land West of Rayleigh
design and access statement
August 2014
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The conclusions of this study will be subject to further advanced survey work being completed such as tree, ecology and utilities surveys.
INTRODUCTION

1.1 This design and access statement is not intended to be a technical document. Its primary purpose is to allow an understanding of how the master plan has developed and the influences on its creation. The statement explains and illustrates the essential place making principles that will deliver a well connected, high quality, sustainable and attractive new neighbourhood for the west of Rayleigh.

1.2 It has been prepared as part of an outline planning application for a residential led mixed use neighbourhood on land located on the western edge of Rayleigh.

LOCATION

1.3 The site is located on the western edge of Rayleigh bounded by Rawreth Road to the north and London Road to the south. Existing housing and the Rawreth Industrial Estate form the eastern boundary of the site with open countryside to the west.

PURPOSE OF THE DOCUMENT

1.4 This sets out the vision for the West of Rayleigh new neighbourhood. It:

- Provides a comprehensive design analysis of the site and its context
- Explains how the design captures and responds to the characteristics of Rayleigh and south Essex
- Demonstrates and explains the evolution of the master plan
- Provides a clear set of development parameters
- Explains the movement and access principles both in and around the site
- Describes and illustrates landscape proposals/principles
- Provides an indicative phasing schedule of development

1.5 The design and access statement has been prepared in accordance with government guidance contained within the National Planning Policy Framework, which confirms that well-designed places can improve the lives of people and communities and the CABE document Design and access statements - how to write, read and use them. It further takes into account the Joint Urban Team’s Design and Access briefing note (April 2010), local planning policy and supplementary guidance and the Essex Design Guide.

Figure 1.2: Extract from Site Allocations Plan showing SER1 area
POLICY CONTEXT

1.6 The Development Plan for the area comprises the Adopted Core Strategy (2011), the Adopted Site Allocations Plan (2014) and saved policies from the Replacement Local Plan (2006). The Council is also at an advanced stage in the preparation of a Development Management Plan. The Core Strategy identifies a number of locations in the District for major housing development to meet the need for new homes. One of these locations is the land west of Rayleigh, between London Road and Rawreth Lane, which is identified for the delivery of 550 new homes between 2015 and 2021. The subsequent Site Allocations Plan defines a specific area of land under Policy SER1 which has been removed from the Green Belt in order to enable the construction of those homes. The accompanying plan shows the SER1 site.

1.7 Policy SER1 also establishes a number of key principles in terms of how the site should be developed. These include requirements for access to be provided from both Rawreth Lane and London Road, that the area of flood plain towards the centre of the site should remain undeveloped, that there should be a green buffer on the west side of the development, that the development should provide a 1.1 ha primary school site, and that development should take account of the proximity of Rawreth Industrial Estate. The requirements of Policy SER1 have played an important part in informing the design approach to the site. The separately submitted Planning Statement includes a full review of the policy requirements of the Core Strategy, Site Allocations Plan, and Replacement Local Plan, with an explanation as to how the proposed development responds to the various policies contained within those documents.

1.8 In addition to the Development Plan for Rochford, the National Planning Policy Framework was published in 2012, and sets out an overarching policy framework for new development. Again, the separate Planning Statement contains a review of the principal elements of the NPPF relevant to the proposal.

PLANNING APPLICATION

1.9 The outline application submitted by Countryside Properties (UK) Ltd to Rochford District Council (RDC) seeks outline planning approval for:

- Residential development on some 15.11 ha, providing up to 500 residential units
- Non-residential uses, including a site for a proposed medical facility, and a site for other non-residential uses such as a small convenience store, pub/restaurant, care home, medical centre or nursery/creche
- A site for a primary school
- Public open space in the form of outdoor sports, allotments, play facilities for children and teenagers, and informal open space
- Sustainable drainage systems

1.10 A fuller description of the various elements of the proposed development is set out in Section 3 of the separate Planning Statement.

1.11 Four parameter plans provide the strategic framework that establishes the principles of development. Future details will be brought forward as part of the reserved matters applications in accordance with this framework. The parameter plans comprise:

- The land use and landscape plan, which shows the various land use components of the development.
- A building heights plan, which shows the upper parameters in respect of the heights of buildings across the site.
- A density plan, which shows the various proposed housing densities across the site.
- An access and movement plan, which shows the proposed road, footpath / cycleway and public transport routes and access points.

