

# Development Management Policies

February 2011





# Development Management Policies

Essex continues to be a popular place to live and work with its unique combination of a major sea port, an international air port and proximity to the City of London. This has led to development pressures across the county; some of our primary road and rail routes are the busiest in the country. Essex is also very diverse with large market towns, two new towns, a range of villages and small rural hamlets.

For many years Essex has had Transport Development Control Policies to deal with these development pressures, which have served the County well.

These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and goods and have the following aims:

- Protect and maintain a reliable and safe highway infrastructure.
- Improve access to services in both rural and urban locations.
- Offer where possible alternative travel options to the private car.
- Support and enhance public transport provision.
- Address the impact of commercial vehicles on the highway network and communities.
- Support the aims and objectives of the County Council as the Highway Authority.

This policy document needs to be read in conjunction with other guidance that shape new development in Essex, in particular The Essex Design Guide, The Urban Place Supplement and the Parking Standards Design and Good Practice document. A Street Materials Guide is also being produced and will be sent out to public consultation in the near future. This will address a range of issues including permeable drainage materials and landscaping.

These policies have been the subject of a full public consultation exercise, together with a Sustainability Appraisal and Strategic Environmental Assessment. They have been approved by Essex County Council Cabinet Members for Highways and Transportation and for Communities and Planning, and as such have been formally adopted as Essex County Council Supplementary Guidance.

There are a number of definitions included to assist with the application of the policies; these can be found at the back of the document.

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# General Policies

## Policy DM1      General Policy

The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel by ensuring that:

- i. all proposals are assessed and determined in relation to the Development Management Route Hierarchy Policies (Policies DM2 – DM5);
- ii. where vehicular access is accepted in principle; the number of access points will be kept to a minimum on roads designated within the Development Management Route Hierarchy;
- iii. where access is accepted in principle; new access points will be designed and constructed in accordance with the current standards;
- iv. where existing access is to be used, substandard accesses will be improved and/or upgraded in accordance with the current standards for the category of road;
- v. all proposals are assessed and determined against current standards for the category of road having regard to the capacity, safety and geometry of the highway network;
- vi. all proposals have safe and convenient access for sustainable transport modes commensurate to its location;
- vii. proposals will not create a significant potential risk or be detrimental to the safety of the highway network.

**Informative:**

The Development Management Route Hierarchy is included at Appendix A.

## Highway Access Policies

Essex County Council's Development Management Route Hierarchy includes motorways and trunk roads which are under the responsibility and jurisdiction of the Highways Agency. Strategic routes, main distributor routes, secondary distributor routes, estate roads and all other adopted roads come under the responsibility and jurisdiction of Essex County Council's Highway Authority. The functions of each of these routes are outlined in the table below:

| <b>Route</b>                            | <b>Function</b>  |
|---|--|
| Strategic Route                         | The carrying of traffic safely and efficiently between major centres within the region                                       |
| Main Distributor                        | The carrying of traffic safely and efficiently between major centres within the County                                       |
| Secondary Distributor                   | The carrying of traffic safely and efficiently between substantial rural populations and on through routes in built up areas |
| Estate Roads                            | To serve safely and directly residential, industrial and mixed-use development   |
| All other routes in the highway network | To safely provide local access and movement for people and goods   |

Essex County Council's Development Management Route Hierarchy derives from the County Council's Functional Route Hierarchy which remains for purposes outside of the Development Management remit. The Development Management Route Hierarchy is to be used only in relation to Development Management matters; no other Essex County Council Policies should refer to this hierarchy.

## Policy DM2 Strategic Routes/Main Distributors

### **Between Defined Settlement Areas:**

The Highway Authority will protect the function of Strategic Routes/Main Distributors between defined settlement areas by:

- i. prohibiting direct access;
- ii. prohibiting intensification of use of an existing access;
- iii. requiring improvements to existing substandard accesses.

Exceptions may be made where access is required to developments of overriding public, environmental, national and/or regional need.

