connect CONSULTANTS

PROPOSED CARE HOME

Woodlands Hotel and Restaurant, Coupals Road, Haverhill, Essex

Country Court Care
Transport Statement

20th June 2023

Proposed Care Home Development

Coupals Road, Haverhill, Essex

Transport Statement

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Contents

List of Tables

List of Insets

List of Appendices

1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants is a firm of transport planning and highway design consultants that have been instructed by Country Court Care Homes in regards to their proposed Care Home on Coupals Road, Haverhill.

1.1.2 This Transport Statement (TS) has been produced to provide an assessment of the traffic and transport aspects of the proposed development.

1.2 Site Location

1.2.1 The proposal site is located on Coupals Road, on the eastern side of Haverhill, north of the Haverhill Golf Club

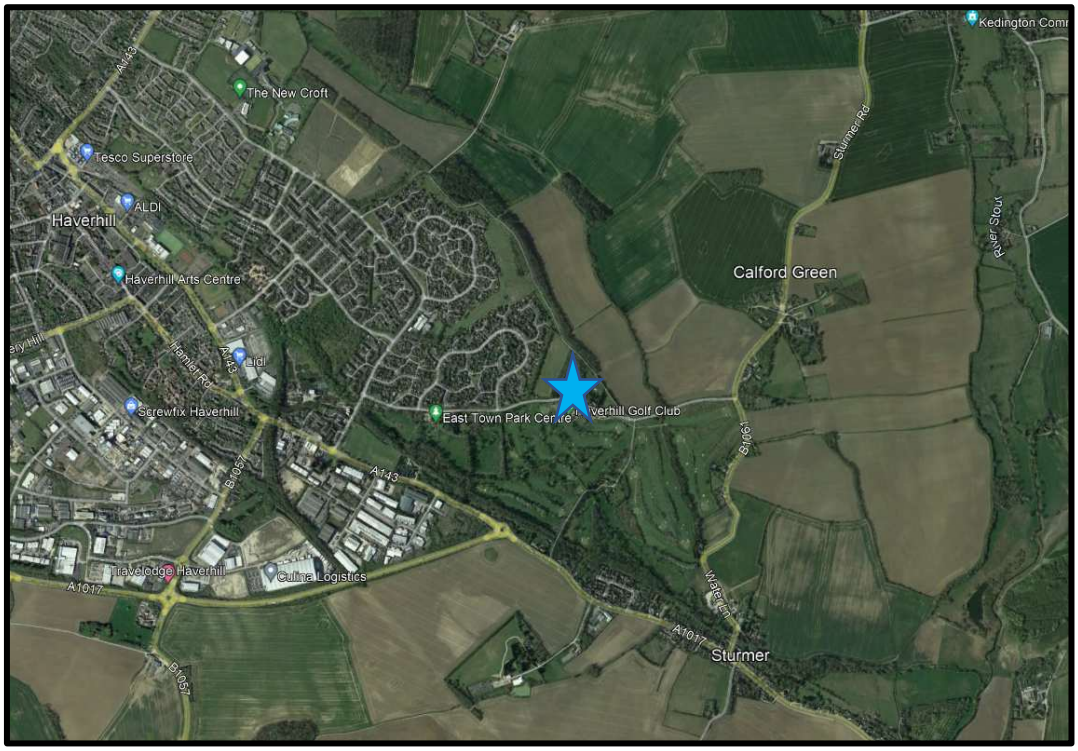
1.2.2 The site is occupied by The Woodlands Hotel and Restaurant and designated car park as well as an associated secondary car park immediately north of the building. The hotel has been vacant since early 2018 and so is capable of being operated as a hotel again without the need for planning permission.

1.2.3 The Woodlands Hotel and Restaurant has a Suffolk address, however, by all indications, the site it located just within the Essex County Council boundary and so has been treated accordingly.

1.2.4 The site is currently accessed via two junctions – one main access junction to the hotel and another leading to the secondary car park.

1.2.5 The location of the proposal site in the context of the wider area is presented at Figure 1.1 below.

Figure 1.1 – Site in Wider Context

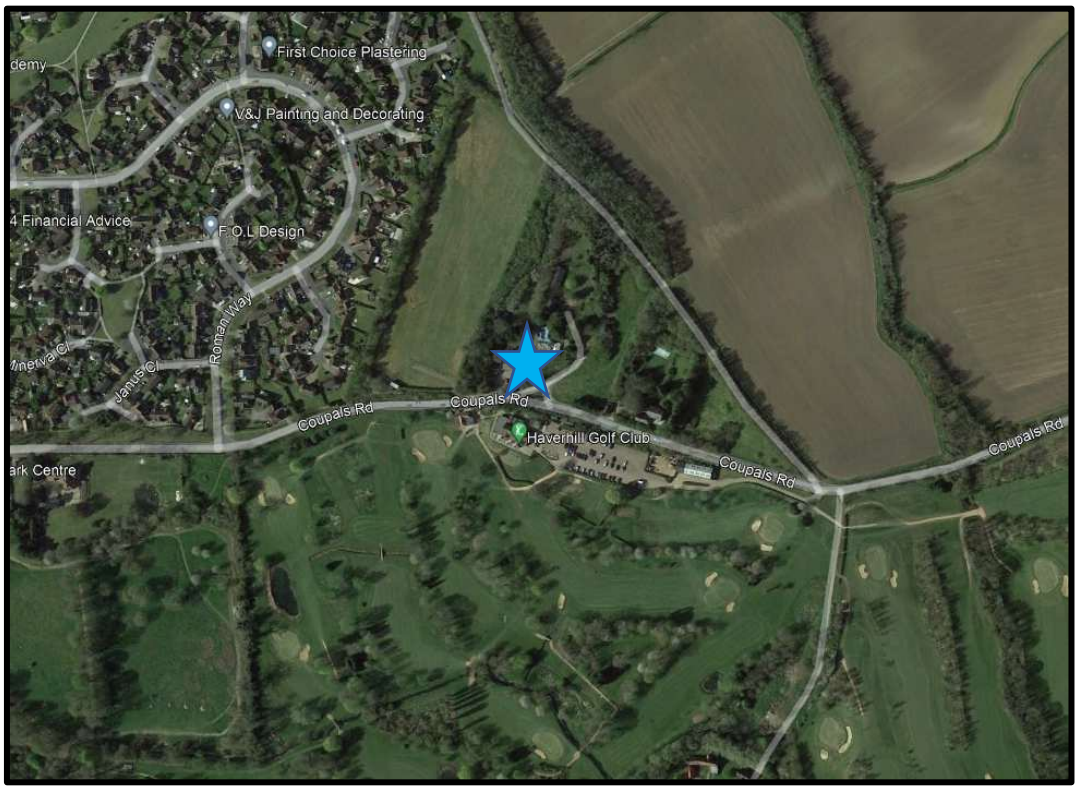


Source: Google Earth

1.2.6 The site is located in a largely undeveloped area, with some residential dwellings to the west and Haverhill Golf Club to the south.

1.2.7 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in Local Context



Source: Google Earth.

1.3 Development Proposals

1.3.1 The development proposals are shown on the site layout drawing provided at Appendix 1.

1.3.2 The proposals include the demolition of the existing buildings on the site and the construction of a new, 64 bed care home, with an associated car park of 35 car parking spaces.

1.3.3 The secondary access to the site is to be closed as part of the proposals therefore the site will be accessed via one priority junction.

1.4 National Planning Policy Framework

National Planning Policy Framework (NPPF), July 2021

1.4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.4.4 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,…"*

1.4.5 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
>
> *c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

1.4.6 Paragraph 111 states,

> *"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."*

1.5 Local Planning Policy

Levelling Up Essex – An Essex White Paper (January 2022)

1.5.1 The 'Levelling Up Essex' strategy published by Essex County Council (ECC) sets out objectives to reduce inequality within the county and provide people living in key areas with the same opportunities as those in the wider Essex area.

1.5.2 Five key themes have been identified in chapter 2 of the document which closely align with the responsibilities of ECC and which can be used to support growth and reduce inconsistencies and disparity between districts.

