



Planning Services  
Colchester City Council  
CO1 1PJ

2<sup>nd</sup> January 2026

Dear Planning Services,

**Colchester Preferred Options Local Plan - Consultation Period: 26 November  
2025 to 5.00pm on 14 January 2026**

**Promotion of Land at Turkey Cock Lane, Colchester for an Employment  
Allocation**

Dear Sir / Madam,

I write on behalf of my client in response to the Colchester Preferred Options Local Plan consultation. This representation seeks to **promote land at Turkey Cock Lane, Colchester** for allocation for employment use, noting that the site has been excluded from the proposed allocations at this stage.

The site represents a sustainable and deliverable opportunity to provide employment floorspace, particularly suited to small and medium-sized enterprises (SMEs), and would make a positive contribution to the Local Plan's economic objectives.

**SITE LOCATION AND CONTEXT**

The site is strategically located approximately 1.4km from Tollgate, Colchester and 1.8km from Marks Tey, with strong connections to the wider strategic road network.

It sits between several existing and emerging site allocations and is closely related to an established cluster of rural commercial and employment buildings, reinforcing its functional and spatial relationship with existing economic activity in the area.

The land comprises previously developed land, containing existing buildings and extensive areas of hardstanding. Its use for enhanced employment purposes represents an efficient and sustainable use of land, avoiding unnecessary pressure on undeveloped greenfield sites.

## **EXISTING BUILDINGS AND USES**

The application site was formerly used for agricultural and horticultural purposes. Since the early 1990s, the buildings have been used for a range of commercial activities, including light industrial and storage uses.

The wider site contains eight buildings and structures, including several large commercial buildings and a substantial brick-built glasshouse. The amount of existing development is summarised below:

- Glasshouse: 625 sqm
- Commercial buildings: 470 sqm
- Other buildings: 135 sqm
- Total existing footprint: approximately 1,230 sqm

The site is therefore clearly established as previously developed land, with a strong commercial character.

## **PLANNING HISTORY**

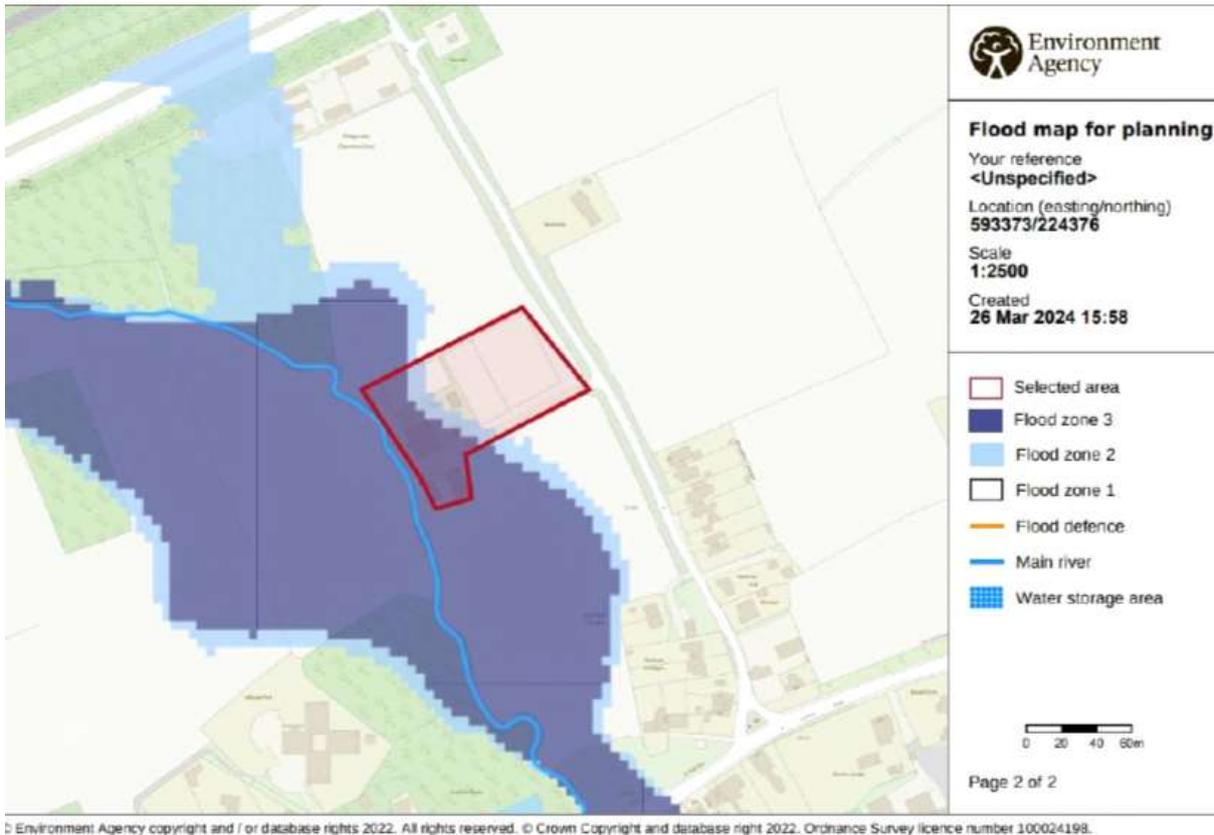
Planning permission was granted under application ref: 240968 on 5 July 2024 for the retrospective change of use of the existing buildings to flexible Class B2/B8 commercial units. This recent consent confirms the principle of employment use on the site and demonstrates that development can be delivered without adverse impacts.

## **Appendix A**

In addition, the existing buildings benefit from permitted development rights under Class A (extensions and alterations of commercial, business or service premises). These rights allow for a meaningful increase in floorspace, subject to defined limitations, reinforcing the site's deliverability and flexibility in meeting local employment needs without reliance on complex planning strategies.

## **FLOOD RISK**

The Environment Agency Flood Zone mapping indicates that parts of the site, including some existing buildings, lie within Flood Zones 2 and 3. However, the majority of the land within the site that falls within Flood Zone 1.



**Environment Agency Flood Zone Map (Source: Environment Agency, 2024)**

Any future development can be appropriately directed to areas of lowest flood risk, with new buildings located within Flood Zone 1 and supported by a proportionate flood risk assessment. The presence of existing development in higher flood zones does not preclude allocation, particularly where redevelopment and intensification can lead to a betterment in flood risk outcomes.

**ACCESS AND HIGHWAYS**

Access to the site is taken from Turkey Cock Lane via an existing vehicular access. Technical assessment demonstrates that a safe and suitable access can be achieved through a series of minor improvements and alterations to the existing arrangement.

**Appendix B**

Visibility splays can be provided to both the north and south in accordance with Manual for Streets, based on recorded 85th percentile vehicle speeds. The site is therefore capable of accommodating employment traffic without detriment to highway safety or capacity.

**CASE FOR ALLOCATION**

The exclusion of the site from the Preferred Options allocations represents a missed opportunity to make effective use of previously developed land in a sustainable location. The site:

- Is already in established employment use;
- Is deliverable in the short to medium term;
- Is well suited to SME-scale employment floorspace;

- Can provide economic growth without reliance on greenfield release;
- Sits logically alongside nearby allocations and existing rural businesses.

Allocation of the site would therefore assist the Local Plan in being positively prepared and effective, ensuring a sufficient and flexible supply of employment land.

## **SUGGESTED POLICY ALLOCATION**

To address this omission, it is respectfully requested that the Council considers allocating the site. Please see attached site boundary in Appendix C.

### **Appendix C**

We suggest that the new could be allocated using the following draft policy wording:

#### **Policy PEPxx – Land at Turkey Cock Lane, Colchester**

Land at Turkey Cock Lane, Colchester, as shown on the Policies Map, is allocated for employment uses in accordance with Policy E1.

In addition to the infrastructure and mitigation requirements identified in Policy ST7, and subject to compliance with all other relevant policies, proposals for employment development will be supported where they:

- a. Provide safe access and maximise opportunities for enhanced connectivity by sustainable modes to the surrounding area;
- b. Provide safe and suitable vehicular access designed to the required highway standards, with the point of access agreed with the Highway Authority, and demonstrate that the proposal would not be detrimental to highway capacity;
- c. Protect and enhance the landscape setting of the site through appropriate screening, including the retention and enhancement of native trees and hedgerows.

## **CONCLUSION**

For the reasons set out above, the land at Turkey Cock Lane represents a **sound, sustainable and deliverable employment opportunity** which should be allocated within the Local Plan. Its inclusion would strengthen the Plan's economic strategy and ensure that growth is directed to appropriate and previously developed sites.

I trust these representations will be given due consideration as the Plan progresses.

Should any further information be required, please do not hesitate to get in contact.

Yours faithfully,



**Andrew Ransome MRTPI**  
Planning Director

**Appendix A: Planning Application ref: 240968**



## Notice of Planning Decision

TOWN AND COUNTRY PLANNING ACT 1990  
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) ORDER  
(ENGLAND) ORDER 2015

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In pursuance of the powers exercised by it as District Planning Authority this Council, having considered your application to carry out the development detailed below in accordance with the plan(s) accompanying the said application, DOES HEREBY GIVE NOTICE of its decision to GRANT PERMISSION for the said development subject to additional condition(s) set out below.

**APPLICATION NO:** 240968  
**APPLICATION DATE:** 10 May 2024  
**PROPOSAL:** Retrospective change of use of the existing buildings to flexible Class B2/B8 commercial units  
**LOCATION:** Stanway Nurseries, Turkey Cock Lane, Stanway, Colchester, CO3 5NA  
**APPLICANT:** Stanway Nurseries, Stanway Nurseries, Turkey Cock Lane, Stanway, Colchester, CO3 5NA

### Condition(s)

1. The development hereby permitted shall be carried out in accordance with the details shown on the submitted Drawing Numbers Site location plan ref:1335P1.L.001 REV A, Site plan ref:1335P1.L.002 & Proposed site plan ref:1335P1.L.003.  
Reason: For the avoidance of doubt and to ensure that the proposed development is carried out as approved.
2. The area as outlined in red shall be used for B2 & B8 purposes only as defined in the Use Class Order of the Town and Country Planning (Use Classes) (Amendment) Order 2020 and for no other purpose.  
Reason: For the avoidance of doubt as to the scope of the permission as this is the basis on which the application has been considered and any other use would need to be given further consideration at such a time as it were to be proposed.
3. There shall be no outdoor storage of any materials goods equipment plant machinery or vehicles of any description on any part of the site.  
Reason: To ensure a satisfactory appearance of the site and to preserve and enhance the character of the area.
4. The use hereby permitted shall not OPERATE/BE OPEN TO CUSTOMERS outside of the

**IMPORTANT – ATTENTION IS DRAWN TO THE NOTES ATTACHED**

following times:

Weekdays:07:00-19:00

Saturdays: 07:00-19:00

Sundays and Public Holidays: No operation

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise including from people entering or leaving the site, as there is insufficient information within the submitted application, and for the avoidance of doubt as to the scope of this permission.