1.12 Together these plans indicate the spatial principles of the proposals and provide a framework for the detailed design of the development. They have been used to assess the environmental impact of the development.

1.13 Between them, the Parameter Plans establish the areas of land to be used for different purposes, and the heights and density of development in each area. On the basis of the Land Use and Density Parameter Plans, the development would deliver between 430 and 500 residential units. The Land Use Plan defines the areas for non-residential units, and based upon these areas and maximum heights, a calculation of potential floorspace for the non-residential uses has also been made, which is set out in Section 3 of the Planning Statement.

1.14 In addition to the parameter plans, also submitted is an illustrative application site master plan, which is based on the four parameter plans, but which is an illustrative plan only, designed to highlight the key elements of the scheme on one drawing.
Figure 1.3: Land use and landscape plan

Figure 1.4: Building heights plan

Figure 1.5: Access and movement plan

Figure 1.6: Density plan
02 VISION

A landscape structure that protects, enhances and creates new habitats increasing biodiversity

A new walkable neighbourhood with connections to new and existing facilities encouraging sustainable movement choices

A new place that captures the character of Rayleigh and Essex

A mix of high quality family housing offering new housing stock for western Rayleigh

A landscape led scheme creating a new neighbourhood with a strong green infrastructure network
A new parkland along the western edge of the site marks the new settlement edge.

Landscaping adjacent to Rawreth Lane will create an attractive and soft gateway on the this entrance to Rayleigh.

A new central green offering long distance views west and south west and accommodates children’s play space.

Provision has been made for land that could accommodate a one form entry primary school. Some further land to the north of this has been identified for possible health and other non residential uses.

Green corridors and local greens will punctuate the urban form offering the opportunity a number of circular walking routes and encouraging a healthy and active lifestyle as well as the opportunity for social interaction.

The western edge development blocks are broken by a number of green corridors that allow for long distance countryside views to the west.

A meandering link road, which for parts of its length will be tree lined, connecting London Road to Rawreth Lane will be a key feature of the new neighbourhood.

Greenways and sustainable urban drainage systems (SuDs) will permeate through the scheme.

Setting development back and acoustic bunding will mitigate noise from the Rawreth Industrial Estate.

The Rawreth Brook flood zone corridor will be utilised for a naturalistic parkland with new habitats created to help increase biodiversity.

Attenuation basins, some potentially with permanent water, will mitigate flood risk.

New tree planting and low level planting under the pylons will be incorporated as part of the landscape strategy.

Allotments will provide an area for food production.

Playing fields are located adjacent to the existing sport pitch provision.

New landscaped access from London Road.
SITE CONTEXT

3.1 Establishing a clear understanding of the application site, its context and the planning and design policies associated with it is a fundamental and integral part of the design process. The following section sets out the contextual issues that have influenced and informed the evolution of the master plan.

Figure 3.1: Aerial showing the site and its surrounding context
SITE CONTEXT: LOCAL FACILITIES

3.2 The site is well located in regard to connections to existing education provision. Two primary schools are within comfortable walking distance of the site, the closest being St Nicholas Primary School to the east of the site and Our Lady of Ransom Catholic Primary School to the south of the site. The Down Hall Primary School and Glebe Junior School are located further east of these.

3.3 The Sweeney Park Secondary School is also located to the east of the site.

Retail and community / recreation:

3.4 The Rayleigh Town Sports and Social Club bounds the site’s southern boundary, providing a range of outdoor playing facilities. Further sports facilities and a community hall are located to the south of London Road at Rayleigh Grange Community Centre, with more facilities to the east of the site at Rayleigh leisure centre. The Pope John Paul II Hall is also located on London Road. There is an further recreation pitches located to the north of Rawreth Lane, close to the junction with Chelmsford Road.

3.5 Sweeney Park, offers a significant local recreation resource and contains children’s play provision. An allotment site is also located adjacent to the park. Wheatley Woods to the south of the site is an important town wide resource.

3.6 The primary retail provision close to the site is the ASDA superstore, located off Rawreth Lane, where there are also some small supporting A1/A3 retail units. A mix of small scale retail provision is also present along London Road, including a petrol filling station, Tesco Express and shopping parade (The Grange). A large Makro superstore is located adjacent to the east of the site.