1.5.3 ECC propose the following to support their ambition:

1. *"The economy – we are focused on improving access to "good jobs". By good jobs, we mean jobs that pay enough money to support a decent quality of life; that provide the appropriate balance that people want between job security and flexibility; and that offer opportunities for people to learn, develop and for those who want to progress in their careers.*
2. *The environment – we are focused on improving access to a high quality environment. By this we mean access to the natural environment and green spaces, to good quality air, and on addressing climate impacts such as flooding. We are also focused on making the transition to carbon net zero in a way that widens opportunities, for example by creating more green jobs and greater access to active and sustainable forms of travel.*
3. *Health and wellbeing – we are focused on supporting people to live long, healthy and happy lives. By this we mean that people should have high levels of physical and mental health, the social connections they need for wellbeing, and they should be able to lead healthy, independent and active lives.*
4. *Education and skills – we are focused on improving educational attainment and access to good quality and relevant skills. This is a whole life approach, encompassing early years, school years, higher and further education, and then lifelong learning.*
5. *Families and communities – we are focused on supporting people to grow up and live strong, safe, and resilient families and communities. By this we mean families and communities where people feel safe and have strong ties and mutual support for each other."*

Essex Transport Strategy: the Local Transport Plan for Essex (2011-2026)

1.5.4 The ECC document 'Essex Transport Strategy: the Local Transport Plan for Essex', dated June 2011, is the key strategic planning document for Essex for the 15-year period that it covers.

1.5.5 The section titled 'Vision, Outcomes and Challenges' in the Essex Transport Plan concerns transport aims and objectives. The overarching vision is *"for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex."*

1.5.6 The Essex Transport Strategy aims to achieve the following five outcomes:

- *"Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;*
- *Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;*
- *Improve safety on the transport network and enhance and promote a safe travelling environment;*

- *Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use;*
- *Provide sustainable access and travel choice for Essex residents to help create sustainable communities."*

Braintree District Local Plan (2013-2033)

1.5.7 The Braintree District Local Plan, which was adopted in July 2022, sets out the long-term goals and strategies for the district of Braintree for the period of 2013 and 2033.

1.5.8 Within the Braintree District Local Plan is the Vision for North Essex which is as follows: -

"North Essex will be an area of significant growth over the period to 2033 and beyond, embracing positively the need to build well-designed new homes, create jobs and improve and develop infrastructure for the benefit of existing and new communities.

It will continue to be an attractive and vibrant area in which to live and work, making the most of its rich heritage, town centres, natural environment, coastal resorts, excellent educational facilities and strategic transport links which provide access to the ports, Stansted Airport, London and beyond. Rural and urban communities will be encouraged to thrive and prosper and will be supported by adequate community infrastructure.

Sustainable development principles will be at the core of the strategic area's response to its growth needs, balancing social, economic and environmental issues. Green and blue infrastructure and new and expanded education and health care facilities enabling healthy and active lifestyles will be planned and provided along with other facilities to support the development of substantial new growth; while the undeveloped countryside and the natural and historic environment will be conserved and enhanced. Key to delivering sustainable development is that net development will address the requirement to protect and enhance the historic environment and settlement character.

At the heart of our strategic vision for North Essex is a new garden community, to be sensitively integrated within the existing historic built and natural environment, and based on Garden City principles.

The garden community provides an opportunity to create the right balance of jobs, housing and infrastructure in the right locations and will attract residents and businesses who value innovation, community cohesion and a high quality environment, and who will be provided with opportunities to take an active role in managing the garden community to ensure its continuing success."

1.5.9 Policy LPP 42 relates to sustainable transport and states the following should be considered when planning new developments:

- *"Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network. Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer multi-user routes for walking, cycling and other recreational opportunities such as horse riding;*
- *Cyclists, through safe design and layout of routes integrated into the new development and contributing towards the development and enhancement of the cycle network and provision of secure cycle parking and where appropriate, changing and shower facilities;*
- *Public transport, through measures that will improve and support public transport and provide new public transport routes;*
- *Community transport, through measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes;*
- *Facilities for charging plug-in and other ultra-low emission vehicles will be provided at all new residential properties."*

1.5.10 Policy LPP 43 relates to vehicular and cycle parking and summarises that; *"Development will be required to provide vehicular and cycle parking in accordance with the Essex Vehicle Parking Standards."*

1.5.11 Consideration has been given to the above policies in the assessment of the proposed development.

1.6 Pre Application Discussions

1.6.1 Pre application discussions have been undertaken with Essex County Council (ECC) in July 2020, including the following ECC comments:

> *"Any subsequent application should include a swept path drawing for the largest vehicle likely to use the access.*
>
> *The applicant should ensure suitable access and turning facilities on site for all vehicle (refuse/ambulance etc)*
>
> *Car Parking should be provided in accordance with the current standards in terms of both number and dimensions*
>
> *Although unlikely, more than 50 employees would trigger the requirement for a workplace travel plan and monitoring fee.*
>
> *Any forthcoming application should be accompanied by a Transport Statement to include information on accessibility by sustainable transport modes including walking and public transport."*

1.6.2 The outcome of the discussions have been considered when preparing this document.

1.7 Report Overview

1.7.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.7.3 The various components of the development proposal, including the site access arrangements and servicing proposals, are described within this section of the report.

Section 4.0 Traffic Assessment

1.7.4 This report section provides an assessment of the trip attraction of the proposed development.

Section 5.0 Summary & Conclusions

1.7.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

> *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*

2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."*

2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.

2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips.

2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings and terrain. For work trips to the proposed care home, people are likely to be prepared to walk 2km referred to in 'Providing for Journeys on Foot'.

2.2.6 Based on a maximum walk distance of 2km for future employees, the approximate walk catchment, shown as a radius from the site, is shown at Figure 2.1 below.

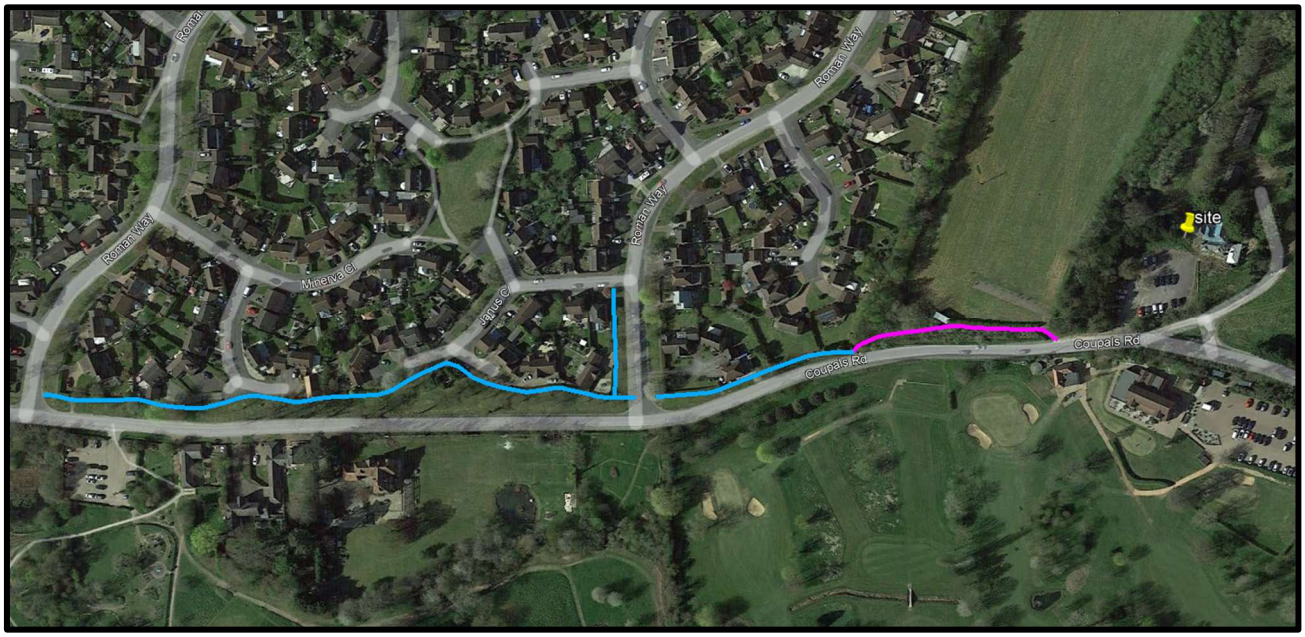
Figure 2.1 – Approximate Walk Catchment

Source: Google Earth

2.2.7 The 2km staff walk catchment includes a significant proportion of the Haverhill residential development, as well as residences in Calford Green and Sturmer, meaning that staff for the proposed development could potentially be drawn from these three areas, however the built up area of Haverhill is the most likely origin/destination.