5. No deliveries shall be received at, or despatched from, the site outside of the following times:

Weekdays: 07:00-19:00

Saturdays: 07:00-19:00

Sundays and Public Holidays: No deliveries

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the area and/or nearby residents by reason of undue noise including from delivery vehicles entering or leaving the site, as there is insufficient information within the submitted application, and for the avoidance of doubt as to the scope of this permission.

6. Within 3 months of the development hereby permitted, a competent person shall have ensured that the rating level of noise emitted from the site's plant, equipment and machinery shall not exceed 0dBA above the background levels determined at all boundaries near to noise-sensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 and confirmation of the findings of the assessment shall have been submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance, as there is insufficient information within the submitted application.

7. Within 3 months of the development hereby permitted, control measures shall be installed in accordance with a scheme devised by a competent person for the control of fumes, smells and odours, and dust that shall have been previously submitted to, and agreed in writing by, the Local Planning Authority. The control measures shall thereafter be retained and maintained to the agreed specification and working order.

Reason: To ensure that there is a scheme for the control of fumes, odours, dust, and smell in place so as to avoid unnecessary detrimental impacts on the surrounding area and/or neighbouring properties, as there is insufficient detail within the submitted application.

8. Within 3 months of the development hereby permitted, Any lighting of the development (including resultant sky glow, light trespass, source intensity and building luminance) shall fully comply with the figures and advice specified in the CBC External Artificial Lighting Planning Guidance Note (EZ1 AONB; EZ2 rural, small village or dark urban areas; EZ3 small town centres or urban locations; EZ4 town/city centres with high levels of night-time activity).

Reason: In order to safeguard the amenity of the surrounding area by preventing the undesirable, disruptive and disturbing effects of light pollution.

### **Informatives**

The developer is referred to the attached advisory note Advisory Notes for the Control of Pollution during Construction & Demolition Works for the avoidance of pollution during the demolition and construction works. Should the applicant require any further guidance they should contact Environmental Control prior to the commencement of the works.

Date: 5 July 2024

Signed:

A handwritten signature in black ink, appearing to read 'K Syrett', written over a circular stamp or mark.

Karen Syrett  
**Place and Client Manager**

### **Positivity Statement**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

## NOTES ON YOUR DECISION NOTICE – PLEASE READ THE BELOW IN FULL

### **Building in Accordance with the Plans**

Planning permissions are given on the basis of the details submitted. If you plan to make any changes whatsoever to deviate from the approved plans then you are strongly advised to liaise with Colchester City Council Planning Services prior to undertaking any works. You may require a new planning application or a variation to your existing permission. Failure to construct in accordance with the plans could lead to potential Enforcement Action.

### **Requirement to Comply With Your Conditions**

Please read all of your conditions carefully. All of your conditions must be complied with. Failure to comply in full with a planning condition placed upon your permission may result in potential Enforcement Action. Planning conditions require certain things to be done at certain times, often prior to the commencement of any works. If you are in any doubt as to the requirements of your conditions please liaise with Colchester City Council Planning Services.

### **Building Regulations**

Did you know that this permission may require Building Regulations approval? For further information please contact the building control team on 01206 282436, or by emailing [building.control@colchester.gov.uk](mailto:building.control@colchester.gov.uk) or by visiting our website [www.colchester.gov.uk/buildingcontrol](http://www.colchester.gov.uk/buildingcontrol)

### **Archaeological Advice**

Did you know that Colchester enjoys a significant rich and diverse archaeological heritage? To read how we aim to protect our wonderful heritage please visit our website <http://www.colchester.gov.uk/article/13595/Archaeology-and-the-planning-process>

### **Appeals to the Secretary of State**

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within the timescales listed below:

- For Householder Appeals – within 12 weeks of the date of the decision notice
- For Minor Commercial Appeals – within 12 weeks of the date of the decision notice
- For Advertisement Appeals – within 8 weeks of the date of the decision notice
- For all other appeal types – within 6 months of the date of the decision

Notwithstanding the above, if the planning application relates to the same (or substantially the same) land and development as is already the subject of an enforcement notice the appeal must be made within 28 days of the date of this notice and not the period set out above.

If an enforcement notice is served relating to the same (or substantially the same) land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice, or within the relevant period set out above, from the date of this notice, whichever period expires earlier.

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>.

For Householder applications use <http://www.gov.uk/appeal-householder-planning-decision>

For Full applications use <http://www.gov.uk/appeal-planning-decision>

If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

If you intend to submit an appeal that you would like examined by public inquiry, then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least 10 days before submitting the appeal. Further details are on GOV.UK.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

### **Access for All**

In respect of buildings for employment use or to which the public will be admitted, attention is drawn to the requirements of sections 4, 7 and 8a of the Chronically Sick and Disabled Persons Act 1970\*. These require the buildings to be made accessible to disabled people wherever practicable. Guidance is provided in the British Standards Institution Code of Practice BS.5588 1987 'Access for the Disabled to Buildings'.

\* Superseded by Chronically Sick and Disabled Persons (Amended) Act 1976; Disabled Persons Act 1981; Building (Disabled Persons) Regulations 1987, Equality Act 2010 and relevant provisions within the Town and Country Planning Act 1990.

### **Rights of Way**

The applicant is reminded that the grant of planning permission does not entitle them to obstruct a Right of Way. If it is necessary to stop up or divert a footpath or bridleway in order to enable the development to be carried out, they should, on the receipt of planning permission, apply without delay to the Local Planning Authority for an order under section 257 of the Town and Country Planning Act 1990. In the case of any other right of way, application should be made to the Secretary of State for an order under section 247 of the Act. In either case development shall not be started until a decision has been taken on the application.

### **Purchase Notice**

If either the Local Planning Authority or the Secretary of State refuses permission to develop land, or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonable beneficial use in its existing state, nor can they render the land capable of a reasonably beneficial use by the carrying out of any development which has been, or would be, permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Planning Act 1990, or section 32 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as appropriate.

You are advised to seek professional advice before embarking on the serving of a purchase notice.

### **Compensation**

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused, or granted subject to conditions, by the Secretary of State on appeal or on reference of the application to him.

## **Appendix B: Transport Note**

# LAND TO THE WEST OF TURKEY COCK LANE STANWAY

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PROPOSED B2/B8 DEVELOPMENT

HIGHWAYS  
TECHNICAL NOTE

MARCH 2025

STANWAY NURSERIES, LAND TO THE WEST OF TURKEY COCK  
LANE, STANWAY, COLCHESTER, CO3 8NA

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TECHNICAL NOTE

DOCUMENT RECORD			
Stanway Nurseries, Turkey Cock Lane, Stanway – Technical Note – March 2025			
Project No.	Author	Status	Date
FTP/2502/10	A Firmin	Final	24.03.25

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STANWAY NURSERIES, LAND TO THE WEST OF TURKEY COCK  
LANE, STANWAY, COLCHESTER, CO3 8NA

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TECHNICAL NOTE

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Figure 2 – Site Boundary Plan

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Table 2 – ATC Speed Survey Results

Table 3 – ATC2 Traffic Flow Summary

Table 4 – Proposed Trip Rates

Table 5 – Development Impact

**APPENDICES**

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Appendix A – Highway Boundary

Appendix B – Traffic Survey Results

Appendix C – TRICS Output

Appendix D – Visibility and Swept Path Assessment

## 1. INTRODUCTION

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- 1.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by Stanway Nurseries to prepare a Technical Note (TN) to assess the impact of **up to 1,000 sqm GFA of B2 / B8 use development on land to the west of Turkey Cock Lane, Stanway, Colchester, CO3 8NA.**
- 1.2 The wider site was promoted through the Colchester Call for Sites for a mixed-use development of residential and a small area of commercial. The site was discounted from the Colchester Preferred Options Local Plan (February 2025) with one reason stating that *“access is not considered safe and suitable.”*
- 1.3 The submission did not include details on how the site would be accessed and this TN includes a preliminary site access design and details for how a small area of the original site allocation could be provided to serve up to around 1,000 sqm GFA of employment (Use Class B2/B8).
- 1.4 This TN is structured in the following way:
- **Section 2 – Planning Policy;**
  - **Section 3 – The Site and Existing Transport Network;**
  - **Section 4 – Development Proposals;**
  - **Section 5 – Summary and Conclusions.**

## 2. PLANNING POLICY

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### Introduction

- 2.1 This section of the TN reviews the transport related planning policies at national, regional and local levels which have informed the development proposals.

### National Planning Policy Framework (NPPF)

- 2.2 The NPPF was published in March 2012 and most recently updated in December 2024. It sets out the government's planning policies for England and how these are expected to be applied.

- 2.3 Section 9 of the NPPF deals with promoting sustainable transport and paragraph 109 states that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

*a) making transport considerations an important part of early engagement with local communities;*

*b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

*c) understanding and addressing the potential impacts of development on transport networks;*

*d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; and*

*e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

*f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 2.4 Paragraph 110 states that *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

- 2.5 The NPPF outlines in paragraph 116 that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

- 2.6 The site is within an edge of town location which is surrounded by a number of existing uses, including residential, employment, commercial and retail.

### **Local Policy**

- 2.7 The Local Transport Policy in the context of the proposals are set out within the ECC EPOA Parking Standards Design and Good Practice document (September 2024) and the Essex Design Guide. This TS demonstrates how the development proposals can be provided in accordance with the documents above.
- 2.8 The current local plan for Colchester covers 2013 – 2033 and was adopted in February 2021. There is a presumption in favour of sustainable development and Policy SP1 confirms that the Council *“will always work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”*
- 2.9 Colchester City Council are currently undertaking a Local Plan Review which will consider the new national policy and ensure that the current and future development needs of Colchester are met.
- 2.10 This TN has been prepared to support the applicant’s submission of the site to Colchester City Council (CCC) as part of the on-going call for sites process to inform the upcoming Local Plan.

### 3. THE SITE AND EXISTING TRANSPORT NETWORK

#### The Site

- 3.1 The site is located on the west side of Turkey Cock Lane in Stanway, Colchester around 200m north of the junction with the B1408 London Road. The site consists of a small number of agricultural buildings which are currently used for storage of farming materials and equipment. The landowner also owns the arable farmland to the south, north and on the opposite side of Turkey Cock Lane to the east of the site.
- 3.2 To the south of the site, Turkey Cock Lane has residential frontages between the southern end of the clients land ownership and the junction with London Road.
- 3.3 A site location plan is shown at **Figure 1**.



**Figure 1: Site Location Plan (OS © OpenStreetMap)**

#### Local Road Network

- 3.4 Turkey Cock Lane is classified by Essex Highways as a Local Road which is approximately 2km in length between London Road to the south and Halstead Road to the north. It provides access to a wide range of uses including residential dwellings; commercial and retail properties; and agricultural land and buildings. It is a rural road in nature with an average width of 5m permitted two-way movements.

