

**Notes from Meeting between Rochford District Council and Essex County Council  
regarding the Hockley Area Action Plan (HAAP)– 3 April 2013**

**Attendees**

Mark Lawrence (ML) Strategic Development Engineer, Essex County Council (ECC)  
Sam Hollingworth (SH) Planning Policy Team Leader, Rochford District Council (RDC)

**Notes of discussion**

Meeting was arranged between RDC and ECC by RDC, following concerns expressed by members of the public through pre-submission consultation on highway issues in relation to the HAAP.

SH explained that a number of individuals had responded to the pre-submission public consultation expressing concerns with regards to highway issues and the HAAP. Concerns expressed by members of the public included: highways issues not being properly considered as part of the HAAP; impact the proposed development would have on highways; the lack of transport assessment to accompany the HAAP; and deliverability of highway improvements.

ML confirmed that ECC had had a number of discussions with a specialist transport consultant working with Allies Morrison Urban Practitioner (AMUP) (the consultants engaged to produce the HAAP). ML confirmed ECC had already been familiar with a number of the proposals and suggestions that were discussed with the specialist transport consultant, as many had been raised through work on previous iterations of the HAAP. ML confirmed that none presented any concerns for the Highways Authority.

ML confirmed that ECC had considered the proposed development in the HAAP. ML confirmed that, having regard to its scale and type, ECC is confident that the proposed development could be accommodated and any necessary mitigation measures implemented. ML noted that the proposed development would replace existing employment uses, and that transport assessments would be required to consider the differential between the existing and proposed impacts on the highway network.

It was further noted that although the B1013 running through Hockley is a main distributor road, it is important that improvements are not so significant such as they encourage additional non-local traffic to use this route rather than the main strategic network (i.e. A130 and A127). Although the B1013 is already used by non-local traffic as an alternative to the strategic network, if such use were encouraged it could be of significant detriment to Hockley (and the District's other settlements along this route). It is important that ECC prioritise improvements to the strategic network.

ML confirmed that ECC would not require a transport assessment for the Area Action Plan; rather such assessments would be required to accompany any strategic planning applications for development. It was noted that the HAAP proposes policies in respect of transport assessments and travel plans, and that ECC did not have any concerns in relation to such policies.

ML confirmed that suggested highway improvements in the HAAP had the potential to be implemented, including the incorporation of two-lane approaches on the three principle arms (Spa Road, Southend Road and Main Road) of the Spa Road mini-roundabout; although it was noted that this would result in losing some public realm. ML confirmed that precise costs would be dependent on details of any schemes and factors such as the presence of underground utilities. This would be something that should be considered through transport assessments and addressed through planning obligations / Community Infrastructure Levy.

[End]