2.2.8 The existing pedestrian access to the development, which serves the former hotel and restaurant use, is via the footways along Coupals Road and Roman Way (to the west of the development), and a short section of permissive path to the west of the site access, as indicated on Figure 2.2.

Figure 2.2 – Walk Routes



Source: Google Earth. N.B. the magenta line indicates permissive path, and the blue lines indicate footways (not exhaustive).

2.2.9 In light of the local pedestrian facilities, the site is connected to the local pedestrian network with opportunities to make trips by foot.

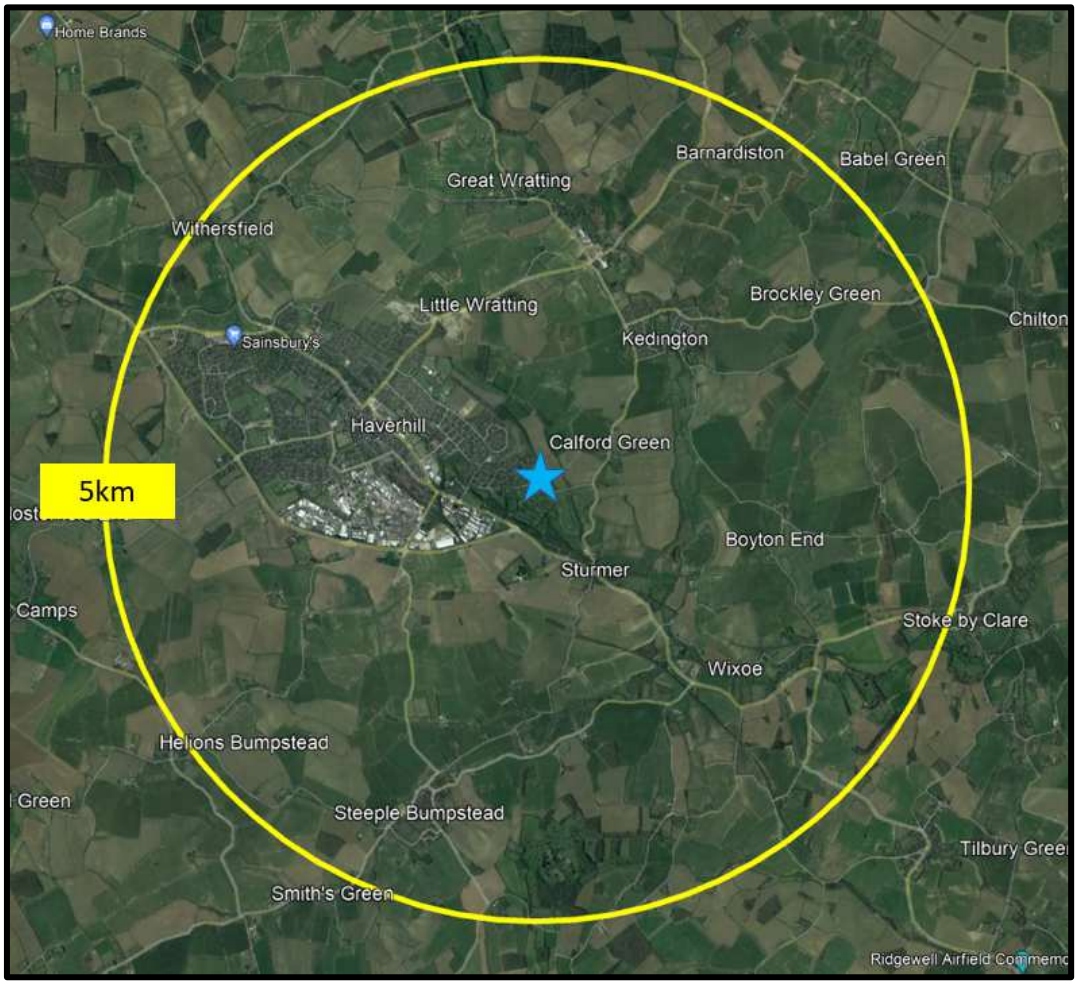
2.3 Cycling

2.3.1 The 2021 National Travel Survey identified average journey lengths, by cycle in England, of approximately 5.8km. This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5 kilometres.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.

2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.3 below.

Figure 2.3 – Approximate Cycle Catchment



Source: Google Earth

2.3.4 The 5km cycle catchment includes all of Haverhill as well as surrounding villages including, Calford Green, Kedington, Steeple Bumpstead, Little and Great Wrattling, Wixce and Brockley Green.

2.3.5 A local cycle way is located approximately 550 metres southwest of the site on the A143 which provides direct access to Haverhill town centre.

2.3.6 Given that the topography is fairly gentle, cycling provides a sustainable mode of travel for future staff members.

2.3.7 Considering the above, the site has existing cycle connections to various destinations nearby and given that the topography is fairly gentle, cycling provides a sustainable mode of travel for future staff members.

2.4 Access by Public Transport

2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest existing bus stop to the proposed development is located on the southbound side of Roman Way, approximately 315m walk distance from the site. The stop is located adjacent to the site and comprises a flag-and-pole. It is served by the 14, 14B and 15 bus services. The 15 service operates at a frequency of every 1-2 hours and the 14 at four per day.

2.4.3 Further bus stops are located on Coupals Road (c.680 m walk distance from the site) and Sturmer Road (c.1.3km walk distance from the site). The Coupals Road bus stop is on the western side of the road, indicated by a flag-and-pole and is served by bus services 14, 15 and 25. The 25 service operates at a frequency of one per day.

2.4.4 The stops located on Sturmer Road are present both northbound and southbound, indicated by a flag-and-pole, and the latter of which benefits from a bench. These stops are served by the 319 and 320 bus services at an approximate frequency of every 2 hours.

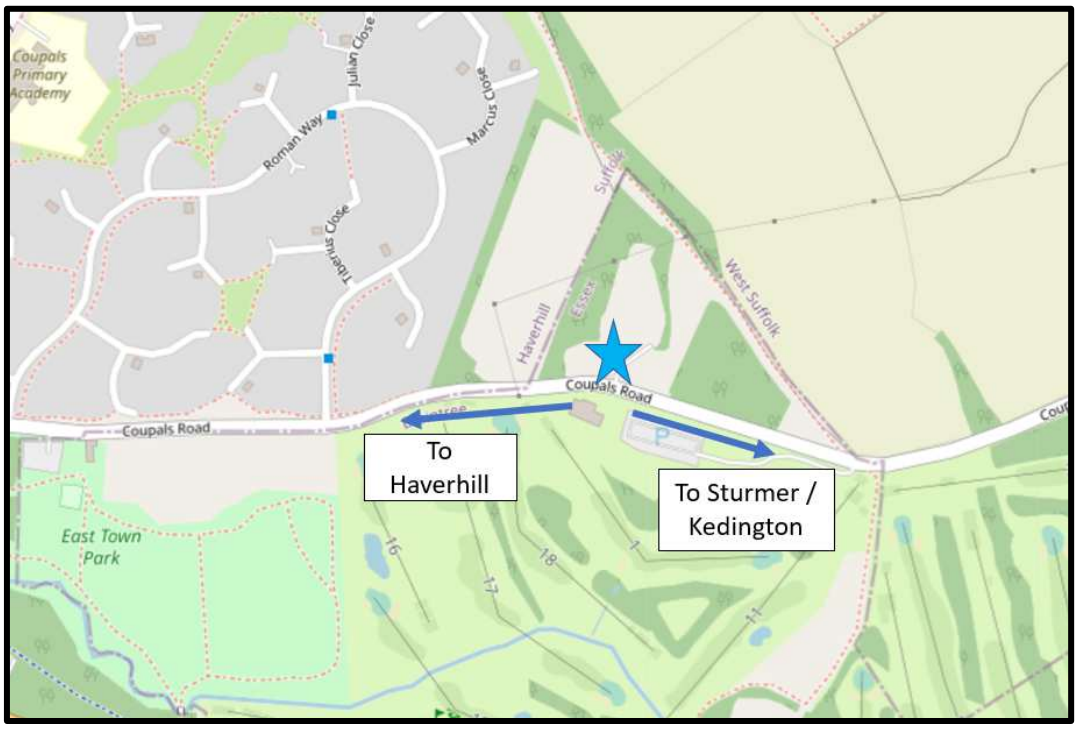
2.4.5 Based on the presence of bus stops and the frequency of bus services to these stops, the site is accessible by bus.

