

16/00162/FUL**LAND AT THE JUNCTION OF RAWRETH LANE AND
HULLBRIDGE ROAD, RAYLEIGH****CONSTRUCT NEW ROUNDABOUT JUNCTION**

APPLICANT: PHASE 2 PLANNING AND DEVELOPMENT LTD

ZONING: METROPOLITAN GREEN BELT

PARISH: RAYLEIGH TOWN COUNCIL

WARD: DOWNHALL AND RAWRETH

1 THE SITE

- 1.1 This application is to a site at the north western side of the junction between Hullbridge Road and Rawreth Lane. The site would have an area of 0.629ha measured to the extent of land take beyond the limits of the current adopted highway. The total area of works, including those modifications within the adopted highway, would equate to some 0.897ha. The site is bounded to the east by, and including part of, the alignment of Hullbridge Road. The site is bounded to the south by, and including part of, the alignment of Rawreth Lane. The remainder of the site is formed from the field corner north westwards from the existing junction.
- 1.2 The site is predominantly grazing land associated with the equestrian uses at Lubbards Farm. A substantial hedge some 2 - 3m in height bounds the carriageway edge of the field with the junction. The farmer has provided a route around the field and into the field corner, which horse riders can use. Beyond that the field is divided into grazing paddocks. The horse riding route and paddock corner would be included in the application site. The paddock areas are closely grazed.
- 1.3 Opposite the site fronting Hullbridge Road the road is fronted by a mixture of detached and semi-detached housing with chalets and bungalows further north. This part of the street immediately north of the application site was previously subject to a highway realignment with access to Ferndale Road and those properties fronting Hullbridge Road now directly fronting onto the former alignment of Hullbridge Road separated now from the main carriageway. Those houses opposite the site still access directly and with frontages onto Hullbridge Road. A public bridle path exists alongside the

western side of Hullbridge Road as far north from the site as opposite the properties “Bonheur” and “Littlebourne”. The extent of the proposed roundabout would not encroach upon this existing public bridle path, which is further north from the application site.

- 1.4 Opposite the site fronting Rawreth Lane sits Hambro local shopping parade immediately fronting the existing junction with a service road between the shop frontages and the alignment of the main carriageway. A one way circulatory route enters from the southern part of the parade onto Hullbridge Road and follows the inside alignment of the existing junction exiting onto Rawreth Lane. This area provides kerb side parking to the parade. Beyond the parade continuing westwards Rawreth Lane is fronted by bungalows. A pedestrian crossing exists across Hullbridge Road in front of the parade at the edge of the extent of the works shown. Onwards in a southerly direction along Hullbridge Road is a bus stop.

2 THE PROPOSAL

- 2.1 The application for consideration comprises the construction of a roundabout junction to replace the existing mini-roundabout that was previously re-engineered from the original “T” junction between Hullbridge Road with Rawreth Lane.
- 2.2 In terms of construction works a majority of this would occur outside the currently adopted highway. The new carriageway arms would extend from the roundabout westwards to pick up the alignment of Rawreth Lane at the junction of Lubbards Close and northwards with Hullbridge Road at the junction with Ferndale Road. The housing fronting Hullbridge Road, including Chapman Court, would be accessed from a revision of the existing carriageway to form a turning head across the frontages of this small group of houses.
- 2.3 The existing vehicle entrance to the service road and parking serving Hambro parade would be unaltered, with the exit extended to meet the new south westward alignment of Rawreth Lane onto the roundabout.
- 2.4 The areas between the new carriageway and roundabout and the revised access points to existing streets and areas outside the site would be soft landscaped (all new landscaping features will be agreed by condition). The area between the northern edge of the proposed carriageway and the new boundary with the neighbouring field would be landscaped to provide low lying areas for surface water drainage swales.

3 RELEVANT PLANNING HISTORY

- 3.1 Application No. 91/00032/ADV
Two Non-Illuminated Direction Boards 2.7m in Height.
Permission Refused 11 February 1991.

- 3.2 Application No. CU/0244/91/ROC.
Change of Use of Existing Buildings to Provide 42 Stables for Use on a DIY Livery Basis Only, an Animal Feed Stuff Shop, Feed Stores and Internal Exercise Area and the Formation of an Outdoor Ménage.
Permission granted 20 March 1992.
- 3.3 Application No. CU/0132/93/ROC
Change use of redundant farm buildings to provide 50 stables for use on a DIY or full livery basis, animal feed stuff shop, feed stores, internal exercise area, outdoor exercise area and layout car parking.
Permission granted 9 November 1993.
- 3.4 Application No. CU/0340/92/ROC
Change of Use of Redundant Farm Buildings to Stables in Connection with Planning Permission CU/0244/91/ROC.
Permission granted 29 July 1992.

4 CONSULTATIONS AND REPRESENTATIONS

- 4.1 Consultations were carried out, together with notification to nearby residents, site notices and advertisement in the press. The period for reply was up to and including 17 March 2016.