Public transport

3.7 The nearest existing bus stops to the site are approximately 50m from the proposed London Road access, which serves the 11a, 25, 251 and X30 bus services; and 350m from the Rawreth Lane access, which serves the number 3 bus service. These bus services connect to Rayleigh Town Centre and the railway station which is approximately 2km from the site, with its frequent service to London Liverpool Street.
SITE CONTEXT: LOCAL CHARACTER

3.8 An analysis of key local character areas has influenced the form of the master plan. The analysis has considered Rayleigh town centre as the local historic precedent, along with Rochford town centre. The analysis has also considered the western suburban area of Rayleigh, as this provides the immediate setting for the site and could provide some design cues.

Rayleigh town centre

3.9 Important design cues can be drawn from an analysis of the historic core of Rayleigh. The following outlines some of the key characteristics of the town centre that could help inform the proposals for the proposed new neighbourhood.

3.10 Rayleigh town centre has a fragmented building form, with large parts re-developed post-war. Some of this re-development was not wholly successful in integrating with the historic urban form. Therefore, this study focuses on the historic elements of the town centre.
URBAN FORM

Undulating building line

3.11 The gently curving building line along the length of the High Street provides a distinctive feature, part of which follows the line of the old castle outer bailey. This draws the user along the street, offering a series of changing vistas and spaces culminating with a view towards St Trinity Church tower.

3.12 The primary road through the proposed new neighbourhood could replicate this to some degree. The site’s town edge location is unlikely to use the densities and building heights of the town centre, but this simple design feature can also work at lower densities.

Vista to key features and buildings

3.13 Vistas are terminated by key features such as the clock tower and to a greater extent St Trinity Church.

3.14 The setting up of vistas to key and marker buildings is a simple design cue that can be repeated as part of the design proposals for the new neighbourhood proposals west of Rayleigh.

Street widening

3.15 The undulating building line extends apart in places to create a wider street, resulting in a space along the street being created. This space or ‘outside room’ allows the inclusion of the planting which acts as an important foil to the built form. This feature helps with way finding and contributes to an attractive environment. Historically this allowed the space to be used for community/economic functions and primarily as a market place.

3.16 The concept of street widening allowing provision for street planting and the creation of spaces is transferable to the development proposals. This is achievable at lower densities with careful consideration to the building layout and highway design.

Y-shape junctions

3.17 A prominent feature of the high street is the Y-shape junction, where High Street and Bellingham Lane split. Although a common feature of historic settlements, it could be interpreted into the development proposals.

Long distance views from side streets

3.18 A key component of the character of Rayleigh town centre is its elevated position on the ridge line. This results in the side streets on the western side of High Street having long distance views to open countryside beyond the settlement edge.

3.19 Despite being located on lower ground, the site’s topography can also celebrate views westwards to the open countryside through careful consideration of building and street layouts.
As expected within any historic town centre a range of materials are used in Rayleigh. However, there are a number of common materials and patterns that are used more frequently. These common themes can help to influence the design proposals in the site to the west of Rayleigh.

Common themes are:

- Predominant use of deep red brick
- Occasional use of London Stock, buff yellow brick
- Occasional white/cream render buildings (tends to be on the grander buildings)
- Use of white or black weather boarding, this is predominantly used on the exposed sides of buildings
- Very occasional exposed black timber frame
- Deep red roof tiles
- Occasional brown/red roof tiles
- Very occasional slate roof tiles
BUILDING DETAILS

Wide frontage and shallow pitch roofs
3.22 Shallow pitched roofs are a common feature and almost exclusively run parallel to the street. Deep plan buildings either have parallel roofs or projecting perpendicular gable extensions, (see below).
3.23 Buildings ‘widths are generally wide and shallow with occasional narrow plots breaking the prevailing form adding to the visual richness.

Occasional turned gables
3.24 In contrast to the shallow roof pitch there are occasional turned gables, or short runs of gables fronting the street. These also create visual interest along the street and provide a variation in the roof line, preventing monotony.

2-3 storey buildings
3.25 The predominant building height is two storey. This is occasionally broken by the inclusion of three storey buildings, or turned gables giving the perception of increased height and enclosure.
3.26 Buildings with the same storey heights still vary in height, creating an interesting streetscape adding to the character and visual richness. Despite being the same number of storeys, some of the more contemporary additions to the High Street have a much larger bulk and mass than the historic fabric due to the use of flat roofs. This is an alien inclusion on the street scene and should not be replicated.
3.27 Chimneys are a common feature in the roofscape and help break the linear form of the roofs. This adds visual richness and aids the character of the town centre.

