

Supplementary Committee Agenda



**Epping Forest
District Council**

Area Plans Subcommittee B Wednesday, 17th August, 2005

Place: Council Chamber, Civic Offices, Epping
Room: Council Chamber
Time: 7.30 pm
Committee Secretary: Gary Woodhall, Democratic Services Assistant
tel: 01992 564470 email:gwoodhall@eppingforestdc.gov.uk

5.a North Weald Golf Club, Rayley Lane, North Weald - EPF/1996/04 (Pages 9 - 10)

Recommendations:

That subject to the completion of an agreement under Section 106 of the Town and Country Planning Act 1990 in respect of the following matters:

1. Phasing details
2. Certification of the origin of material brought onto the site
3. Storing and screening of material brought onto the site
4. The method of verifying material brought onto the site is appropriate for the works and would not lead to any contamination of the land.
5. HGV's and tipper lorries shall only approach the site via the A414 and shall not use Vicarage Lane or Church Lane.
6. HGV's and tipper lorries shall only enter or leave the site between 8.00am and 5.00pm Monday to Friday.

planning permission be granted subject to the following conditions:

- (1) SC01 To be commenced within 5 years;
- (2) SC23 Amended plans received on 18th February 2005 and in respect of the works around hole 6, the amended plans received on 5th July 2005.
- (3) SC63 Submission of landscape method statement. Insert new paragraph after first paragraph: *"The details of the Landscape Method Statement shall include soil handling; the sequence of operations for impaction and spreading of materials, and any ancillary operations; designated storage and handling zones and details of site supervision and liaison with the Local Planning Authority."* In first sentence of next paragraph insert between the words "shall" and "as" the following: *"also include details of soft landscape proposals, including"*.

(4) The development shall be carried out in accordance with the phasing proposals indicated in the letter from North Weald Golf Club dated 22nd July 2005 unless otherwise agreed in writing by the Local Planning Authority. No phase after the first phase shall be commenced until the previous phase is completed.

REASON: To safeguard the amenities of the locality and ensure a satisfactory appearance of the site during construction.

(5) The development shall not be commenced until details of the following have been submitted to and approved in writing by the Local Planning Authority:

(i) The location and function of any processing areas, associated plant and buildings.

(ii) Where waste materials are proposed to be imported, details of the proposed methods to check for toxicity and arrangements for notifying the Local Planning Authority of the results of checks for toxicity;

(iii) A method statement of soil handling, to include separation of topsoil and sub soil, the location and total heights of temporary mounds, depth of replacement topsoil and sub soil.

(iv) Details of the proposed method to suppress dust from the site throughout the period of implementation works.

(v) Details of the methodology for preventing surface water on the site draining onto adjoining land.

(vi) Measures to protect the safe use of rights of way on the land during and after the implementation works.

The development shall be carried out in accordance with the approved details unless the Local Planning Authority gives written consent to any variation.

REASON: Since this information was not provided with the planning application for the development and to ensure the development does not involve the importation of toxic materials, and to ensure the implementation works do not adversely affect the amenities of the locality or the free and safe flow of traffic.

(6) No implementation works shall be carried out outside the following times:

8.00am to 5.00pm Monday to Friday.

REASON: To minimise disturbance to the occupants of neighbouring properties and people using the public rights of way crossing the land.

(7) There shall be no movements of heavy goods vehicles or tipper lorries within the site or to and from it outside the following times:

8.00am to 5.00pm Monday to Friday.

REASON: To minimise disturbance to the occupants of neighbouring properties and people using the public rights of way crossing the land and to minimise conflict with traffic to and from North Weald Airfield.

Description of proposal

This application is for the construction of additional landscaping involving alterations to the contours of various parts of the golf course and the construction of a temporary access and haul roads to facilitate the works. Additional drainage facilities required in connection with the works would also be constructed.

The detail of the permanent works is as follows:

West of hole 1 adjacent to Rayley Lane a U shaped mound between 1 and 2m above existing land levels would be constructed around the driving range area.

Between the driving range and hole 1 and existing steep drop would be reformed to more gently link to the mounding around the driving range.

Immediately east of hole 1, two existing mounds would be linked.

East of the fairway for hole 18 adjacent to a watercourse, Crispey Brook, and Bridleway 19 that bisect the site on a north-south axis a mound 400m in length varying in height between 1 and 2 m above existing land levels would be constructed.