- 3.5 Turkey Cock lane is subject to a 30mph speed limit for the first 180m from its junction with London Road with a speed limit change to the national limit around 20m south of the existing site access.
- 3.6 Around 200m north of the site, Turkey Cock Lane passes underneath the A12 and the Great Eastern Main Line via an underpass and tunnel with a height restriction of 4m (tall vehicles to travel in the centre of the road).
- 3.7 At the southern end of Turkey Cock Lane it forms a Y-junction with the B1408 London Road which is classified by Essex Highways as a Priority 2 Route between Colchester and Marks Tey via Stanway and Copford. In the vicinity of the site, it has an average carriageway width of 6.75m, is street lit and provides footways on both sides of the road. It is subject to a 30mph speed limit and is a bus route.
- 3.8 At the northern end of Turkey Cock Lane it forms a standard priority junction with the A1125 Halstead Road which is classified by Essex Highways at a Priority 1 Route between Colchester and Halstead. In the vicinity of the junction it has an average carriageway width of 5.5m, is street lit and has footways on both sides of the road towards Colchester and on the northern side of the road only towards Earls Colne. It is subject to a 30mph speed limit and is a bus route.

#### Parking

- 3.9 There are no on-street parking restrictions in the vicinity of the site.
- 3.10 The site layout was designed to accommodate large agricultural machinery, including a combine harvester, and as such there are extensive areas within the site to accommodate all existing parking demands.

#### Public Transport – Bus Services

- 3.11 The nearest bus stops to the site are within a 300m (4-minute walk distance) from the site access on London Road to the west of the Turkey Cock Lane Y-junction.
- 3.12 The Colchester-bound bus stop provides a lay-by and bus shelter including timetable and seating whilst the Marks Tey-bound bus stop is a simple flagpole arrangement. The regular bus services which would provide access for the proposed site users are noted in **Table 1** below.

**Table 1: Bus services**

Bus Service	Route	Peak Hour Frequency (per hour)			Weekday	
		Weekday	Saturday	Sunday	First	Last
70	Colchester – Marks Tey	2	-	-	0900	1430
71	Colchester – Chelmsford	1	1	-	1025	2245
371	Colchester – Chelmsford	1	1	1	0655	1915
X71	Colchester – Chelmsford	1	1	1	0655	2312
X20 Airlink	Colchester – Stansted Airport	1	1	1	0507	0341
<b>Total</b>		<b>6</b>	<b>4</b>	<b>3</b>	<b>-</b>	

- 3.13 The table above confirms that there are an average of 6 bus services per hour, in each direction, available from bus stops within a 300m walk distance of the site. Furthermore, all bus services stop at Marks Tey Railway Station to the west of the site. The site therefore benefits from excellent access to bus services.

**Public Transport – Rail Services**

- 3.14 Marks Tey Railway Station is located around 2km west of the site via Turkey Cock Lane and London Road. The station is served by Greater Anglia and provides regular services between London Liverpool Street and East Anglia on the Great Eastern Main Line (GEML). It also serves as the southern terminus of the Gainsborough Line to Sudbury.
- 3.15 It is accessible within a 28-minute walk or 5-minute cycle distance from the site. Alternatively, the bus stops on London Road within 300m of the site provide an average of 6 buses per hour in each direction, all of which stop at Marks Tey station.
- 3.16 The station is served by an average of 5 trains per hour between Ipswich, London Liverpool Street and Sudbury. The station provides a total of 260 cycle parking spaces with 60 sheltered spaces located adjacent to the station entrance and 200 spaces within a secure cycle compound.

**Active Travel – Walking and Cycling**

- 3.17 Turkey Cock Lane is a rural-type road and does not provide footways and there is insufficient highway land available at the southern end of the road to provide footways (see attached highway boundary information at **Appendix A**). However, as detailed within this TN the road is lightly trafficked, with an average of around 1 vehicle per minute in each direction during the AM and PM peak hours, and there is sufficient carriageway width to allow pedestrians to walk within the carriageway if necessary.
- 3.18 There are no dedicated cycle routes within the immediate vicinity of the site however both Turkey Cock Lane and London Road are considered suitable for use by cyclists and cyclists are regularly observed in the surrounding area.
- 3.19 There are dedicated off-road cycle routes available at the western end of London Road, in the vicinity of Marks Tey station, and towards the eastern end of London Road in the area surrounding Stane Park Retail Park and the surrounding residential areas of Stanway.

**Traffic Surveys**

- 3.20 Automatic Traffic Count (ATC) surveys have been undertaken on Turkey Cock Lane approximately 60m north and south of the existing access to record vehicle approach speeds and vehicle numbers between Wednesday 5 March and Tuesday 11 March 2025. Plans detailing the locations of the survey equipment and the results are attached at **Appendix B** and are summarised below:

**Table 2: ATC Speed Results Summary**

	Average Vehicle Speed	85 <sup>th</sup> percentile Vehicle Speed
<b>ATC1 (North of Site)</b>		
Northbound	32.0 mph	38.5 mph
Southbound	32.4 mph	38.3 mph
<b>ATC2 (South of Site)</b>		
Northbound	29.0 mph	35.1 mph
Southbound	29.7 mph	35.1 mph

- 3.21 The speed survey results summarised above demonstrate that vehicle speeds in the vicinity of the site access are below the posted national speed limit with 85<sup>th</sup> percentile vehicle approach speeds of 38.3mph from the north and 35.1mph from the south.

**Table 3: ATC2 (South of Site) Traffic Flow Summary**

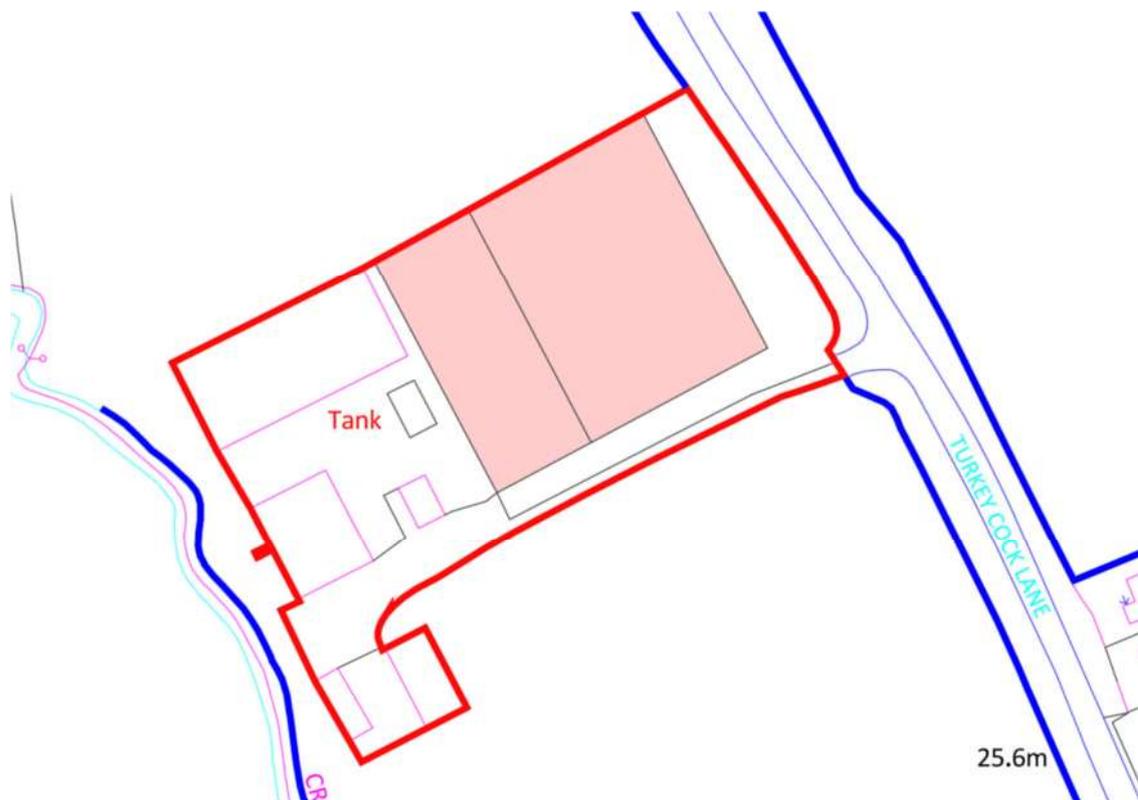
Weekday	AM Peak Hour			PM Peak Hour			Daily (24Hour)		
	NB	SB	Total	NB	SB	Total	NB	SB	Total
<b>Wednesday</b>	76	88	<b>164</b>	68	60	<b>128</b>	872	796	<b>1668</b>
<b>Thursday</b>	73	79	<b>152</b>	49	60	<b>109</b>	833	844	<b>1677</b>
<b>Friday</b>	88	69	<b>157</b>	61	49	<b>110</b>	965	899	<b>1864</b>
<b>Monday</b>	64	60	<b>124</b>	56	52	<b>108</b>	761	693	<b>1454</b>
<b>Tuesday</b>	80	76	<b>156</b>	73	64	<b>137</b>	856	822	<b>1678</b>

- 3.22 The traffic flow summary from ATC2 (south of the site) demonstrates that traffic flows on Turkey Cock Lane are low with an average of around 1 vehicle per minute in each direction during the AM and PM peak hours and an average of 1668 vehicles per day (two-way).

## 4. DEVELOPMENT PROPOSALS

### Overview

- 4.1 This TN assesses the option of **up to 1,000 sqm GFA of B2 / B8 use development on land to the west of Turkey Cock Lane, Stanway, Colchester, CO3 8NA.**
- 4.2 The existing site consists of a small number of agricultural buildings which are currently used for storage of farming materials and equipment. The existing use of the site will remain and the proposed B2/B8 development will be on the land between the existing buildings and Turkey Cock Lane as demonstrated by the shaded area at **Figure 2** below.



**Figure 2: Site boundary and location of proposed B2/B8 development.**

### Existing Use

- 4.3 The existing landowner has confirmed that the site is currently accessed daily by car / van. In addition, the site is accessed by a 10m rigid HGV and farm tractor every 2-weeks.
- 4.4 The site is also accessed regularly by tractor and trailer (farming equipment) and a combine harvester.

### Proposed Use

- 4.5 The TRICS database includes surveys of a range of small industrial units (300 – 1500 sqm) in suburban and edge of town locations similar to the proposed site. The TRICS output report is attached at **Appendix C** and the vehicle trip rates are summarised in the table below.