2.5 Highways Access

2.5.1 Vehicular access to the site for all vehicles will be via the existing priority junction onto Coupals Road. Coupals Road follows a broadly east / west orientation, providing connections to Haverhill to the west of the proposal site and Sturmer / Kedington to the east.

2.5.2 Figure 2.4 below provides an extract from OpenStreetMap, showing the location of the site in the context of the local highway network.

Figure 2.4 – Local Highways Context



Source: OpenStreetMap.org. N.B. The Site is denoted by a Blue Star.

2.5.3 The site access is shown on the drawing at Appendix 2 which includes some minor modifications to the geometry of the existing site access.

2.5.4 Overall, the site is well located in relation to the existing local road network and is readily accessible.

2.6 Section Conclusion

2.6.1 The proposal site is connected to the local pedestrian network. The bus stops local to the site are served by frequent bus services that provides access to / from a variety of destinations. The proposal site is well located relative to the local highway network. Overall, the proposal site has a good level of accessibility by all relevant transport modes, including sustainable modes of travel.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This section of the report provides details of the proposed development, including the build form of the development, the proposed access arrangements, the servicing arrangements and the proposed parking provision.

3.2 Built Form

3.2.1 The proposals include the demolition of the existing buildings on the site and the construction of a 64-bed care home with an associated car park of total of 35 car parking spaces.

3.3 Proposed Access Arrangements

3.3.1 The site is to be accessed via the main existing priority junction onto Coupals Road. The secondary access point on Coupals Road, which led to the previous resident car park, will be closed as part of the proposals, leaving one sole access point to the proposed development site.

3.3.2 Coupals Road is subject to a speed limit of 30mph. Table 7.1 of Manual for Streets (MfS) sets out the vision splay requirements for streets with speeds of up to 60 km per hour (37 miles per hour). For 30mph, vison splays of 2.4 x 43m are required in each direction.

3.3.3 Vision splays of 2.4m x 90m to the east, and 2.4m x 72m to the west, have been shown on the site access drawing at Appendix 2 which indicates the upper extents of available visibility. 2.4m x 43m can be achieved within these distances.

3.3.4 All vehicles, including staff, visitors and servicing vehicles, will utilise this access.

3.4 Servicing

3.4.1 Servicing for the proposed development will be via a private service, utilising an 11.2m refuse vehicle and a 10m rigid delivery vehicle.

3.4.2 Swept path analysis of the refuse and delivery vehicles manoeuvring is shown on the drawing at Appendix 3.

3.5 National Car Parking Policy

3.5.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states:-

> *"If setting local parking standards for residential and non-residential development, policies should take into account:-*
>
> - *The accessibility of the development;*
> - *The type, mix and use of the development;*
> - *The availability of and opportunities for public transport;*
> - *Local car ownership levels; and*
> - *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.5.2 Paragraph 106 of the NPPF 2021 states:-

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

3.6 Local Car Parking Standards

3.6.1 The car parking standards applicable to the proposed development are found in section 4 of the Essex County Council document 'Parking Standards – Design and Good Practice", adopted in 2009.

3.6.2 An extract from the above document showing the standards for the proposed development is provided at Figure 3.1 below.

Figure 3.1 – Local Car Parking Standards Extract

Use	Vehicle	Cycle	PTW	Disabled
Min/Max/ Advised	Maximum	Minimum	Minimum	Minimum
Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements
Hospital	To be considered on a case by case basis	1 space per 4 staff Visitors - to be considered on a case by case basis		

Source: 'Essex County Council: Parking Standards – Design and Good Practice'

3.6.3 Based on the above, and that the proposed development will operate with 20 staff working at one time, the standards would expect a maximum of 41 car parking spaces (20 x 1 = 20, 64 ÷ 3 = 21, 21 + 20 = 41).

3.6.4 The proposed development provides a total of 35 car parking spaces, and therefore accords with local car parking standards.

3.7 Local Cycle Parking Standards

3.7.1 The cycle parking standards applicable to the proposed development are also found in the 'Essex County Council: Parking Standards – Design and Good Practice' document.

3.7.2 Minimum cycle parking standards are shown in Figure 3.1 above.

3.7.3 Based on the above, the standards would expect a total of 14 cycle parking spaces, assuming 70 FTE jobs (70 ÷ 5 = 14).

3.7.4 In addition to this, visitor parking standards are found in Table 2.2 of the Bicycle Association document titled 'Standards for Public Cycle Parking' published in June 2021.

3.7.5 Cycle parking standards for short-stay and long-stay visitors relating to the proposed development are shown at below.

Figure 3.2 – Minimum Short and Long Term Stay Cycle Parking Standards

Land Use Type	Sub-Category	Short Stay Requirement (obvious, easily accessed and close to destination)	Long Stay Requirement (secure and ideally covered)
Residential	All except sheltered/elderly housing or nursing homes	-	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom

Source: Bicycle Association – Standards for Public Cycle Parking.

3.7.6 Based on the above standards, the proposed development would expect a total of 7 cycle parking spaces for visitors ((2 x) 64 x 0.05) = 6.4 (rounded up to 7).

3.7.7 A minimum of 21 cycle parking spaces are expected for visitors.

3.7.8 The Standards for Public Cycle Parking document states *"A minimum of 1 accessible space must be provided at every cycle parking location. It is suggested that 5% of parking capacity is accessible to all."*

3.7.9 A total of 2 accessible cycle parking spaces are expected based on these standards (21 x 0.05 = 1.2 – rounded up to 2).

3.7.10 Considering the demographic of the proposed development are very unlikely to cycle, no cycle parking provision for residents has been provided.

3.7.11 The proposed development provides a total of 20 cycle parking spaces as ten 'Sheffield' style cycle parking loops for both staff and visitors, as well as 2 accessible cycle parking spaces, for a total of 22 spaces which therefore accords with local car parking standards.

3.8 Section Conclusion

3.8.1 Swept path analysis software indicates that access arrangements of the proposed development are suitable for their intended use.

3.8.2 The proposed development accords with local car parking standards.

3.8.3 The proposed development accords with local cycle parking standards.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report details the traffic assessment of the proposed development.

4.1.2 The proposal site is currently occupied by a hotel which is closed but could be brought back in to use without the need for planning permission. However, for the purpose of this assessment, the hotel/restaurant vehicular trip attraction has not been accounted for.

4.1.3 This assessment is based on the following peak hours:

- AM Peak Hour: 08:00 – 09:00.
- PM Peak Hour: 17:00 – 18:00.

4.2 Proposed Site Trip Attraction

4.2.1 The TRICS (Version 7.9.4) has been interrogated to provide the trip rates for the proposed development.

4.2.2 The TRICS database is an industry standard collection of traffic surveys, detailing hourly trip arrivals and departures from a variety of fully operation existing sites using a standardized methodology.

