

Transport & Highway Statement for SER 9b and NEL 3 prepared for the Raven Group.

The development site is located to the south of the B1017 High Street at Great Wakering and to the east of Star Lane, also designated as part of the B1017. The site fronts onto Star Lane and the frontage includes an existing vehicular access with concrete surface. At High Street the site is connected to the road but mostly lies to the south of the existing residential properties fronting onto the highway, although there is a strip of land connecting the site to High Street located between No 269 and No 277 High Street.

The strategy for access to the site includes vehicular and pedestrian access from Star Lane and pedestrian access from High Street. Both High Street and Star Lane are classified as Secondary Distributer roads within the Essex County Roads Hierarchy, as attached to the Essex Development Management Strategy. Secondary Distributer roads are defined as important connections between settlements and Policy DM3 presumes against new accesses being formed, or intensification of use of existing accesses, on such routes, unless there is '*overriding public, environmental, national and/or regional need*' when an '*exception*' can be allowed. This development allows the opportunity for significant new residential, employment and Wildlife Area to be created on a partly brownfield site and would therefore meet the strategic requirements for allowing vehicular access from a Secondary Distributer road.

The principal of development of this site together with the provision of vehicular access from Star Lane and High Street has been discussed with the Highways Development Control Officer at Essex County Council (ECC) and there is no objection in principle to this development or the potential provision of access, subject to the usual technical audit, of any proposed road junctions. ECC's preference would be for access to be provided from both High Street and Star Lane if possible. A single point of road access would limit the residential development to circa 200 units in accordance with 'The Essex Design Guide'. If two points of access are provided then the maximum number of units depends on the classification of the road, which in turn is governed by the carriageway width and availability of footways, and whether the two connections to the existing road network form a loop (two junctions onto the same road) or a link (one junction each to two existing roads) is to be provided.

Access from Star Lane

Whilst the Council has expressed the requirement that SER 9b is to be served from the Brick works redevelopment site, there is sufficient site frontage to allow an access road with a carriageway width of 7.3m and 2m wide footways to be provided separately From Star Lane. Junction radii could be provided at 10m on both sides of the access to allow HGVs to enter and exit the site if the employment is pursued. The location of the junction(s) would have considerable flexibility, governed mainly by the ability to provide the required visibility splays. The existing access from Star Lane would be located within a section of road that is currently subject to the national speed limit of 60mph and therefore is likely to require visibility splays of 4.5m by 215m to be provided in both directions, depending on the actual speeds of vehicles using this section of road. A copy of the ECC highway boundary plan clearly indicates that this level of visibility splay can be provided along a substantial proportion of the site frontage onto Star Lane, sufficient to provide two points of access if required. A lower provision of visibility splay would be applicable if current vehicle speeds are generally lower than the speed limit or if the speed limit can be reduced. In initial discussions ECC have indicated that it would be likely to cooperate in any proposals to reduce the existing 60mph speed limit if development is to take place at the site and would probably be prepared to assist in the formal statutory procedure required to achieve this. A speed limit of 40mph may be considered appropriate and this would allow visibility splays to be reduced to 4.5m by 120m.

Access from High Street

The strip of land connecting the site to High Street is 11.4m in width and sits between the boundaries of 269 and 277 High Street, providing opportunities for a direct link into the site. This width would accommodate a 6.0m wide carriageway with 2.0m wide footways (Type 3 'feeder road' allowing development up to 700 residential units) or possibly a carriageway of 6.75m may be accommodated (Type 2 'Link road' allowing development over 700 residential units). Until an accurate land survey can confirm that a fully compliant vehicular link can be provided at this location it has been assumed that only a pedestrian and cycle link, together with an emergency vehicle connection, can be made from High Street via this strip of land.

This link would be an important local connection to the doctors' surgery and bus stops which are located on High Street close to point of access. It would also provide access to the wider local facilities and services located in Great Wakering, including shops, schools, public houses and community facilities located in the village centre to the east of the site. There is

also an existing pedestrian crossing within 30m of the proposed site access from High Street which provides a safe crossing point to reach the doctors' surgery and eastbound bus stop.

Vehicular Access Strategy

The site would be served by two highway connections to Star Lane each with a minimum carriageway width of 6.75m and footways located on both sides of the vehicular carriageway (Type 2 'Link Road'). These access roads would be linked by an internal road system which would allow development of residential, or a mixture of residential and employment land uses, with no specific limit on the size of the development. Since Great Wakering is located on a peninsula to the east of Southend, the focus of road travel for both residents and businesses would be to the west of the village. Although Essex County Council have indicated that a vehicular link to High Street would be a welcome component to the site's access strategy, vehicular trips to and from the site are most likely to be linked with origins and destinations to the west and travel routes would therefore be likely to include Star Lane as the principal access route to the village. It is therefore likely that a high proportion vehicles access the site via a link from High Street would travel along Star Lane as part of a journey and hence the importance of providing a vehicular link from High Street is considered secondary to the principal of vehicular access from Star Lane.

Public Transport Access

Great Wakering is served by three principal bus services, the No 4, 4 A, & 14. The No 4 and No 4A pass the site on Star Lane as well as at High Street where the bus stops are located adjacent to the land joining to the site. The nearest bus stop on Star Lane is situated approximately 200m north of the existing site access although it would be expected that additional bus stops would be provided along the site frontage to serve the proposed development. These two services combine to provide a 30 minute frequency service from Great Wakering to Southend, the journey time for the No4 being 21 minutes while for the No 4A it is 15 minutes.

The No 4 and No 4A services are also available from the bus stops located on High Street, together with the No 14 which operates between Shoeburyness and Southend and calls at bus stops along High Street in Great Wakering. This service operates with a 90minute frequency and takes approximately 25 minutes to reach Southend.

All of the above bus services are easily accessible from the proposed development site and offer a good level of public transport accessibility.