

**EXAMINATION STATEMENT
ROCHFORD ALLOCATIONS SUBMISSIONS DOCUMENT**

VIEWS OF THE LOCAL HIGHWAY AUTHORITY: ESSEX COUNTY COUNCIL

ISSUE 2 Hullbridge

Is the allocated site SER6 at South West Hullbridge justified, deliverable within the plan period and consistent with national policy?

The site SER6 at South West Hullbridge is acceptable in principle in highway terms. The site offers a number of potential locations to provide access and routes from the proposed development area to ensure sustainable integration onto the existing highway network. The proposed scale of development is capable of being accommodated in accord with the 'Essex Design Guide' and the junction specifications within 'Design Manual for Roads and Bridges' and in 'Manual for Streets 2'.

Any planning application for development of the site would have to be accompanied by a comprehensive detailed transport assessment. The assessment, commissioned by the applicant, would be independently reviewed by the Highway Authority. The Highway Authority would require the transport assessment to also consider other proposed development by accounting for future vehicle growth and committed development in line with Department for Transport approved guidance.

Paragraph 3.178 of the Allocations Document suggests 'improvements to Watery Lane' should be made. The Highway Authority does not consider that improvements to Watery Lane are necessary to facilitate delivery of the site SER6, South West Hullbridge. Further, the Highway Authority would not wish to see the route upgraded for the following reasons:

- The cost of upgrading Watery Lane would be prohibitive. It is currently a limited width single carriageway, with no footway provision and subject to a 3.5 tonne weight restriction. It is also prone to flooding.
- The Highway Authority considers traffic arising from development of Site SER6 should use higher classification routes and not Watery Lane. There is the potential for improvements on these more appropriate routes. The Highway Authority has undertaken initial design work to provide capacity improvements in the vicinity of the development (s).
- Watery Lane is not included in the current maintenance priorities review.
- The Highways Authority is content for Watery Lane to remain a Link Road (Priority Route 2), which is the lowest category of road in the functional route hierarchy. It is also an unclassified route on the Section 36 list of streets.
- Upgrading Watery Lane to a higher classification route could encourage additional traffic to divert from other routes.

[End of Statement]