Delegated Report

Analysis sheet	Expiry Date:	08/03/2013
N/A / attached	Consultation Expiry Date:	7/02/2013

Officer	Application Number(s)
Hugh Miller	2013/0153/P

Application Address	Drawing Numbers
Carriageway adjacent to Westerham Bayham Street London NW1 0JU	See draft decision notice

PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature

Proposal(s)

Installation on the carriageway of a cycle hire docking station including a registration/payment terminal and maximum of 30 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.

Recommendation(s):	**Grant Planning permission**
Application Type:	**Full Planning Permission**
Conditions or Reasons for Refusal:	**Refer to Draft Decision Notice**
Informatives:	

Consultations

Adjoining Occupiers:	No. notified	**00**	No. of responses No. Electronic	**00** **00**	No. of objections	**00**
Summary of consultation responses:	Site Notice displayed 18/01/2013, expires 08/02/2013. No responses were received.					
CAAC/Local groups* comments: *Please Specify	N/A.					

Site Description

The application site is located on the carriageway to the eastern side of Bayham Street, south of the junction with Plender Street. It also lies opposite Westerham a modern residential block of flats and 23 Bayham Street also a contemporary terraced residential block. Bayham Street is a one way street with footways on both sides. It carries vehicular traffic and has a moderate footfall.

The surrounding area is characterised by blocks of modern flats. Camden High Street lies due west and comprises small businesses, shops and restaurants. Mornington Crescent London Underground Station is located to the south west of the site and Camden Town London Underground Station is located due north. The site is not located within a conservation area, however is opposite the Camden Town Conservation Area. There are locally listed buildings at no's 86-88 Plender Street nearby the site.

Relevant History

None

Relevant policies

Core strategies

CS1 (Distribution of growth),
CS5 (Managing the impact of growth and development),
CS11 (Promoting sustainable and efficient travel),
CS14 (Promoting high quality places and conserving our heritage).

Development Policies

DP17 (Walking, cycling and public transport),
DP19 (Managing the impact of parking),
DP21 (Development connecting to the highway network),
DP24 (Securing high quality design),
DP25 (Conserving Camden's Heritage),
DP26 (Managing the impact of development on occupiers and neighbours),
DP29 (Improving access),
DP31 (Provision of, and improvements to, open space, sport and recreation)

Camden Planning Guidance 2011

CPG7 - Transport

The London Plan 2011

6.1 (Strategic Approach);
6.2 (Providing public transport capacity);
6.4 (Enhancing London's Transport Connectivity);
6.7 (Better Streets and Surface Transport); 6.9 (Cycling);
6.11 (Smoothing traffic flow and tackling congestion);
7.1 (Building London's neighbourhoods and communities); 7.2 (An inclusive environment).

Assessment

Proposal

Installation on the carriageway of a Barclays Cycle Hire docking station containing a maximum of 30 docking points for scheme of cycles plus a terminal.

Permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 30 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. The docking station will comprise 1 row of docking points measuring 22.50m by 2m on the carriageway with a build out either side. The stations will comprise the following features;

- A terminal is four sided, measuring approximately 2.4m high, 0.5m wide and 0.35m deep with a circulation area of 2m by 2m.
- The terminal comprises a map, information (including traffic regulations) and will enable payment for subscription fees and use tariffs.
- The terminal will be positioned due north of the docking station with the docking points extending in a single row due south along the former carriageway with the front wheels positioned in the centre of the station.
- The terminal will be constructed from cast aluminium, powder coated with graffiti resistant coating. The mapping information will be covered with toughened glass.
- The docking points will be installed on a metal platform set under the pavement. The surface treatment will match the existing pavement.
- Docking points measuring approximately 0.792m high, 0.3m deep and 0.225m wide at the top increasing to 0.3m at the base with rounded square shaped bases with 0.75m between the centres points of the cycles once docked.
- Each point will secure one bicycle. The locking cassettes of each docking point will incorporate a membership key reader.
- The proposed materials for the docking points are gravity cast aluminium with polyester powder coat, gloss finish. The proposed colours are dark blue and silver-grey with a roundel cyan blue colour.
- The docking points will be secured to a square foundation box (0.3m by 0.3m), constructed from galvanised steel with anti-slip coating
- Docking points area will be designed so that the cycles will be angled at either 45 or 90 degrees within the site.
- Excavation to install the docking points would not exceed a depth of 0.338 metres from finished ground level.
- A build-out will be constructed from the pavement into the highway either side of the docking station.

