

<p>06 / 01096 / FUL</p>	<p>Rayleigh Town Council</p> <p>The Council is in agreement with approval of this planning application but has the following concerns:-</p> <p>There is considerable concern about the prospect of 46 lorries per day using Rawreth Lane and Hullbridge Road, which is already under increased pressure from the imminent construction of the Asda store.</p> <p>Earthworks have already commenced in the vicinity of the driving range.</p> <p>£40,000 has been earmarked by Asda for improvements to this junction.</p> <p>The applicant has publicly stated being willing to finance the provision of a footway.</p> <p>There is no guarantee that a contribution to highway improvements would be ring fenced for the area and additionally what is required is pedestrian access from Rawreth Lane to Lubbards Farm without having to cross twice over Hullbridge Road with its heavy traffic.</p> <p>Supporting information misses the point - the need is access from the Rawreth Lane end not Hullbridge.</p> <p>5 further letters have been received in response to the public notification and which make the following comments and objections in addition to those set out in the report:-</p> <ul style="list-style-type: none"> • Massive daily increase in lorries using Rawreth Lane in addition to the hundreds of vehicles per hour at peak times which will be using the Asda store when opened. • Highways again raise no objection regardless of peoples' fears. • What are these lorries carrying? We understand that a massive amount of soil is coming from the "Olympic" Site in Stratford and is known to be contaminated. • To transport the soil through Rawreth is dangerous and highly irresponsible by the developers, owners and Rochford District Council if the application is approved knowing these facts. • Proposal is not landscaping but landfill. • 46 lorries a day equates to 690, 000 tons of dirt and will mean 69,000 passages of a lorry past the residents affected. • Misery to residents along the route. • No wonder the applicants can afford a £6m revamp of the premises. • Residents have already fallen foul of the Asda site adding further stress on the road. • Vibration of heavy lorries affecting existing properties. • Application should be regarded with a healthy degree of cynicism. • Green Belt areas are a precious resource and their policies are well seasoned and suitably strict.
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- Consider the works to be inappropriate development in the Green Belt and that very special circumstances have not been demonstrated.
- Assertions relating to need are without technical basis.
- The existing landscape is not damaged or derelict.
- Significant topographical change is not justified in the Green Belt.
- Examples elsewhere in Essex and beyond of grand golf course remodelling schemes where outrageous landforms have proven nothing more than a veneer for waste tipping.
- Average increase in height compares to the height of one storey building and maximum compares to two storey building.
- The waste planning authority do not need this site and would not grant it for strategic landfill purposes.
- No guarantee that the works will be completed and the Council should require a bond pending landscape restoration.
- The Golf course appears to be operating outside known planning permissions and licensing arrangements which suggests that the planning situation should not be taken at face value.

The applicants have signed a Unilateral Undertaking to make a one off payment of £142,000 to fund improvements to the local highway network in accordance with the Head of Planning & Transportation's recommendation at paragraph 3.132 of the main report.

Alternatively the applicants would be prepared to build the footpath along Rawreth Lane from opposite Caversham Park Avenue to a point 15m north of the northern entrance to Lubbards Farm on Hullbridge Road, improve street lighting to Rawreth Lane and contribute £25,000 to local highway network improvements.

Officer Comments

The Head of Planning & Transportation and the Highways Authority favour the one off contribution of £142,000 as per the signed Unilateral Undertaking.

In view of concerns that continue to be expressed concerning the nature of the fill material involved in the reforming of the land it is **recommended that condition 3 of the recommendation before Members at paragraph 3.132 of the main report be re-worded to reflect the details of the proportions of material** as set out in the applicants' waste licence exemption and as follows:-

Revised Condition 3

No deposit of spoil or fill material to be used in the construction of the revisions to the landform hereby approved shall take place on the site until the applicant has submitted to and which has been agreed in writing by the Local Planning Authority a detailed method statement for the remodelling works and which shall comprise:-

	<ul style="list-style-type: none">• The detailed composition and source of fill material which shall accord with the applicants' previously submitted details and which shall comprise 92% soil and stones from construction, 5% concrete brick and tiles from demolition and 3% minerals from screenings.• Details of all operations on the site associated with the fill, including any crushing or re-grading or on site treatment of the material.• The location of any stockpiling.• Mitigation measures to suppress dust arising from imported materials during the construction and storage process. <p>The development shall be implemented in accordance with the method statement as agreed by the Local Planning Authority.</p> <p>REASON: In the interests of visual amenity and the amenity of residential occupiers close to the site.</p>
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