Rayleigh Town Council

- 4.2 Based on the information seen by this Planning Committee, the Town Council objects to this application as it considers the roundabout would not alleviate current and future traffic congestion. The Planning Committee would like to see a dedicated left turn lane from Rawreth Lane to Hullbridge Road in addition to the roundabout.

Essex County Council Highways

- 4.3 (Comments awaited)

Essex County Council Sustainable Drainage Team

- 4.4 (Comments awaited)

Northumbrian Water and Essex and Suffolk Water

- 4.5 Give general advice on operational construction awareness for existing apparatus on and near to the site, such as (but not exclusively) establishing early contact with the company office prior to commencement, establishing actual position of apparatus by trial hole, obtaining prior permission for removal of surface boxes and crossing of main line with heavy plant, revising level of surface covers with revised ground levels.

Rochford District Council Engineers

- 4.6 No observations or objections.

Rochford District Council Arboricultural Officer

- 4.7 Recommend suitable replacement trees/hedgerow to mitigate loss.
- 4.8 Recommend applicant to provide suitable mitigation to ensure wild birds are not affected by the development, in accordance with standing advice provided by Natural England regarding wild birds.

Neighbour Representations

- 4.9 8 letters have been received from the following addresses:-

Abbey Road: 64

Durham Way: 5

Eastview Drive: 8 (2 letters)

Kendal Close: 6,

Lower Road: 105 (2 letters)

Hullbridge Residents Association

- 4.10 and which in the main make the following comments and objections:-

- This appears to be the third attempt at a design for the proposed junction of Rawreth Lane and Hullbridge Road.
- This roundabout will not ease the congestion along the road and is not a viable solution. Whilst they are building this there will be a lot of disruption and issues with the traffic in all surrounding towns and villages and traffic will come to a standstill.
- It appears that more precious Green Belt (approximately 0.5ha) is required to implement this latest design at additional cost; first design was estimated at £1,000,000, second attempt probably £1.500,000 and assume this design will cost in excess of £2000,000, bearing in mind the cost of the additional land required.
- Countryside, for its development, has only offered £250,000 towards this cost, so where are the remaining monies going to come from - hopefully not from the local Council Tax.

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- We cannot see how this design is going to ease traffic flows, especially from the proposed new developments North of London Road, Bullwood Hall, Rayleigh Road, Folly Lane and possibly Malyons Farm.
 - What is not shown is the existing pedestrian crossing south of Mortimer Road, the existing bus stop opposite the existing access to Hambro Parade, which is the only entrance being one way only, when all these, including access to the shops, are in use it causes gridlock at the existing mini roundabout; therefore, just making it larger is not going to solve the existing situation, which is going to get worse with the future developments.
 - It should also be noted that the proposed vehicular access to the shops shown off Rawreth Lane can only be for access to the existing garages and not for access to the Hambro Parade shops, which can only be one way because when vehicles are parked or when delivery vehicles are serving the shops there is not enough width for two way traffic.
 - The title of the design drawing is stated as 'proposed site access, 3 arm option, Malyons Farm', which is totally misleading as this area is Lubbarbs Farm, Rawreth Lane; so again pre-qualification of this application has not been correctly carried out and therefore should not have been validated.
 - No additional pedestrian crossings are shown from the assumed new footpath north side of the proposed roundabout; if these are to be provided this will cause even more traffic congestion.
 - The application also proposes that surface water is to be connected to soakaways, but these are not indicated on the proposal; together with, it is stated, that no hedgerows exist on the site whereas the boundary to Lubbarbs Farm is surrounded by a double line of hedgerows.
 - It is also shown on the plan large landscaped areas but no mention of how these are to be maintained.
 - We also wish to know - is this application only the proposal for this junction, or is it also for the proposed amendment to the Watery Lane/Hullbridge Road junction, as mentioned in the submitted Transport Assessment, which once again is out of date as it still shows the previous amended layout at the Rawreth Lane/Hullbridge Road junction and states that there are no queues of traffic on Lower Road between the hours of 8.00 – 9.00 am, whereas even their own photos show queues, which regularly back up past the Coventry Hill Service Station up to the Hullbridge Sports and Social Club, as shown on the enclosed recently taken photographs.