### **Within Defined Settlement Areas:**

The Highway Authority will protect the function of Strategic Routes/Main Distributors within defined settlement areas by:

- iv. ensuring the number of access points is kept to a minimum;
- v. ensuring that where safe access is available to a lower category of road in the Development Management Route Hierarchy, this is used;
- vi. ensuring that new access points will be designed and constructed in accordance with the current standards;
- vii. requiring improvements to existing substandard accesses.

## Policy DM3      Secondary Distributors

### **Between Defined Settlement Areas:**

The Highway Authority will protect the function of Secondary Distributors between defined settlement areas by:

- i. prohibiting direct access;
- ii. prohibiting intensification of use of an existing access;
- iii. requiring improvements to existing substandard accesses.

Exceptions may be made where access is required to developments of overriding public, environmental, national and/or regional need.

### **Within Defined Settlement Areas:**

The Highway Authority will protect the function of Secondary Distributors within defined settlement areas by:

- iv. ensuring that where there are overriding safety concerns and where access is available to a lower category of road in the Development Management Route Hierarchy this is used;
- v. ensuring that new access points will be designed and constructed in accordance with the current standards;
- vi. requiring improvements to existing substandard accesses.

## Policy DM4      Other Routes

The Highway Authority will protect the function of all other routes by:

- i. ensuring that new access points will be designed and constructed in accordance with the current standards;
- ii. seeking improvement to existing substandard accesses.



## Policy DM5      Secondary or Multiple Vehicular Accesses

### **Between Defined Settlement Areas:**

The Highway Authority will protect the safety and efficiency of the highway network by:

- i. having a general presumption against the use of secondary or multiple accesses on the following categories of road:

Strategic Routes

Main Distributors

Secondary Distributors

### **Within Defined Settlement Areas:**

The Highway Authority will protect the safety and efficiency of the highway network by:

- ii. having a general presumption against the use of secondary or multiple accesses on the following categories of road:

Strategic Routes

Main Distributors

Exceptions may be made where the provision of an additional access point to a single property would result in an improvement to highway safety. In these cases the provision of a secondary access may be allowed subject to it being designed and constructed in accordance with current standards.

### **Informative:**

For further information, please see HPN 12 on Vehicle Crossing Procedures or its subsequent replacement.

## Design Standards Policies

### Policy DM6 Estate Roads

The Highway Authority will ensure that:

- i. where required; residential estates shall be designed to allow access by passenger transport vehicles, emergency vehicles and refuse vehicles. All routes designed to carry passenger transport vehicles will have a minimum carriageway width of 6.75 metres;
- ii. new residential and industrial Estate Roads shall be designed in accordance with the current standards, including the Essex Design Guide, Urban Place Supplement, and relevant national guidance including Manual for Streets, or their subsequent replacement documents, (subject to the limitations as detailed in Policy DM7);
- iii. where an estate road joins a higher classification of road the junction will be designed and constructed in compliance with the standards contained in the Design Manual for Roads and Bridges (DMRB), with the exception of those situations identified in Policy DM7;
- iv. estate roads will be designed with particular emphasis on ensuring a high quality built environment and public realm.

## Policy DM7 Application Of Design Standards

The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by ensuring that all works within the highway comply with the current national and ECC design standards appropriate for the category of road and ensuring that:

- i. visibility splays and stopping sight distances (SSD) for all roads, with the exception of internal estate roads which carry or are intended to carry HGVs and/or passenger transport vehicles at a level of less than 5% of the overall traffic flow, must comply with standards contained within DMRB unless otherwise agreed with the Highway Authority.
- ii. visibility splays and SSD for internal estate roads must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents, except where 5% or more of the overall traffic flow consists of Heavy Goods Vehicles (HGVs) and/or passenger transport vehicles;
- iii. where engineering measures have been implemented to provide a pedestrian prioritised environment, visibility splays and SSD must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents.

### **Informative:**

For further information, please see the Development Management Forum Eastern Region Practice Note on the application of Manual for Streets or its subsequent replacement.

