed development.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 The site is located at the northern end of Fambridge Road in the village of South Fambridge. Fambridge Road runs from this point for a distance of around 2.5 kms to its junction with Ashingdon Road, to the south.
- 6.2 Generally, the road width varies from around 5.5 metres, from the bend approximately half way along its length to the south, and 4.0/4.1 metres between the bend and the end of the road, in the village. This latter section varies in width between 4.0/4.1 metres to around 5 metres.
- 6.3 Traffic surveys were undertaken in November 2013 in Fambridge Road between the 90 degrees bend by the access to South Fambridge Hall, and Brenham Farm, to the west of the bend. The weekday daily average flows for traffic to/from South Fambridge village are as follows:-

Eastbound - away from village	323 vehicles/day
Westbound - towards village	320 vehicles/day
i.e., Two-way daily flows of	643 vehicles/day

- 6.4 As far as the normal morning and afternoon peaks, together with the school finishing time peak hour is concerned, the existing flows can be summarised as follows:-

		Eastbound (Away from Village)	Westbound (Towards Village)	Two-Way
08.00-09.00 hrs	Normal network peak/school start	34 veh/hr	18 veh/hr	52 veh/hr
15.00-16.00 hrs	School finishing Time peak	25 veh/hr	28 veh/hr	53 veh/hr
16.00-17.00 hrs	Fambridge Rd PM peak	20 veh/hr	28 veh/hr	48 veh/hr
17.00-18.00 hrs	Normal network PM Peak	18 veh/hr	25 veh/hr	43 veh/hr

- 6.5 Also, from the surveys, the highest hourly eastbound flow, away from the village, recorded was 40 vehicles per hour on Monday, 11th November, 2013 between 07.00 to 08.00 hours. The highest westbound flow, towards the village, was 39 vehicles per hour on Wednesday, 13th November, 2013 between 18.00 to 19.00 hours.
- 6.6 In addition to the flows, details were obtained of the type of vehicles using Fambridge Road during the survey period. The vast majority of traffic is cars or light goods vehicles (90%) with around 8.5% medium goods vehicles and 0.19% heavy goods vehicles. This, in terms of numbers, equates to 4 HGV's travelling to South Fambridge and 4 HGV's leaving in one week.
- 6.7 Information has also been obtained from Essex County Council in relation to personal injury accident (pia) data for the whole length of Fambridge Road for the latest three year period up to 30th August 2013.
- 6.8 From the information provided, it shows that there has actually only been one personal injury accident on Fambridge Road in the three year period considered. Therefore, there is no identifiable accident problem in Fambridge Road at any point along its length.
- 6.9 In January, 2011, a Lawful Development Certificate was granted for B2 General Industrial use on the site. Therefore, firstly, in order to establish the potential traffic generation that could currently legitimately travel to and from site the TRICS database was used to establish the relevant trip rates and type of vehicles likely to access the site.
- 6.10 From this information, it is possible to establish that there would typically be around 7 vehicles per day to the site and 7 vehicles per day away from the site generated by a B2 General Industrial use on the site.
- 6.11 In terms of the use of the existing permitted use on the site, the number of goods vehicles likely to use the site are around 2.3 light goods vehicles/vans per day,

around 3.5 medium goods vehicles per week and around 1 heavy goods vehicle (articulated lorry) every 2 weeks. These flows are each way.

- 6.12 As far as the proposed use by Autoval Ltd is concerned, details of their operations on the site and the anticipated traffic generated by it have been obtained from them. This indicates in the region of 7 arrivals to the site and 7 departures from the site each working day.
- 6.13 Again, in terms of the proposed use on the site by Autoval, the number of goods vehicles likely to use the site are around 2 light goods vehicles/vans per day (small flatbed truck with single crash damaged car on the back), around 2 medium goods vehicles per week (skip lorries picking waste materials etc.) and around 1 heavy goods vehicle (articulated lorry) every 2 weeks (taking away repaired vehicles abroad). These flows are again each way.
- 6.14 Therefore, comparing the proposed use with the existing permitted use, the potential traffic generations for both are very similar. It is not appropriate to compare the proposed use with a vacant site, as is currently the case, as it has been established and agreed by the local planning authority that there is a Lawful Permitted B2 – General Industrial use on the site. Thus, the comparison of the two potential uses shows that there is no difference in relation to the amount and type of vehicles likely to use the site.
- 6.15 It is possible to establish the theoretical hourly capacity of Fambridge Road based on its average width and its typical HGV content. From the calculations, the theoretical capacity of Fambridge Road can be established as around 1160 vehicles per hour two-way.
- 6.16 Based on a peak two-way flow in Fambridge Road of 53 vehicles per hour two-way obtained from the surveys, this means that Fambridge Road is currently operating at less than 5% of its theoretical capacity.

6.17 Even if the additional traffic generated by either the existing lawful permitted B2 general Industrial use or the proposed use by Autoval is considered, Fambridge Road will still be operating at less than 5% of its theoretical capacity.

6.18 Therefore, there is not a capacity issue on the surrounding highway network as a result of the proposed development.