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- Concerned regarding the proposal to close the access from Mortimer Road onto Hullbridge Road, as this will mean a serious increase in traffic using Eastview Drive by traffic from Kingsmead, Mortimer and Fairlands Close.
 - It is very dangerous to make a right turn from Fairlands Close onto Hambro Hill, and this proposal will only increase the amount of traffic completing this manoeuvre. I am sure there will be an increase in the likelihood of a very serious or fatal accidents, at this junction.
 - Furthermore, at present there is a large amount of parked vehicles in Fairlands Close at various times of the day, which makes access very difficult, and this must be addressed if there is to be free passage for large vehicles or HGV's, etc.
 - Understand that, due to the lack of front garden depth that exists in Fairlands, it is necessary for residents to park in the road, and cannot see an easy solution for clear access for through traffic.
 - Eastview Drive is a very narrow road in comparison to Mortimer and Fairlands, and at present there is insufficient width for 2 large vehicles to pass without one vehicle mounting the pavement, which regularly occurs, which results in damage to the kerbs and/or pavement. In this instance there is a potential for a pedestrian or child to be harmed.
 - Eastview Drive is used as a walking route for young children on their way to Downhall School etc, who could be at risk by this proposal.
 - Understand the need for road improvements, but do not believe a full and detailed analysis has been made regarding the effect on residences on the east side to this proposal.
 - Suggest a full investigation should be made regarding my constructive comments, and a plan of action be generated, so that residents in our part of Rayleigh are properly aware of the full implications, prior to any further consideration of this request for approval.
 - Although only a lane, Rawreth Lane is already a primary feeder route for commuter traffic to/from the A12/A13/A127 via the A130; this is already problematic at rush hours in particular.
 - With large scale building (10 years duration?) already sanctioned for West Rayleigh on Rawreth Lane, at Hockley (2 sites) and no doubt Hullbridge on 22/03/16; this roundabout application (and any other local highway upgrading) is only of some benefit if pre-installed and in operation prior to any building site work commencing.

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- The West Rayleigh site developer has not modelled/assessed 10 years of site construction traffic; as a result the sustained/multiple/large/heavy vehicle movements (including RH turns across traffic flow) will negatively impact the lane.
 - The Hockley developers will likewise, simultaneously, impact the lane via Hambro Hill (a restriction in itself) and the proposed roundabout in order to avoid Rayleigh town congestion.
 - As recognised by this roundabout application, the Hullbridge developer will have no choice but to use Rawreth Lane as the primary route to/from the Malyons site – again simultaneously and long term (10 years) with the other developments. An outstanding site (conversion of Rayleigh Industrial Estate to housing) will add further (and extended) construction phase loading to Rawreth Lane, not to mention, In addition, multiple applications to build on the London Road.
 - The responsible party for the impact of this long term loss of community amenities lies with RDC; they chose the sites/timing without due 'overview' diligence.
 - The culpability lies with the primary consultee (ECC Highways) in constantly approving multiple developments in the same area without regard for the cumulative impact. In fact the same party (ECC Highways) is currently sanctioning other Councils (Chelmsford and Basildon) to build large numbers of houses adjacent to RDC (Wickford 600 / Runwell 600 / Rettendon 1250 / Castle Point.....)? The only possible way this particular proposed roundabout should be approved is if it is committed to be fast track built prior to the coming long term construction traffic mayhem - though on its own it will not solve the overall problems.
 - If the revised plans are approved, please advise on the following:-
 - 1) Cost of work to Rochford and/or Essex County Council rate payers.
 - 2) Plan of action for traffic flow during construction.
 - 3) How long will the work take to complete.
 - 4) What diversion routes will be in place during the construction, and how will this be managed.
 - This road is the main access road for people in the village of Hullbridge; the disruption will be immense with children not being able to get to school, fields will be cut into and then will only cause bottle necks along Hullbridge and Lower Road; another bad idea and poor design with many flaws.

Hullbridge Residents Association

1. **Applicant Name, address and Contact Details**
Name, telephone number, email address, etc., not given but only the Phase 2 Planning and Development Ltd. Do we assume this is the “Applicant”? Acting Agent is stated as ‘No’ - please explain.
2. **Agent Name and Address**
In view of this application being stated as ‘FUL’, why is there no Agent for this ‘project’?
4. **Site Address Details**
The address given differs from the address of site on the plan F221-201F giving the impression of having been done in haste and also causing confusion to the observer.

Application advice - There is no officer name, etc. or reference number given. The date of application is given as 23/10/15. The question is why has this taken so long to be ‘validated’?

The Title of this plan is stated as:-
Project Title: Proposed Site Access, 3 Arm Option.
Drawing Title: Malyons Farm. Hullbridge

The above is misleading and must be corrected to read:-
Project Title: proposed 3 way junction/roundabout.
Drawing Title: Lubbards Farm. Rawreth Lane/Hullbridge Road

This is the third design put forward, but the first time we (HRA) have been consulted.

Please explain why we had not been given notices to visit the last two applications?

We are surprised that the prequalification requirements of Planning Law were not observed before these plans were given FUL approval and should not have been validated without critical amendment.

5. The answer given to ‘Do the proposals require any diversions/ extinguishments? and/or creation of rights of way is “yes” although the answer given is the plan reference number ‘F221-201F’ the diversion/ rights of way is not defined - please explain.
7. **Waste Storage and Disposal**
Please explain why there is no allocation of area for waste disposal and collection during excavation and corresponding works.