4.2.3 Following the TRICS best practice guidance, the database has been interrogated based on the following parameters:

- Category '05 – HEALTH' and Subcategory 'F – CARE HOME (ELDERLY RESIDENTIAL)'.
- Surveys in England, excluding Greater London.
- Surveys from 01/01/14 – 13/06/22.
- Surveys in 'Edge of Town' and 'Suburban' locations.

4.2.4 As the trip rates are given per resident, the trip rates have been multiplied by the number of beds of the proposed Care Homes.

4.2.5 The resultant trip attraction for vehicles for the proposed development during the assumed peak hours, is shown in Table 4.1 below.

Table 4.1 – TRICS – Proposed Development Trip Attraction

Peak Period	Trip Rates			Trip Numbers		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM (08:00 - 09:00)	0.083	0.066	0.149	5	4	10
PM (17:00 - 18:00)	0.030	0.050	0.080	2	3	5

4.2.6 The traffic effect of the proposed development is therefore negligible and requires no further assessment.

4.2.7 Full TRICS outputs are provided at Appendix 4.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

5.1.1 This section of the report provides details of any junction capacity testing conducted, as well as a review of road collisions in the local area.

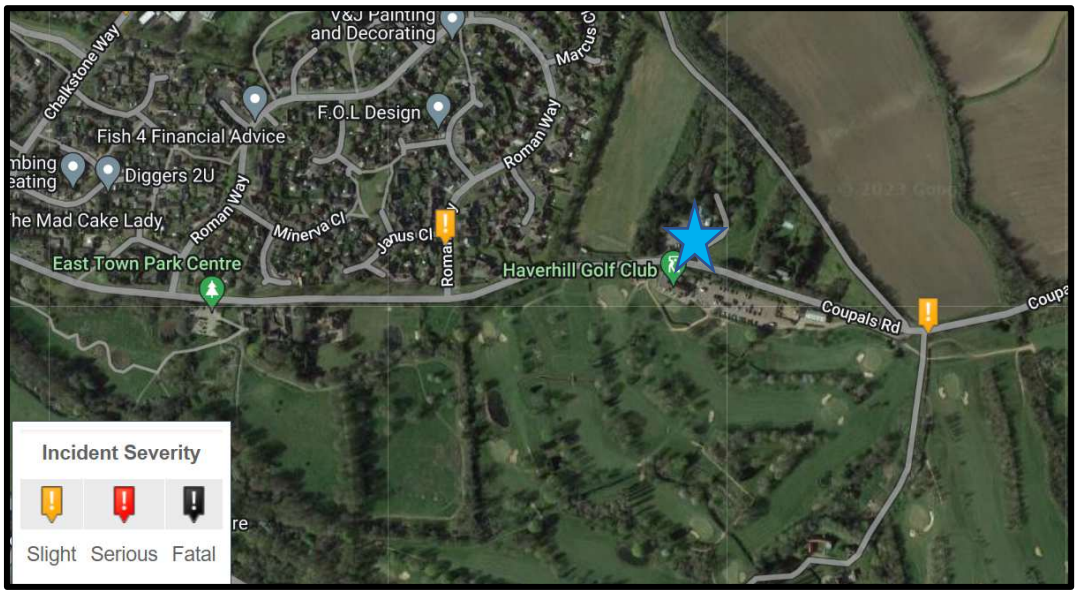
5.2 Junction Capacity Analysis

5.2.1 Considering that the proposals represent a negligible increase in trip attraction to the proposal site, no junction capacity analysis has been deemed necessary.

5.3 Collision Analysis

5.3.1 Road collision data has been obtained from crashmap.com for the area local to the proposal site for the most recent five-year period available (2017 – 2021). Figure 5.1 below shows a plan showing reported road collisions within the vicinity of the site access.

Figure 5.1 – Collision Map



Source: Crashmap.com. N.B. proposal site denoted by blue star.

5.3.2 Only two collisions have been recorded in the local area, both of which were classified as 'slight'. The first occurred in 2018 involving one vehicle and one casualty, the other occurred in 2021 involving two vehicles and one casualty.

5.3.3 The data does not suggest any significant clustering of road collisions that would indicate that a road safety issue is present in the area local to the site. No further detailed analysis the data has been conducted.

5.3.4 Considering that the proposals represent a negligible change in trip attraction to the proposal site, the proposals are unlikely to worsen any potential road safety issue that has not been identified, nor cause a novel road safety issue in the area local to the proposal site.

5.4 Section Conclusion

5.4.1 Considering that the proposals represent a negligible increase in trip attraction to the proposal site, neither junction capacity testing, nor detailed road collisions analysis has been conducted.

6.0 SUMMARY & CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants is a firm of transport planning and highway design consultants that have been instructed by Country Court Care Homes in regards to their proposed Care Home on Coupals Road, Haverhill in Essex.

6.1.2 The report is summarised as follows:-

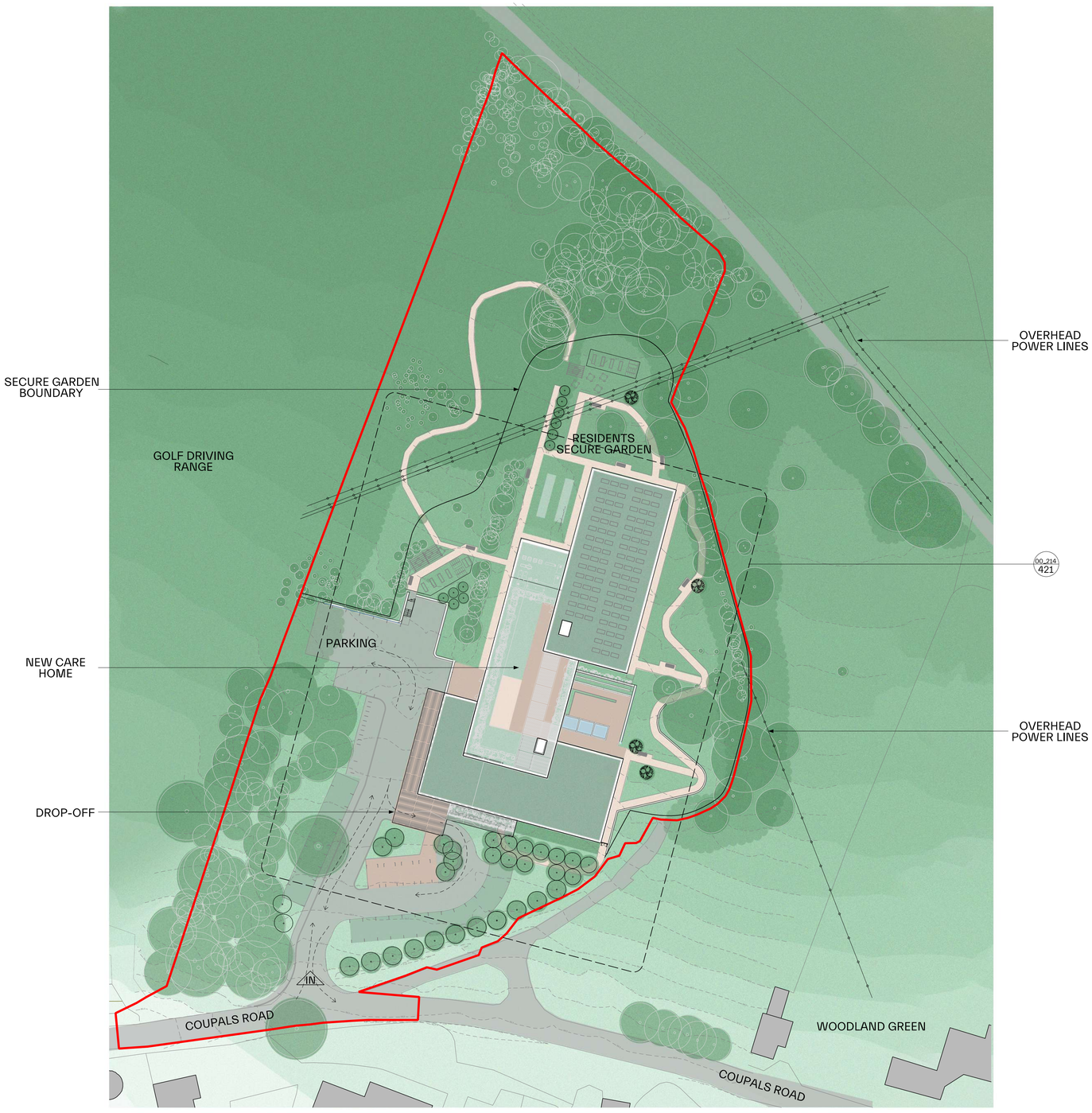
- The site will be accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The site will be accessed via the existing priority junction onto Coupals Road.
- The site is well designed in terms of its servicing arrangements.
- The proposed development accords with local car and cycle parking standards.
- The traffic assessment included in this report shows that the potential increase in trip attraction as a result of the proposals is negligible (even less so when the baseline position of the extant hotel is taken into account).
- No highway safety issues have been identified which have a negative bearing on the acceptability of the proposals.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT