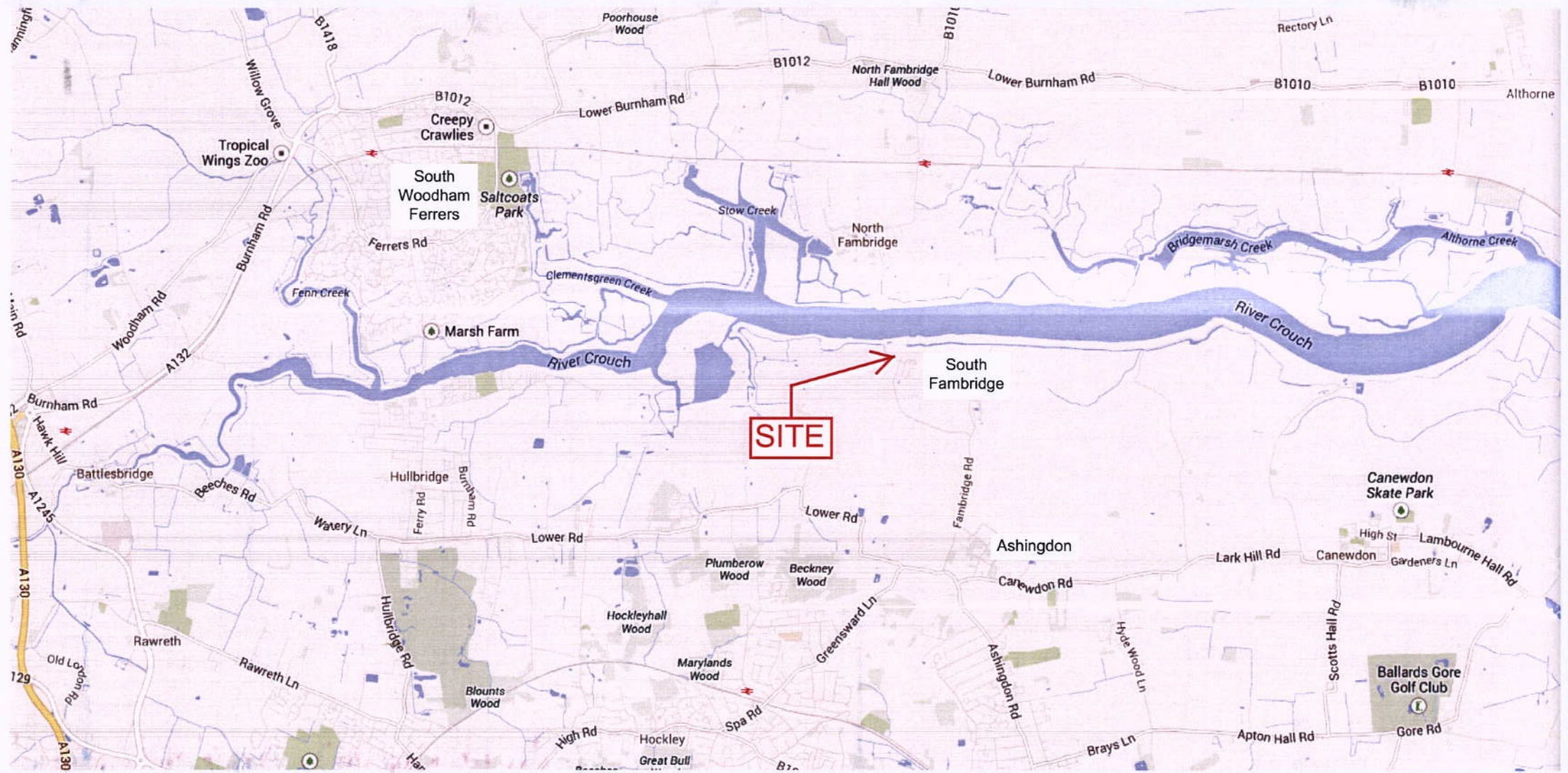
6.19 In conclusion, therefore:-

- a) Traffic flows on Fambridge Road are low at around 645 vehicles per weekday two-way or 53 vehicles per peak hour two-way
- b) Fambridge Road is currently operating at less than 5% of its theoretical capacity
- c) There has only been one personal injury accident on Fambridge Road in the latest three year period available
- d) Potential traffic flows generated by the existing lawful permitted B2 – General Industrial use is around 14 vehicles per day two-way
- e) Potential traffic flows generated by the proposed use by Autoval are also around 14 vehicles per day two-way
- f) Even with adding the potential generated flows from either the existing permitted or proposed uses to the existing flows, Fambridge Road is still operating at below 5% of its theoretical capacity.
- g) The actual percentage increase in daily flows as a result of either the existing permitted or proposed use on the site is only 2.2%
- h) The number of goods vehicles generated by the site is very similar with either the existing permitted use or the proposed use by Autoval with 2 to 4 medium goods vehicles per week in each direction and with 1 articulated heavy goods vehicle generated by either use every two weeks.

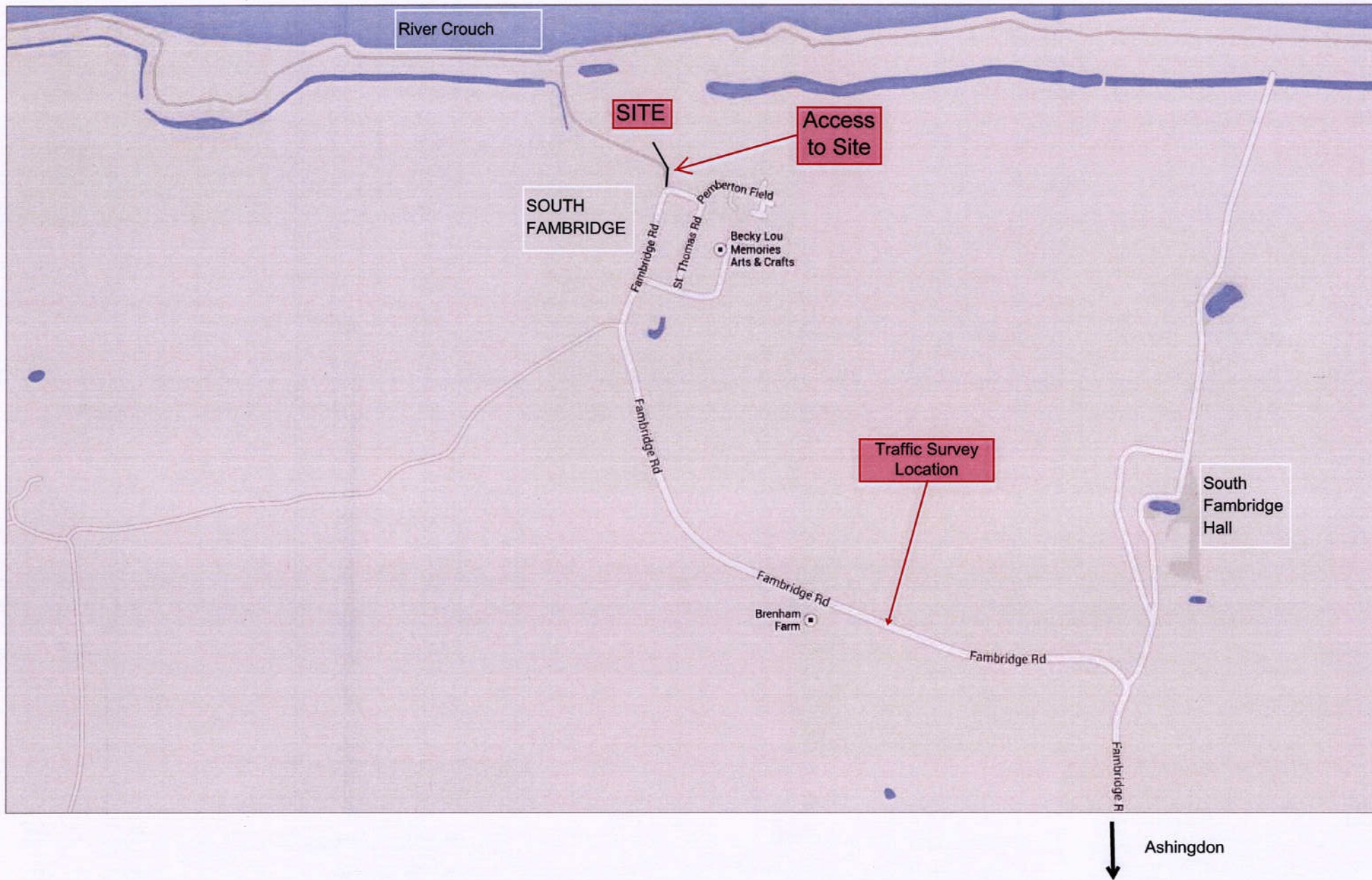
6.20 Therefore, there are no highway or traffic reasons why consent should not be granted for the operations proposed by Autoval Ltd