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9. Materials
Description of proposed materials, etc. should be mentioned.
Explanation required, please.
- “Additional information”
The covering letter is not enclosed with the submitted document. No design statement is provided.
10. Vehicle Parking
There are a number of existing parking spaces for the shops and we assume these spaces will be retained. What arrangements are made for workmen parking facilities during ‘The Works’ and for the construction personnel during the works. There is an existing bus stop on Hullbridge Road near the junction of Rawreth Lane, close to the ‘site’; an explanation is required how this is will stay operational without disruption. The existing space is noted as ‘nil-0’. Please explain.
11. Foul sewage
The answer given is “Unknown”. What assessments have been made to make sure the existing foul drainage will not be disturbed or diverted as necessary during the ‘works’ particularly at this junction. We conducted a survey asking the shop keepers of their experiences/ observations at time of inclement weather and we are informed that the water overflows at the manholes requiring emergency services to mitigate the overflowing flood water, at times the effluent has been seen, which suggests that the surface water drainage is affected. Drainage blockages have been a regular occurrence. We are surprised this is not considered important enough for assessments, perhaps a case of ‘haste’. Please explain.
12. Assessment of Flood Risk
12(a) and (b). The answers given are unsatisfactory and the references to consultation with the Environment Agency and the Planning Authority should be briefly noted.
- With previous experience of HRA scrutiny of the Hullbridge Outline Planning Application (185 issues of our HRA submission unanswered) (for which the Hullbridge Residents Association has still not received an invitation to scrutinise the amendments made by the developer) we are not confident that the correct assessments have been made. Sight of these assessments is essential. Please explain.
- 12 (c). Water courses/streams: There are water courses/stream within 20 metres of the site. You have not provided the appropriate assessments, locations and associated information on the plan. This must be explained.

12 (d). Flood Risk elsewhere. The HRA and the Flood Forum Group provided evidence that during inclement weather the surface water from Hambro Hill and the junction of Hullbridge Road/Rawreth Lane fills the courses on either side of the Hullbridge Road and lead into Watery Lane from Rayleigh; photographic evidence has been provided, but ignored, probably because of embarrassment of the authorities who have neglected their duties to take remedial action. We are surprised this is not shown and explained on the plan/ application form. The answer given on the form is “No” - do you consider this ‘satisfactory?

12 (e). Surface water disposal. Answer given is “to soakaway”. The drawing/plan does not provide any information such as ‘location of soakaway’, ‘distance from the ‘site’’, ‘assessment of volume of water’ at time of inclement weather and how the existing surface water drainage copes with water which causes deep pooling at the ‘junction’, and the water discharging into the water course mentioned above and below. The flood water has always caused problems with inadequate existing drainage unable to cope with the volume of water overspill into and surrounding Watery Lane. Please explain.

Our (HRA) submission stated a water course on each side of the Hullbridge Road, collecting from Hambro Hill, drainage overspill at the ‘Junction’ at Rawreth Lane and also a 12” pipe leading from the railway track, via Ferndale Road (East of Hullbridge Road), all discharging into the water course in Hullbridge Road.

Not forgetting that Rayleigh is some 200’ above Hullbridge and a large amount of water will find its own level down towards Hullbridge unless the ‘powers that be’ have altered gravity in some way.

We note that Councillor Ward (Planning Portfolio Holder) insists there are no flooding problems in Hullbridge, ignoring all the evidence produced to the contrary by Hullbridge Residents Association ‘Professional Team’. Our witness, Mr. J. Attfield, provided much photographic evidence to prove the extent of flooding in and surrounding Watery Lane.

We are concerned that the impression given is the ‘soakaway’ will be the answer to contain the volume of water and minimise water flow to flood areas.

Please provide sight of these important assessments; obviously have not been carried out: for ‘existing water course’ and drainage/ environmental surveys that must have been done but not indicated in the Plan documents.

13. Biodiversity

We do not trust the answers given as we have not been given sight of

the proper assessments. In view of our previous submissions and your denial of providing us with answers to our questions on 185 issues, please explain your answers given to this question.

14. Existing Use

(a) The site is currently 'vacant;' there are no answers as to how and when the land required for this roundabout will be purchased or any other agreement for acquisition or Compulsory Purchase Order. We understand there may be plans for a change of use of Lubbarbs Farm. Will we receive sight of the application/OPA on future use?

14 (b) Countryside has pledged a contribution of £250,000. Has the developer offered any contribution?

Our calculations suggest that the true cost of the development of this roundabout may be in the region of £3m. We ask how will the remaining sum, after contribution/s be paid for - are we expecting the Council Tax to increase?

14 (c). Contamination - The 'developer' has stated there is 'No' contamination, but assessments missing.

Has the 'developer' provided adequate assessments of 'contamination'.

15. Trees and Hedges

We are amazed to observe that the plan omits hedgerows which exist on the corner of Hullbridge Road and Rawreth Lane. These are clearly visible. The omission is critical and the absence of any assessment by all the associated agencies such as Highways and the Environment Agency. Please explain.

Once again it leaves the begging question of incompetence and haste in producing this overall plan. Naturally we are concerned that this is being rushed through without proper scrutiny.

This is another blatant omission which allows us to request a withdrawal of these plans and to be reviewed.

Was a proper 'site visit' carried out? Please provide us with an explanation.

16. Trade Effluent.

There are Chinese and Indian takeaway shops in the shop parade.

What assessments have been made that the existing foul and surface water drains are free of trade 'effluents'.