**Table 4: Proposed B2/B8 Industrial Unit Trip Rates**

Travel Mode	TRICS Trip Rates – per 100sqm GFA		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 - 1800	Daily 0500 - 2100
Vehicle Trip Rate	0.743	0.569	6.383
<b>Proposed (1000 sqm GFA)</b>	7	6	64

- 4.6 The proposed development of up to 1000sqm GFA of B2 / B8 use would generate a small number of new vehicle movements with 7 during the AM peak hour, 6 during the PM peak hour and 64 during the day.
- 4.7 It is likely that the majority of vehicle movements will travel to / from the site via London Road to the south with a small number travelling to the north of the site via Halstead Road.
- 4.8 The table below shows the impact of the development in terms of the existing movements on Turkey Cock Lane and demonstrates that the proposals will not have a material impact in terms of capacity or highway safety.

**Table 5: Development Impact – Turkey Cock Lane**

Travel Mode	Turkey Cock Lane		
	AM Peak Hour 0800 - 0900	PM Peak Hour 1700 - 1800	Weekday Average
Existing Movements (Daily Average)	151	118	1668
Proposed Movements	7	6	64
% Impact	4.6%	5.1%	3.8%

- 4.9 In addition to the percentage impact of the development being low, the proposed vehicle movements fall well within the natural traffic variation of Turkey Cock Lane as detailed within **Table 3** of this TN.

**Access**

- 4.10 Access to the development site will be from Turkey Cock Lane and will include upgrading the existing site access from its current layout, which is approximately 4m wide, to a standard bell-mouth design with a 6m access road and 10m kerb radii. Any gates will be set-back a minimum of 10m from the edge of the carriageway and will open inwards.
- 4.11 The proposed access arrangements are shown on the plan attached at **Appendix D**.
- 4.12 The recorded 85<sup>th</sup> percentile vehicle approach speeds are detailed within **Table 2** of this TN and confirm that 85<sup>th</sup> percentile vehicle speeds are below 40mph and therefore visibility splays in accordance with Manual for Streets (MfS) are appropriate.

- 4.13 The following visibility splays are shown on the plan attached at **Appendix D** and are achievable within the clients' land ownership or public highway. There may be some minor vegetation removal / replanting required to the south of the existing access to achieve the necessary visibility splays.
- **2.4m x 61m to the north (38.3mph 85<sup>th</sup> percentile approach speed)**
  - **2.4m x 54m to the south (35.1mph 85<sup>th</sup> percentile approach speed)**
- 4.14 The existing site is accessed via standard farm machinery and 10m rigid HGV's. There is no access required by articulated vehicles. The proposed units will be small, with a total combined GFA of up to 1,000sqm, and as such the largest vehicle requiring access to the site is likely to be a refuse vehicle or a 10m rigid HGV. It is unlikely that an articulated vehicle movements will be necessary with the exception of during construction.
- 4.15 The swept path assessment plans attached at **Appendix D** demonstrate that the site access operates well for standard vehicles (large cars and LGVs) and can accommodate a 16.5m articulated HGV if required. The proposed access would therefore also accommodated any smaller vehicles such as a refuse vehicle or rigid HGVs.
- 4.16 Prior to any planning application a Stage 1 Road Safety Audit would be undertaken and submitted alongside a Transport Statement.
- 4.17 Cyclists will utilise the existing highway network and as such would utilise the proposed access road, therefore off-street or dedicated cycle facilities within the site are not considered necessary.
- 4.18 Pedestrian access will also utilise the existing highway network. There is sufficient space within the clients' land ownership to accommodate a 2m pedestrian footway as shown on the plan attached at **Appendix B**. This is currently shown on the northern side of the access road but could also be provided on the southern side.

#### **Car Parking**

- 4.19 Parking standards for the proposals are contained within the ECC EPOA Parking Standards Design and Good Practice document (September 2024) and the Essex Design Guide. Any proposals will ensure that the following standards are met:
- 2.9m x 5.5m standard bay dimensions plus 500mm if adjacent to a wall / fence;
  - 1.2m safety zone to side and rear of disabled bays;
  - 1 space per 50sqm (B2 Use);
  - 1 space per 150sqm (B8 Use); and
  - 20% Active / 30% Passive Electric Vehicle charging provision (7KW minimum).

#### **Cycle Parking**

- 4.20 Cycle parking standards are also contained within the ECC EPOA Parking Standards Design and Good Practice document (September 2024) and confirm a minimum requirement of 1 space per 500sqm GFA of B2 / B8 use to be covered and secure.

## 5. SUMMARY AND CONCLUSIONS

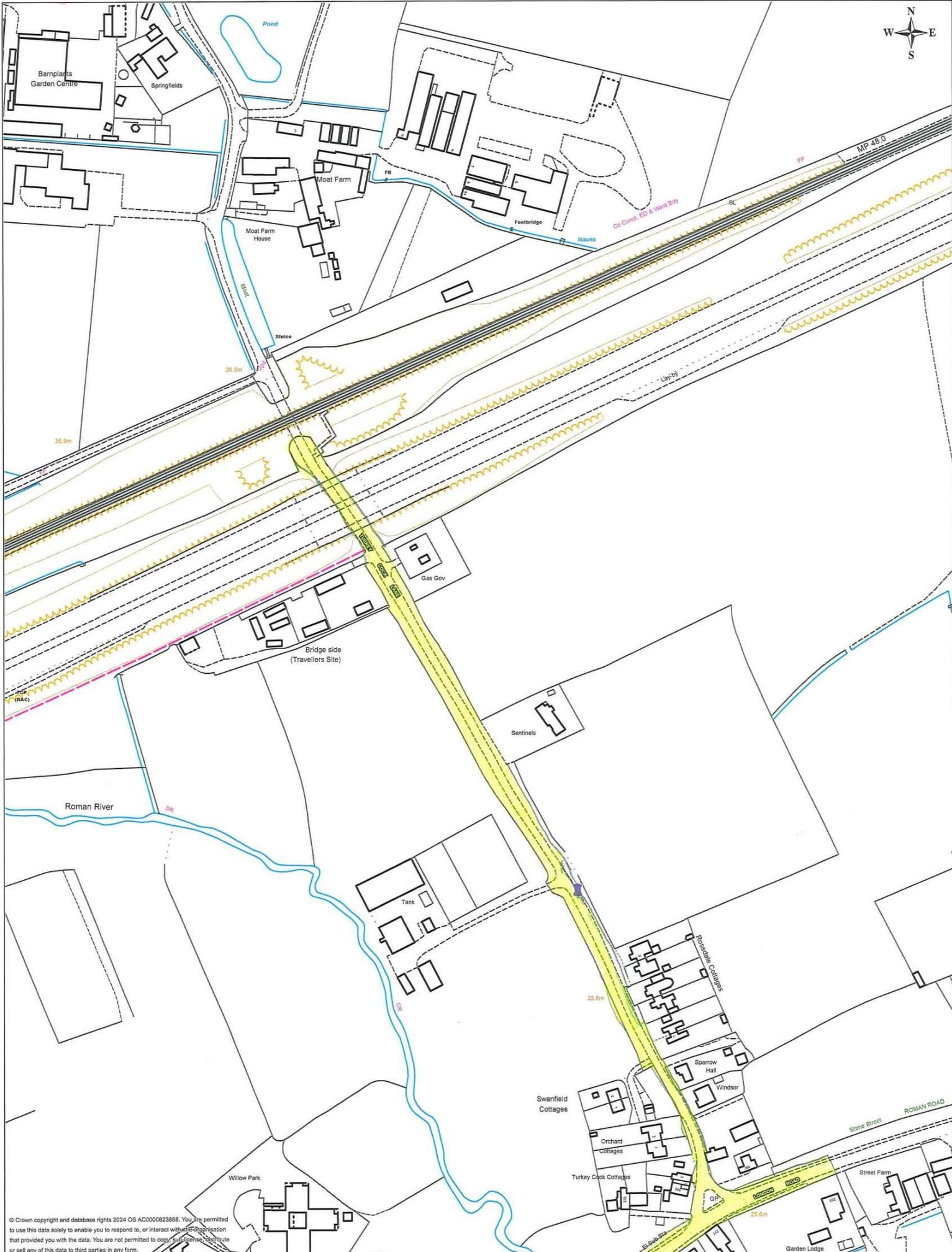
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- 5.1 This Technical Note has been prepared on behalf of Stanway Nurseries to assess the impact of **up to 1,000 sqm GFA of B2 / B8 use development on land to the west of Turkey Cock Lane, Stanway, Colchester, CO3 8NA.**
- 5.2 This TN demonstrates that a safe and suitable vehicular access can be achieved through a series of minor improvements and alterations of the existing access. Furthermore, visibility splays in accordance with Manual for Streets can be provided to both the north and south in accordance with recorded 85<sup>th</sup> percentile vehicle speeds.
- 5.3 This TN demonstrates that the proposals would generate a low number of additional vehicle movements with an average of 7 during the AM peak hour, 6 during the PM peak hour and 64 during the day. The proposed vehicle movements will not have a material impact in terms of capacity or highway safety and fall well within the natural traffic variation of Turkey Cock Lane.
- 5.4 This TN demonstrates that there is sufficient space available on-site to ensure that the minimum car and cycle parking standards can be met and that all delivery and servicing movements can be undertaken on-site.
- 5.5 Overall, this TN demonstrates that the proposals will not have a material impact on the surrounding highway network and that car parking, cycle parking and refuse arrangements are in accordance with the relevant policies. As such, the proposals are considered to be acceptable in the context of the NPPF.

# APPENDIX A

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## HIGHWAY BOUNDARY

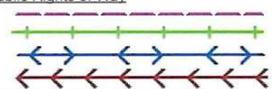


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DRAWING TITLE  
**TURKEY COCK LANE - STANWAY**

**Map Showing Public Rights of Way**  
 Footpaths  
 Bridleways  
 Restricted Byways  
 Byways



Please note: This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way.