APPENDIX A

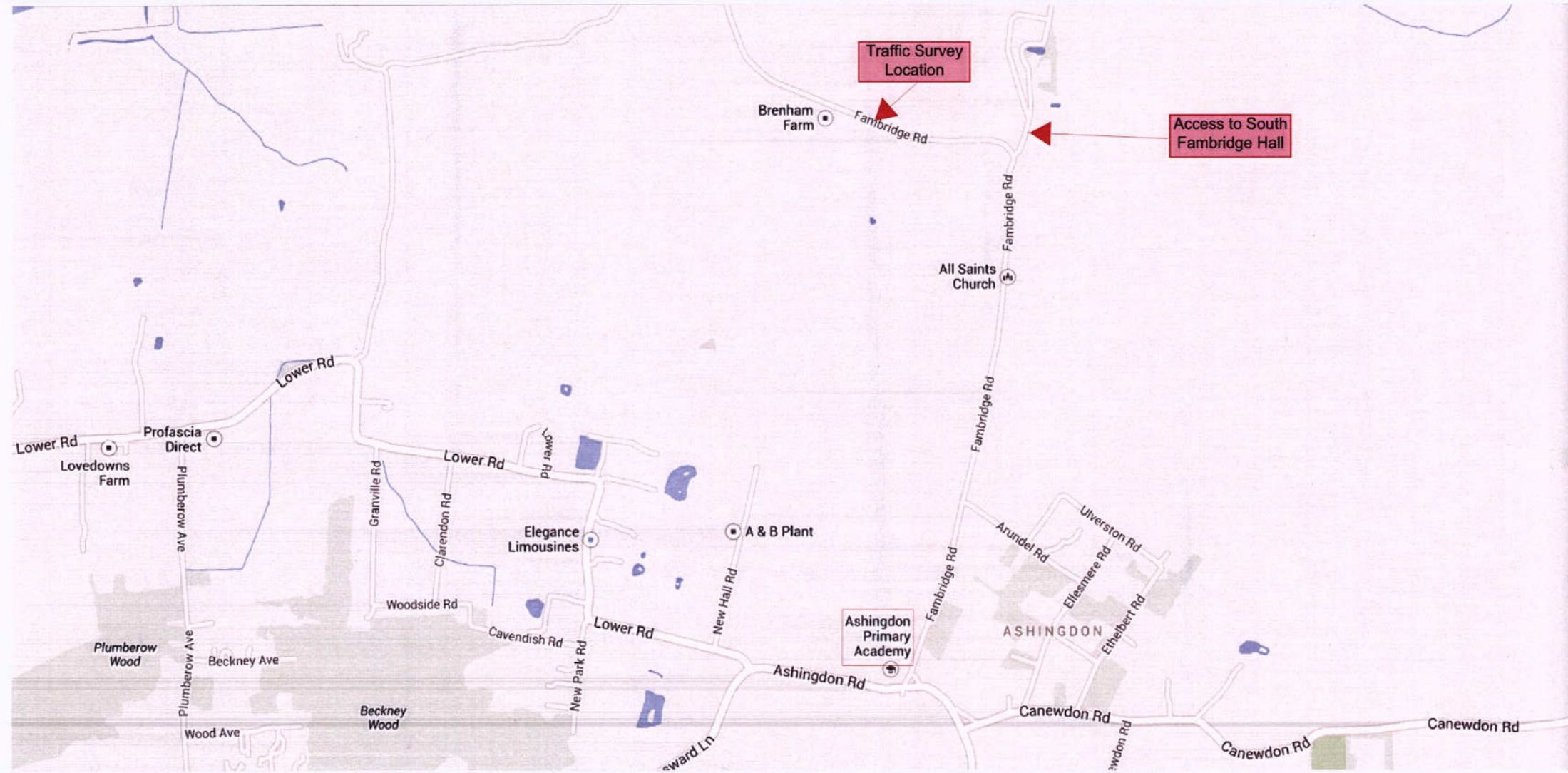
LOCATION PLAN



Location Plan and Traffic Survey Location



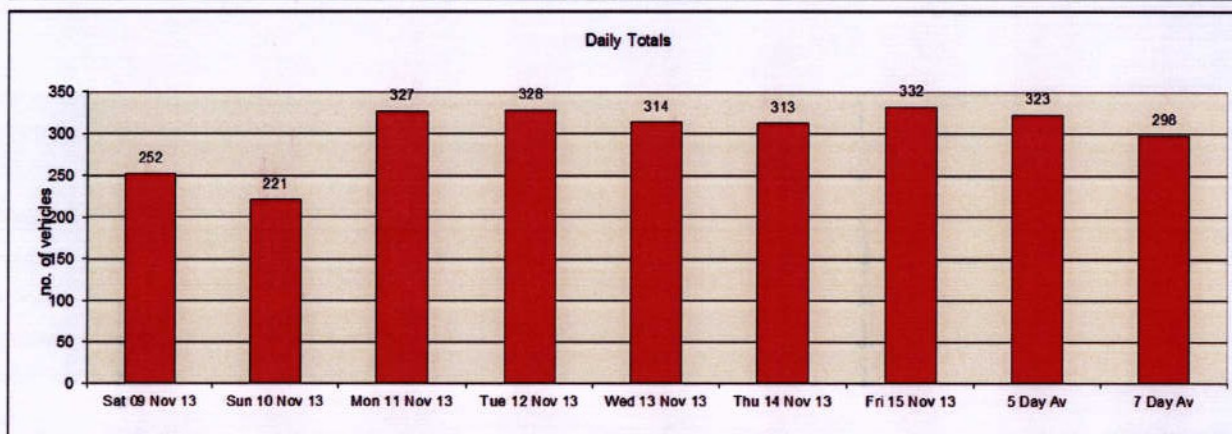
Plan showing southern half of Fambridge Road