17/18 Residential Units

While we understand the plan does not show any detrimental change

to existing dwellings, we are uncertain that frontages will not be affected, especially dwellings nearest the proposed roundabout.

What assurances have been given to the residents that their frontages will be without change?

19/20 Employment

The answers give the impression that a contractor will not require any work people to deal with the construction work. Please explain the exclusion.

21. Site Area. How confident are you of the area of the site? We refer to our previous experience when the wrong scale was used for area calculations on the Hullbridge OPA. A question of confidence.

Site Plan F221-202F. It appears that a site area of 0.63 hectares of Green Belt land is required to implement this design/project at an approximate cost of £3,000,000.

The first plan had been estimated to cost some £1,000,000.00 (area = 0.50 hectares), the second attempt estimated at £1,250,000, but the first two did not include the extra land being shown to increase the size of the roundabout. Countryside has offered only £250,000 towards the cost.

If the site is currently vacant there are no answers given as to how and when the land required for this roundabout will be purchased, or any other agreement for acquisition or Compulsory Purchase or any other arrangements, from the landlord and as we understand it that the owner is now preparing plans for change of use of Lubbards Farm. Will we receive sight of the application/OPA on future use?

Our calculations suggest that the true cost of the development of this roundabout may be in the region of £3m. We ask how will the remaining sum after contribution be paid for; are we expecting the Council Tax to increase or will this become a 'toll road' in order to make good the expenditure or perhaps financial partners are envisaged.

23. Hazardous Substances

Have any assessments been carried out?

24. Site Visit

How can this plan be put forward without any information on who the agent is after all this plan is stated as FUL?

Our synopsis of our observation of the plans leaves us to consider the manner in which this 3rd amended plan has been produced, perhaps in haste, to satisfy the forthcoming committee meeting.

26. Declaration
The declaration has not been indicated - please explain.

Our observations on Drawing No. F221-202F

Item 1

Amendments to the original design of the proposed junction of Rawreth Lane and Hullbridge Road as shown on OPA – Application No. 16/00162/FUL. This appears to be the third amendment. Why were we not given the opportunity to advise on the previous two amendments?

Item 2

Our long discussions on the merits of this roundabout has led us to believe that there will be no relief to the congestion which presently exists; our traffic surveys conducted between 6.00 to 9.00 am and 4,30 to 7.00 pm, which we sent to you in February 2015, stated that the volume of traffic was 1400 plus per hour. Any approval of this roundabout we predict will attract further volumes of traffic, made worse by the large 'estates' proposed between Rayleigh and Hullbridge increasing the number of residents by some 1200 (dwellings) x 4 persons per dwelling = 4800 population over a period of say 10 to 12 years.

We (HRA) have predicted that should the Hullbridge proposal be approved we will lose our village status. We are suspicious of the 'assessments made and the 'optimism' given in the documents are suspect. Please provide proper assessments.

Item 3

The following omissions on the proposed plan are not justified and we are suspicious of the motives for not revealing this information:-

A) An existing pedestrian crossing south of Mortimer Road has not been shown on the plan.

B) The existing bus stop opposite the present access (one way) to Hambro Parade is not shown. We note that when all the parking spaces are in use it causes congestion to traffic attempting to gain access to these shops and further affects normal traffic from all points that uses Rawreth lane. The larger roundabout will not ease traffic congestion but in fact attract more traffic from surrounding areas wishing to reduce their journey times to and from the place of work. The design by Phase Two Planning has not been fully thought out as Hambro Parade is a one-way access to the shops, the access is on Hullbridge Road and the exit is in Rawreth lane. How do Phase Two planning aim to review and amend this drawing anomaly. We suggest there should be a withdrawal of this plan and re-submitted with the

appropriate amendments and the questions answered in this submission. This should have been part of the prequalification duties.

Item 4

Further omissions observed are:-

- A. No pedestrian crossings are shown, existing or proposed.
- B. The existing bus stop is not shown; what remedy is proposed to facilitate a bus stop.
- C. The overall plan is incomplete; a road before the 'Chapman Court' is not shown. There is no 'relationship' between the 'estate' opposite Lubbards Farm shown on the drawing.
- D. The overall plan is incomplete. There is no 'relationship' between the 'new roundabout' and the existing access to the shops.

Item 8 Trees and Hedges

We are amazed to observe that the plan omits hedgerows which exist on the corner of Hullbridge Road and Rawreth Lane. These are clearly visible. The omission is critical and the absence of any assessment by all the associated agencies such as Highways and the Environment Agency are absent.

Once again it leaves the begging question of incompetence in producing this overall plan. Naturally we are concerned that this is being rushed through without proper discussion, hoping that all this will not come to the notice of the community to allow you to 'bulldoze' this plan into existence.

This is another blatant omission which allows us to request a withdrawal of these plans to be reviewed.

Item 9 Landscape

There are 3 landscaped areas shown on the plan. The two landscaped areas adjacent to the shops are divided by an 'access' road to the shops. How does this road affect the existing one-way access on Hambro Hill; are these connected and is this meant to be an access/exit for the existing shops? Is the width of this road allowing two-way traffic?