DRAWN	LP	ENQUIRY NO.	2964514
DATE	04/03/2025	FILE REF.	FILE REF.
DRAWING STATUS	FINAL		
DRAWING UNITS (A1/D)	DIMENSIONS IN MILLIMETRES LEVELS IN METRES		SCALE AT A3 (297x420mm) 1:2000

# APPENDIX B

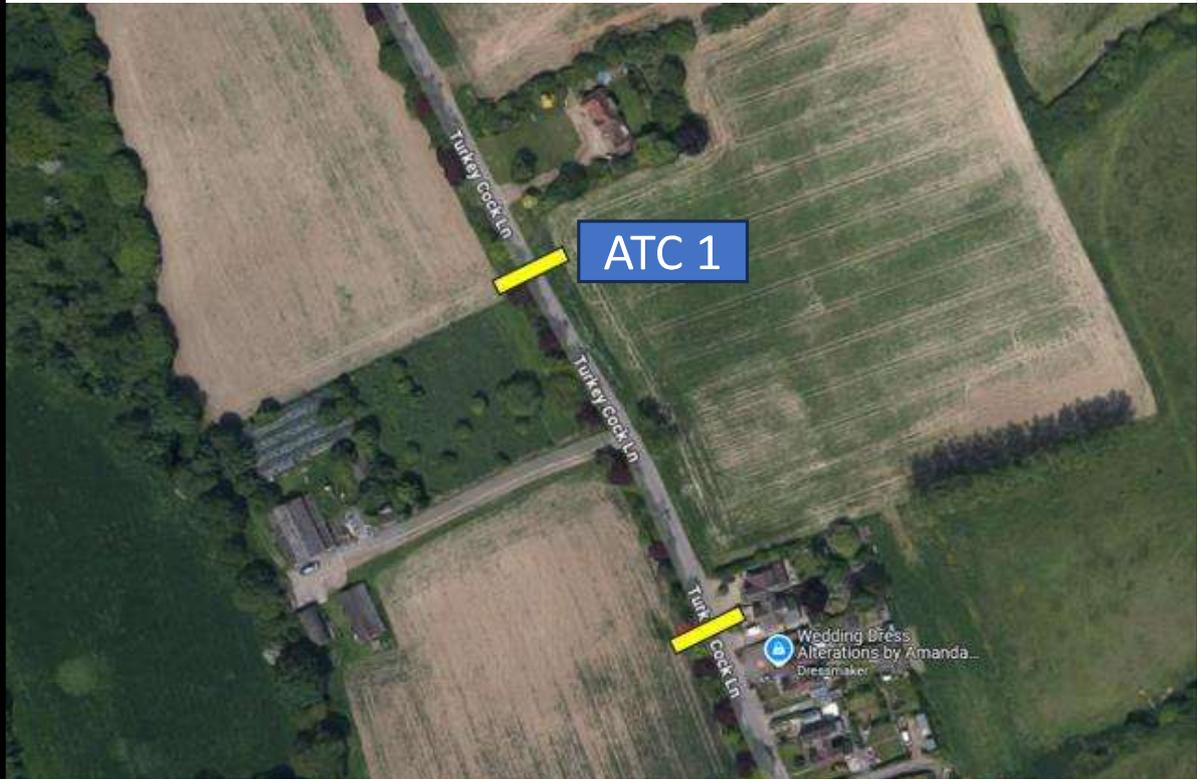
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## TRAFFIC SURVEY RESULTS



Survey Type: Automatic Traffic Counter

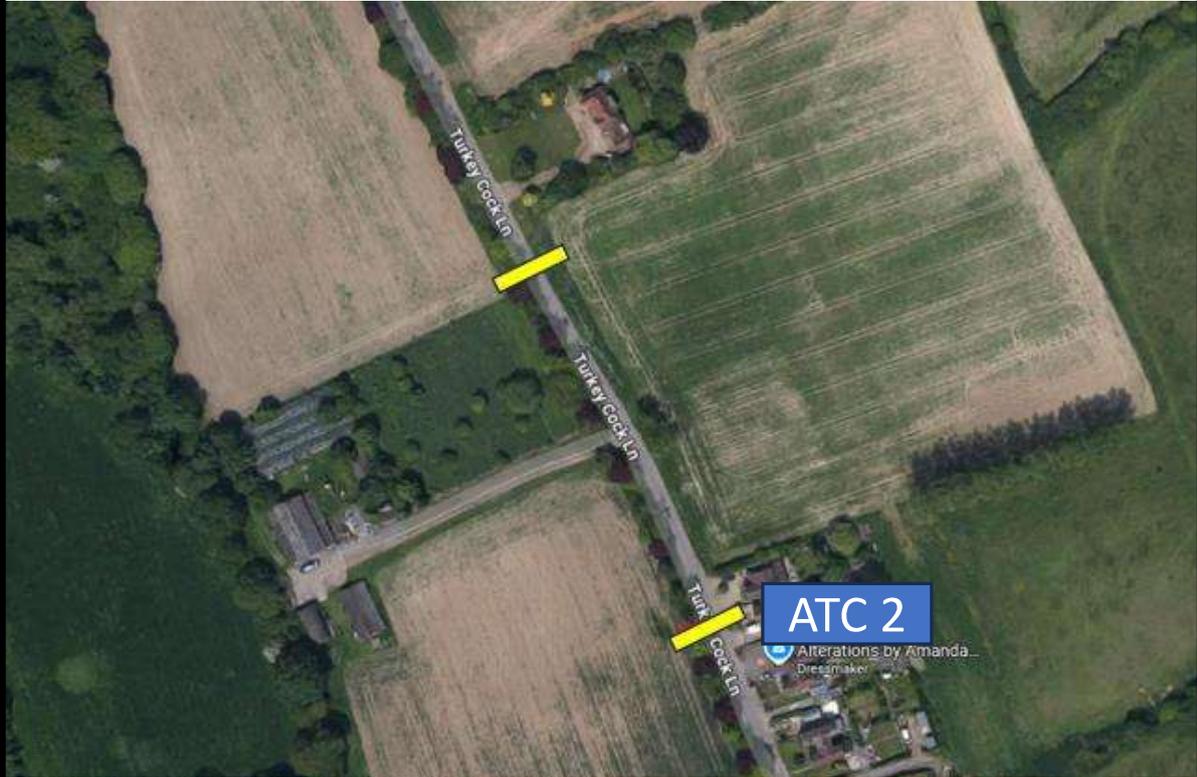
Location: 2 x Turkey Cock Lane





Survey Type: Automatic Traffic Counter

Location: 2 x Turkey Cock Lane





SITE: ATC 1 - Turkey Cock Lane (51.884982, 0.808970)

Class	Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.		Light
3	TB2	2	2	Two axle truck or Bus		Medium
4	TB3	3	2	Three axle truck or Bus		Medium
5	T4	>3	2	Four axle truck		Medium
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer		Heavy
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer		Heavy
9	ART6	>6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer		Heavy
10	BD	>6	4	B-Double or Heavy truck and trailer		Heavy
11	DRT	>6	5	Double road train or Heavy truck and two trailers		Heavy
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers		Heavy
14	M/C	2	1 OR 2	Motorcycle		Light
15	CYCLE	2	1 OR 2	Cycle		Light

	Northbound	Southbound
<b>Total</b>	<b>5610</b>	<b>5300</b>
<b>Mean Speed</b>	<b>32</b>	<b>32.4</b>
<b>85%</b>	<b>38.5</b>	<b>38.3</b>



SITE: ATC 1 - Turkey Cock Lane

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.884979, 0.808937

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
0000-0100	1	0	2	2	0	1	0	0.8	0.9
0100-0200	0	0	1	0	1	2	1	0.8	0.7
0200-0300	0	1	0	0	1	0	0	0.2	0.3
0300-0400	0	1	0	0	0	0	0	0.2	0.1
0400-0500	0	0	1	1	1	1	0	0.4	0.6
0500-0600	2	5	5	0	0	2	2	3.2	2.3
0600-0700	19	11	12	5	4	12	20	14.8	11.9
0700-0800	33	37	26	9	13	41	36	34.6	27.9
0800-0900	77	73	89	42	18	64	80	76.6	63.3
0900-1000	81	71	90	93	63	59	78	75.8	76.4
1000-1100	81	93	87	84	80	70	73	80.8	81.1
1100-1200	78	74	93	86	74	69	71	77	77.9
1200-1300	81	103	96	79	74	70	95	89	85.4
1300-1400	68	43	71	62	62	64	64	62	62
1400-1500	74	51	74	72	59	46	59	60.8	62.1
1500-1600	55	53	82	53	40	64	57	62.2	57.7
1600-1700	83	83	80	39	37	72	74	78.4	66.9
1700-1800	71	51	61	22	19	56	75	62.8	50.7
1800-1900	30	36	33	26	20	23	26	29.6	27.7
1900-2000	14	12	23	14	14	14	14	15.4	15
2000-2100	16	15	17	16	7	11	14	14.6	13.7
2100-2200	9	13	9	7	4	7	7	9	8
2200-2300	4	7	6	10	1	6	7	6	5.9
2300-2400	1	2	6	3	3	6	0	3	3
Totals									
0700-1900	812	768	882	667	559	698	788	789.6	739.1
0600-2200	870	819	943	709	588	742	843	843.4	787.7
0600-0000	875	828	955	722	592	754	850	852.4	796.6
0000-0000	878	835	964	725	595	760	853	858	801.4
AM Peak	1000	1000	1100	900	1000	1000	800		
	81	93	93	93	80	70	80		
PM Peak	1600	1200	1200	1200	1200	1600	1200		
	83	103	96	79	74	72	95		



SITE: ATC 1 - Turkey Cock Lane

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.884979, 0.808937

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
0000-0100	2	0	1	1	2	2	0	1	1.1
0100-0200	0	0	1	0	0	0	0	0.2	0.1
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	1	1	0	0	0	0	1	0.6	0.4
0400-0500	2	0	2	2	0	2	0	1.2	1.1
0500-0600	12	5	6	1	0	2	5	6	4.4
0600-0700	11	6	4	4	3	11	10	8.4	7
0700-0800	48	39	42	8	4	42	49	44	33.1
0800-0900	<b>88</b>	78	69	28	15	60	<b>77</b>	74.4	59.3
0900-1000	47	49	68	44	33	54	54	54.4	49.9
1000-1100	48	55	<b>83</b>	80	50	39	66	58.2	60.1
1100-1200	69	<b>83</b>	62	<b>103</b>	<b>96</b>	<b>62</b>	53	65.8	75.4
1200-1300	61	<b>84</b>	87	73	75	63	<b>84</b>	75.8	75.3
1300-1400	71	81	<b>97</b>	<b>82</b>	<b>80</b>	55	69	74.6	76.4
1400-1500	76	77	91	61	56	63	80	77.4	72
1500-1600	75	73	87	77	49	<b>72</b>	65	74.4	71.1
1600-1700	<b>78</b>	81	75	68	29	58	73	73	66
1700-1800	60	60	48	39	27	50	64	56.4	49.7
1800-1900	19	27	26	25	18	19	38	25.8	24.6
1900-2000	10	12	17	9	8	10	13	12.4	11.3
2000-2100	9	6	11	8	4	6	7	7.8	7.3
2100-2200	2	6	4	8	1	9	4	5	4.9
2200-2300	3	5	8	5	1	5	4	5	4.4
2300-2400	2	2	3	3	1	3	0	2	2
Totals									
0700-1900	740	787	835	688	532	637	772	754.2	713
0600-2200	772	817	871	717	548	673	806	787.8	743.4
0600-0000	777	824	882	725	550	681	810	794.8	749.9
0000-0000	794	830	892	729	552	687	816	803.8	757.1
AM Peak	800	1100	1000	1100	1100	1100	800		
	88	83	83	103	96	62	77		
PM Peak	1600	1200	1300	1300	1300	1500	1200		
	78	84	97	82	80	72	84		



SITE: ATC 2 - Turkey Cock Lane (51.883991, 0.809793)