## Policy DM8 Vehicle Parking Standards

The Highway Authority will ensure that development proposals comply with Essex County Council's current "Parking Standards: Design and Good Practice" document, or its subsequent replacement.

# Accessibility and Transport Sustainability Policies

## Policy DM9 Accessibility and Transport Sustainability

The Highway Authority will ensure that the developer will minimise the number of trips by the private vehicle through the provision of alternative transport modes and/or associated infrastructure by ensuring that:

- i. alternatives to private car use are considered as a first principle in assessing travel impacts on the transportation network and mitigation will be required through the application of comprehensive travel planning options, where impact is identified.
- ii. all development proposals are assessed and determined against the Essex Road Passenger Transport Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- iii. all development proposals are assessed and determined against the Essex Cycling Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network;
- iv. all development proposals are assessed and determined against the Essex Walking Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network;
- v. all development proposals are assessed and determined against the Essex Rail Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- vi. all development proposals are assessed and determined against the Essex Schools and Colleges Sustainable Modes of Travel Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- vii. all development proposals are assessed and determined against the Essex Workplace Sustainable Business Strategy, or its subsequent replacement, and mitigation will be required where impact is identified.

## Policy DM10 Travel Plans

The Highway Authority will require the provision of a Travel Plan and monitoring fee as part of any development proposal that meets the following criteria:

- i. all non-residential development proposals with 50 employees or more;
- ii. any education establishment development which increases the number of either pupils or staff will be required to provide a School Travel Plan;
- iii. all new residential dwellings will require the provision of a Residential Travel Information Pack.

**Informative:**

For further information, please see Essex County Council's Travel Plan Guidance notes, 'Helping you create a Business Travel Plan' or its subsequent replacement.

## Policy DM11 Public Rights of Way

The Highway Authority will:

- i. safeguard the existing network of Definitive Public Rights of Way where affected by development, ensuring that it remains protected and open for use by the public and having regard to the Department for Environment, Food and Rural Affairs Circular 1/09, or its subsequent replacement;
- ii. require that, where Definitive Public Rights of Way exists through a development site, it will be retained on its existing alignment and the development designed and laid out to accommodate it. In the event that there is no alternative and the development can not accommodate the existing Definitive Public Right of Way, a diversion and/or alternative route shall be provided. Any such diversion and/or alternative must be approved as convenient and suitable in all respects by the Highway Authority and will be constructed in accordance with current standards;
- iii. require the creation of new and/or enhancement of existing Definitive Public Rights of Way and/or permissive routes to encourage alternative modes of travel;
- iv. take appropriate consideration of Rights of Way reasonably alleged to subsist, where affected by development.

### **Informative:**

For further information please refer to Essex County Council's 'Essex Rights of Way Improvement Plan' and 'Development and Public Rights of Way, Advice Note for Developers and Development Management Officers' or their subsequent replacements.

## Policy DM12 Rural Diversification

The Highway Authority has no general presumption against the reuse of agricultural buildings in rural areas. Each site will be assessed on its own merit and having regard to all other policies contained within this document.

The Highway Authority will consider the net change in road traffic impacts, including but not restricted to vehicle numbers, vehicle types and hours of operation, between existing and proposed land uses.

### **Informative:**

For further information, please see Essex County Council's Rural Diversification Guidance note, or its subsequent replacement.

# Impact and Mitigation Policies

## Policy DM13 Transport Assessments

The Highway Authority will require:

- i. a Transport Statement (TS) to accompany a planning application in accordance with the thresholds as set out in Appendix B, or where the Highway Authority deems it to be necessary;
- ii. a Transport Assessment (TA) to accompany a planning application in accordance with the thresholds as set out in Appendix B, or where the Highway Authority deems it to be necessary;
- iii. a School Transport Statement for development at existing educational establishments where pupil and/or staff numbers are proposed to increase.

### **Informative:**

For further information on Transport Assessment requirements, refer to the Department for Transport's 'Guidance for Transport Assessment' or its subsequent replacement.