Between the fairway for hole 16 and the eastern site boundary mounding generally 1m but in places up to 2m higher than existing land levels would be constructed over a distance of 360m.

In a dip in the existing ground between the north side of the embankment supporting the A414 as it crosses the site and the tee for hole 5 mounding between 0.5 and 3m higher than existing land levels would be constructed for a distance of 180m. Trees would be planted on top of this area of mounding.

On land between the fairways for holes 6 and 12 land mounding up to 1m above existing ground level would be formed along a 450m length.

The proposals for construction of the works are as follows:

Temporary haul roads, 5m wide, would be constructed from the existing access to the golf course off Rayley Lane. One haul road leading to the proposed works around the practice area only would be constructed off the roundabout at the junction of Rayley Lane, Merlin Way and Vicarage Lane. The haul roads would be reinstated as grassed areas forming part of the golf course on the completion of the permanent works.

The works would be carried out in 5 phases as follows:

Phase 1: Works around the driving range area lasting approximately 6 months.

Phase 2: Works around hole 6 lasting approximately 4 months.

Phase 3: Works around hole 5 lasting approximately 10 weeks.

Phase 4: Works around hole 18 lasting approximately 6 weeks.

Phase 5: Works around hole 16 lasting approximately 10 weeks.

The phases would not necessarily follow on immediately from the previous phase and therefore the applicant's state the works are expected to be completed within 24 months of the commencement of the development.

Having regard to the scale and phasing details of the works the applicants estimate there would be an average of 50 tipper lorries entering and leaving the site per day.

The applicants have agreed to enter into a Section 106 agreement in respect of the

following matters:

1. Phasing details
2. Certification of the origin of material brought onto the site
3. Storing and screening of material brought onto the site
4. The method of verifying material brought onto the site is appropriate for the works and would not lead to any contamination of the land.
5. HGV's and tipper lorries shall only approach the site via the A414 and shall not use Vicarage Lane or Church Lane.
6. HGV's and tipper lorries shall only enter or leave the site between 8.00am and 5.00pm Monday to Friday.

Description of site

The application site is situated to the north of North Weald, east of Rayley Lane and north of the A414. It is situated within the Metropolitan Green Belt and partially the curtilage of Little Weald Hall, a Grade II listed building that does not form part of the site. The application site comprises an existing golf course bisected east-west Footpath 31 and by the A414 which is in part constructed on an embankment. It is bisected north-south by Crispey Brook and Bridleway 19. Land falls to Crispey Brook and in part towards the A414. On the part of the site north of the A414 the site in part falls away to the north.

Relevant History

EPF/1744/89 – Use of land and buildings as golf course. Approved 05.03.90
EPF/370/90 – Implementation of consent EPF/1744/89 without complying with condition No. 6. Approved 24.08.90
EPF/1229/93 – Erection of golf clubhouse. Approved 18.07.94
EPF/25/96 – Use of farm building as golf facilities building. 01.04.96

Policies Applied

Structure Plan:

CS2 – Protecting the natural and built environment
CS4 – Sustainable new development
C2 – Development within the Metropolitan Green Belt
HC3 – Protection of listed buildings
LRT3 – Formal Countryside Recreation Facilities
T7 – Road Hierarchy

Local Plan:

HC12 – Development affecting the setting of a listed building.
RST19 – Design, layout and landscaping of golf courses.
DBE9 – Impact of development on amenity
L10 – Adequacy and retention of landscaping
LL2 – Impact of development on the character of the landscape
T17 – Highways: Criteria for assessing proposals

Issues and Considerations

The principle of landscape alterations in connection with the lawful use of the site as a golf course is considered to be acceptable. The main issues to be considered in this case are therefore the impact of the works on the setting of Little Weald Hall, a Grade II listed building, their impact on the landscape and recreational value of the land including existing rights of way, their impact on the amenities enjoyed by the occupants of neighbouring properties and the impact of construction activity on amenity and highway safety.

The Permanent Works

Since Little Weald Hall would not be seen in the context of the proposed works and the curtilage of the building is enclosed by mature trees the works would not affect its setting.

The details of the works have been the subject of negotiation and are significantly different from the original proposals. All of the mounding has been reduced in height with peaks in particular removed.