Item 10

Confusion caused by the errors made in the 'plan titles' implying that this drawing relates to the Hullbridge Road/Lower Road/Watery Lane junction.

This leads us to ask appropriate questions relating to application 14/00813/OUT. HRA believe that you have not allowed us sight of any

further amendments that may have been made to this important junction.

We (HRA) originally requested sight of the revised amended Traffic Assessments and the revised Environment Agency fluvial flood risk assessments but you have failed to provide us with this information. This latest last traffic assessment says there are no queues on Lower Road between 8.00 and 9.00 am but their photos show queues backing up beyond the Coventry Hill Service Station up to Church Road, therefore we object to this amended application. Is this additional application for the proposed new roundabout at Rawreth Lane or is it also applicable to Watery Lane junction, as mentioned on the TA.

What arrangements are made to deal with existing utilities? No information provided on the plan.

Please allow this submission to be entered onto your website for public view. We suggest this plan is withdrawn from the Development Committee meeting on 22 March 2016, until the information requested and appropriate amendments is provided on the revised plan/s.

4.11 One unaddressed e-mail has been received and which makes the following comments in support of the application:-

- I obtained a copy of the drawing for the proposed new roundabout at Rawreth Lane/Hullbridge Road, which I think is very welcome and will make a huge difference. Two points that I would like to make: 1) please keep the existing pedestrian crossing to the shops and 2) how about adding a few speed bumps before the pedestrian crossing to slow the traffic down, especially at night, because some cars are speeding at over 70mph down the road from Hambro Hill and by placing the roundabout at the new location they will go even faster because they have a longer run off before reaching the junction. Apart from that I think it will greatly improve the area. When, if approved by the Council will this take place?

5 MATERIAL PLANNING CONSIDERATIONS

Principle of Development

5.1 The Allocations Plan (2014) forms part of the Development Plan for Rochford District. The Allocations Plan superseded the proposals map that accompanied the 2006 Replacement Local Plan. The site is allocated as Metropolitan Green Belt in the Allocations Plan. The built up frontages onto Hullbridge Road and Rawreth Lane that bound the site are within existing built up areas without specific allocation. The site is therefore contained by existing development to the east and south.

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- 5.2 Paragraph 90 to the National Planning Policy Framework describes engineering operations and local transport infrastructure which can demonstrate a requirement for a Green Belt location not to be inappropriate in the Green Belt.
- 5.3 The Rawreth Lane/Hullbridge Road junction is part of an important transport corridor for the District and the opportunity to improve traffic flow at this location is clearly important. The junction is on part of the County Highway Authority's strategic route to which traffic flow improvements are directed.
- 5.4 These junction improvements have arisen as a positive opportunity following the proposed development of an allocated site (Allocations Plan (adopted 2014)) for 500 dwellings under Policy SER 6 on land west of Hullbridge. The application includes provision as set out under SER6 for improvements to the Rawreth Lane/Hullbridge Road junction. The roundabout the subject of this application provides significant improvements that meet long standing aspirations to improve this junction with a larger roundabout and increased capacity for the area as a whole. This scheme goes further than that proportional to the traffic impact of the development west of Hullbridge the subject of the allocation (SER6).
- 5.5 The design now submitted follows detailed discussion with the County Highway Authority. The siting of the main part of the works proposed would be mostly off the main line of traffic and within the field neighbouring the junction. The applicant advises that agreement has been reached with the land owners and third parties that will enable certainty of delivery.
- 5.6 The technical note submitted with the application follows modelling using the existing and planned development flows and which has indicated that the design now forming the subject of this application is expected to provide adequate capacity to alleviate local delay and queuing during peak periods improving journey time on the local highway network.
- 5.7 The applicants state that this level of improvement will be a significant betterment on the existing situation and will offer more than nil detriment that is required of development. The applicants state that the funding and implementation of planned development will deliver the improvement, subject to agreement on compensatory measures from the Hullbridge application. The proposed roundabout would not be inappropriate development in the Green Belt and would provide improvement to local infrastructure such as to be acceptable in principle.

Highway Issues

- 5.8 The proposed roundabout would meet the requirements of Policy T1 of the Council's adopted Core Strategy as it seeks to provide improvements to the highway network by working with developers to address the impact of development upon the local highway network and where possible deliver

wider network enhancement. Where necessary these improvements will be the subject of developer contributions.

