

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		29/09/2011	
		N/A / attached		<b>Consultation Expiry Date:</b>		02/09/2011	
<b>Officer</b>				<b>Application Number(s)</b>			
Jamie Forsman				2011/3958/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Carriageway and footway adjacent to 1 - 11 Hawley Crescent London NW1 8NP				Refer to decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Installation on the carriageway and footway of a cycle hire docking station including a registration/payment terminal and maximum of 26 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
<b>Recommendation(s):</b>		Grant conditional permission					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	<b>09</b>	No. of responses No. electronic	<b>01</b> <b>00</b>	No. of objections	<b>00</b>
<b>Summary of consultation responses:</b>		Site notice displayed from 12/08/2011 until 02/09/2011  One letter of support received from the Camden Cycling Campaign. <i>"We strongly support a hire station in this excellent location. We urge Camden Council to expedite a scheme for contra-flow cycling in Hawley Crescent so as to provide access between Kentish town Road and Camden High Street. Position on south side is good for allowing future eastbound contra-flow cycling."</i>					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>		None					

## Site Description

The application site is within the carriageway, next to the footway on the southern side of Hawley crescent. There are car parking bays present on both sides of the carriageway. The site is located in front of 1-11 Lawrence House a modern building occupied by the Open University. Pedestrian footfall along the footway would be anticipated to be moderate given that Hawley Crescent provides a link between Kentish Town Road (55 metres to the west) and Camden High Street (70 metres to the west). The site is not located within a Conservation Area.

## Relevant History

Application site: None

13 Hawley Road (adjacent to site)

Application **approved** (2009/3072/P) for “*Redevelopment of site to provide a mixed use building comprising 1,369sqm of commercial floorspace (Class B1/B8) at ground and basement level and 114 student accommodation units at the upper four levels fronting Kentish Town Road and upper part four/five levels fronting Hawley Crescent*”. Under construction.

## Relevant policies

### LDF Core Strategy and Development 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)

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

#### 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 2006 & 2011**

**Regents Park Conservation Area Statement**

## Assessment

**Proposal:** Installation on the carriageway and footway of a cycle hire docking station including a registration/payment terminal and maximum of 26 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.

- The cycle hire station would be made up of a terminal 2.40m in height and docking points 0.792m in height. These would be located within the existing carriageway and not on the pavement.
- The terminal would be located at the southern end of the cycle hire station with the docking points spaced at 0.75m intervals (from centre to centre);
- The terminal would have a rectangular footprint (measuring 0.50m x 0.35m). The docking points would have a curved footprint similar in shape to a triangle (measuring 0.3m width and 0.3m in length) and would taper towards the top.

## Assessment

**Design:** The proposed docking station would be located within the carriageway providing a degree of visual separation between the existing buildings immediately south of the footway. It is agreed that the 0.75m intervals between docking points provide a degree of visual permeability, thus limiting the installation's presence within the streetscape. The size and height of the pay terminal to the south of the station is considered acceptable and would form an incidental feature on the street scene. The proposed material for the docking points is an aluminium alloy with its base finished in powder coated grey (RAL 9007) and the body of the docking point dark blue (Pantone 296c). The proposal is not considered to harm the character or appearance of the street and is therefore acceptable from a design perspective. A condition would be added requiring the surface treatment to match the adjoining pavement. The Council's Access Officer has viewed the application and raises no objection. The docking stations would not present a significant obstacle to visually impaired pedestrians.

**Transport:** The cycle hire station would be located within the carriageway and would not obstruct existing pedestrian flows. It is also noted that the orientation of the docking points and cycle bays ensures that bikes would not reverse into oncoming pedestrians when exiting the docking points.

The proposal involves the removal of 3-4 on street pay and display bays, with no alternative provision suggested. This is considered acceptable as parking surveys on Hawley Crescent suggest that existing supply exceeds demand. The site is also situated in the highest PTAL possible (PTAL 6b), which confirms high accessibility to alternative modes of transport. This modal shift is a principle encouraged by the London Plan. The loss of car parking is also compensated by the provision of the cycle hire station which represents a more sustainable alternative and helps reduce dependence on private motor vehicles.

The proposal involves highways works which the Council will have to undertake to prepare the site for the cycle hire stations to be installed by TfL. The relocation of any street furniture required as a result of the proposal will also be carried out by the Council. These issues will form part of a separate Agreement between the Council and the applicant.

**Amenity:** The Cycle Hire station is not, in itself, considered to result in a loss of neighbour amenity as it would only be illuminated when in use and would not be likely to generate a significant amount of noise or other disturbance. No additional seating or litter bins would be provided as part of the proposal. The proposal is acceptable in terms of policy DP26.

**Community Safety:** The street has heavy vehicular use all through the day and evening and has unobstructed long views ensuring passive surveillance. The occupation of 13 Hawley Road by students would also assist in overlooking of the site. The proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

**Recommendation:** grant conditional permission.

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