Class	Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV 2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT 3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2 2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3 3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4 >3	2	Four axle truck	axles>3 & groups=2		
6	ART3 3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		
7	ART4 4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5 5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6 >=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		Heavy
10	BD >6	4	B- Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT >6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT >6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C 2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE 2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
<b>Total</b>	5616	5337
<b>Mean Speed</b>	29	29.7
<b>85%</b>	35.1	35.1



SITE: ATC 1 - Turkey Cock Lane

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.883991, 0.809793

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
0000-0100	1	0	2	2	0	1	0	0.8	0.9
0100-0200	0	0	1	0	1	2	1	0.8	0.7
0200-0300	0	1	0	0	1	0	0	0.2	0.3
0300-0400	0	1	0	0	0	0	0	0.2	0.1
0400-0500	0	0	1	1	1	1	0	0.4	0.6
0500-0600	2	5	5	0	0	2	2	3.2	2.3
0600-0700	17	12	13	5	4	12	20	14.8	11.9
0700-0800	35	37	27	9	13	43	39	36.2	29
0800-0900	76	73	88	44	20	64	80	76.2	63.6
0900-1000	83	73	88	93	64	59	80	76.6	77.1
1000-1100	82	91	86	85	77	71	76	81.2	81.1
1100-1200	73	72	96	86	75	67	71	75.8	77.1
1200-1300	82	99	95	80	74	71	95	88.4	85.1
1300-1400	67	44	72	62	66	61	62	61.2	62
1400-1500	72	51	74	72	60	46	59	60.4	62
1500-1600	56	56	79	53	41	66	59	63.2	58.6
1600-1700	83	83	80	38	37	71	71	77.6	66.1
1700-1800	68	49	61	22	19	56	73	61.4	49.7
1800-1900	30	36	33	25	19	24	26	29.8	27.6
1900-2000	15	14	25	14	14	14	14	16.4	15.7
2000-2100	16	15	18	16	7	11	14	14.8	13.9
2100-2200	9	13	9	7	4	7	7	9	8
2200-2300	4	6	6	10	1	6	7	5.8	5.7
2300-2400	1	2	6	4	3	6	0	3	3.1
Totals									
0700-1900	807	764	879	669	565	699	791	788	739.1
0600-2200	864	818	944	711	594	743	846	843	788.6
0600-0000	869	826	956	725	598	755	853	851.8	797.4
0000-0000	872	833	965	728	601	761	856	857.4	802.3
AM Peak	900	1000	1100	900	1000	1000	900		
	83	91	96	93	77	71	80		
PM Peak	1600	1200	1200	1200	1200	1600	1200		
	83	99	95	80	74	71	95		



SITE: ATC 1 - Turkey Cock Lane

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.883991, 0.809793

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

Hour	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	05-Mar	06-Mar	07-Mar	08-Mar	09-Mar	10-Mar	11-Mar	1-5.	1-7.
0000-0100	2	0	1	1	2	2	0	1	1.1
0100-0200	0	0	1	0	0	0	0	0.2	0.1
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	1	1	0	0	0	0	1	0.6	0.4
0400-0500	2	0	2	2	0	2	0	1.2	1.1
0500-0600	13	6	7	1	0	2	6	6.8	5
0600-0700	11	6	6	5	3	11	10	8.8	7.4
0700-0800	51	41	43	8	5	46	52	46.6	35.1
0800-0900	<b>88</b>	79	69	27	14	60	<b>76</b>	74.4	59
0900-1000	48	49	68	45	34	54	57	55.2	50.7
1000-1100	48	58	<b>82</b>	81	49	38	65	58.2	60.1
1100-1200	69	<b>83</b>	65	<b>101</b>	<b>96</b>	<b>63</b>	54	66.8	75.9
1200-1300	63	82	88	72	73	64	<b>82</b>	75.8	74.9
1300-1400	71	<b>84</b>	<b>98</b>	<b>85</b>	<b>79</b>	54	71	75.6	77.4
1400-1500	73	78	93	60	57	63	80	77.4	72
1500-1600	75	76	83	77	51	<b>72</b>	66	74.4	71.4
1600-1700	<b>78</b>	82	74	66	29	58	72	72.8	65.6
1700-1800	60	60	49	40	27	52	64	57	50.3
1800-1900	17	28	26	26	17	19	38	25.6	24.4
1900-2000	11	13	18	10	8	10	13	13	11.9
2000-2100	8	6	11	7	4	6	7	7.6	7
2100-2200	2	6	4	9	1	9	4	5	5
2200-2300	3	4	8	5	1	5	4	4.8	4.3
2300-2400	2	2	3	4	1	3	0	2	2.1
Totals									
0700-1900	741	800	838	688	531	643	777	759.8	716.9
0600-2200	773	831	877	719	547	679	811	794.2	748.1
0600-0000	778	837	888	728	549	687	815	801	754.6
0000-0000	796	844	899	732	551	693	822	810.8	762.4
AM Peak	800	1100	1000	1100	1100	1100	800		
	88	83	82	101	96	63	76		
PM Peak	1600	1300	1300	1300	1300	1500	1200		
	78	84	98	85	79	72	82		

# APPENDIX C

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TRICS OUTPUT

Calculation Reference: AUDIT-719701-230719-0710

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>	
BO BEDFORD	1 days
<b>03 SOUTH WEST</b>	
BR BRISTOL CITY	1 days
<b>04 EAST ANGLIA</b>	
NF NORFOLK	1 days
<b>05 EAST MIDLANDS</b>	
NN NORTH NORTHAMPTONSHIRE	1 days
<b>08 NORTH WEST</b>	
BP BLACKPOOL	1 days
LC LANCASHIRE	2 days
<b>09 NORTH</b>	
CU CUMBERLAND	1 days
TV TEES VALLEY	1 days
<b>10 WALES</b>	
VG VALE OF GLAMORGAN	1 days
<b>12 CONNAUGHT</b>	
CS SLIGO	1 days
MA MAYO	1 days
<b>13 MUNSTER</b>	
KE KERRY	1 days
<b>14 LEINSTER</b>	
WC WICKLOW	1 days
<b>15 GREATER DUBLIN</b>	
DL DUBLIN	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: Gross floor area  
 Actual Range: 400 to 1500 (units: sqm)  
 Range Selected by User: 300 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/04/22

*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	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	15 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	10
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	13
Commercial Zone	1
Village	1

*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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	14 days - Selected

**Secondary Filtering selection:**

Use Class:

Not Known	15 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®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 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	9 days
1.1 to 1.5	5 days
1.6 to 2.0	1 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	15 days
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*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	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

<p><b>1 BO-02-C-01</b>                    <b>PUMPS, MOTORS &amp; FANS</b></p> <p>POSTLEY ROAD                      BEDFORD                      KEMPSTON                      Edge of Town                      Industrial Zone                      Total Gross floor area:                    1045 sqm  <i>Survey date: THURSDAY</i>                    15/10/20</p>	<p><b>BEDFORD</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>2 BP-02-C-01</b>                    <b>POWDER COATINGS</b></p> <p>CHORLEY ROAD                      BLACKPOOL                      LITTLE CARLETON                      Edge of Town                      Industrial Zone                      Total Gross floor area:                    1010 sqm  <i>Survey date: THURSDAY</i>                    20/06/19</p>	<p><b>BLACKPOOL</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>3 BR-02-C-02</b>                    <b>STAINLESS FITTINGS</b></p> <p>SOUTH LIBERTY LANE                      BRISTOL</p> <p>Edge of Town                      Industrial Zone                      Total Gross floor area:                    1475 sqm  <i>Survey date: TUESDAY</i>                    22/09/15</p>	<p><b>BRISTOL CITY</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>4 CS-02-C-01</b>                    <b>AV SPECIALISTS</b></p> <p>RATHFINN CLOSE                      SLIGO                      FINISKLIN BUSINESS PARK                      Edge of Town                      Commercial Zone                      Total Gross floor area:                    1112 sqm  <i>Survey date: TUESDAY</i>                    28/04/15</p>	<p><b>SLIGO</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>5 CU-02-C-01</b>                    <b>STEEL FABRICATION</b></p> <p>BLACKDYKE ROAD                      CARLISLE                      KINGSTOWN IND. ESTATE                      Edge of Town                      Industrial Zone                      Total Gross floor area:                    715 sqm  <i>Survey date: FRIDAY</i>                    15/10/21</p>	<p><b>CUMBERLAND</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>6 DL-02-C-01</b>                    <b>NAILS/STAPLES COMPANY</b></p> <p>ROWAN AVENUE                      DUBLIN                      SANDYFORD                      Suburban Area (PPS6 Out of Centre)                      Industrial Zone                      Total Gross floor area:                    400 sqm  <i>Survey date: THURSDAY</i>                    26/09/19</p>	<p><b>DUBLIN</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>7 KE-02-C-01</b>                    <b>PRINT &amp; GRAPHIC DESIGN</b></p> <p>WOODLANDS ROAD                      KILLARNEY</p> <p>Edge of Town                      Industrial Zone                      Total Gross floor area:                    600 sqm  <i>Survey date: THURSDAY</i>                    17/10/19</p>	<p><b>KERRY</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>8 LC-02-C-05</b>                    <b>NUTRITION MANUFACTURE</b></p> <p>FURNESS DRIVE                      POULTON-LE-FYLDE</p> <p>Edge of Town                      Industrial Zone                      Total Gross floor area:                    775 sqm  <i>Survey date: WEDNESDAY</i>                    30/06/21</p>	<p><b>LANCASHIRE</b></p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

<b>9</b>	<b>LC-02-C-06</b> TOLLGATE ROAD BURSCOUGH	<b>STEEL FABRICATION</b>	<b>LANCASHIRE</b>
	Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22		Survey Type: MANUAL
<b>10</b>	<b>MA-02-C-01</b> KILMAINE ROAD BALLINROBE	<b>MECHANICAL ENGINEERING</b>	<b>MAYO</b>
	Edge of Town Industrial Zone Total Gross floor area: 1130 sqm Survey date: FRIDAY 09/10/20		Survey Type: MANUAL
<b>11</b>	<b>NF-02-C-04</b> FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19	<b>EXHIBITION DESIGN &amp; MANUF.</b>	<b>NORFOLK</b>
			Survey Type: MANUAL
<b>12</b>	<b>NN-02-C-01</b> TREVITHICK ROAD CORBY	<b>RENEWABLE ENGINEERING</b>	<b>NORTH NORTHAMPTONSHIRE</b>
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm Survey date: THURSDAY 22/10/20		Survey Type: MANUAL
<b>13</b>	<b>TV-02-C-02</b> PARKVIEW ROAD WEST HARTLEPOOL	<b>FLUID ENGINEERING</b>	<b>TEES VALLEY</b>
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1050 sqm Survey date: FRIDAY 04/09/20		Survey Type: MANUAL
<b>14</b>	<b>VG-02-C-01</b> VERLON CLOSE BARRY	<b>ALCOHOL ANALYSIS PRODUCTS</b>	<b>VALE OF GLAMORGAN</b>
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
<b>15</b>	<b>WC-02-C-01</b> CHARVEY LANE RÁTHNEW COMMONS Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 968 sqm Survey date: MONDAY 28/05/18	<b>FOAM INSULATION</b>	<b>WICKLOW</b>
			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