Same number of storeys but changes in their heights result in a different building height creating visual interest in the roofscape.
RAYLEIGH WESTERN SUBURBAN EDGE

3.28 In addition, to the historic centre of Rayleigh the town’s western suburbs, the closest residential areas to the site, can provide design cues for proposed development. This part of the analysis focuses on the area immediately adjacent to the site on the western side of the railway line.
URBAN FORM

Grid form

3.29 The general form of development is based on a grid. In the northern part of the study area this is focused on an east to west orientation and in the southern part of the study area, a north to south orientation.

3.30 The grid arrangement provides a high degree of permeability and legibility, although this has been diminished by the use of cul-de-sacs in the study area. The lack of any visual markers, such as nodal points and/or marker or landmark buildings further erodes the legibility of the area.

3.31 With careful design and the inclusion of additional features and consideration of specific site assets, the grid form could offer a design cue for new development proposals and would integrate with the immediate urban form.

Distributor road based development

3.32 The remainder of the study area is dominated by development arranged off a distributor road. This spatial arrangement has poor permeability, legibility and offers little character or visual interest. This monotonous form should not be used as a precedent to inform the development proposals.

London Road frontage

3.33 London Road is a key connection into Rayleigh. This approach is suburban in nature, but the importance of the road is alluded to in the urban form by several features. The homes along large stretches of the road are set well back and accessed by a separate service road, allowing for a landscaped strip between the road and homes. This results in a very wide landscape framed corridor that helps to identify the strategic nature of the road.

3.34 These features have been repeated by recent development adjacent to the site and design proposals should also follow this form.

Rawreth Lane frontage

3.35 This route is similar in form to London Road and is also a major route into Rayleigh. This is reflected in its similar form to London Road. Again, many properties front the road serviced by an access route, allowing a landscaped strip adjacent to the road. This arrangement is less frequent on Rawreth Lane and the dwellings on the northern side of the road are positioned much closer to the carriageway and served by a direct access. The landscaping strip has several large trees within it softening the urban form and providing a slightly lower key feel than the London Road approach. There is a wide variety of architectural forms and set back distances along this route.

3.36 The site proposals should help to reinforce this low key, more rural approach along its boundary with Rawreth Lane.
ROCHFORD TOWN CENTRE

3.37 As a historic centre, Rochford town centre offers a number of design cues. As with Rayleigh town centre, the density and scale of the town centre differ, but Rochford offers a comparison to Rayleigh that could reinforce some of the local design precedents that may be appropriate for the proposed development.

Figure 3.5: Illustration of Rochford High Street
URBAN FORM

Gently curving building

3.38 The primary route, South Street, through Rochford town centre has a gentle curving building line. This is to a lesser degree than Rayleigh High Street, but still has the same effect in drawing the user through the space as new vistas are revealed.

Key corner building

3.39 Several key buildings anchor corners and terminate vistas. These buildings are generally taller than the prevailing urban form and have an architectural treatment that further distinguishes their importance.

Square

3.40 The market square is an important element contributing to the character of Rochford. Acting as a major nodal point, this feature is a key component to aiding in legibility and also provides a stage to many of the buildings fronting it.

3.41 A square on this scale has a town wide significance and would be out of place in a edge of town residential development. However, the principle of a primary nodal point to aid legibility and character can be replicated.

‘Y’ shape junctions

3.42 As seen in Rayleigh town centre, the “Y” shape junction is also present in Rochford town centre. This repeated feature could be interpreted as part of the proposals in the west of Rayleigh site, albeit with regard to the edge of town setting.

Examples of the curving building line

Examples of corner building distinction

Rochford market square

Example of a “Y” shape junction
MATERIALS

Example materials from Rochford town centre

SUMMARY

3.43 The materials used throughout Rochford, as expected, are similar to those found in Rayleigh. However, there are some subtle differences, such as the higher frequency use of yellow brick and occasional hanging tiles.