The scope of any Transport Assessment and/or Transport Statement is to be agreed with the Highway Authority and the Highways Agency (where the development proposal impacts on the trunk road network) prior to submission of the same to the Local Planning Authority.

## Policy DM14 Safety Audits

The Highway Authority will require:

- i. a Stage 1 Safety Audit report including designer's response where appropriate, to accompany any planning application which seeks to materially alter the existing highway;
- ii. any safety audit accompanying a planning application to have been carried out in accordance with current standards by an independent safety auditor.

## Policy DM15 Congestion

The Highway Authority will protect the safety and efficiency of the public highway by:

- i. requiring the developer to demonstrate that the development proposal has no detrimental impact upon the existing or proposed highway in congestion terms, as measured by assessing existing and proposed link/junction capacity relevant to the development site; or
- ii. requiring the developer to provide appropriate mitigation measures to ensure that there is no detrimental impact to the existing highway.

## Policy DM16 Air Quality

The Highway Authority will assist the Local Planning Authority in the protection of areas that have been designated as unacceptable in terms of air quality by:

- i. having a general presumption against the provision of development that would cause a negative impact to existing designated Air Quality Management Areas (AQMA) through increased traffic or congestion, unless appropriate mitigation measures are provided by the developer.



## Policy DM17    Securing Mitigation

The Highway Authority will consider each proposal for development on its merits by assessing supporting information and will require appropriate highway and/or transportation mitigation in accordance with guidance contained in the ODPM Circular 05/2005 Planning Obligations and the Community Infrastructure Regulations 2010 document or its subsequent replacement. Mitigation will be delivered by way of:

- i. highway/transportation mitigation measures to be undertaken by the developer and/or:
- ii. payment by the developer of an agreed financial contribution/s to enable the Highway Authority to implement highway and/or transportation mitigation measures;
- iii. payment by the developer of an agreed financial contribution/s where an approved, pooled contribution system is in place.

### **Informative:**

The method of securing mitigation required may vary depending on the policies and procedures of the Local Planning Authorities.

## Policy DM18    Maintenance Contributions for New Infrastructure

The Highway Authority will require maintenance payments to be deposited with the County Council:

- i. to maintain new specialist and/or additional infrastructure directly related to the proposed development site and its associated highway works for a period of 15 years;
- ii. for new structures directly related to the proposed development site and its associated highway works for a period of time and for an amount to be agreed on a case by case basis.

### **Informative:**

For further information, please refer to Essex County Council's 'Street Material Guide' or its subsequent replacement.

## HGV/Construction Related Policies

### Policy DM19 HGV Movement

The Highway Authority will protect the safety and efficiency of the highway network by ensuring that any proposals which generate a significant number of heavy goods vehicle movements:

- i. are located in close proximity to Strategic Routes/Main Distributors and/or Secondary Distributors;
- ii. are connected to Strategic Routes/Main Distributors and/or Secondary Distributors via short sections of other roads;
- iii. will where appropriate require the developer to submit and agree with the Highway Authority a routing management plan in relation to heavy goods vehicle movements.

### Policy DM20 Construction Management

The Highway Authority will protect the safety and efficiency of the highway network by ensuring that:

- i. any temporary construction access and/or haul road will be agreed with the Highway Authority prior to commencement of development;
- ii. a Construction Traffic Management Plan is submitted and agreed with the Highway Authority prior to commencement of development;
- iii. details of parking and turning facilities for all construction traffic within the development site are submitted and agreed with the Highway Authority prior to commencement of development;
- iv. details of wheel cleaning facilities within the development site are submitted and agreed with the Highway Authority prior to commencement of development.

## Policy DM21 Minerals and Waste Applications

The Highway Authority will ensure that all applications that propose the importation and/or exportation of either minerals or waste products, in addition to the policies contained within this document, shall adhere to the transportation policies contained within both the current Essex County Council Adopted Minerals Local Plan and the Essex County Council Adopted Waste Local Plan or to their subsequent replacement Local Development Framework Documents as applicable.