**TOTAL 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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	6	913	0.018	6	913	0.000	6	913	0.018
06:00 - 07:00	6	913	0.110	6	913	0.073	6	913	0.183
07:00 - 08:00	15	925	0.317	15	925	0.043	15	925	0.360
08:00 - 09:00	<b>15</b>	<b>925</b>	<b>0.584</b>	15	925	0.159	<b>15</b>	<b>925</b>	<b>0.743</b>
09:00 - 10:00	15	925	0.310	15	925	0.223	15	925	0.533
10:00 - 11:00	15	925	0.324	15	925	0.231	15	925	0.555
11:00 - 12:00	15	925	0.195	15	925	0.231	15	925	0.426
12:00 - 13:00	15	925	0.245	15	925	0.317	15	925	0.562
13:00 - 14:00	15	925	0.375	15	925	0.324	15	925	0.699
14:00 - 15:00	15	925	0.260	15	925	0.252	15	925	0.512
15:00 - 16:00	15	925	0.231	15	925	0.274	15	925	0.505
16:00 - 17:00	15	925	0.137	15	925	0.382	15	925	0.519
17:00 - 18:00	15	925	0.036	<b>15</b>	<b>925</b>	<b>0.533</b>	15	925	0.569
18:00 - 19:00	15	925	0.036	15	925	0.072	15	925	0.108
19:00 - 20:00	6	913	0.018	6	913	0.073	6	913	0.091
20:00 - 21:00	6	913	0.000	6	913	0.000	6	913	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.196</b>			<b>3.187</b>			<b>6.383</b>

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:	400 - 1500 (units: sqm)
Survey date range:	01/01/15 - 21/04/22
Number of weekdays (Monday-Friday):	15
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

# APPENDIX D

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## VISIBILITY AND SWEEP PATH ASSESSMENT



**KEY:**

- Site Boundary
- Land within Client's Ownership
- Highway Boundary
- Visibility Splay (as noted)

**NOTE:**  
Based on OS base.  
Subject to topographical survey, highway boundary, detailed design and council approval.  
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**FIRMIN TRANSPORT PLANNING**

**STANWAY NURSERIES**

**Client**

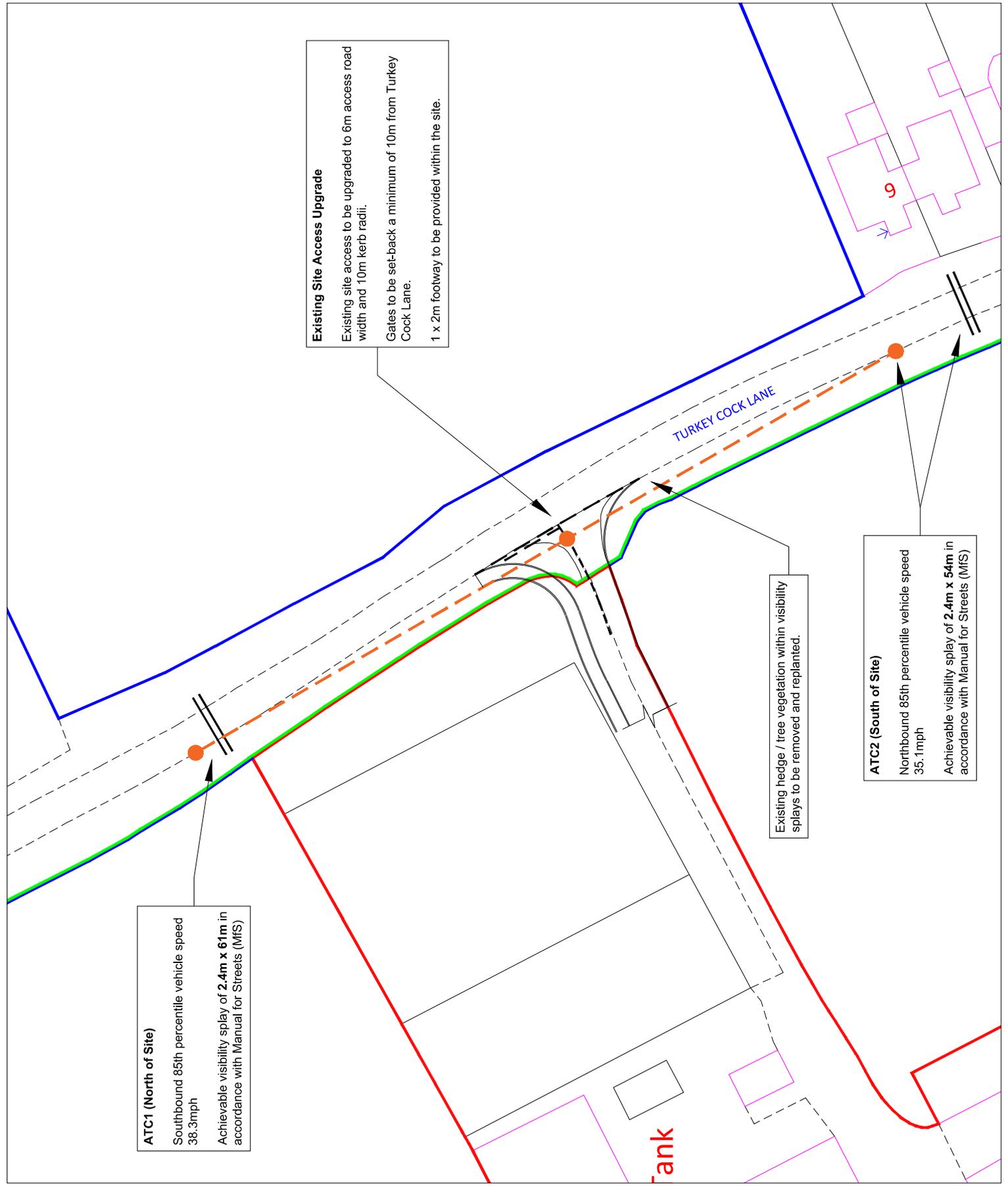
**Project**  
LAND WEST OF TURKEY COCK LANE, STANWAY, COLCHESTER

**Title**  
**PROPOSED SITE ACCESS**

**Drawn** A FIRMIN **Checked** AF

**Scale** 1:500 @ A3 **Date** MARCH 2025

**Drawing No.** 2502/10 - 01 RevA



**ATC1 (North of Site)**  
Southbound 85th percentile vehicle speed 38.3mph  
Achievable visibility splay of **2.4m x 61m** in accordance with Manual for Streets (MfS)

**Existing Site Access Upgrade**  
Existing site access to be upgraded to 6m access road width and 10m kerb radii.  
Gates to be set-back a minimum of 10m from Turkey Cock Lane.  
1 x 2m footway to be provided within the site.

Existing hedge / tree vegetation within visibility splays to be removed and replanted.

**ATC2 (South of Site)**  
Northbound 85th percentile vehicle speed 35.1mph  
Achievable visibility splay of **2.4m x 54m** in accordance with Manual for Streets (MfS)



**KEY:**

Site Boundary

Land within Client's Ownership

Highway Boundary

**NOTE:**

Based on OS base.  
Subject to topographical survey, highway boundary, detailed design and council approval.  
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**FIRMIN TRANSPORT PLANNING**