Proposed Site / Block Plan

WGP ARCHITECTS

Project
421 Haverhill

Drawing Number
421_PL_00_100

Revision
A

Drawing
Proposed Site / Block Plan

Scale
1:500 @ A1, 1:1000 @ A3

Drawing Category
General arrangement drawing

Drawing Status
PLANNING

Revision	Date	Drawn	Approved
-	02.09.22	MS	CP
Notes	For Information		
A	01.06.23	MS	CP
Notes	For Information		
B	12.06.23	CP	PW
Notes	For Information		

0 10m 20m

Do not scale, except for planning purposes. Use figured dimensions only; confirm all dimensions on site.

Key

Application Boundary

WGP ARCHITECTS
27 BULWER STREET
LONDON W12 8AR
+44 (0)20 8735 5367
WGP-ARCHITECTS.COM

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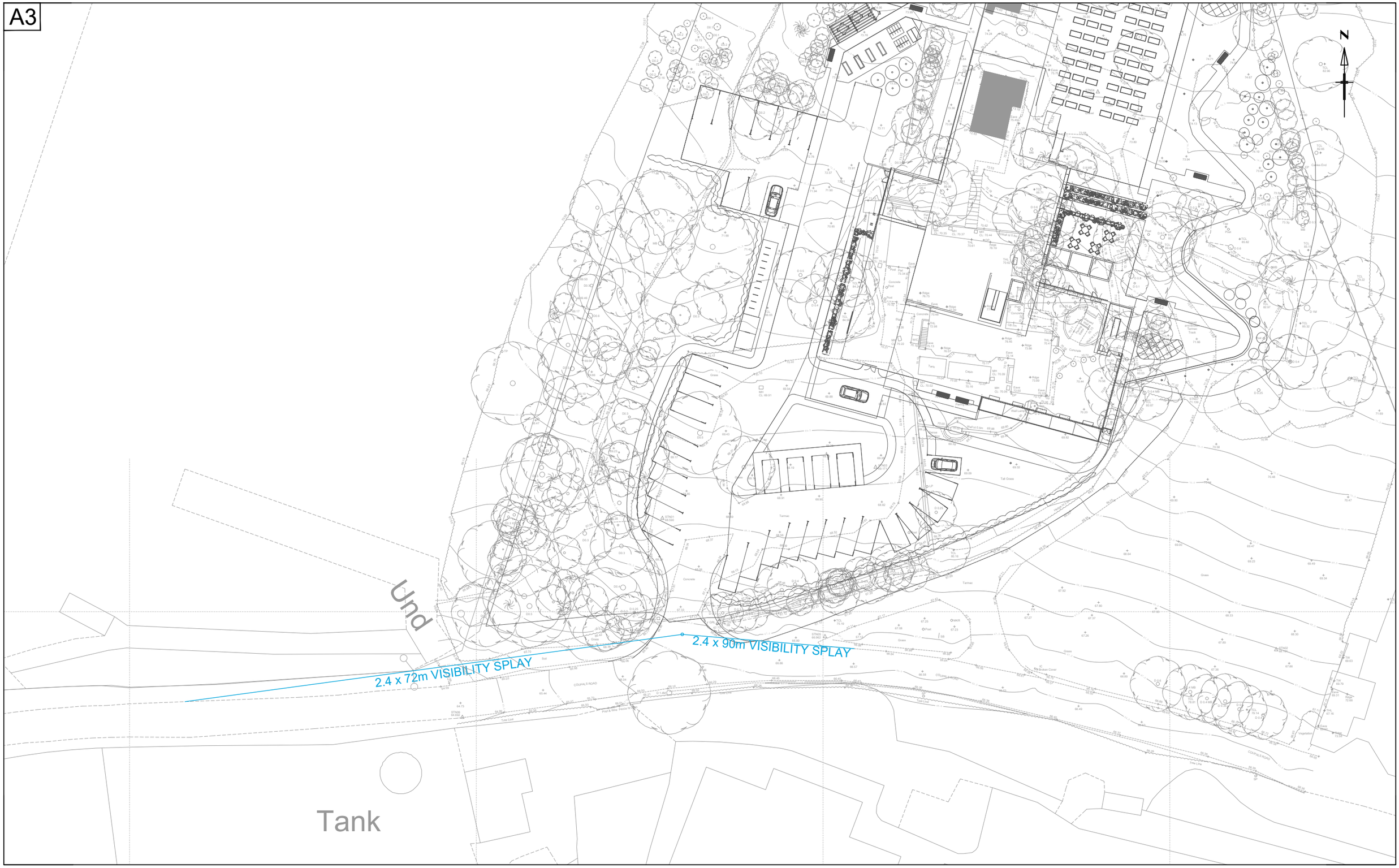
APPENDIX 2 – SITE ACCESS JUNCTION

A3



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QUALITY MANAGEMENT SYSTEM
ISO 9001 : 2015 FS 594947

client
COUNTRY COURT CARE

project
PROPOSED DEVELOPMENT
HAVERHILL
COUPLES ROAD

title
PROPOSED SITE ACCESS ARRANGEMENTS

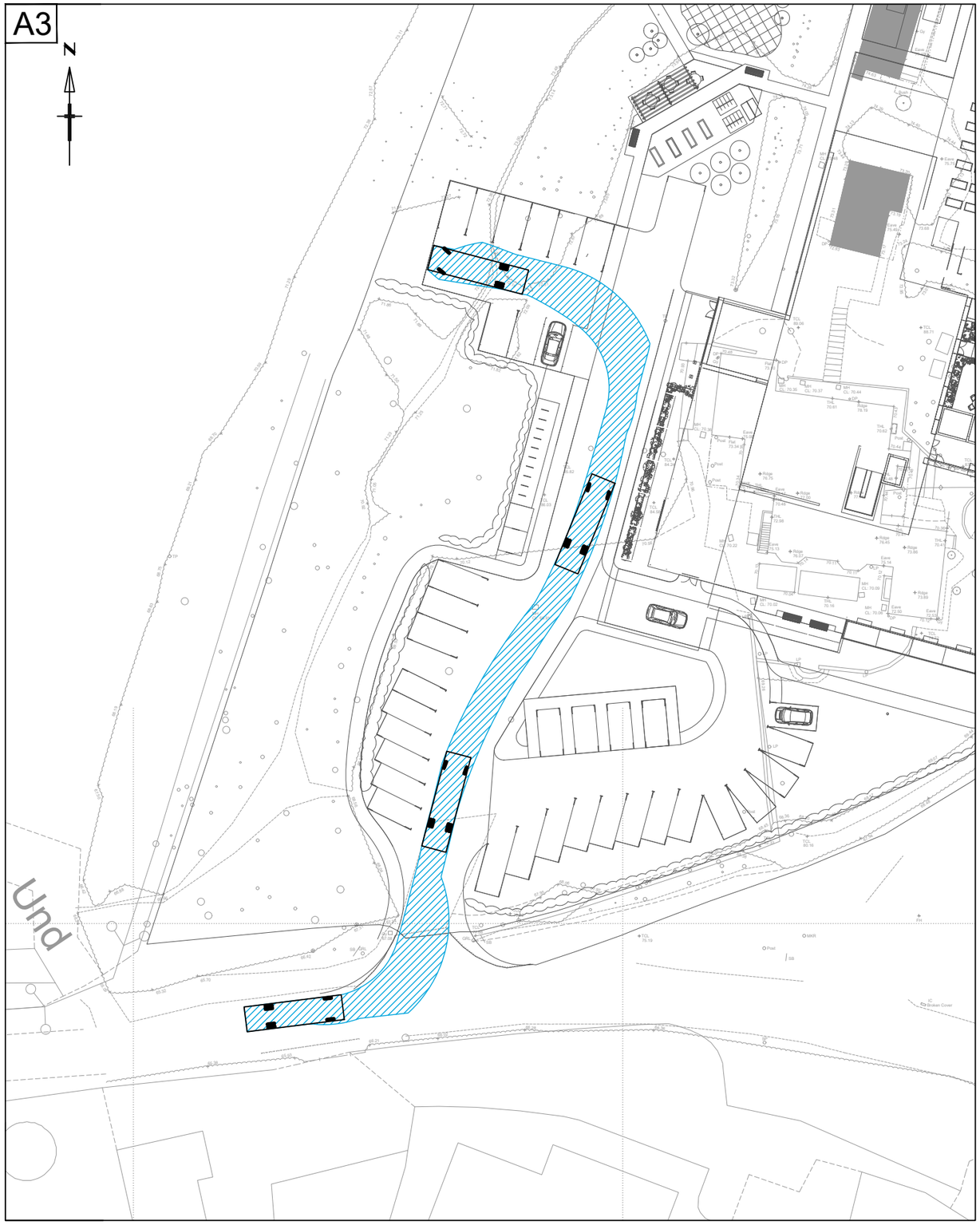
date	drawn by	checked by
APRIL 2023	T.A.S	H.A.F