### **Informative:**

Please refer to the Essex County Council Minerals Local Plan and Waste Local Plan, or to their subsequent replacement documents for further information.

## Policy DM22 Maintenance Contributions for Damage to the Existing Highway

The Highway Authority will require maintenance payments for the repair of any damage caused to the existing highway created by extraordinary use resulting from a development proposal.

### **Informative:**

Determination of requirements for maintenance will result from a condition survey of the appropriate area before and after the period of operation. A bond shall be put in place prior to commencement, to ensure that any damage is made good at the developer's expense within three months of the completion of works.

## Definitions

The following definitions are to be used for terms found throughout this document in order to assist with the application of the Development Management policies:

**Air Quality Management Areas (AQMA):** those areas designated by the relevant District or Borough Council as having unacceptable air quality.

**Alternative Transport Modes:** a range of travel modes which reduce the need to use the private car as a primary means of transport.

**Capacity:** efficient operation of the link/junction as measured against the assessment methods in the current standards.

**Category of Road:** as defined in the Essex County Council's Development Management Route Hierarchy, shown in Appendix A.

**Close Proximity:** near or adjacent to; in order to enable direct access where appropriate.

**Current Standards:** national and Essex County Council design standards and guidance.

**Defined Settlement Areas:** the town or village envelope as defined by the relevant Local Planning Authority.

**Definitive Public Rights of Way:** all Public Rights of Way including footpaths, bridleways, and byways. These are classed as highway as defined in the Highways Act 1980.

**Design Manual for Roads and Bridges (DMRB):** Highways Agency/Scottish Government/Welsh Assembly/Dept. for Regional Development Northern Ireland manual for the design and assessment of trunk road schemes.

**Detrimental:** a significant increase in the potential for accidents and/or an increase in traffic flow of 5% or more on any link/junction, or in the case of a congested area of network which already operates at or above 85 per cent of its theoretical capacity, any increase in traffic flow at a link/junction unless otherwise specified by the Highway Authority.

**Development Management Route Hierarchy:** classification of routes within Essex, for Development Management purposes, as shown at Appendix A.

**Directly related:** required predominately for the use of the development for safety, efficiency and/or accessibility reasons.

**Efficient:** minimising queuing and delay on the highway together with maintaining/improving reliability.

**Estate Roads:** those routes which directly serve residential, industrial and mixed-use development.

**Extraordinary use:** each case will be considered and determined on its merits by the Highway Authority.

**Geometry:** geometric design features as specified in the current standards.

**Heavy Goods Vehicles (HGVs):** Any vehicle weighing 7.5 tonnes or more.

**Highway Network:** all land covered by highway rights.

**Independent Highway Consultant:** a highway consultant employed by, but not connected in any way to the planning application, applicant and/or their highway/scheme design.

**Intensification:** increase from the existing level of traffic movements, change in the type and/or size of vehicles and/or change in the pattern of traffic flow.

**Main Distributors:** those routes as defined in the Development Management Route Hierarchy, which serve to carry traffic efficiently and safely between major centres within the County.

**Materially Alter:** alterations or improvements to the highway that alter or disrupt the alignment of the existing highway network.

**Mitigation Measures:** the provision of works or financial contributions to ensure that there is no negative impact on the existing highway as a result of the development proposals.

**Monitoring Fee:** A non-returnable fee deposited to Essex County Council for the monitoring of implementation and targets of the agreed Travel Plan.

**Other Routes in the Highway Network:** those routes which serve to provide local access and movement for people and goods.

**Overriding Public, Environmental, National and/or Regional Need:** as defined by the Planning Framework including sites identified in the adopted national policy statement/document. Planning Policy Statement, Local Development Frameworks, Minerals and Waste Local Plans, Regional Spatial Strategy, extant Local Plan etc; or their subsequent replacement documents.

**Passenger Transport Vehicles:** motorised public service vehicles capable of carrying eight or more fare paying passengers.

