

<p>Item D1 05/00899/FUL</p>	<p>Engineers No objections.</p> <p>Essex County Council Highways Department Same response as the first round of consultations.</p> <p>Essex County Council Conservation Officer No objection to this proposal on conservation grounds. I do not think the character of the conservation area or the setting of the listed Baptist Church would be harmed by it. While the appearance of the building is acceptable for its location, it would be an improvement if the windows were symmetrical, with the same number of lights above the central transom as below. In addition, if the classical style is being adopted, the convention is that the windows are smaller the higher up the building they are. In this case, the first floor windows should be made taller and the dormer windows slightly smaller, in order to make the elevation look 'correct'. Recommends that any permissions should be accompanied by a condition that samples of external materials and finishes to be agreed.</p> <p>Essex County Council Urban Designer I agree with the comments of the County Conservation Officer, regarding the window hierarchy and design. Also I think the depth of the fascia panel should be continued across the full width of the front elevation as a band of stone to provide a 'base' for the building. The projections should extend to, or be the same distance, from the edge on either side of the façade.</p>
<p>Item 2 06/00039/ADV</p>	<p>Highways De-minimis</p> <p>RCS No objections and statement of full support of the application.</p> <p>Historic Buildings No objections as the sign would have little visual impact upon the character of the Conservation Area.</p>
<p>Item 3 06/00041/FUL</p>	<p>Highways De-minimis.</p>
<p>Item 4 05/01049/REM</p>	<p>Environment Agency No Objection to the development as submitted.</p> <p>Advise that the existing habitat features that remain on site should be incorporated within the soft landscaping scheme and existing trees to be retained protected against damage during construction.</p>

	<p>Advise that the assessment and alleviation measures within the flood risk assessment are satisfactory but point out that land drainage consent will be required before the existing pipe can be diverted.</p> <p>Essex County Council Highways and Transportation</p> <p>Raise the following objection to the application because:</p> <p>It does not contain sufficient information to enable the Highway Authority to ascertain the likely impact of the proposed development upon the transport system surrounding the proposal site.</p> <p>Note: The Transport Assessment accompanying the application has been reviewed by the Highway Authority 's term consultants, Mouchel Parkman (MP). This review has identified the need for additional information to be submitted by the applicants, which once received will also be reviewed by MP. Once the Highway Authority, having also taken further advice from MP, considers there is sufficient information before it a further recommendation (objection or no objection) will be made.</p> <p>Head of Housing, Health and Community Care</p> <p>Further recommended conditions and informatives omitted from the officer recommendation:</p> <ol style="list-style-type: none"> 1. Within six months of the opening of the retail food store, the applicant shall carry out 3 months of continuous monitoring for NO₂ at the junction of the estate's spine road with Rawreth Lane, and report the findings of that monitoring to the Head of Housing, Health & Community Care by the end of the seventh month of the opening of the retail food store. <p>Informative: Please contact the Head of Housing, Health and Community Care at the earliest opportunity to discuss the particular requirements of the NO₂ monitoring procedure.</p> <ol style="list-style-type: none"> 2. The development shall be constructed so as to attain a 'High' BREEAM rating from the Building Research Establishment (Environmental rating for industrial premises) or equivalent. <p>Informative: Full details and guidance of the Industrial BREEAM scheme are available from http://www.breeam.org/industrial.html.</p>
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	<p>Informative: The applicant is advised to contact the Head of Housing, Health and Community Care at the earliest opportunity to discuss the requirements to carry out a work place transport risk assessment to ensure that the workplace is designed and organised in such a way that pedestrians and vehicles can circulate in a safe manner.</p> <p>Woodlands Section</p> <p>Make the following comments and recommended conditions:</p> <p>No native spp. included in the landscaping plan. This includes trees, hedges and shrubs. It would be far more beneficial to plant native species that will develop more successfully than non-native.</p> <p>The trees on the boundary of the industrial estate and proposed ASDA store will be in close proximity to the proposed development; this does not allow for future development of these trees. Suggest these are removed and replacements sited at the front of the site (Rawreth Lane). The replacements should be common limes standard size and container grown.</p> <p>There is an area of trees indicated as area B in the landscaping plan that, with the correct management, have the potential to develop into mature attractive trees. They could be incorporated into the plan within the associated pathway around the mixed-use building. Selective removal of the poorer species would leave some attractive trees that would enhance the development and continue to add amenity value to the development. The correct construction and use of materials for the pathway would allow these trees to develop</p> <p>Condition</p> <p>1 The associated pathways, parking bays near to existing and proposed trees should be constructed in a manner to benefit the trees.</p> <p>The construction should include provision for the following:</p> <ul style="list-style-type: none"> • Provide adequate resistance to applied loads • Provide resistance to tolerance of deformation by tree roots • Provide oxygen diffusion • Provide water throughput • Preserve the soil structure during installation to prevent: lack of water, exclusion of oxygen, excessive resistance to penetration, chemical toxicity.