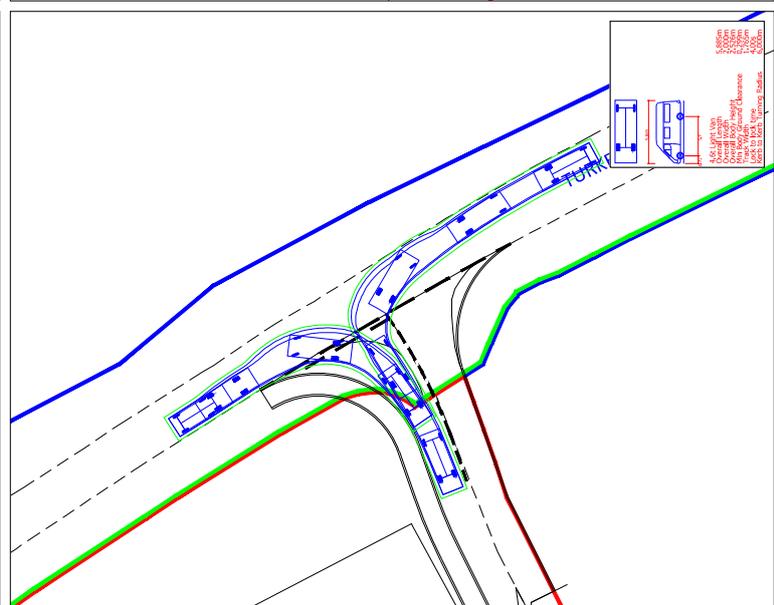
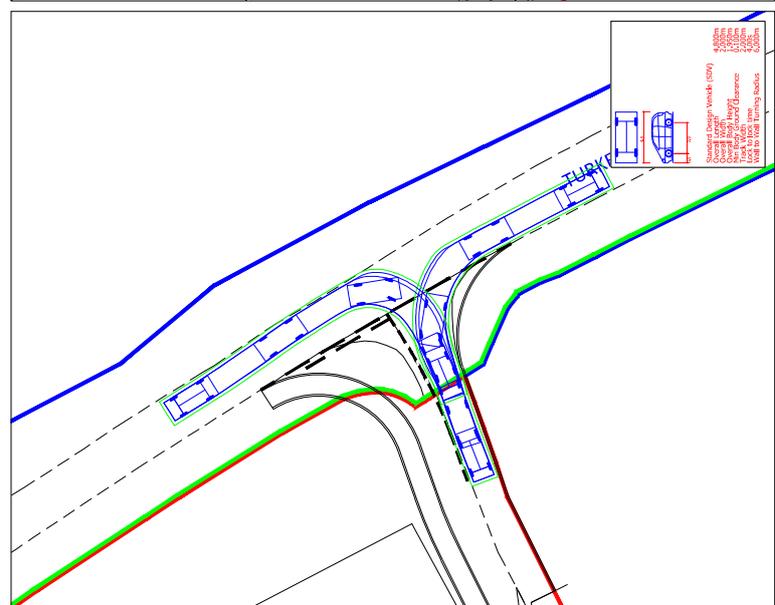
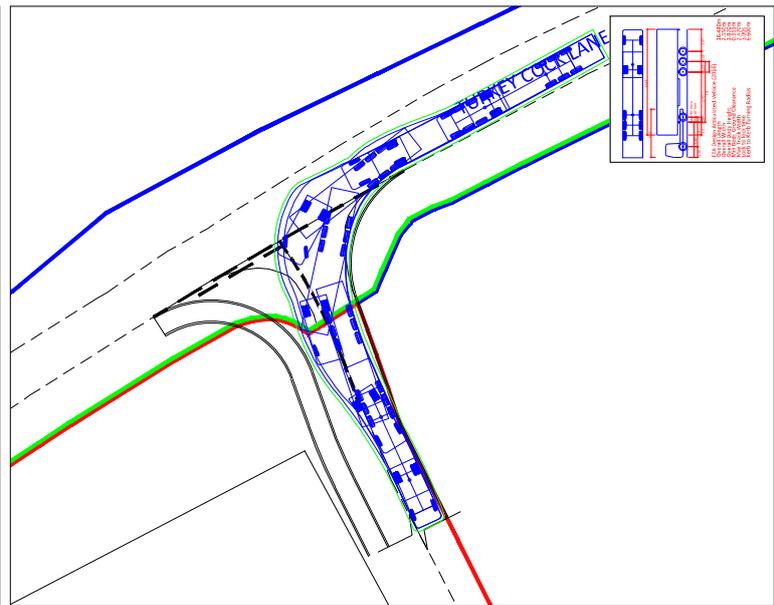
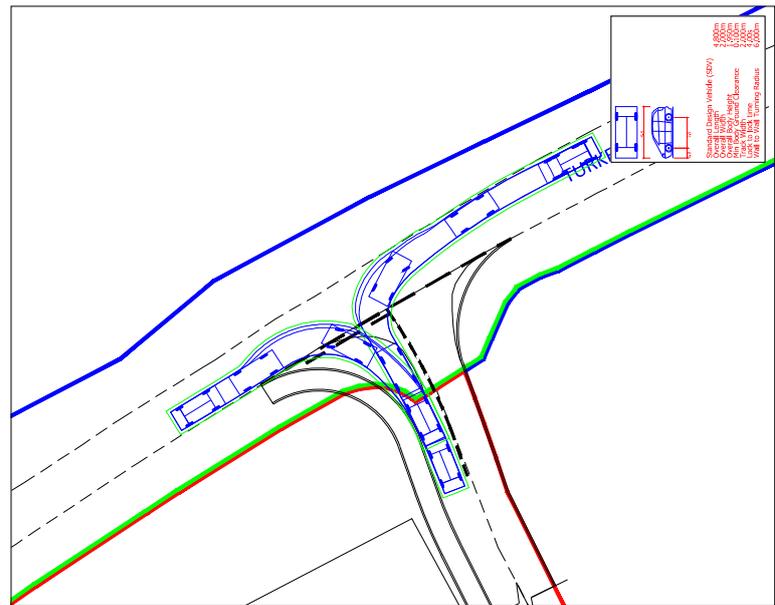
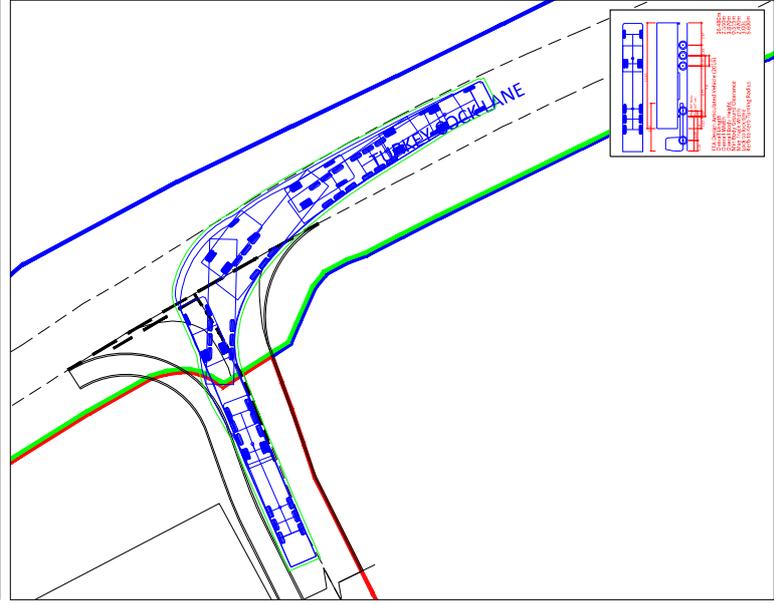
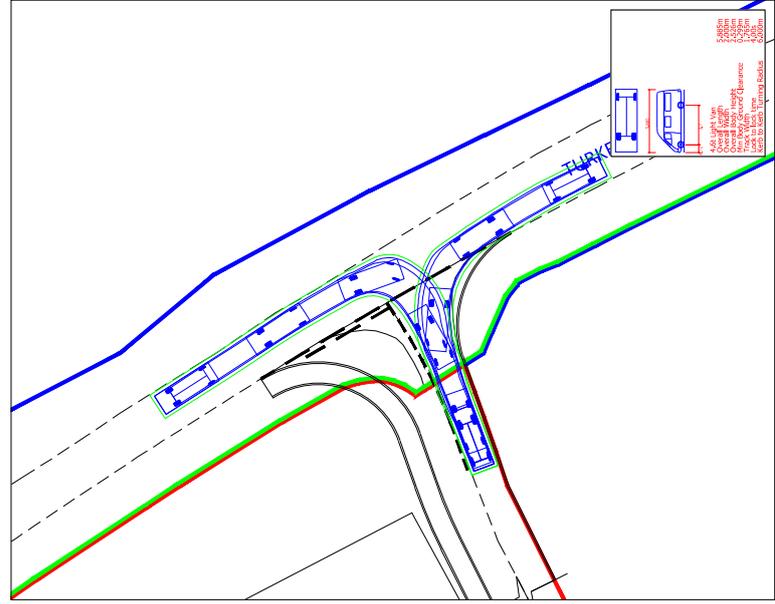
Client: **STANWAY NURSERIES**

Project: **LAND WEST OF TURKEY COCK LANE, STANWAY, COLCHESTER**

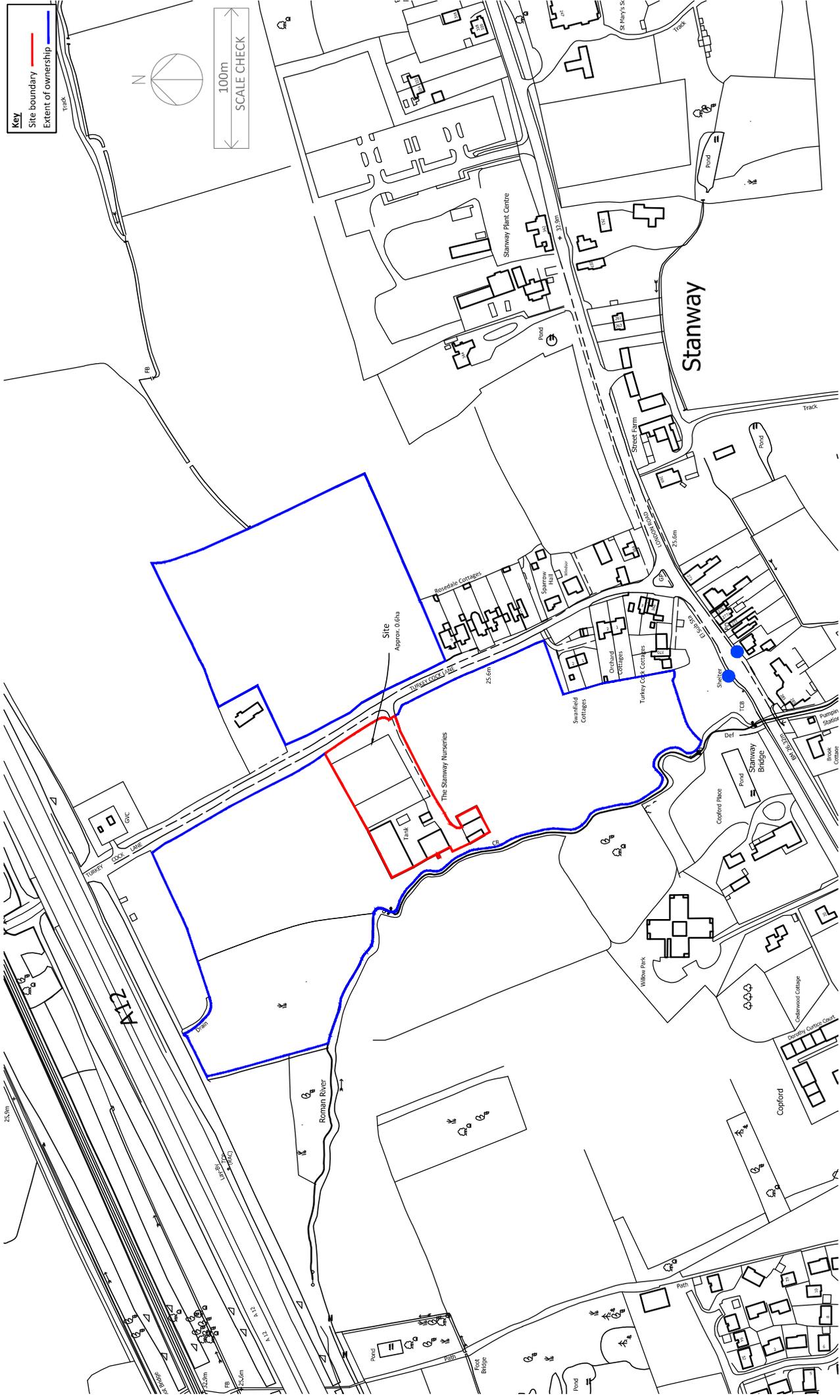
Title: **PROPOSED SITE ACCESS SWEPT PATH ASSESSMENT**

Drawn: <b>A FIRMIN</b>	Checked: <b>AF</b>
Scale: <b>1:500 @ A3</b>	Date: <b>MARCH 2025</b>
Drawing No.: <b>2502/10 - 02</b>	Reva: <b></b>

Firmen Transport Planning Ltd. accept no responsibility for any misstatements or omissions in the drawings. Only signed drawings are the contract. 



## **Appendix C: Site Location Plan**



**CLIENT** Stanway Nurseries  
**PROJECT** Land at Stanway Nurseries

Architecture - Design - Planning  
 T - 01206 242070  
 E - mail@aadp Ltd.co.uk  
 W - www.aadp Ltd.co.uk  
 1 Kolo Walk - Colchester - Essex - C04 6ER



**DRAWING TITLE** Site Location Plan  
**ISSUE PURPOSE** CCC Preferred Options Local Plan Regulation 18 Consultation  
**DRAWING NO.** 1335 . L . 002  
**DATE** 19/12/25  
**SHEET** A3  
**SCALE** 1:2500

Drawn by: ML

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