The proposed mounding would generally have wide bases to minimise the contrast with the existing landscape. That landscape is in any event not entirely natural since it was previously altered to create the golf course. It is not considered that the proposed works together with those previously carried out would be harmful to the landscape of the locality. In addition to the proposed alterations to the landform, the applicants have given a commitment to carry out further landscaping. This can be secured through the imposition of suitable conditions on any consent granted. The applicants, who have been the owners of the golf course since December 2003, have already carried out significant and appropriate tree planting on parts of the golf course.

The works would not affect the route or amenity value of the footpath and bridleway that crosses the site. The mounding as now proposed would not obstruct the views of horse riders using the bridleway and although the views of walkers using it would be in places partially restricted, such restriction would not be sufficient to detract from the amenity value of the bridleway to walkers. Similarly, the mounding would not significantly detract from the amenities of people using the footpath. In part the mounding would serve to more effectively contain balls within the fairways thereby reducing the risk of stray balls hitting other players or members of the public. No amount of mounding, however, can completely remove the risk posed by stray balls and it is considered that higher mounding would be undesirable in landscape terms.

Impact of Construction Activity and Works

There is a need to verify that material imported to the site is not contaminated as well as address other matters of detail that the applicants have been unable to supply information on since that information can only be provided by the contractor carrying out the work. It is therefore necessary to address these matters through the imposition of appropriate conditions on any consent granted and through the satisfactory completion of a section 106 agreement. The heads of terms of the necessary agreement have been arrived at following consultation with the Head of Environmental Services and the Council's trees and landscaping officer. Regard has been had to recent experience dealing with similar but larger scale developments elsewhere in the District.

With regard to ensuring no contamination of land is caused it is proposed that material is visually inspected for contamination and in addition tested for toxicity when it arrives at the site. The substances that it would be necessary to be tested for would

vary according to the certified origin of the material and this would need to be agreed in writing with Planning Authority following receipt of the certification. A suitably qualified person would be employed to carry out the testing and submit a report of the results of such testing to the Council every other week. Any unsuitable material should be disposed of at a properly licensed site. The applicant would meet the cost of employing that person.

The impact of the proposals on the amenities enjoyed by the occupants of neighbouring properties would primarily be due to dust and noise caused by the construction works. These matters can be satisfactorily addressed through the imposition of appropriate conditions. It should be noted that most of the construction traffic would enter and leave the site through the existing site entrance that is not near residential properties. The remaining traffic would also enter the site off the roundabout junction of Rayley Lane, Merlin Way and Vicarage Lane, which is also remote from residential properties. Previous proposals for construction traffic to also enter the site from Church Lane have been deleted.

Essex County Council Highway Engineers have indicated the temporary access proposals are acceptable in highway safety terms subject to traffic not using Vicarage Lane and only accessing the site via the A414. This matter can be satisfactorily addressed through the proposed completion of a section 106 agreement relating to the routing of lorries. The agreement would also relate to the hours lorries can enter and leave the site.

Conclusion

The proposed works would not affect the setting of Little Weald Hall not have any adverse impact on amenity and be acceptable in landscape terms. Moreover, the proposals include an appropriate methodology for mitigating the impact of construction works and ensuring no contamination of the site by imported material that can be enforced. Accordingly, it complies with adopted planning policy and planning permission should be granted.

REPRESENTATIONS RECEIVED

ENVIRONMENT AGENCY: No objection

NORTH WEALD PARISH COUNCIL: "Members considered the revised application in respect of the proposed ground works. Whilst in principal Members were not opposed to the concept of further landscaping to bring about improvement to the facilities, Councillors remained concerned that the proposal failed to provide adequate information to fully assess the proposed works and their impact on the area. The applicant had not completed the recently introduced planning questionnaire for developments involving major landscaping and soil importation. Members were also concerned over the impact of the proposals on local drainage, noting the proximity of the Council's cemetery."

NORTH WEALD BASSETT & DISTRICT RURAL PRESERVATION SOCIETY: Objection raised to the temporary access off Church Lane. Objection also raised to the permanent works on the grounds that those east of the 16th fairway would block views of the surrounding countryside while concern expressed that those to the east of the 18th fairway should not obstruct views of golfers on safety grounds.

RAMBLERS ASSOCIATION – WEST ESSEX GROUP: In addition to repeating the objections/concerns of the Rural Preservation Society objection is also raised in principal if the proposals would involve the importation of waste material onto the land.