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	<p>Condition</p> <p>2 The trees that are protected or to be retained are to have the RPA calculated and fencing placed to this distance or offset to where conditions allow. The fencing should be constructed with a scaffold frame to a height of 2.3m, the scaffold is to be set in the ground to a depth of 0.6m. There is to be a scaffold pole that is set to resist impact. The frame should then have a wire mesh fence attached. This is to be completed before any development takes place and inspected by RDC to see if correct.</p> <p>10 further letters have been received and which make the following comments and objections in addition to those set out in the report:</p> <ul style="list-style-type: none"> ○ Proposal not in keeping with semi rural area ○ As a Council Tax payer have a right to have views considered ○ Detrimental effect on established residential area ○ Weight of large delivery vehicles on residential road ○ The locality becomes frequently congested as soon as the A127 and A130 become slow moving ○ Rawreth Lane is only a B road and was never designed for the proposed new level of traffic ○ Do not object to small shops going on the site ○ Want Planning Department to put residents first ○ Effect of proposal will result in lots more empty shops and charity shops in Rayleigh ○ Consider that a pre-school with a garden or outdoor area would be of benefit to the community ○ Current application is significantly different from the application now at Appeal in that the number of traffic movements is substantially increased ○ Concerns greatly increased by proposals of Essex County Council to install a light controlled junction incorporating light controlled exits from 148 and 150 Rawreth Lane. ○ There was never any consultation with these residents concerning these junction proposals ○ Junction proposals will cause severe interference with residents' enjoyment of their properties by way of difficulties and hazard accessing these properties, operation of the lights interfering with bedrooms and living rooms, starting and stopping of vehicles ○ Loss of value to properties ○ Consider it strange indeed if the Council were prepared to approve this current application when a previous application producing significantly less traffic was refused
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	<ul style="list-style-type: none"> ○ Hope that the Council will urge County Council not to proceed with the junction proposals pending the outcome of the current Appeal ○ Reference to report by a parliamentary enquiry calling for radical measures to prevent the loss of family firms, small shops, butchers, greengrocers and newsagents following unchecked expansion of supermarkets. <p>A petition of 393 signatures against the proposal has been received from Rayleigh Chamber of Trade.</p> <p>A schedule has been received from the applicants' agents examining the responses to consultations and comparing with those made on the previous application and makes the following comments to the representations made:</p> <p>Traffic</p> <p>The revised transport assessment comprehensively addresses the second reason for refusal. The first application received positive support from Essex County Council and the District Council in respect of highway issues. Officers conclude that the proposal fully accords with the outline consent and condition 13 specifically.</p> <p>Applicants propose nevertheless further improvements to the proposed highway arrangements over and above those agreed with the two highway bodies and consider the revised submission acceptable in all aspects relating to highways and access matters.</p> <p>Not in line with the outline consent.</p> <p>Have revised proposals extending the range of uses to more fully accord with the outline consent. Outline permission does not specify the complete range of uses nor the particular quantum of floorspace. Condition 4 was drafted to include a degree of flexibility. To satisfy concerns have included provision for uses to address each and every use specified to ensure diversity and a full range of uses valuable to the local community are achieved.</p> <p>Effect on Local Traders</p> <p>This issue is dealt with in detail in the submitted information. Consider the size of the store will serve a localised function. Do not believe that the introduction of an Asda to anchor the centre will have any detrimental effect on any convenience retailers within the wider catchment.</p> <p>Effect on Rayleigh Town Centre</p> <p>Detailed supporting justification has been submitted by way of three planning and retail statements. Consider that the potential opposite might well occur in that potential will exist to retain a greater degree of trade within the immediate Rayleigh catchment therefore enhancing the vitality and viability of the Town Centre.</p>