3.44 Common themes

- Predominant use of deep red brick
- Frequent use of London Stock, buff yellow brick
- Occasional white/cream render (tends to be on the grander buildings)
- Use of white or black wooden weather boarding
- Very occasional use of hanging tiles
- Deep red roof tiles
CONCLUSIONS

Urban form

3.45 The site has its closest relationship with the western suburban edge of Rayleigh and this should be reflected through the master plan design. However, the design should exhibit the best parts of this design and not use poor precedents. The following summarises the elements that may be appropriate for the west of Rayleigh development proposals:

• Reintroduce the organic form of Rayleigh town centre to the western edge of the settlement.
• Streets should exhibit gently curving or undulating in reference to the town centre, and use a deformed grid to reference Rayleigh’s western suburbs, whilst allowing for the high level of permeability and connectivity of the grid form.
• Do not follow the distributor road form.
• Create a legible form with townscape features exhibited in Rayleigh and Rochford town centres.
• Create nodal spaces with street widening and/or changes to building lines.
• Consider the position of key buildings to terminate vistas.
• Utilise the site’s location and topography to create a series of views west out to the countryside and internal vistas.
• Respond to and reinforce the existing approach to London Road and Rawreth Lane, notwithstanding the opportunity for gateway features adjacent to both routes.

Building features

3.46 The visually rich town centres of Rayleigh and Rochford should form the design cues for the proposed development. In general, Rayleigh’s western suburbs are devoid of any townscape merit, have poor legibility and lack character. Features that should be exhibited in the proposals should include:

• Ridge lines should be parallel to the street.
• Deep building footprints should be extended with perpendicular gables.
• There should be occasional use of gables fronting the street.
• Building heights should not exceed 3 storeys and be predominantly 2 storeys.
• Storey heights should vary.
• The roofscape should include chimneys.
• Roof pitches should be consistent.

Materials

3.47 A range of appropriate materials are identified through this townscape study. The summary below provides an overview of which materials should be used for any development proposals:

• Predominantly deep red brick.
• Occasional London stock, buff yellow brick.
• Occasional white or cream render. This is primarily used on key buildings and/or gabled buildings.
• Black or white weather boarding is appropriate. This material in used on exposed sides of buildings and occasionally building frontages.
• Deep red or dark brown roof tiles.
• Occasional use of slate roof tiles.
4.1 Establishing a clear understanding of the application site is a fundamental and integral part of the design process. The following section sets out the key site features and constraints that have influenced the master plan.
THE SITE

4.2 The 46.7 hectare site is located adjacent to the western edge of Rayleigh. With the exception of a small area of vacant land to the north-east corner of the application site, adjacent to the entrance to the Rawreth Industrial Estate, the entirety of the application site is currently in agricultural use, spread across two large fields. The two fields are divided by the Rawreth Brook that splits the application site and runs from east to west.
Site constraints and opportunities

4.3 In order to identify the key design considerations, a comprehensive analysis of the site has been undertaken. The following section outlines and describes the key features of the site and the issues and opportunities these present for the master plan evolution.

Adjacent land uses

4.4 To the east, the application site adjoins the existing built-up area of Rayleigh, which, on the immediate boundary of the application site, comprises a mix of residential uses, a Makro store, and the Rawreth Industrial Estate.

4.5 To the north, the application site abuts Rawreth Lane, beyond which the land is predominantly open farmland. To the west lies adjoining farmland as well. To the south, the application site has a frontage to London Road, but also adjoins the Rayleigh Town Sports and Social Club site and the TPO (Tree Preservation Order) woodland, Timber Grove.

4.6 The western edge of the application site is defined by the high voltage cables that cross it in a north-south direction. The eastern edge of this pylon line has been used by the District Council in the Site Allocations Plan to define the edge of the Green Belt.

Key design considerations:

- Positively respond to the difficult industrial estate edge and mitigate impact of the adjacent uses
- Respond to and protect the amenity of residential properties
- Consider best uses adjacent to the existing mix of uses at the site boundaries
- Ensure residential units are suitably set back from pylons and cables

4.7 The topography of the application site is characterised by three main features:

a. The Rawreth Brook forms a shallow valley in the centre of the application site;
b. There is a general fall from east to west, with the existing urban area being generally higher than the adjoining application site;
c. There is a general fall from north to south, with Rawreth Lane lying on higher ground compared to London Road.

