

EXAMINATION STATEMENT

ROCHFORD ALLOCATIONS SUBMISSIONS DOCUMENT

VIEWS OF THE LOCAL HIGHWAY AUTHORITY: ESSEX COUNTY COUNCIL

ISSUE 2 Rayleigh

Are the allocated housing and employment sites (both brownfield and settlement extensions) at Rayleigh justified, deliverable within the plan period and consistent with national policy?

A. BFR4: Rawreth Industrial Estate, Rayleigh

The site is in existing use as an employment/industrial area. The scale of residential development proposed in the Allocations Document would potentially generate a similar volume of traffic movements as the existing uses.

Any planning application for the site would be required to be supported by a detailed transport statement. The statement would compare the vehicle generation arising from the proposed development against that generated by the site's existing permitted uses. The vehicle generation arising would need to be suitably accommodated on the highway network, including provision for off-site mitigation works funded by the development.

B. SER1: North of London Road Rayleigh

The Local Highway Authority has agreed a Statement of Common Ground with the promoters of the site. The text of the Statement is,

Statement of Common Ground in respect of the Transport Impacts of the allocation of Land North of London Road, Rayleigh – Reference SER1

Between:

- 1) Countryside Properties the promoters of Land North of London Road, Rayleigh
- 2) Essex County Council – the Local Highway Authority

This statement has been prepared by the above parties to confirm the deliverability of an allocation of up to 550 (+5%) Residential Dwellings in terms of impacts on the Highway Network supported by a suitable mitigation package.

The Highway Authority considers that traffic from our scheme can be accommodated on the local highway network without detriment to highway safety and capacity, with any off site highway/junction works required being identified as a result of full traffic impact and mitigation assessment

Essex County consider that the allocation would need to be supported by two access points, one on Rawreth Lane and one on

London Road, but that the final level of traffic which would be accessed from Rawreth Lane would be the subject of detailed traffic modelling to support a planning application and could be greater than the level identified in Paragraph 3.27 of the Allocated Submission Document.

C. NEL1: South of London Road, Rayleigh

The site is acceptable in principle for the proposed uses in the Allocations Document. 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 junction specifications within the Design Manual for Roads and Bridges.

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. The vehicle generation arising would need to be suitably accommodated on the highway network, including provision for off-site mitigation works funded by the development.

D. NEL 2 – West of the A1245, Rayleigh

The site lies in the north-western quadrant of the 'Fairglen' junction of the A127 and the A1245, both of which are dual 2-lane carriageways operating at 50mph ANPR control and the national speed limit respectively. The 'Fairglen' junction also effectively operates as a junction between the A127 and the A130, which affords access south to the A13 and north to mid and north Essex. The A127 and A130 are Strategic Routes (Principal Route 1) in the functional route hierarchy, with the A1245 being a Main Distributor (Principal Route 1).

The letter (EXA 124) from Arup dated 18 July acknowledges that there are only gated accesses to the site from the A127 slip road as well as the A1245, with access prohibited for large vehicles from the slip road. The letter further indicates that consideration is being given to more intensive use of the site with potential industrial type development with associated longer wheel base vehicles.

The above description of the current access arrangements and proposed use of the site means that access for industrial-type traffic could not be secured from the A127 slip road. Further, the Highway Authority considers that the intensification of the site in the manner proposed could not be accessed in a design compliant way from the A1245.

Although there is currently an access from the site to the A1245 it is not laid out to current 'Design Manual for Roads and Bridges' standards. Arup's letter (EXA

124) acknowledges that improved access would be required to service the proposed development. The Highway Authority does not consider that an access of the necessary design standard could be provided to accommodate the types of anticipated vehicle movements.

Access to the proposed allocation at this location would be contrary to current Highways Development Management Policies. Given the location of the site at a key strategic junction lack of a design compliant access point would contribute to an increase in congestion and safety concerns.

The Highway Authority has not been made aware of any studies or evidence to indicate that access/egress on and off the site can be secured in a design compliant manner. In these circumstances the Highway Authority is unable to support allocation of the site for the proposed employment uses.

[End of Statement]