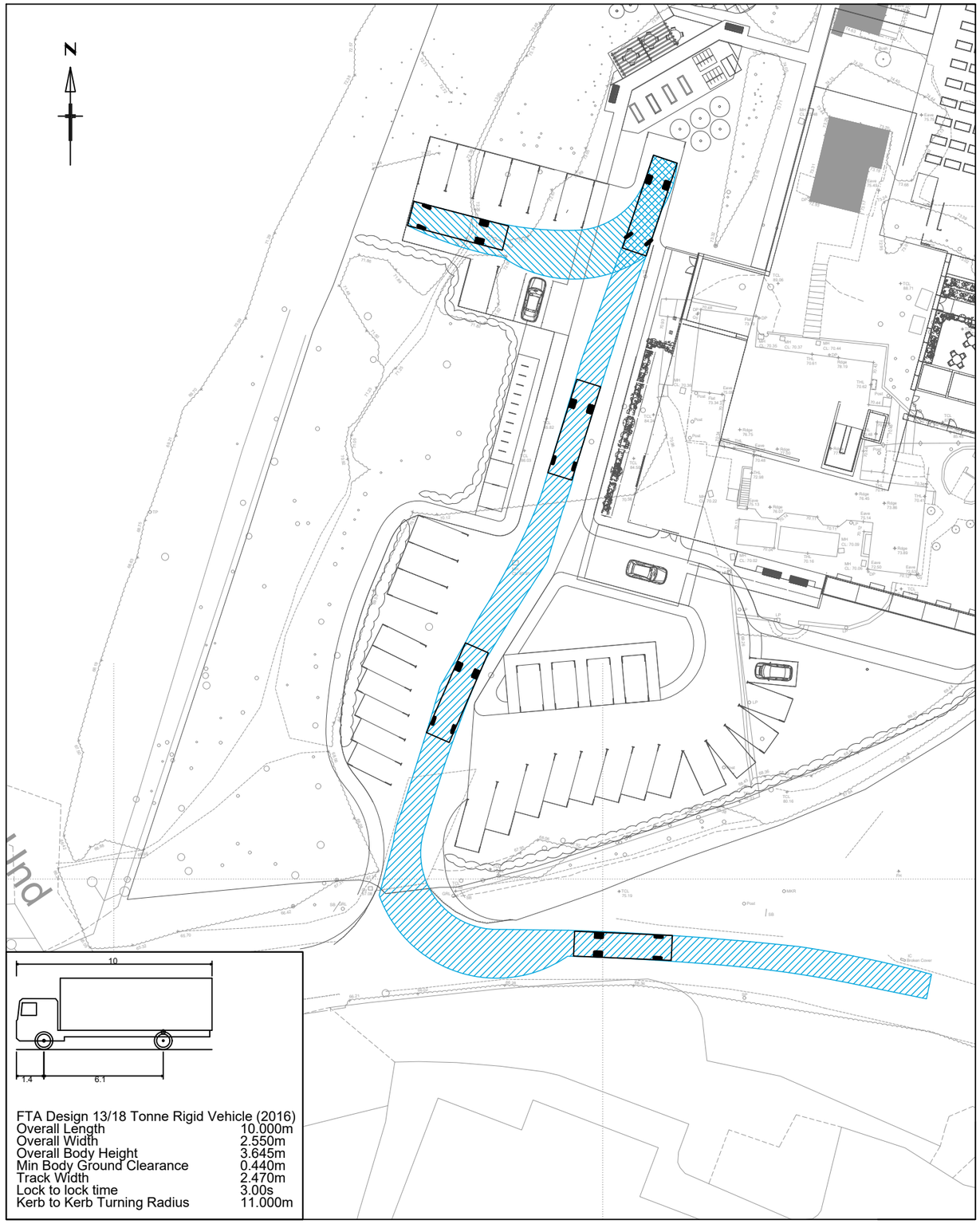
scale	status
1:500	PLANNING

drawing number	rev.
20069-012	-

APPENDIX 3 – SWEPT PATH ANALYSIS

A3





FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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client
COUNTRY COURT CARE

project
PROPOSED DEVELOPMENT
HAVERHILL
COUPALS ROAD

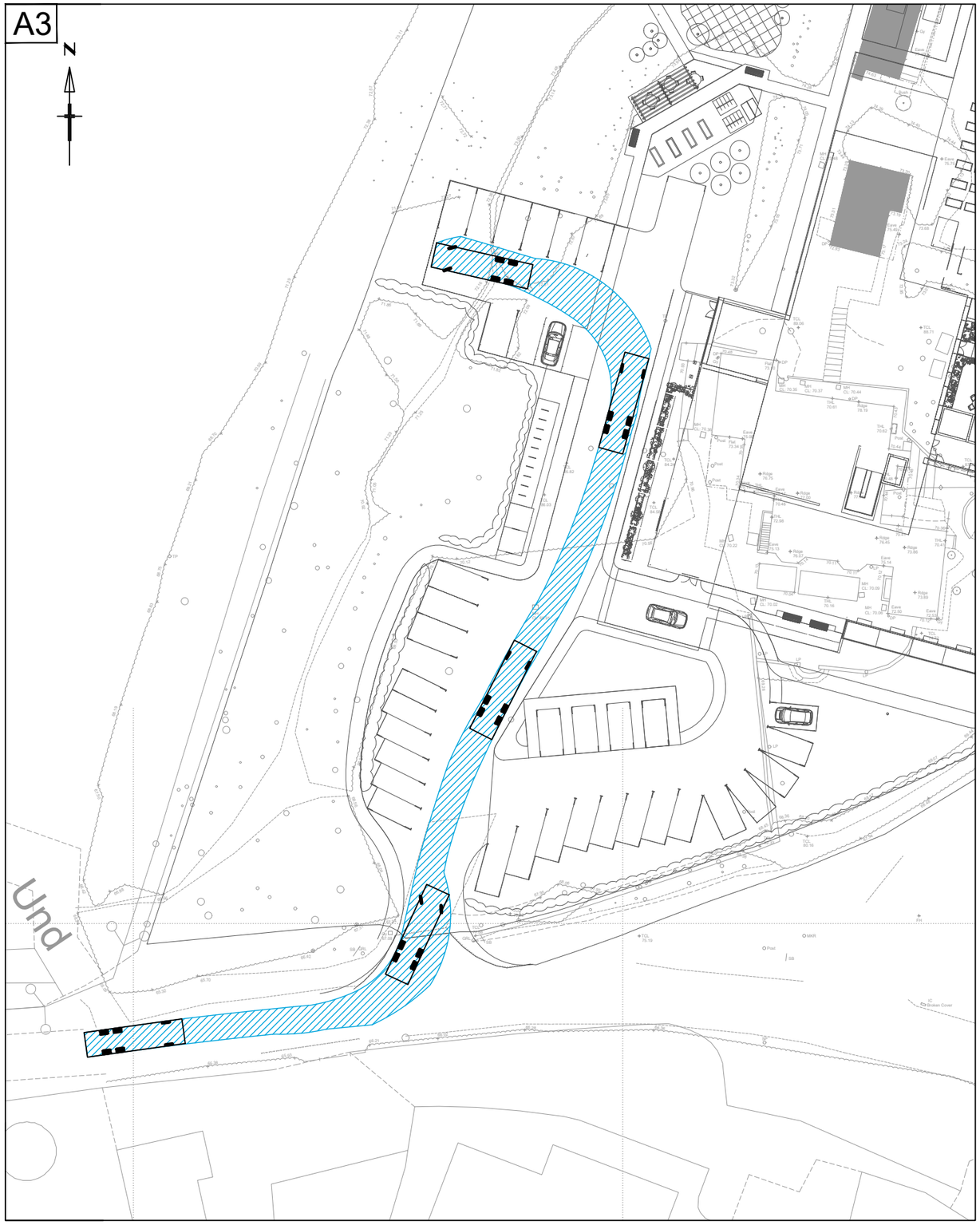
title
SWEPT PATH ANALYSIS
FTA DESIGN RIGID VEHICLE