APPENDIX B

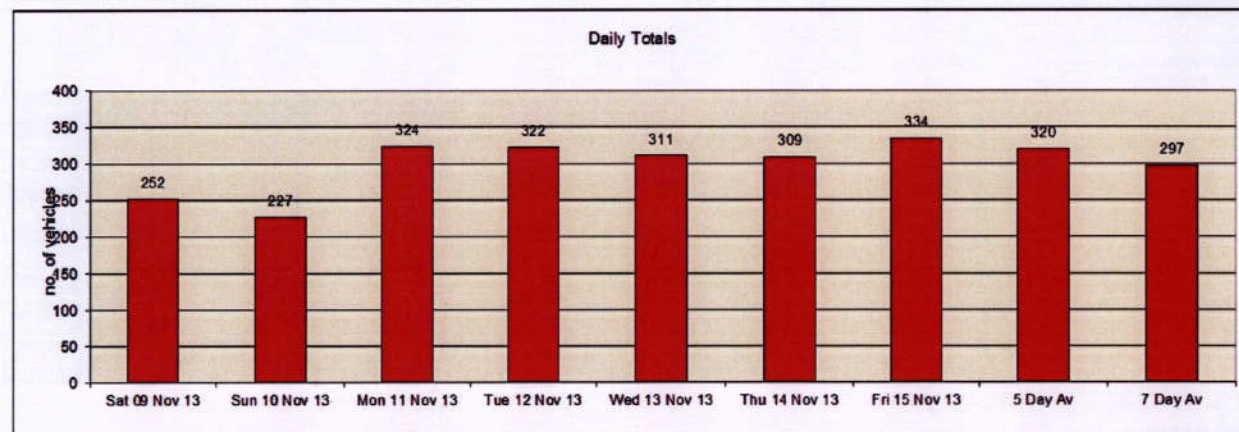


Report Id	Site	Site Name	Farnbridge Road (east of brenham farm)						
Sat 09 Nov 2013 to Fri 15 Nov 2013	Direction	Eastbound	Mon - Fri						
TIME PERIOD	Sat 09 Nov 13	Sun 10 Nov 13	Mon 11 Nov 13	Tue 12 Nov 13	Wed 13 Nov 13	Thu 14 Nov 13	Fri 15 Nov 13	5 Day Av	7 Day Av
0000	3	4	0	1	1	0	0	0	1
0100	2	0	2	0	1	1	0	1	1
0200	2	1	0	0	1	1	0	0	1
0300	0	1	0	0	0	0	0	0	0
0400	2	0	0	1	1	0	1	1	1
0500	2	1	8	7	8	6	5	7	5
0600	2	0	10	10	13	15	11	12	9
0700	9	4	40	38	31	34	31	34	26
0800	16	5	35	37	33	33	34	34	28
0900	25	22	22	18	14	20	26	20	21
1000	24	20	20	25	19	21	22	21	22
1100	32	32	23	19	24	16	28	22	25
1200	22	22	9	14	15	15	28	16	18
1300	13	14	22	23	14	21	17	19	18
1400	16	18	24	19	18	26	18	21	20
1500	14	21	31	27	21	22	22	25	23
1600	16	15	15	22	26	17	18	20	18
1700	14	6	19	22	12	20	19	18	16
1800	14	15	17	14	21	16	18	17	16
1900	13	5	16	14	13	14	11	14	12
2000	4	7	4	5	14	7	14	9	8
2100	4	3	3	8	8	5	4	6	5
2200	2	4	5	5	4	1	5	4	4
2300	1	1	2	1	2	2	0	1	1
07-19	215	194	277	276	248	261	281	269	250
06-22	238	209	310	313	296	302	321	308	284
06-00	241	214	317	319	302	305	326	314	289
00-00	252	221	327	328	314	313	332	323	298
Am	1100	1100	0700	0800	0800	0700	0800	0700	0800
Peak	32	32	40	37	33	34	34	34	28
Pm	1200	1200	1500	1500	1600	1400	1200	1500	1500
Peak	22	22	31	27	26	26	28	25	23