- 5.9 The Transport Assessment accompanying the application for 500 dwellings made by Countryside Properties (UK) Ltd. (application No. 14/00627/OUT) for the site north of London Road as identified at Policy SER1 to the Council's adopted Allocations Plan, indicated a minimal transport impact from that development upon the Rawreth Lane/Hullbridge Road junction leading to a worsening position in operation as a result of the cumulative assessment with the development west of Hullbridge, the subject of application No. 14/00813/OUT.
- 5.10 The assessment acknowledged the work by the County Highway Authority in developing both interim improvements and a highway network improvement scheme involving the creation of a larger roundabout, the subject of this application. .
- 5.11 Countryside Properties undertook to make a betterment contribution to this improvement identified by the County Highway Authority to equate to £250,000. This will be delivered through a section 106 legal agreement forming part of the grant of permission for that development. The site for land west of Hullbridge should therefore deliver the remaining balance of the cost and the construction of the roundabout for the Highway Authority to adopt on completion. On this basis the application for the proposed roundabout accords with Policy T1 to the Council's adopted Core Strategy.
- 5.12 The application is accompanied by a technical note to explain the modelling analysis that has been undertaken prior to submission to ensure the design proposed will work. The analysis concludes that the design of the proposed roundabout would operate within capacity for all developments planned by allocation for a proposed 2019 scenario, with an estimated 14% spare operational capacity. The formal comments from the County Highway Authority are awaited. However, District officers anticipate there is unlikely to be objection raised, given the extent of discussions undertaken between the applicant and the County Highway Authority officers to produce the improvement scheme in advance of the current application being formally submitted for consideration.
- 5.13 The application does not seek to remove the existing pedestrian crossing or any footways that are currently formed within the adopted highway and will see the retention of the bus stop.

Drainage Issues

- 5.14 The site is located within Flood Zone 1 as identified by the Environment Agency to be at the least risk from flooding and to where development should be directed because of the least risk. The site area is less than 1ha and as such does not require the applicants to submit a Flood Risk Assessment. The

application has been passed to the County Council's sustainable drainage team for consultation and their comments are awaited at the time of writing. The implementation of the roundabout would be expected to be adopted and maintained by the County Council.

Ecological Issues

- 5.15 The site is predominantly closely grazed paddock and verge with a hedgerow adjoining the highway. The site offers foraging to the grassland areas and nesting and feeding opportunities for birds within the hedged area. This scheme will see the removal of current hedges and open land within the extent of the site, however the opportunities to re-provide this within the new scheme can be dealt with via planning condition. The existing hedgerow is not an important landscape feature that the removal of which would conflict with Policy DM 26 to the Council's adopted Development Management Plan (2014).
- 5.16 The improvements brought about by the roundabout will have a clear benefit for the wider community and the environment more generally by reducing congestion and pollution caused by standing traffic. The site offers limited habitat and no priority species are known to inhabit this area of former farmland that is now given over to grazing to the equine uses that have been established on the site for some time. Any foraging activity would be likely to continue following the build out of the roundabout and establishment of the landscaping and reinstatement of the site.

Residential Amenity Issues

- 5.17 The current mini roundabout creates an environment at peak times of the day of queuing stationary traffic along the frontage of existing properties fronting Hullbridge Road and Rawreth Lane. The front wall of those properties is at present approximately 7.5m to Hullbridge Road and between 11.5 - 16m from the existing alignment of Rawreth Lane. The proposed new roundabout would place the junction a greater approximate distance from these homes of between 13.2m – 24.4m measured from the front walls from those properties fronting Hullbridge Road and 22m – 43m from the front wall of those properties fronting Rawreth Lane. The position of the junction further away from these properties with intervening verge and landscaping will help reduce noise, disturbance and pollution currently experienced by those residents as well as improving traffic flow and thus air quality in this location.

6 CONCLUSION

- 6.1 The proposed roundabout would provide supporting and enhanced highway infrastructure to mitigate the effect of new residential development in the local area but importantly help resolve current capacity issues at this junction and the consequent improvement to the residential environment at this part of the district and overall traffic flows.

7 RECOMMENDATION

7.1 It is proposed that, subject to the receipt of no objection from the County Highway Authority and the County Sustainable Drainage Authority, the Committee **RESOLVES** To **APPROVE** planning permission, subject to the applicants and owners entering into an **AGREEMENT** under section 106 of the Act to the following heads of terms to include any further terms that may be recommended by the County Highway and Drainage Authority on consideration by the Assistant Director, Planning Services:-

- a) Details for the provision of an area clear of the highway for the parking of operatives' vehicles and the storage of materials of plant and construction vehicles to be used for the duration of the construction period.

and to the following conditions to include any further conditions that may be recommended by the County Highway and Drainage Authority on consideration by the Assistant Director, Planning Services:-

- (1) SC4B – Time limit standard 3 years.
- (2) Landscaping – Prior to the first use of the development hereby approved plans and particulars showing precise details of the hard and soft landscaping which shall form part of the development hereby permitted, shall be submitted to the Local Planning Authority. Such details shall include:-
 - schedules of species, size, density and spacing of all trees, shrubs and hedgerows to be planted;
 - areas to be grass seeded or turfed, including cultivation and other operations associated with plant and grass establishment;
 - existing and finished levels shown as contours with cross-sections, if appropriate;
 - means of enclosure and other boundary treatments;

Such details as may be agreed, shall be implemented in their entirety during the first planting season (October to March inclusive) following commencement of the development, or in any other such phased arrangement as may be agreed in writing by the Local Planning Authority. Any tree, shrub or hedge plant (including replacement plants) removed, uprooted, destroyed, or be caused to die, or become seriously damaged or defective, within five years of planting, shall be replaced by the developer(s) or their successors in title, with species of the same type, size and in the same location as those removed, in the first available planting season following removal.