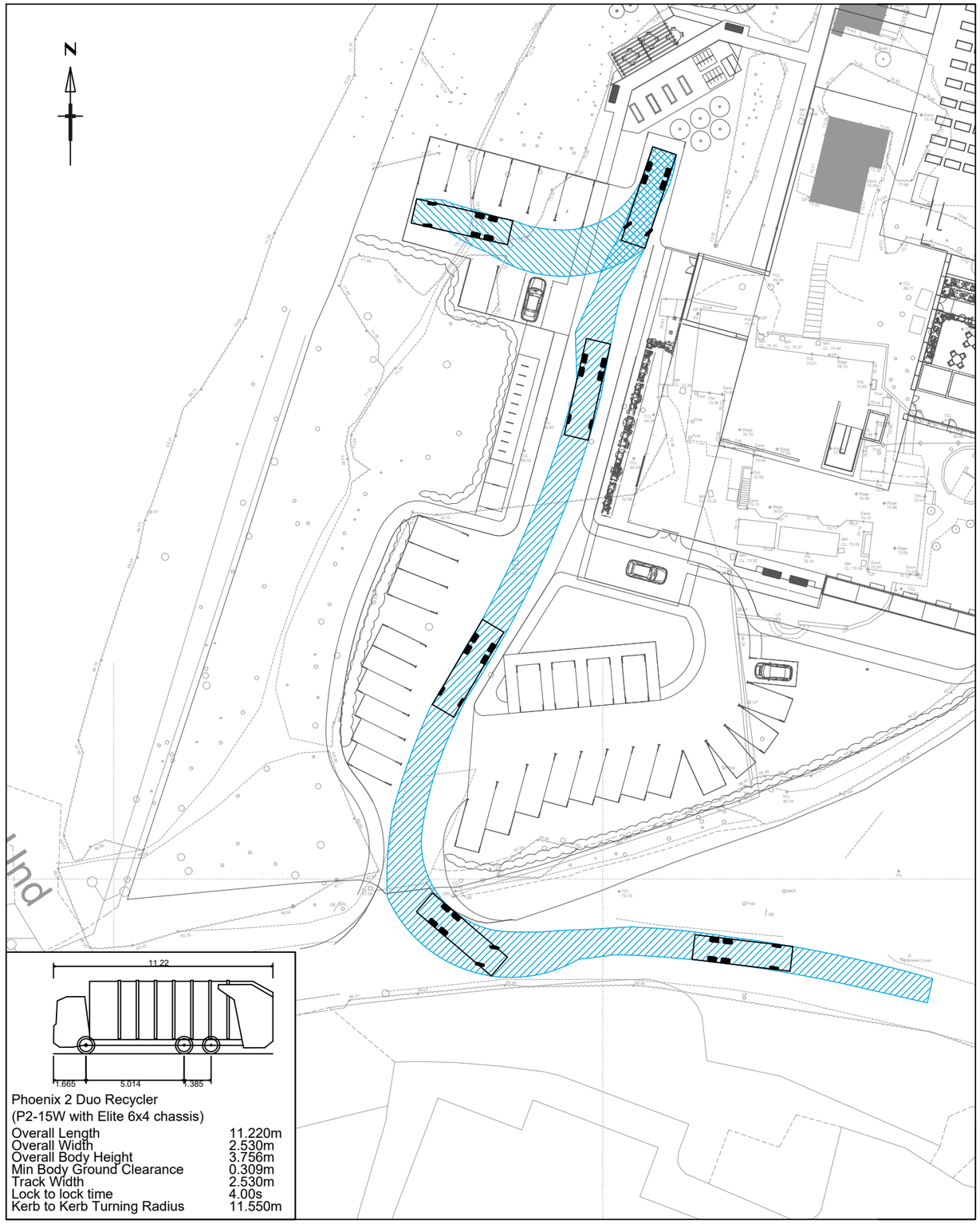
date	drawn by	checked by
APRIL 2023	T.A.S	H.F

scale	status
1:500	PLANNING

drawing number: 20069-TR005
rev.: A

A3





Phoenix 2 Duo Recycler
(P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

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client
COUNTRY COURT CARE

project
PROPOSED DEVELOPMENT
HAVERHILL
COUPALS ROAD

title
SWEPT PATH ANALYSIS
REFUSE VEHICLE

date	drawn by	checked by
APRIL 2023	T.A.S	H.A.F

scale	status
1:500	PLANNING

drawing number	rev.
20069-TR006	A

APPENDIX 4 – TRICS OUTPUTS

Calculation Reference: AUDIT-142301-230206-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 17 to 70 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 13/06/22

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	2 days
Tuesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C2	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 DY-05-F-01 NURSING HOME DERBY
29 VILLAGE STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 70
Survey date: TUESDAY *21/10/14* *Survey Type: MANUAL*

3 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

4 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

5 SF-05-F-01 CARE HOME SUFFOLK
COLCHESTER ROAD
IPSWICH

Edge of Town
Residential Zone
Total Number of residents: 17
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

6 SP-05-F-01 CARE HOME SOUTHAMPTON
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

7 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	45	0.105	8	45	0.063	8	45	0.168
08:00 - 09:00	8	45	0.083	8	45	0.066	8	45	0.149
09:00 - 10:00	8	45	0.069	8	45	0.039	8	45	0.108
10:00 - 11:00	8	45	0.069	8	45	0.047	8	45	0.116
11:00 - 12:00	8	45	0.061	8	45	0.072	8	45	0.133
12:00 - 13:00	8	45	0.066	8	45	0.080	8	45	0.146
13:00 - 14:00	8	45	0.099	8	45	0.055	8	45	0.154
14:00 - 15:00	8	45	0.083	8	45	0.116	8	45	0.199
15:00 - 16:00	8	45	0.110	8	45	0.185	8	45	0.295
16:00 - 17:00	8	45	0.050	8	45	0.088	8	45	0.138
17:00 - 18:00	8	45	0.030	8	45	0.050	8	45	0.080
18:00 - 19:00	8	45	0.033	8	45	0.033	8	45	0.066
19:00 - 20:00	8	45	0.066	8	45	0.039	8	45	0.105
20:00 - 21:00	8	45	0.050	8	45	0.063	8	45	0.113
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.974			0.996			1.970

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/14 - 13/06/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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.