Design

The docking station would be positioned on the carriageway adjacent to the kerb with two build-outs located either side of the length of docking points. The site is located opposite the Camden Town conservation area and the docking points would be located on the carriageway lying due south –east of grade II listed buildings in Plender Street. The station would not have any impact on the setting of the listed buildings; with partially visible rear elevation plus side flank wall together with the distance plus the staggered position of the proposed docking points would ensure no impact on the listed buildings. The docking points with appearance of street furniture would not have any impact on the contemporary designed residential buildings opposite at 23 Bayham Street & Westerham, especially given the busy nature of this street. It is considered that the single row of docking points would be sensitively located and would not add visual clutter to the streetscene.

The proposed materials for the terminal are powder coated aluminium and glass. The docking station will be constructed from cast aluminium with a powder coated gloss finish. It is considered that these materials would be durable and serve to preserve the long term appearance of the docking stations within the street. It is proposed to surface materials within the station that match the wider pavement.

It is considered the proposed docking station would not harm the character and appearance of the streetscene nor the character and appearance of conservation area opposite. The addition is considered acceptable in this location.

Transport

The docking site is located entirely on the carriage way, i.e. the removal of a section of highways currently used for off peak parking and therefore the width of the pavement would not be affected. The width of the build-out plus the docking station is to be built on is approximately the same width as that of the existing on-street parking bays; there is no reduction of the carriageway width proposed.

The proposed docking station would project out 1.6m into the carriageway which would reduce the existing operational carriageway width to 456m. This section of Bayham Street is one way; therefore there is sufficient width for vehicles to pass between these narrower sections of carriageway. Hence, the proposal would not have a detrimental impact to the existing traffic flow. Given that there would be sustainable transport benefits to be gain from the loss of this section of carriageway space; it is considered that the benefits would in this instance outweigh the loss of carriageway and the proposal is considered acceptable.

For the row of cycles people are likely to enter and exit the docking stations with their bicycles from the highway. Bicycles will be reversed out onto the carriageway. It is considered that there is sufficient circulation space around the docking points for people to use the points safely.

The proposal site is currently a controlled parking zone and surveys have shown that it is not heavily utilised. The site has the highest PTAL possible (PTAL 6b); therefore it is considered that this area is not as dependant on the private vehicle as areas with lower PTAL. This is because there are many other transport alternatives as suggested by the high PTAL. The loss of parking would mean that people would be forced to use alternative modes of transport which, in this case, are certainly available, and are most likely more sustainable. This 'modal shift' is a common objective of both the LDF and the London Plan (T1A and 3C.3 respectively), and so the removal of pay and display parking in this case would be consistent with these documents. Further, there will be a sustainable transport benefits to providing the proposed Cycle Hire Docking Station which will offset any detrimental effect of removing this parking.

Work in the Highway
The proposal involves highways works which Camden will have to undertake to prepare the site for the docking stations to be installed by TfL. Usually a financial contribution would be required to fund these works (to be secured through a s106 Agreement). Camden's Highways Engineers will not undertake the preparatory highways works until they have received funding from TfL to undertake these works. Therefore an s106 Agreement is not required.

Amenity

The Bayham Street carriageway is busy with vehicular traffic with associated noise disturbance. Moreover, the distance of the docking station, it is considered that the proposal would not cause any additional significant noise nuisance disturbance harm to the amenity of the neighbouring occupiers or residents in terms of noise levels.

It is not considered that the proposed development or the method of illumination would disturb or distract highway users, neighbouring occupiers of residential properties on either side of the Bayham Street.

Access
The docking point would be predominantly located on the highway with only the terminal located on the pavement. A sufficient width of pavement would be maintained in accordance with BS8300:2009 Design Guidance and TfL guidance 'Inclusive Mobility'. The height of the docking station will be approximately 0.79m high. It is considered acceptable for the docking points to be below 1m in height, contrary to TfL's Design Guidance, given that they are located on the highway and the terminal, in the

place of an existing pay-and-display machine is unlikely to disrupt the main flow of pedestrians on the footway, therefore the likelihood of visually impaired persons tripping over the docking points is very small.

Community Safety
The proposed site is surrounding by a combination of uses including commercial and residential which allows casual surveillance of the site during the day and night. The proposal site is highly visible located on a busy road and it is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety

Recommendation – Grant planning permission