**Permissive Routes:** a non-statutory path provided entirely at the discretion of the landowner, which may be closed at any time the landowner chooses.

**Relevant:** as determined by the Highway Authority.

**Required:** as deemed necessary by the Highway Authority in order for full assessment to take place, to meet relevant standards, and/or to mitigate impact.

**Residential Travel Information Pack:** A pack containing detailed information on available facilities for sustainable travel modes such as passenger transport, cycling and walking, or its equivalent.

**Residential Travel Information Pack:** an information marketing scheme for promoting travel by sustainable modes, as approved by Essex County Council. Please refer to the Essex County Council's Residential Travel Information pack document or its subsequent replacement for further details.

**Safe:** as deemed by the Highway Authority following the investigation and analysis of accident history data and compliance with safety audit recommendations and current standards, as appropriate in order to minimise risk.

**Secondary Distributors:** those routes as defined in the Development Management Route Hierarchy, which serve as main connections between substantial rural populations and as through routes to distribute traffic in built up areas.

**School Transport Statement:** a simplified version of a Transport Assessment (TA) for a development proposal relating to the expansion/enlargement of a school, college or other educational institution. (Note: Proposals for new educational establishments will require a Transport Assessment.)

**School Travel Plans:** a document which must be provided and implemented by the developer and agreed by Essex County Council for all proposals relating to education establishments. Please refer to the Essex School Travel Plan Guidelines or its subsequent replacement.

**Secondary or Multiple Accesses:** the provision of additional access points serving a single dwelling, development or parcel of land.

**Short Sections of Other Routes:** the most direct route of suitable dimensions, as specified by the Highway Authority, to connect the site to the Strategic Route/Main Distributor/Secondary Distributor network.

**Significant:** each case will be considered and determined on its merits by the Highway Authority.

**Specialist Infrastructure:** “non-standard” or “extra-over” infrastructure that is not the Highway Authority’s standard type; and/or infrastructure including but not restricted to, as traffic signals, controlled crossings, trees and bus stops directly related to the development.

**Strategic Routes:** those routes as defined in the Development Management Route Hierarchy, which serve to carry traffic efficiently and safely between major centres within the region.

**Structures:** a constructed form, on or adjacent to the highway, including all types of bridges, retaining walls, subways, culverts and gantries.

**Substandard:** does not meet current standards and/or is not considered safe by the Highway Authority.

**Transport Assessment (TA):** a comprehensive and systematic document that sets out transport issues and mitigation measures relating to a development proposal. For further information please refer to the Department for Transport’s ‘Guidance for Transport Assessment’ document or its subsequent replacement.

**Travel Plan:** a document which must be provided and implemented by a developer and agreed by Essex County Council for all types of commercial proposals (including multi-tenant sites), leisure proposals as well as higher education establishments and colleges in order to encourage sustainable modes of travel. For further details please refer to Essex County Council’s travel plan guidance notes ‘Helping you create a Business Travel Plan’ or any subsequent replacement.