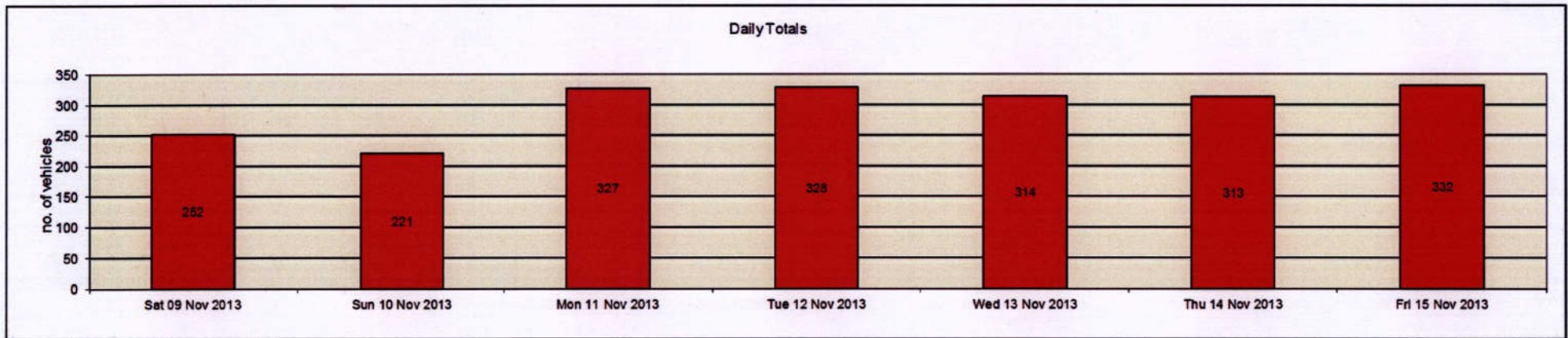




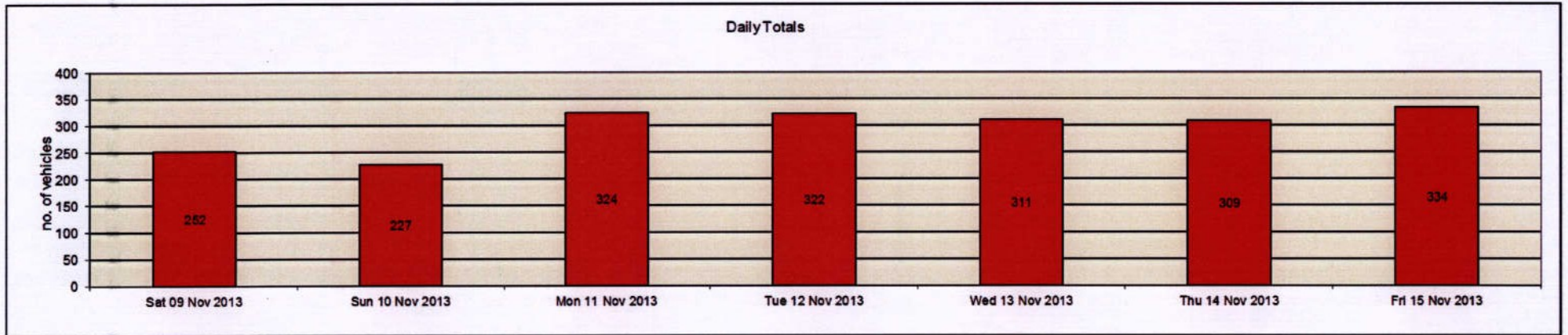
Report Id		Site		Site Name		Fambridge Road (east of brenham farm)			
Sat 09 Nov 2013 to Fri 15 Nov 2013		Direction		Westbound		Mon - Fri			
TIME PERIOD	Sat 09 Nov 13	Sun 10 Nov 13	Mon 11 Nov 13	Tue 12 Nov 13	Wed 13 Nov 13	Thu 14 Nov 13	Fri 15 Nov 13	5 Day Av	7 Day Av
0000	5	6	1	2	2	2	3	2	3
0100	4	3	0	0	1	2	0	1	1
0200	1	0	1	0	1	2	1	1	1
0300	3	4	0	0	0	0	0	0	1
0400	1	1	0	0	1	2	3	1	1
0500	1	1	2	1	0	0	0	1	1
0600	2	1	2	1	0	0	2	1	1
0700	3	4	20	14	20	18	25	19	15
0800	14	9	16	22	18	16	18	18	16
0900	20	8	25	19	19	15	24	20	19
1000	20	14	18	20	13	17	21	18	18
1100	19	17	19	16	18	13	24	18	18
1200	17	11	12	24	15	17	20	18	17
1300	16	26	20	14	8	17	21	16	17
1400	14	27	17	21	19	28	15	20	20
1500	22	21	31	38	26	24	23	28	26
1600	20	16	32	27	24	31	25	28	25
1700	21	10	25	15	27	31	27	25	22
1800	14	9	31	26	39	24	25	29	24
1900	12	18	19	27	24	26	21	23	21
2000	11	8	11	12	8	10	16	11	11
2100	5	6	9	9	13	6	8	9	8
2200	4	3	8	10	8	6	7	8	7
2300	3	4	5	4	7	2	5	5	4
07-19	200	172	266	256	246	251	268	257	237
06-22	230	205	307	305	291	293	315	302	278
06-00	237	212	320	319	306	301	327	315	289
00-00	252	227	324	322	311	309	334	320	297
Am	0900	1100	0900	0800	0700	0700	0700	0900	0900
Peak	20	17	25	22	20	18	25	20	19
Pm	1500	1400	1600	1500	1800	1600	1700	1800	1500
Peak	22	27	32	38	39	31	27	29	26



Sat 09 Nov 2013 to Fri 15 Nov 2013		Report Id	Site	Site Name	Fambridge Road (east of brenham farm)										
TIME PERIOD	TOTAL VEHICLES	Very Short - Bicycle	Very Short - Motorcycle	Short - Sedan, Wagon, 4WD, Utility, Light Van	Short Towing - Trailer, Caravan, Boat, etc.	Two axle truck or Bus	Three axle truck or Bus	Four axle truck	Three axle articulated vehicle or Rigid vehicle and trailer	Four axle articulated vehicle or Rigid vehicle and trailer	Five axle articulated vehicle or Rigid vehicle and trailer	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	B-Double or Heavy truck and trailer	Double or triple road train or Heavy truck and two (or more) trailers	
Daily Totals															
Sat 09 Nov 2013	252	1	0	234	0	15	1	0	0	1	0	0	0	0	
Sun 10 Nov 2013	221	7	0	203	0	10	1	0	0	0	0	0	0	0	
Mon 11 Nov 2013	327	0	1	296	0	26	2	0	0	2	0	0	0	0	
Tue 12 Nov 2013	328	3	4	297	0	22	0	2	0	0	0	0	0	0	
Wed 13 Nov 2013	314	3	1	282	0	26	0	1	0	1	0	0	0	0	
Thu 14 Nov 2013	313	1	0	290	1	20	1	0	0	0	0	0	0	0	
Fri 15 Nov 2013	332	2	0	293	0	35	2	0	0	0	0	0	0	0	
Total Vehicles															
	2087	17	6	1895	1	154	7	3	0	4	0	0	0	0	