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	<p>Existing Convenience provision is sufficient</p> <p>The proposed neighbourhood centre would serve a localised catchment by providing a medium sized foodstore and additional neighbourhood centre uses. Through the development of the residential element of the site and existing residential development to the northern extent of Rayleigh there is clear quantitative and qualitative need for the centre such as that proposed and for the size of foodstore proposed. Consider this essential to ensure the success of the centre to provide a sufficient service to the community to meet their shopping needs.</p> <p>Local Infrastructure Insufficient</p> <p>The application has been considered in great detail with a comprehensive amount of supporting evidence having been submitted. The original application was deemed acceptable by officers. Revised proposal consolidates this position and that justification has been provided.</p> <p>Access Road insufficient</p> <p>The revised Transport Assessment demonstrates that the access road to the proposed neighbourhood centre is sufficient to accommodate the application proposals and was accepted by the County and District highway bodies during the consideration of the original application.</p> <p>Encourage Anti – Social Behaviour</p> <p>The application has been designed with issues of security in mind and in accordance with guidance in security by design.</p> <p>Effect upon Sweyne Park</p> <p>The location of the proposal will not lead to any detrimental impact upon Sweyne Park.</p> <p>Design</p> <p>The design of the proposal has been considered in great detail and amended to accommodate comments made during the consideration of the original planning permission and explained in the detailed design statement accompanying the application.</p> <p>Following a further meeting between the applicants and Essex County Council Highways and Transportation since receipt of their holding objection the applicants advise that they understand the holding objection will be removed and that the applicants would wish for Members to consider the current application on that basis.</p> <p>The applicants advise that the situation resulting in the objection has arisen from a breakdown in communication between the County Council and their consultants causing a fair degree of consternation as all these points were easily resolvable.</p>
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	<p>The applicants advise further that as concerns have been raised in respect of both Highways and Rayleigh Town Centre the offer of £40,000 towards highways improvements still stands. The applicants are also prepared to make an additional offer of £15,000 available on a without prejudice basis which could be put towards further highways improvements or town centre enhancements for Rayleigh if the Council were to believe this would be beneficial.</p> <p>With regard to the outstanding appeal, the applicants confirm they would withdraw the current appeal should permission be granted for the current application. The applicants advise that if permission were refused and the applicants have been forced to appeal against their wishes they will continue with the original proposals and not the current amended scheme. As such, all modifications, including the offer of the community hall, would be lost.</p> <p>The applicants advise further that in the appeal they would contend the conditions previously agreed and would also reconsider their position in respect of the requirements of the legal agreement. They advise finally that it is highly likely they will seek costs against the Council given the circumstances.</p> <p>A further communication has also been received from Essex County Council Highways following the meeting with the applicant referred to above. County Highways advise that it will be possible to resolve the outstanding highway issues in the very near future and that as a result a revised recommendation of “no objection” will therefore be forthcoming to include the various conditions previously notified together with several other issues including possible arrangements for waiting restrictions on the spine road.</p> <p>Revised Recommendation in view of the additional information requested by the Essex County Council Head of Transportation and Operational Services and in light of the further communication that indicates the highway issues can be resolved it is recommended that the Application be DEFERRED to await the submission and further consideration of the information required.</p>
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