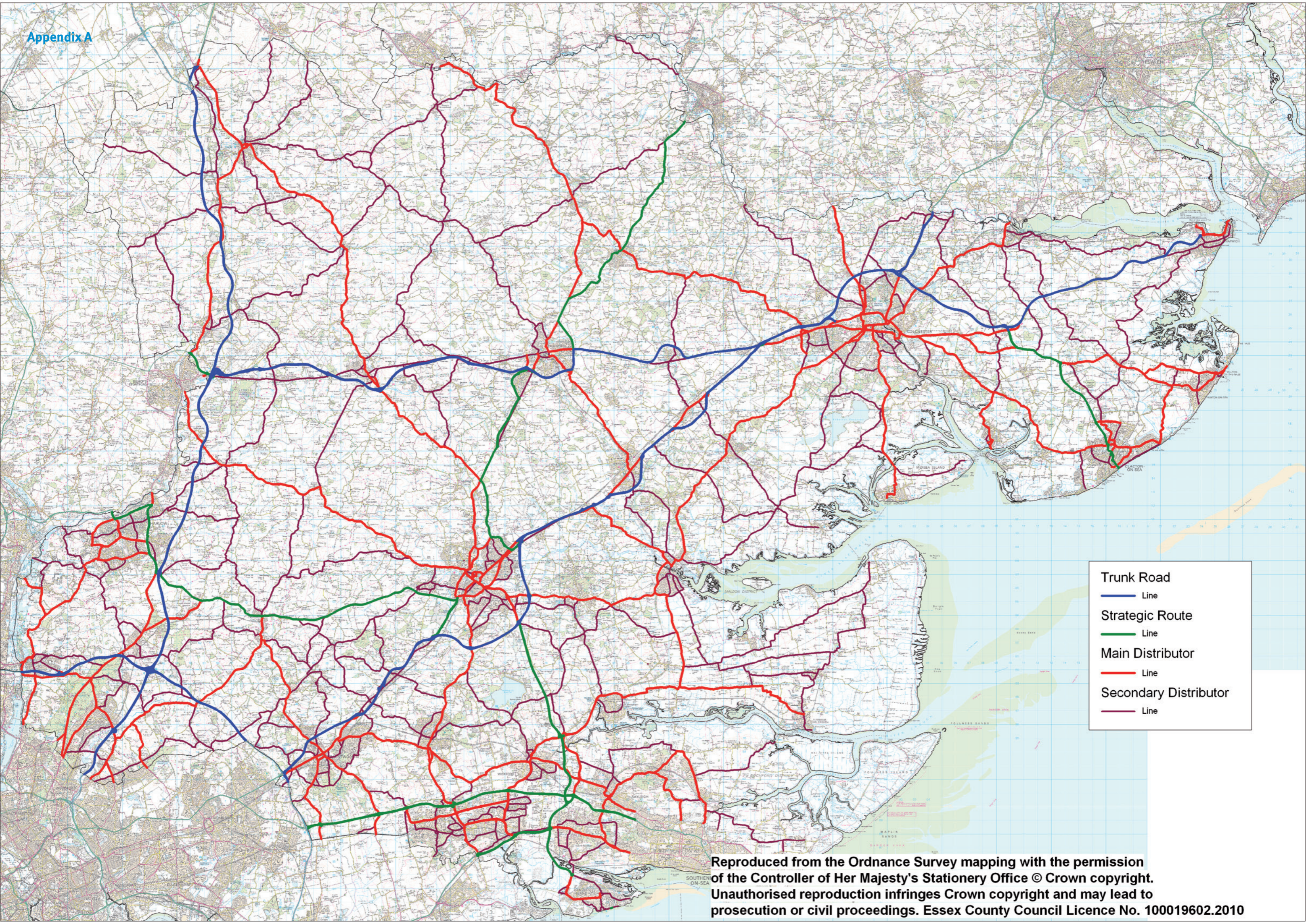
**Transport Statement (TS):** a simplified version of a Transport Assessment (TA) for a development proposal that does not require submission of a full TA.

## Appendix

Appendix A: Essex County Council's Development Management Route Hierarchy Plan

Appendix B: Transport Assessment (TA)/Transport Statement (TS) Guidelines Thresholds

Appendix C: Reference Documents



Trunk Road  
— Line

Strategic Route  
— Line

Main Distributor  
— Line

Secondary Distributor  
— Line

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## Appendix B

Transport Assessment(TA)/Transport Statement (TS) Guideline Thresholds:

| Use                                      | Thresholds for TSs   | Thresholds for TAs   |
|--|--|----------------------|
| <b>A</b>                                 |  |                      |
| A1 Food retail                           | 250 – 800m <sup>2</sup>  | >800m <sup>2</sup>   |
| A2 Non-food retail                       | 800 – 1500m <sup>2</sup>                                       | >1500m <sup>2</sup>  |
| A2 financial and professional services   | 1000 – 2500m <sup>2</sup>                                      | >2,500m <sup>2</sup> |
| A3 restaurants and cafes                 | 300 – 2500m <sup>2</sup>                                       | >2,500m <sup>2</sup> |
| A4 drinking establishments               | 300 – 600m <sup>2</sup>  | >600m <sup>2</sup>   |
| A5 hot food takeaway                     | 250 – 500m <sup>2</sup>  | >500m <sup>2</sup>   |
| <b>B</b>                                 |  |                      |
| B1 business                              | 1500 – 2500m <sup>2</sup>                                      | >2,500m <sup>2</sup> |
| B2 general industry                      | 2500 – 4000m <sup>2</sup>                                      | >4,000m <sup>2</sup> |
| B8 storage and distribution              | 3000 – 5000m <sup>2</sup>                                      | >5,000m <sup>2</sup> |
| <b>C</b>                                 |  |                      |
| C1 Hotels                                | 75 – 100 bedrooms  | >100 bedrooms        |
| C2 residential – hospital, nursing homes | 30 – 50 beds   | >50 beds             |
| C2 residential – education               | 50 – 150 students  | >150 students        |
| C2 residential – institution hostel      | 250 – 400 residents  | >400 residents       |
| C3 Residential                           | 25 – 50 units  | >50 units            |
| <b>D</b>                                 |  |                      |
| D1 non-residential institutions          | 500 – 1000m <sup>2</sup>                                       | >1000m <sup>2</sup>  |
| Primary and secondary education          | School TS where an increase in staff/pupil numbers is proposed | Any new school       |
| Higher and further education             | 0 – 50 pcus  | >50 pcus             |
| D2 Leisure and assembly                  | 500 – 1500m <sup>2</sup>                                       | >1500m <sup>2</sup>  |
| Others                                   | Discuss with LHA   | Discuss with LHA     |

## Appendix C

### Reference Documents:

- Borough and District Councils' Local Development Framework Documents, for further information please contact the relevant District or Borough Council.
- Circular 1/09 - Rights of Way, Guidance for Local Authorities, October 2009, Department for Environment, Food and Rural Affairs.
- Circular 05/2005 – Planning Obligations, July 2005, Office of Deputy Prime Minister.
- Design Manual for Roads and Bridges, loose leaf volumes dating from 1992 onwards, The Highways Agency/Scottish Government/Welsh Assembly Government/The Department for Regional Development Northern Ireland.
- Development Management Forum, Eastern Region, Practice Note: Manual for Streets 1 and 2 (MfS) – Position Statement.
- Essex County Council Development for Public Rights of Way - Advice Note for Developers and Development Management Officers, January 2010, Essex County Council.
- Essex County Council Guidance Notes for Workplace Travel Plan Framework for Development with Multiple Occupiers.
- Essex County Council Guidance Notes for Workplace Travel Plan Framework for Development with a Single User.
- Essex County Council's Minerals and Waste Framework Documents.
- Essex County Council Rural Diversification Guidance Note.
- Essex Cycling Strategy, August 2001, Essex County Council.
- Essex Design Guide, 1997 revised 2005, Essex County Council.
- Essex Walking Strategy, August 2001, Essex County Council.
- Essex Rail Strategy 2006 – 2011 and Beyond, October 2005, Essex County Council.
- Essex Road Passenger Transport Strategy 2006 – 2011, July 2005, Essex County Council.
- Essex Schools & Colleges – Sustainable Modes of Travel Strategy 2009 – 2011, September 2009, Essex County Council.
- Guidance for Transport Assessment: DfT
- Highways Practice Note 12: Vehicle Crossing Procedures (HPN12).
- Manual for Streets, March 2007, DfT & DCLG.

- Manual for Streets 2 : Wider Application of the Principles, CIHT
- Parking Standards – Design and Good Practice, September 2009, Essex County Council.
- The Community Infrastructure Levy Regulations 2010
- Urban Place Supplement, March 2007, Essex County Council.

**This booklet is issued by**

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Published February 2011