Key design considerations:

- Maximise the efficiency of sustainable urban drainage (SUDs) by utilising the site’s natural topography
- Utilise the southwest facing slope for solar gain
- Protect and create views and viewing corridors as part of the design
- Use the topography to enhance townscape features
- Utilise the flatter parts of the site for suitable uses

Figure 4.4: Topography of the site and immediate area
Landscape

4.8 Landscaping on the site is restricted to two areas:

a. The boundaries of the site - there are a couple of Tree Preservation Orders (TPOs) around the boundaries of the site. Area A3, which is several poplar trees on the western boundary of Rawreth Industrial Estate.

Woodland W1 (Timber Grove) is adjacent to the southeastern boundary of the site, outside the red line, and contains mixed species consisting mainly of hawthorn, oak, field maple and sycamore.

b. The Rawreth Brook corridor - mixed vegetation follows the alignment of the brook.

4.9 A few other stand alone trees of various quality are also present on site.

Key design considerations

- Existing vegetation should be retained where possible
- New planting should complement and enhance the existing planting
- New planting should be used to reduce the visual impact of proposals and act as shelter belts

Noise and utility easements

4.10 Noise monitoring undertaken on site showed the main existing sources of noise are traffic on Rawreth Lane and the industrial estate access road, and activities within the Rawreth Industrial Estate.

The plan below indicates the approximate extent of noise levels that could prohibit some forms of development or would require noise mitigation measures.

4.11 The pylons at the western edge of the site require a 30m buffer (no dwellings will be in this zone) and there are some limits to acceptable planting within 20m of the cables.

4.12 A foul sewer crosses the site and requires an easement on either side.

4.13 Overhead electricity cables cross the northern part of the site, but have no significant impact on development and are likely to be placed underground or relocated.

Figure 4.5: Existing vegetation on and close to the site

Figure 4.6: Utility easements and noise constraints
Flood risk / drainage

4.14 The Rawreth Brook crossing the site has an associated flood zone. A full flood risk assessment has been undertaken and informed the extent of any restriction to development.

4.15 In addition to avoiding development within the flood zone, the master plan will include a comprehensive drainage strategy that will include attenuation basins and swales that mitigate the impact of the development. A SUD’s strategy accompanies the outline planning application.

Key design considerations

- Avoid development in the flood zone
- Utilise the flood zone for biodiversity gains and habitat creation
- Create a sustainable drainage system to control/manage water flows within the site and into the Rawreth Brook

Archeology and heritage

4.16 The Application Site has been the subject of numerous assessments in order to appreciate the likely impact the development could have on the cultural heritage resource, on site and in the immediate vicinity. There are no nationally designated heritage assets (scheduled monuments, listed buildings, registered parks and gardens) within the Application Site, the nearest listed building, an 18th/19th Century Grade II listed barn, is 40metres east of Rawreth Hall (a locally listed building) which lies c.120metres west of the site boundary.

4.17 The undesignated archaeological resource within the Application Site has been the subject of a desk based assessment followed by consultation that recommended non-intrusive surveys in the form of fieldwalking and geophysical survey. The results of these site evaluations were used to investigate certain anomalies by a scheme of trench evaluation.

4.18 All were undertaken in consultation with the historic environment advisor Essex County Council and were focused upon master plan proposals for infrastructure across this arable farmland. The results have shown that an area of Late Iron Age/Romano-British suspected farmstead survives in the southern portion of the site. While archaeology was uncovered none has been deemed of significance to be preserved in situ. The results of these surveys and studies form part of the cultural heritage section of the Environmental Statement.

4.19 A mitigation strategy to preserve this suspected Late Iron Age/Romano-British farmstead by record, ie. full excavation, is proposed and delivers a beneficial effect in terms of understanding this former, previously unknown, settlement. Appropriate levels of dissemination of the results will ensure the findings are known by as wide an audience as possible.

Transport and access

4.20 The site is bounded by London Road to the south and Rawreth Lane to the north. Both these roads act as a western gateway to Rayleigh. The Rawreth Industrial Estate access road comes off Rawreth Lane in the north heading south before bending east and running along the eastern boundary of the site. The result of the bend in this road is the creation of a small island parcel in the north east corner of the site.

4.21 There are currently no vehicle or pedestrian access points into or through the site. The land is currently farmed and farm access is generally taken from Rawreth Hall.