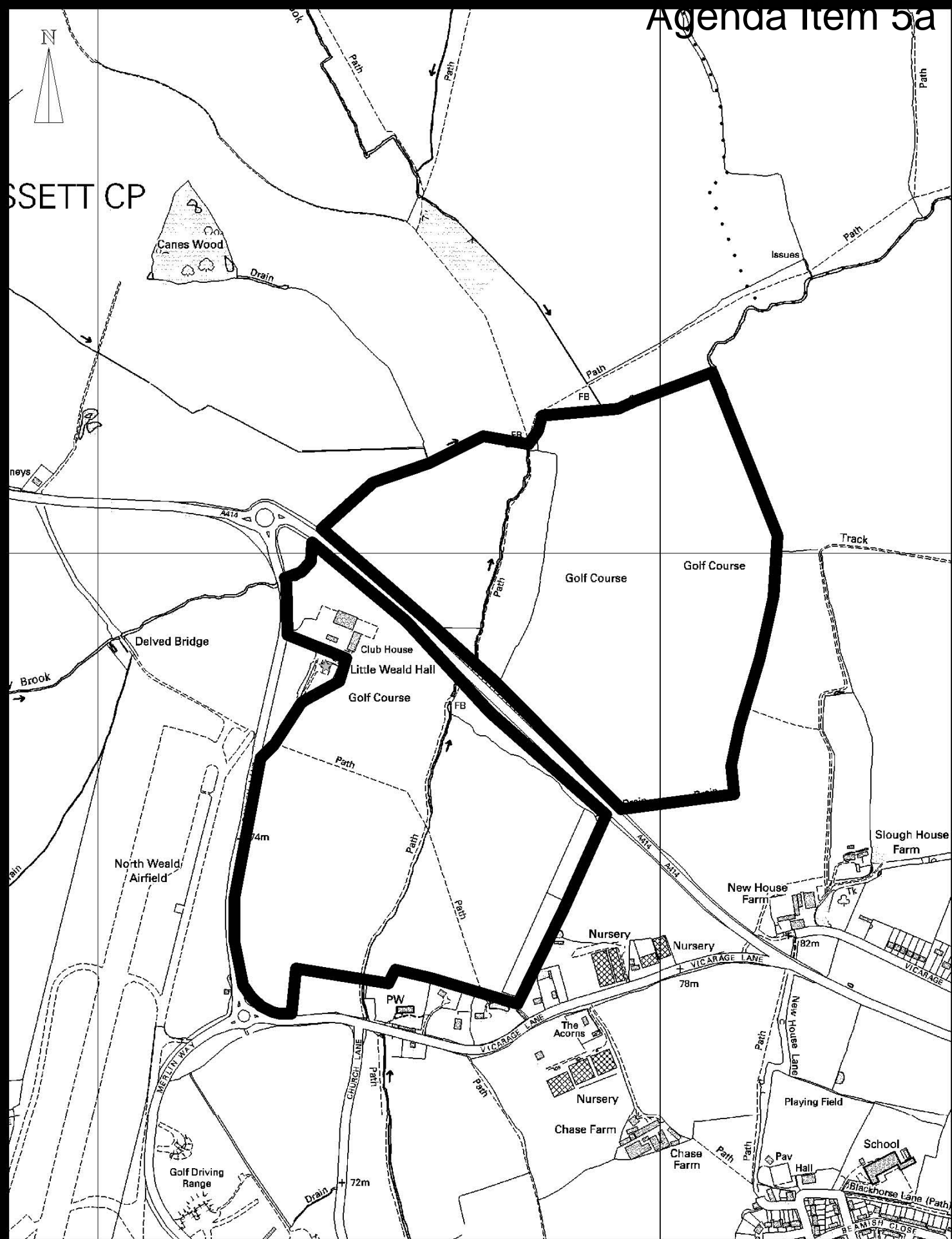
If this proposal is approved it would encourage other golf courses to import waste material under the guise of landscaping. Concern is expressed about drainage implications of the works.

COUNCIL FOR THE PROTECTION OF RURAL ESSEX: Objection raised on the grounds of harm to visual amenity, damage to the landscape cause by the haul roads and the potential damage to existing water features.

NORTH WEALD AIRFIELD: Concern expressed about the potential conflict between construction traffic and traffic generated by activities on the Airfield at weekends between March and October. Concern is also expressed about the potential danger from mud dropped onto the road by construction vehicles.

NEIGHBOURS: No response received.

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