
16/01228/FUL**CAR PARK, THE APPROACH, RAYLEIGH, ESSEX****CONSTRUCT TWO CYCLE SHELTERS****APPLICANT: ESSEX COUNTY COUNCIL****ZONING: RESIDENTIAL****PARISH: RAYLEIGH TOWN COUNCIL****WARD: SWEYNE PARK AND GRANGE****1 PLANNING APPLICATION DETAILS**

- 1.1 This application is to be considered by the Development Committee as the landowner is Rochford District Council.
- 1.2 Planning permission is sought by Essex County Council for the erection of two cycle shelters adjacent to the north west entrance to Rayleigh Railway Station.
- 1.3 The two shelters would feature a blue steel frame and polycarbonate sides with a curved roof. Each shelter would have a maximum depth of 2.605m and a height of 2.3m. The shelter nearest the station entrance ramp would have a length of 4m and, enclosing five Sheffield type stands, provide ten cycle spaces. The other would have a length of 3m and, enclosing four Sheffield type stands, provide eight cycle spaces. There would be a 1.5m separation between the shelters. Bollards would be placed around the shelters for protection.

2 THE SITE

- 2.1 The site is located at the north west end of a strip of land associated with the station car park. It is adjacent to the pedestrian ramped access to the station.
- 2.2 The area is laid to tarmac with the area next to the proposed site of the shelters used as a waiting area for taxis.

3 RELEVANT PLANNING HISTORY

- 3.1 There is no relevant planning history pertaining to this site.

4 CONSULTATIONS AND REPRESENTATIONS.**Rayleigh Town Council**

4.1 No objection.

Network Rail

4.2 Network Rail has no objection or further observations to make.

5 MATERIAL PLANNING CONSIDERATIONS

5.1 The proposed development has to be assessed against relevant planning policy and with regard to any other material planning considerations. In determining this application regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant parts of the adopted Development Plan are the Rochford District Core Strategy adopted December 2011, the Allocations Plan adopted February 2014 and the Development Management Plan adopted December 2014.

5.2 The Rochford District Council Local Development Framework Allocations Plan (Adopted 25 February 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 The Allocations Plan superseded the proposals map that accompanied the 2006 Replacement Local Plan.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 without formal designation in the Allocations Plan.

5.3 Policy T6 of the Core Strategy seeks to improve people's opportunity to cycle; via an improved network of safe and convenient cycle paths, together with the provision of secure cycle parking and other facilities such as lockers, changing rooms, showers, etc., at destinations. The provision of cycle shelters at a railway station would be a development encouraged by the policy.

5.4 The Parking Standards: Design and Good Practice Supplementary Planning Document (adopted December 2010) provides design advice for the provision of cycle shelters. Cycle parking must:-

- be secure and covered;
- be conveniently located adjacent to entrances to buildings;
- enjoy good natural observation;
- be easily accessible from roads and/or cycle routes;
- be well lit; and
- be located so it does not obstruct pedestrian and cycle routes.

The proposed cycle shelters would accord with both the above requirements and the size standards contained within the Document.

- 5.5 The proposal would not have an impact on the usability of the taxi zone. The site plan indicates that the three waiting bays would be moved 2 metres back from their present positions. The location of the shelters would not impede vehicles entering or exiting the highway. The shelters would be protected from vehicular traffic by a series of eight bollards. In addition, the shelters would not affect the access and egress of pedestrians and other users.

6 CONCLUSION

- 6.1 In determining this application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the Development Plan unless material considerations indicate otherwise. The principle for the development of cycle shelters serving the needs of rail users is considered to be in accordance with local and national planning policy. There is not considered to be a valid reason to refuse planning permission.

7 RECOMMENDATION

- 7.1 It is proposed that the Committee **RESOLVES**

That planning permission be approved, subject to the following recommended conditions:-

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- (2) The external facing materials shall be those materials specified on the plans and application form submitted in relation to the development hereby permitted, unless alternative materials are proposed. Where alternative materials are to be used, no development shall commence before details of those alternative external facing materials to be used in the development have been submitted to and approved in writing by the Local Planning Authority. Where other materials are agreed in writing by the Local Planning Authority, the materials agreed shall be those used in the development hereby permitted.

REASON: To enable the Local Planning Authority to retain adequate control over the appearance of the development, in the interests of amenity.