REASON: To enable the Local Planning Authority to retain adequate control over the landscaping of the site, in the interests of visual amenity.

- (3) List of Plans – The development hereby approved shall be implemented in accordance with the following approved plans:-

Site Location Plan Drawing No. F221-202, General Arrangement 3Arm Roundabout Drawing No. F221-202 Rev. F.

REASON: For the avoidance of doubt and in the interest of proper planning.

REASON FOR DECISION:

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against the adopted Development Plan and all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The proposal is considered not to cause significant demonstrable harm to any development plan interests, other material considerations, to the character and appearance of the area, to the street scene or residential amenity such as to justify refusing the application; nor to surrounding occupiers in neighbouring streets.



Christine Lyons

Assistant Director, Planning Services

Relevant Development Plan Policies and Proposals

Rochford District Council Local Development Framework Allocations Plan Adopted February 2014

Rochford District Council Local Development Framework Core Strategy Adopted Version (December 2011)

T1.

Rochford District Council Local Development Framework Development Management Plan adopted 16th December 2014.

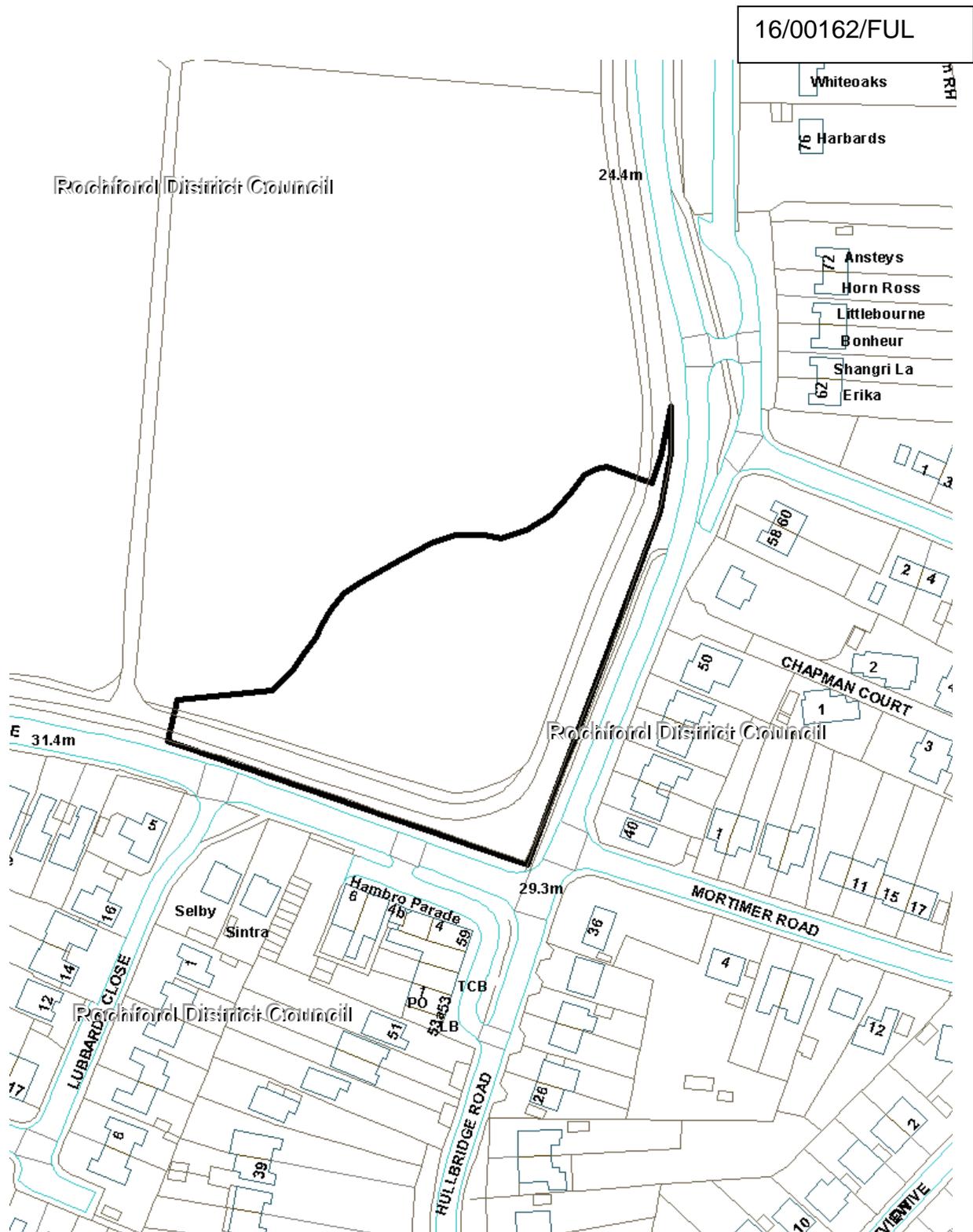
DM28, DM26, DM27, DM 31.

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