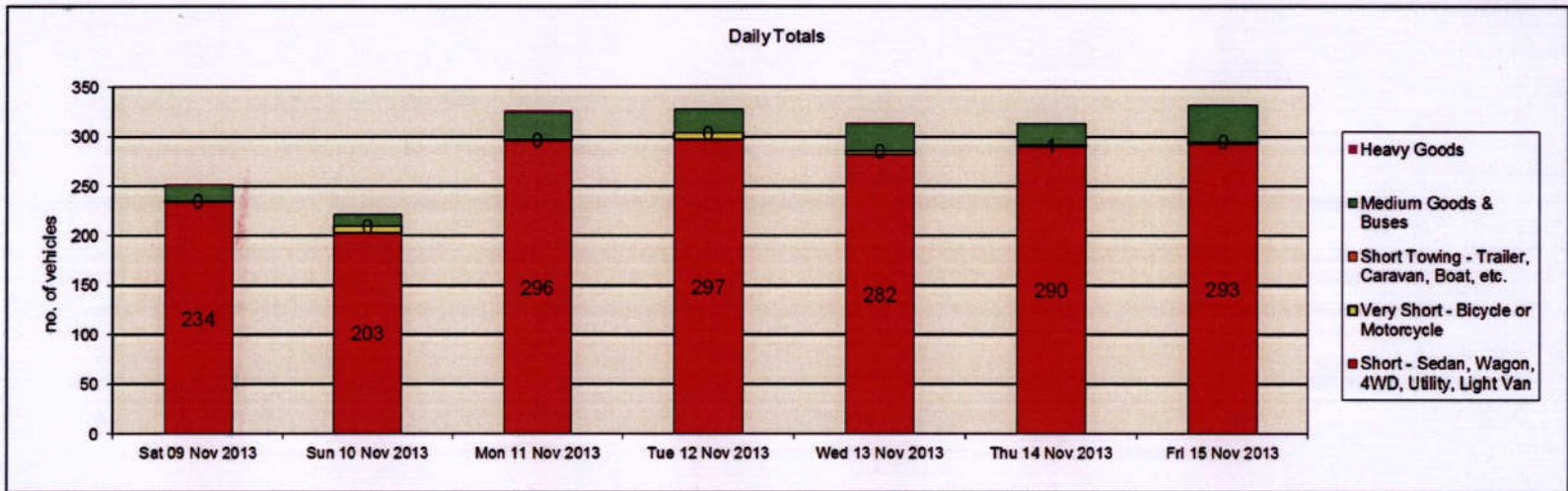


Sat 09 Nov 2013 to Fri 15 Nov 2013		Report Id	Site	Site Name	Fambridge Road (east of brenham farm)										
TIME PERIOD	TOTAL VEHICLES	Very Short - Bicycle	Very Short - Motorcycle	Short - Sedan, Wagon, 4WD, Utility, Light Van	Short Towing - Trailer, Caravan, Boat, etc.	Two axle truck or Bus	Three axle truck or Bus	Four axle truck	Three axle articulated vehicle or Rigid vehicle and trailer	Four axle articulated vehicle or Rigid vehicle and trailer	Five axle articulated vehicle or Rigid vehicle and trailer	SIX (or more) axle articulated vehicle or Rigid vehicle and trailer	B-Double or Heavy truck and trailer	DOUBLE or triple road train or Heavy truck and two (or more) trailers	
Daily Totals															
Sat 09 Nov 2013	252	1	0	235	0	16	0	0	0	0	0	0	0	0	
Sun 10 Nov 2013	227	7	0	209	0	11	0	0	0	0	0	0	0	0	
Mon 11 Nov 2013	324	0	1	288	0	29	4	0	0	2	0	0	0	0	
Tue 12 Nov 2013	322	1	4	285	0	32	0	0	0	0	0	0	0	0	
Wed 13 Nov 2013	311	3	1	274	0	31	0	1	0	1	0	0	0	0	
Thu 14 Nov 2013	309	2	0	280	1	25	1	0	0	0	0	0	0	0	
Fri 15 Nov 2013	334	2	0	293	0	36	2	0	0	1	0	0	0	0	
Total Vehicles	2079	16	6	1864	1	180	7	1	0	4	0	0	0	0	



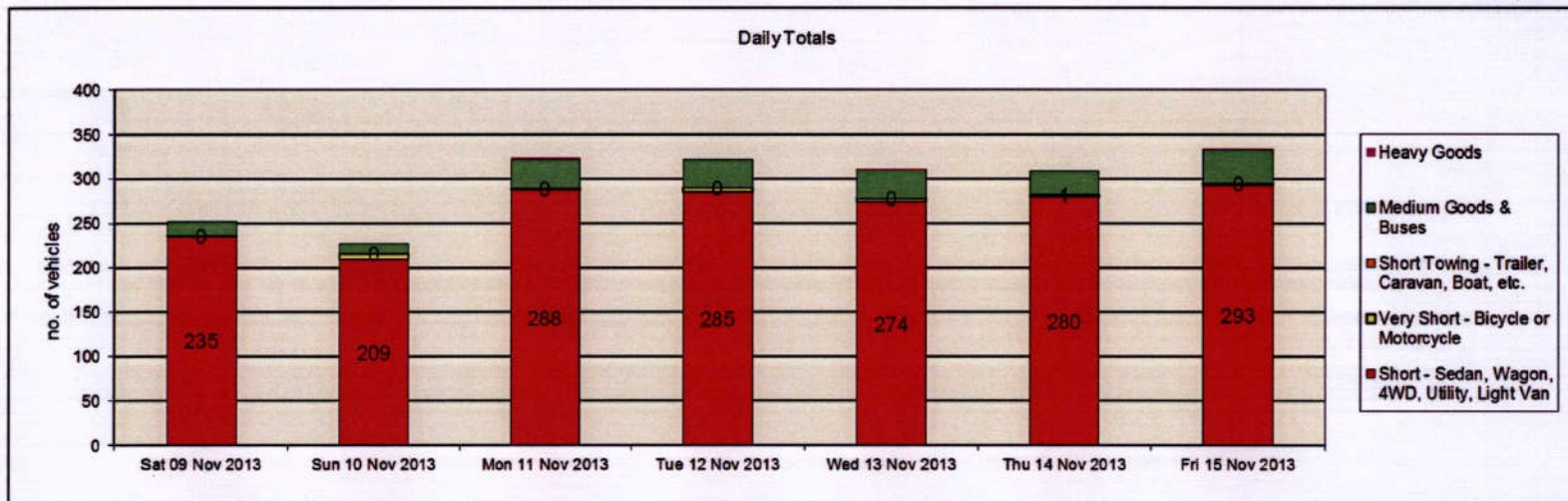


Sat 09 Nov 2013 to Fri 15 Nov 2013		Report Id	Site	Site Name	Fambridge Road (east of brenham farm)						
TIME PERIOD	TOTAL VEHICLES	Very Short - Bicycle or Motorcycle	Cycles %	Short - Sedan, Wagon, 4WD, Utility, Light Van	Short %	Short Towing - Trailer, Caravan, Boat, etc.	Short Towing %	Medium Goods & Buses	Medium %	Heavy Goods	Heavy %
Daily Totals											
Sat 09 Nov 2013	252	1	0.40%	234	92.86%	0	0.00%	16	6.35%	1	0.40%
Sun 10 Nov 2013	221	7	3.17%	203	91.86%	0	0.00%	11	4.98%	0	0.00%
Mon 11 Nov 2013	327	1	0.31%	296	90.52%	0	0.00%	28	8.56%	2	0.61%
Tue 12 Nov 2013	328	7	2.13%	297	90.55%	0	0.00%	24	7.32%	0	0.00%
Wed 13 Nov 2013	314	4	1.27%	282	89.81%	0	0.00%	27	8.60%	1	0.32%
Thu 14 Nov 2013	313	1	0.32%	290	92.65%	1	0.32%	21	6.71%	0	0.00%
Fri 15 Nov 2013	332	2	0.60%	293	88.25%	0	0.00%	37	11.14%	0	0.00%
Total Vehicles											
[-]	2087	23	1.10%	1895	90.80%	1	0.05%	164	7.86%	4	0.19%