Assistant Director, Planning & Regeneration Services
Matthew Thomas

Relevant Development Plan Policies and Proposals

H1 and T6 of the Core Strategy (2011)

DM1 and DM30 of the Development Management Plan (2014)

Parking Standards: Design and Good Practice Supplementary Planning Document
adopted December 2010

Allocations Plan Policies Map 2014

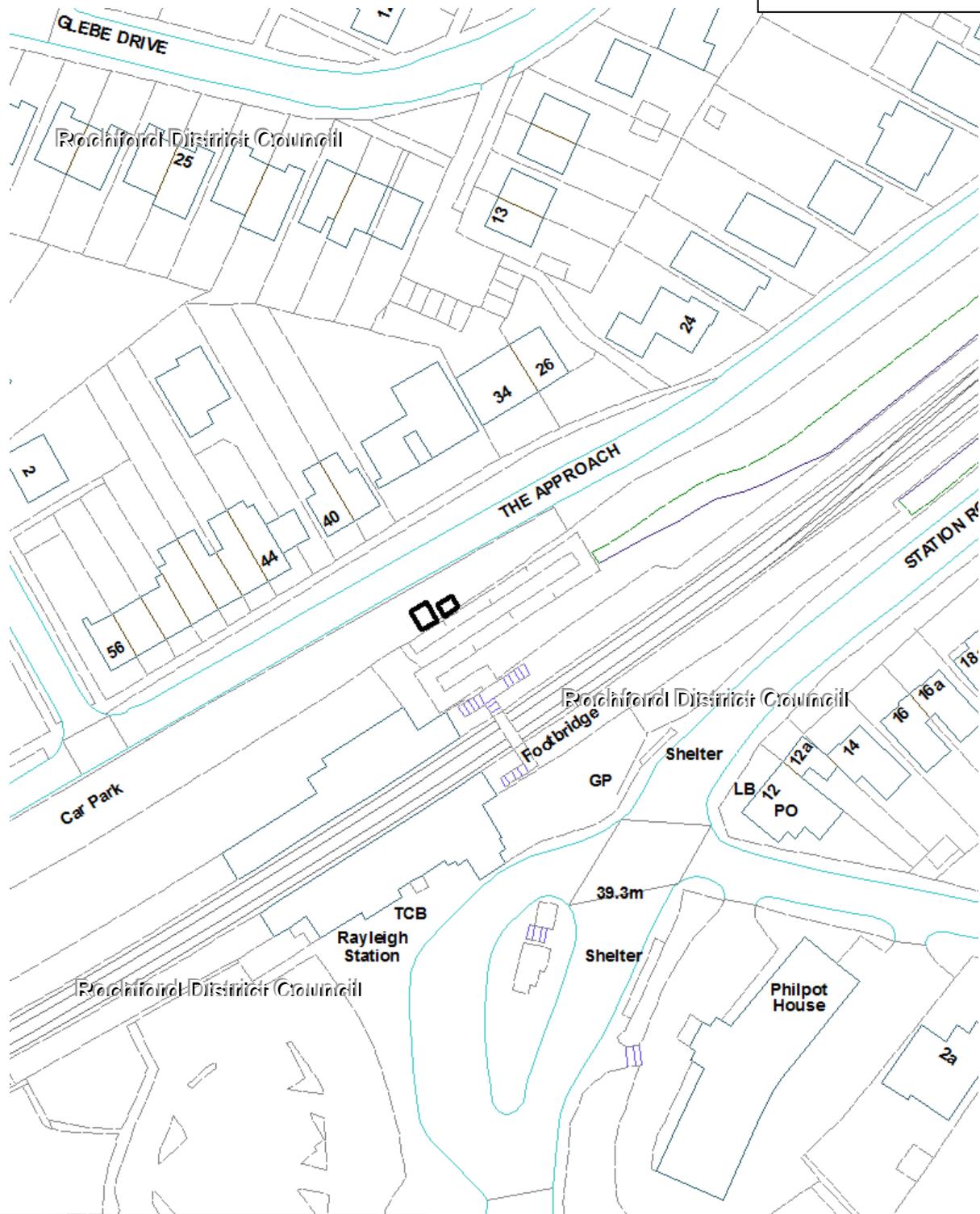
For further information please contact Robert Davis on:-

Phone: 01702 318039

Email: Robert.davis@rochford.gov.uk

If you would like this report in large print, Braille or another language please contact 01702 318111.

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