

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	06/10/2011
		N/A		Consultation Expiry Date:	22/09/2011
Officer			Application Number(s)		
Max Smith			2011/4067/P		
Application Address			Drawing Numbers		
Carriageway adjacent to 40-52 Parkway London NW1			See draft decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s) Installation on carriageway (and part footway) of a cycle hire docking station including a registration/payment terminal and maximum of 33 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.					
Recommendation(s):		Grant conditional permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	45	No. of responses No. Electronic	07 00	No. of objections	04
Summary consultation responses:		of <p>Neighbours were consulted by letter, two site notices placed on 24/08/2011 and a press notice published on 01/09/2011. Four letters of objection were received from residents and a business on Parkway raising the following concerns:</p> <ol style="list-style-type: none">1. Parkway is a residential street.2. The scheme would prevent vehicles, including ambulances, and delivery vehicles from parking outside.3. Loss of a very busy footway (including children en-route to the zoo).4. Parkway is a very busy one-way street, including two bus routes.5. Likely risk of accidents as cyclists join the traffic flow, especially since some will be tourists lacking experience of London's driving conditions.6. Additional crowding and congestion likely to cause problems and confusion for elderly residents at 48 Parkway.7. Impact on street tree.8. Facility will result in loss of parking for customers of local businesses.9. The narrowing of the pavement will result in encroachment on terrace of adjoining restaurant.10. Narrowing the road will hold up traffic and make the existing situation worse, creating more noise and general pollution.11. Loss of loading/unloading for residents of 48 Parkway.12. Size of scheme too big for area. <p>Three letters of support have been received from residents of Edis Street and Parkway, raising the following points:</p> <ol style="list-style-type: none">1. Docking station is a great idea, fully supported.2. Many users of hire bikes look to dock in the vicinity3. The station would have a calming effect on traffic on Parkway.4. Use of bikes will reduce pressure on tube station, which cannot support the current number of weekend users.					
CAAC/Local comments:		groups <p><u>Camden Town CAAC.</u> Object to the proposed location of this cycle hire docking station for the following reasons:</p> <ol style="list-style-type: none">1. Parkway is a very busy one-way street as it is the gateway to Camden Town from the West. The road in theory has three narrow traffic lanes but these are often reduced to two as there is one designated parking bay for two buses just higher up from this proposed docking station, as well as designated parking bays for traders in staggered positions down the street. There is one such parking bay on the South side of the street directly opposite the proposed site. Consequently, there would only be one viable traffic lane in this part of the street which would cause endless traffic delays.2. The pavement is fairly narrow and often very crowded as it is the main route from the tube for visitors walking to the Zoo. A docking station would cause further confusion.3. The proposed site would be a dangerous one for the cyclists as they would be backing into eastbound traffic as they pull their bikes into the road.4. Not against the London Cycle Hire scheme but Parkway is the wrong location. Could we suggest that you consider another site at the North end of Albert Street on the East side? A right-angled site could be fitted in there. <p><u>Camden Cycling Campaign:</u> Strongly support a hire station in this excellent location. Camden Council is urged to expedite a scheme for contraflow cycling in Hawley Crescent so as to provide access between Kentish Town Road and Camden High Street.</p>					

Site Description

A section of public highway within a busy commercial street in the designated Camden Town Centre. The site is also within the Camden Town Conservation Area.

Relevant History

No relevant planning history.

Relevant policies

LDF Core Strategy and Development Policies

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)
CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)
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

Camden Town Conservation Area Statement

Assessment

Proposal:

The installation on the carriageway of a cycle hire docking station including a registration/payment terminal and maximum of 33 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme. The main features of which would be as follows:

- the cycle hire station would be made up of a terminal 2.4m in height and docking points 0.8m in height. These would be located on a new build out from the pavement 2m in width (not part of the application; to be constructed under a separate agreement with Camden's highway engineers)..
- the terminal would be located at the western end of the cycle hire station with the docking points spaced at 0.75m intervals.
- the terminal would have a rectangular footprint (measuring 0.50m x 0.35m). The docking points would have a curved footprint (measuring 0.3m width and 0.3m in length) and would taper towards the top.

Main issues: The principle of the development is acceptable as it would improve facilities for cyclists in line with policy CS11. Therefore, the main considerations are the impact on the character and appearance of the conservation area, the safety of the public highway, parking, residential amenity and trees.

Conservation & Design

There no street furniture or other heritage assets which would be affected by the installation. As such the presence of the docking station will not adversely affect the character of the conservation area.

Transport

Pedestrian/disabled access: The docking station, including the docking information units, would be constructed on the existing carriageway and there would be no impact on the existing footpath width. As such, there would be no significant impact on existing pedestrian flows. The docking points, on account of their height, are a potential hazard for visually impaired pedestrians. However, as the docking station is not in the line of direct pedestrian movement, the risk to disabled people would be small.

No relocation of street furniture is proposed as part of this application. However a new feeder pillar is proposed

outside No. 46-50. The feeder pillar is set back against the building and is therefore considered to be an acceptable location in terms of this application. A dropped kerb is also proposed on the footway, there is no existing infrastructure at this location.

Cyclist access: The cycles when docked would be oriented towards the carriageway. However, it is considered that the width of the build out would allow sufficient space for manoeuvre without compromising cyclist safety. The proximity to a signalised junction with an advanced stop line would allow cyclists to access the carriageway at times when other traffic would be stationary.

Impact of on-street parking: In accordance with policy DP19, the Council will not grant planning permission for development that would harm on-street parking conditions or add to on-street parking where existing on-street parking spaces cannot meet demand. The side of the street where the docking station would be located does not provide any parking as a single yellow line is in place. The parking bays on the opposite side of the street would be unaffected and sufficient space would remain for servicing and unloading. Therefore this application is acceptable in this regard.

Impact on the highway: The proposal would project out 2.0m into the carriageway and coupled with the parking bays on the opposite side of the street, the existing operational carriageway width would be reduced to approximately 4.4m.

Although the carriageway is marked out as three lanes, in practice there is usually only one stream of traffic due to the parking bays on the south side of the road and a combination of parking bays, loading bays and a bus stop on the north side. The docking station and accompanying built out will make little difference to this existing situation and traffic would be unlikely to suffer significant additional delays.

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 the applicant. Usually a financial contribution would be required to fund these works (to be secured through a S.106 Agreement). Camden's Highways Engineers will not undertake the preparatory highways works until they have received funding from TfL to undertake these works. Therefore a S.106 Agreement is not required.

Amenity

The Cycle Hire station would be located in a busy commercial area where there is already significant activity. Consequently, noise generated by users of the facility would not create significant additional disturbance. Therefore, it is not considered that a loss of neighbour amenity would result. The station would only be illuminated when in use.

Community Safety

The station would be located in a well frequented part of the town centre with some residential flats above ground floor overlooking the site. Therefore, it is not considered that the development raises any community safety or anti-social behaviour issues.

Trees

The details of the docking station and the tree protection of contained within the arboricultural report are considered to satisfactorily demonstrate that the proposal will not adversely affect the adjacent street tree.

Recommendation: Grant conditional permission.

DISCLAIMER

Decision route to be decided by nominated members on Monday 3rd October 2011.

For further information see

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/development-control-members-briefing/>