

Rochford Core Strategy Examination.

Statement of Response to Matters and Issues.

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Personal Reference No. 7995

Representation No. 16080

Core Strategy Submission Document 2009

Transport, Highways. Pages 93 & 94.

Policy T2. Highways Improvements.

Submission Dated 19 April 2010

Signed

Enclosed:

Pages 2 & 3. Further Statements Relating to Previous Submission.

Pages 4 & 5. Appendix A. Details of Previously Submitted Proposal.

Pages 6 & 7. Appendix B1 & B2. Drawings of Previously Submitted Proposal.

Further Statements Relating to Previous Submission

I refer to the document 'Guidance Notes For Participants' issued at the Pre Hearing Meeting

Although I opposed many aspects of the Core Strategy, my appearance at the hearing is related to Infrastructure Requirements (including transport).

Here is my response to Page 6. para. 9.3. of the Guidance Notes.

Policy T2 Highways Improvements:

- **Q.** Which particular part of the CS is unsound?
A. Most of Policy T2 as detailed in the box on Page 94.

- **Q.** Which soundness test of PPS 12, do they fail?
A. Justified and Effective.

- **Q.** Why do they fail?
A. Because RDC's '**Vision**' under the Transport heading '**In five years**' (page 91 of the CS Submission Document), states in bullet 1, that "**online road improvements schemes have been initiated**". They then go on to state in bullet 3 that "**They and the County Council as highway authority, will look at potential solutions to congestion to ensure the highway infrastructure becomes fit for purpose**".
It is not until '**By 2025**' (same page) that RDC are saying that "**Road structure through the District will have been secure and improved with easier access to the A127 and A130**" and that "**Wallasea Island will be accessible by secure and improved road access**".

My suggestion, which you will find in the appendix to this submission, goes part of the way to achieving this outcome and could be funded by developers at a much early stage if adopted.

I have lived in the Rochford District Council area for 43 years and during that time RDC have not been able to find a solution to these problems and without large cash investments they never will.

- **Q.** How can the CS be made sound?
A. RDC must be proactive and find ways of solving the appalling traffic congestion on major roads in the district before any further development takes place. Their usual negative attitude to such an important aspect as this cannot be accepted because at the end of the day none of their promises will be fulfilled.

- **Q.** What is the precise change/wording that is being sought?
A. The CS should specify precisely the actual means of improving the highways infrastructure, especially to the east/west corridor. There should also be a firm guarantee that the work will be implemented within specified times with penalties for failing to do so.

Appendix A

Proposal: Extension of Cherry Orchard Way, Rochford.

At the RDC West Area Committee meeting on 25th November 2008, Councillor Keith Hudson, talking to the public on the forthcoming Core Strategy, stated that "positive ideas and suggestions from the public are needed" and invited comments.

I responded to his request and submitted a proposal that a new stretch of road be constructed between Cherry Orchard Way and the northern section of Ashingdon Road.

My suggestion was for a 2.5 mile extension of Cherry Orchard Way, northwards to Ashingdon Road. The 'New Road' would pass through areas of land, which contain very few dwellings, thus lessening any intrusion or impact on existing communities. (Google Earth shows clearly how sparse development is).

Some green belt land would have to be sacrificed but as other proposals already contained in the Core Strategy document suggested that the use of some greenbelt land is inevitable, I take this as acceptable.

Having been invited to participate in the Public Hearing, I propose to present my ideas verbally using the plan drawings enclosed with this notification.

To assist Inspector Miss Laura Graham, during the presentation, I have prepared the following notes in order to give her prior understanding of what I am proposing and the opportunity to prepare any questions she may wish to raise.

Submission to RDC Core Strategy Team

My reasons for choosing an extension to Cherry Orchard Way are:

- (a) To provide better link to the A127 road from more areas in the District and
- (b) As a natural progression northward to what may in future become an outer ring road to the west of the district with connections to the A1245 and A130 in particular.
(I see this as a future Phase and part of a long term scheme).

Note. Where numbers appear in brackets in the script, corresponding numbers will be found on the plan drawings. Drawing No1 shows the overall scheme. Drawing 2 shows, in greater detail, proposed junctions at Rectory Road and a new bridge over or under the railway line.

By creating links to Rectory Road at the centre of the route (1) and Ashingdon Road in the north (2), much of the current traffic congestion, (for details see Core Strategy Sub. Doc. P.42

Policy T2 – Highway improvements), could be reduced. In addition, the 'New Road' would open up new land opportunities for additional housing development and would enable the 'Fair Share' of new development to be spread more evenly within the District, hopefully reducing the massive allocation to the North of London Road for example.

The controversial proposal for a residential site at Hawkwell South (3) could be relocated to between Rectory Road and Ironwell Lane (4). This would address some of the concerns made by local residents regarding the dangerous situations at and around the Rectory Road/Hall Road junction (5). Access to Clements Hall Sports Centre would also be improved.

Concern has also been raised regarding traffic flow under the railway bridge in Rectory Road (6). The traffic light system, currently in use, causes traffic flow problems that RDC cannot find a solution to. My proposal would be to close Rectory Road under the old bridge to all but pedestrians, cyclists and horse riders. A new bridge over (or under) the railway line (7) would eliminate the congestion problem and provide improved access to and from Rectory Road in both directions. Road traffic access would still be maintained to the church, farm and dwellings from new roundabout (8b).

The new roundabout layouts (8a & 8b) would provide the Rectory Road links to the 'New Road', giving access to both north and south travel.

The northern end of the 'New Road' could terminate, after 2.5 miles, at Ashingdon Road (2) but I propose that it continues about 0.5 of a mile further (9). This would form a convincing argument to the Government that RDC is taking the road infrastructure problem seriously and is also considering future needs. By demonstrating that the aim would be to progress the route further in due course with financial payments from developers, County Highways and hopefully government assistance, there may be progress to gain here.

Land adjacent the additional 1/2 mile of 'New Road' would also be ideal for additional new dwellings to be built (10). The fact that there is an existing primary school nearby (11), with space for expansion, must surely be worth considering.

Along the 'New Road' route I envisage areas for potential new dwellings, marked by various (xxx)'s on Drawing 1. The great advantage here being that much of the road building cost could be offset by charges levied on the developers.

Since putting forward my suggestions, a proposal has been announced that the existing section of Cherry Orchard Way is to be upgraded to a dual carriageway. I have my doubts as to why this is needed but my fears now are that if such a major road is considered necessary, how will any of the existing road network to the north of Cherry Orchard Way cope with all the additional traffic. I suppose the simple answer is **it won't** unless major improvements are made, and made before any future building development takes place.