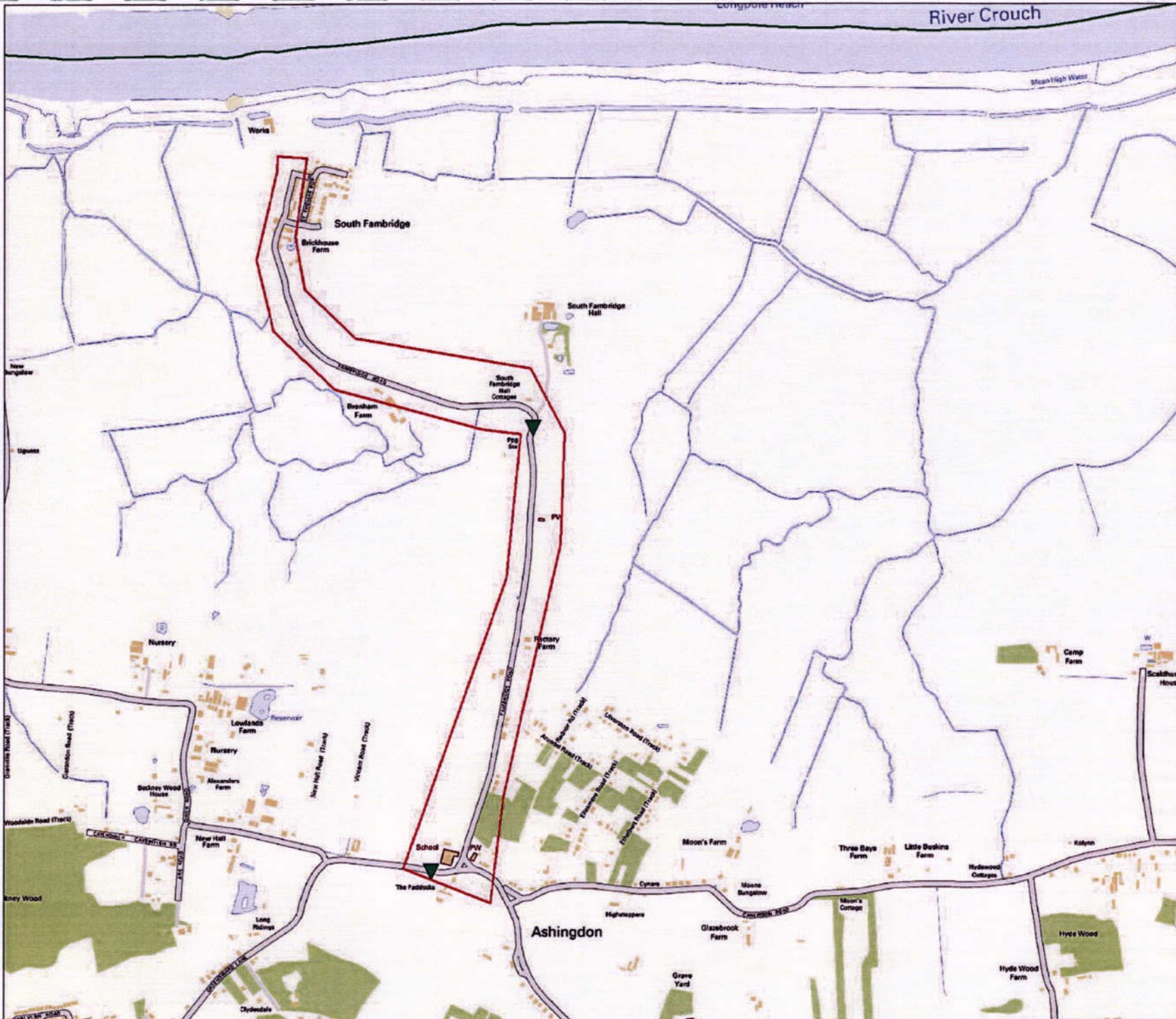




Sat 09 Nov 2013 to Fri 15 Nov 2013		Report Id	Site	Site Name	Fambridge Road (east of brenham farm)							
TIME PERIOD	TOTAL VEHICLES	Very Short - Bicycle or Motorcycle	Cycles %	Short - Sedan, Wagon, 4WD, Utility, Light Van	Short %	Direction	Short Towing - Trailer, Caravan, Boat, etc.	Short Towing %	Medium Goods & Buses	Medium %	Heavy Goods	Heavy %
Daily Totals												
Sat 09 Nov 2013	252	1	0.40%	235	93.25%	Westbound	0	0.00%	16	6.35%	0	0.00%
Sun 10 Nov 2013	227	7	3.08%	209	92.07%		0	0.00%	11	4.85%	0	0.00%
Mon 11 Nov 2013	324	1	0.31%	288	88.89%		0	0.00%	33	10.19%	2	0.62%
Tue 12 Nov 2013	322	5	1.55%	285	88.51%		0	0.00%	32	9.94%	0	0.00%
Wed 13 Nov 2013	311	4	1.29%	274	88.10%		0	0.00%	32	10.29%	1	0.32%
Thu 14 Nov 2013	309	2	0.65%	280	90.61%		1	0.32%	26	8.41%	0	0.00%
Fri 15 Nov 2013	334	2	0.60%	293	87.72%		0	0.00%	38	11.38%	1	0.30%
Total Vehicles												
[--]	2079	22	1.06%	1864	89.66%		1	0.05%	188	9.04%	4	0.19%



APPENDIX C



Colour coding by SEVERITY

- ★ Fatal (0)
- Serious (0)
- ▼ Slight (2)

Dates searched between
31/08/2010 and 30/08/2013

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DRAWING TITLE

Fambridge Rd, Sth Fambridge

SCALE	1 : 10300
DATE	09/01/2014
DRAWING No.	
DRAWN BY	

Accidents between dates 31/08/2010 and 30/08/2013 (36) months

Selection: Notes:

Selected using Build Query :

I17510611 12/06/2011 Time 0035 Vehicles 1 Casualties 3 Slight
 E: 586141 N: 195272 First Road: U Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 HAS BEEN TRAVELLING TOWARDS ROCHFORD ALOGN FAMBRIDGE RD DRV HAS MISJUDGED A CORNER AND CLIPPED THE KERB, THAT HAS SENT HER VEH INTO A SHALLOW DITCH.

Occurred on FAMBRIDGE RD 35M PAST J/W UNNAMED TRACK TO SOUTH FAMBRIDGE HALL

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from W to S No tow / articulation
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Entered ditch
 Nearside Age of Driver 18 Female
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Casualty Reference: 2 Vehicle: 1 Age: 18 Male Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Front seat

Casualty Reference: 3 Vehicle: 1 Age: 18 Female Passenger Severity: Slight
 Not a pupil Postcode Seatbelt
 Back seat

Accidents between dates 31/08/2010 and 30/08/2013 (36) months

Selection: Notes:

Selected using Build Query :

I14770512 15/05/2012 Time 1002 Vehicles 1 Casualties 1 Slight
 E: 585852 N: 194024 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING WEST BOUND ALONG ASHINGTON ROAD, REAR WHEELS SLIPPED ON DIESEL FUEL SPILLAGE ON A RIGHT HAND BEND AND LOST CONTROL.

Occurred on ASHINGTON ROAD, ROCHFORD 70 MTRS WEST OF FAMBRIDGE ROAD

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 O/S Age of Driver 68 Male
 Not hit and run Breath test Negative
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 68 Male Driver/rider Severity: Slight
 Not a pupil Postcode Seatbelt

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	2	2

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	3	3
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	4	4

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT

VEHICLES

Selected regions and areas:

02 SOUTH EAST		
HF	HERTFORDSHIRE	1 days
RE	READING	1 days
03 SOUTH WEST		
BR	BRISTOL CITY	1 days
06 WEST MIDLANDS		
HE	HEREFORDSHIRE	1 days
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days
09 NORTH		
TW	TYNE & WEAR	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: Gross floor area
 Actual Range: 300 to 2491 (units: sqm)
 Range Selected by User: 300 to 3000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 22/11/12

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	1 days
Wednesday	1 days
Thursday	4 days

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

Selected survey types:

Manual count	7 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)	4
Edge of Town	2
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:

Industrial Zone	4
Commercial Zone	2
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

LIST OF SITES relevant to selection parameters

1	BR-02-C-01	MECH. ENGINEERS	BRISTOL CITY
	NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09		Survey Type: MANUAL
2	HE-02-C-01	METAL COATINGS	HEREFORDSHIRE
	COLLEGE ROAD HEREFORD Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: THURSDAY 14/10/10		Survey Type: MANUAL
3	HF-02-C-01	INDUSTRIAL UNIT	HERTFORDSHIRE
	BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1800 sqm Survey date: THURSDAY 17/07/08		Survey Type: MANUAL
4	NY-02-C-01	FOOD PRODUCTION	NORTH YORKSHIRE
	FEARBY ROAD MASHAM Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 2491 sqm Survey date: TUESDAY 23/09/08		Survey Type: MANUAL
5	RE-02-C-01	SHEET METAL FABRICATION	READING
	COMMERCIAL ROAD READING Edge of Town Industrial Zone Total Gross floor area: 645 sqm Survey date: THURSDAY 22/11/12		Survey Type: MANUAL
6	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE TYNE POINT IND. ESTATE JARROW Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12		Survey Type: MANUAL
7	WM-02-C-02	ARDONPRINT	WEST MIDLANDS
	SYDNEY ROAD SMALL HEATH BIRMINGHAM Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 300 sqm Survey date: WEDNESDAY 17/06/09		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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	1309	0.164	7	1309	0.033	7	1309	0.197
07:30 - 08:00	7	1309	0.218	7	1309	0.033	7	1309	0.251
08:00 - 08:30	7	1309	0.229	7	1309	0.055	7	1309	0.284
08:30 - 09:00	7	1309	0.338	7	1309	0.065	7	1309	0.403
09:00 - 09:30	7	1309	0.164	7	1309	0.120	7	1309	0.284
09:30 - 10:00	7	1309	0.185	7	1309	0.098	7	1309	0.283
10:00 - 10:30	7	1309	0.098	7	1309	0.120	7	1309	0.218
10:30 - 11:00	7	1309	0.120	7	1309	0.087	7	1309	0.207
11:00 - 11:30	7	1309	0.098	7	1309	0.076	7	1309	0.174
11:30 - 12:00	7	1309	0.098	7	1309	0.109	7	1309	0.207
12:00 - 12:30	7	1309	0.087	7	1309	0.109	7	1309	0.196
12:30 - 13:00	7	1309	0.098	7	1309	0.109	7	1309	0.207
13:00 - 13:30	7	1309	0.120	7	1309	0.131	7	1309	0.251
13:30 - 14:00	7	1309	0.240	7	1309	0.076	7	1309	0.316
14:00 - 14:30	7	1309	0.164	7	1309	0.131	7	1309	0.295
14:30 - 15:00	7	1309	0.218	7	1309	0.207	7	1309	0.425
15:00 - 15:30	7	1309	0.120	7	1309	0.207	7	1309	0.327
15:30 - 16:00	7	1309	0.240	7	1309	0.240	7	1309	0.480
16:00 - 16:30	7	1309	0.131	7	1309	0.338	7	1309	0.469
16:30 - 17:00	7	1309	0.098	7	1309	0.251	7	1309	0.349
17:00 - 17:30	7	1309	0.022	7	1309	0.360	7	1309	0.382
17:30 - 18:00	7	1309	0.055	7	1309	0.273	7	1309	0.328
18:00 - 18:30	7	1309	0.000	7	1309	0.120	7	1309	0.120
18:30 - 19:00	7	1309	0.000	7	1309	0.055	7	1309	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.305			3.403			6.708

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:	300 - 2491 (units: sqm)
Survey date date range:	01/01/05 - 22/11/12
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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.

APPENDIX E

Summary of split in type of vehicle by TRICS site

<u>TRICS Site Ref</u>	<u>Cars</u>	<u>M/c</u>	<u>LGV</u>	<u>OGV1/MGV</u>	<u>OGV2/HGV</u>	<u>Total</u>
BR-02-C-01	79%	0%	19%	2%	0%	100%
TW-02-C-01	55%	0%	41%	4%	0%	100%
HF-02-C-01	50%	2%	37%	11%	0%	100%
RE-02-C-01	41%	0%	53%	6%	0%	100%
WM-02-C-02	38%	0%	57%	3%	2%	100%
NY-02-C-01	77%	3%	16%	1%	3%	100%
HE-02-C-01	56%	0%	5%	39%	0%	100%
Total for 7 sites	396%	5%	228%	66%	5%	
Ave %	56.6%	0.7%	32.6%	9.4%	0.7%	100%
No of vehs per day each way	4.0	0.1	2.3	0.7	0.1	7.1