

Delegated Report	Analysis sheet	Expiry Date:	24/01/2011
	N/A	Consultation Expiry Date:	27/1/2011

Officer			Application Number
John Sheehy			2010/6334/P
Application Address			Drawing Numbers
Footway adjacent to Harrington Square, Hampstead Road			Refer to draft decision
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature

Proposal

Installation on the footway of an extension to existing cycle hire docking station including an additional 39 docking points and a registration/payment terminal in connection with the Transport for London Cycle Hire Scheme.

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

Consultations

Adjoining Occupiers:	No. notified	0	No. of responses	1	No. of objections	0
			No. electronic	1		

Summary of consultation responses:

Site notice displayed from 2nd of December to 23rd of December.

The occupier of 22 Alma Street, Kentish Town expressed support for the proposal and commented as follows:

“I strongly support this application. I live in Kentish Town and we do not have the Barclays Bikes there so I walk down to this docking station every day to pick one up to go to work. But often when I arrive there are none left so it would be much better to have more docking points. I am writing this on behalf of a group of users of these bicycles. We do hope Camden will approve this application.”

CAAC/Local groups comments: Camden Town CAAC: “We do not object to this application”.

Site Description

An area of the pedestrian footway on the eastern side of Hampstead Road adjacent to Harrington Square Gardens and opposite Greater London House.

Hampstead Road has 4 traffic lanes at this point. An existing TfL Cycle Hire Station is located on the pedestrian footway south of the application site.

The site is located within Camden Town Conservation Area. There are no listed buildings in the immediate vicinity of the site, though the residential terraces on Mornington Crescent to the side and rear of Greater London House are Grade II listed.

Relevant History

July 2009 Planning permission granted for installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 31 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme, ref. 2009/2120/P. THIS PERMISSION HAS BEEN IMPLEMENTED AND THE CYCLE HIRE STATION IS NOW FULLY OPERATIONAL.

Relevant policies

LDF Core Strategy and Development Policies

- 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
- DP24 Securing High Quality Design
- DP25 Conserving Camden’s Heritage
- DP26 Managing the impact of development on occupiers and neighbours

Assessment

Proposal: installation on the pedestrian footway of an extension to the existing cycle hire station with an additional 39 docking points in connection with the Transport for London Cycle Hire Scheme, the main features of which would be as follows:

- the extension to the cycle hire station would be constructed and finished to match the existing station in terms of form, scale and finish. While the proposal would comprise an extension to the existing cycle hire station there would be a gap measuring 11.6m on the footway between the existing cycle hire station and the extension;
 - ⇒ the terminal would be 2.40m in height and the docking points 0.792m in height. These would be located on the existing pavement in an area 1.40m in width and 45.5m in length;
 - ⇒ the terminal would be located at the centre 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 measuring 0.3m width and 0.3m in length and would taper towards the top;
- the existing pedestrian footway is 4.3m wide. The cycle hire station would reduce the width of this section of the footway to 2.8m;
- the cycles would be secured at an angle with the front wheel facing the outside of the pavement;
- the screens of the terminal would be illuminated only when in use by customers.

Assessment

Conservation & Design

In assessing the application for the docking station located nearby, officers considered that the impact of the proposal on the setting of Harrington Square Gardens and on the character and appearance of the Camden Town Conservation Area was limited and neutral. Due to its form, location, scale and character the extension to the cycle hire station is not considered to cause any more harm to the setting of the Gardens or the Conservation Area.

There is no street furniture of historic merit in close proximity to the site which would be affected by the proposal.

The proposed material for the docking points is an aluminium alloy with its base finished in powder coated silvergrey (RAL 9007) and the body of the docking point dark blue (Pantone 296c).

The cycle hire station is considered to be acceptable in terms of design and to preserve the character and appearance of this part of the Camden Town Conservation Area.

Transport

While the cycle hire station would be located on the footway, the temporary obstruction caused by the operation of the cycle hire station is considered acceptable given the width of the footway in this location (2.5m following installation of the cycle hire station). This width is considered adequate to cater for the flow of pedestrians at this location.

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 its use would not be likely to generate a significant amount of noise or other disturbance. Harrington Square Gardens is surrounded on all sides by wide, heavily trafficked streets and, while there are residential uses in the general area, there are no residential uses adjacent to the site. By virtue of its form, design and location the proposal is not considered to have a detrimental impact on the amenity of any neighbouring occupiers.

Access

The proposal retains a sufficient width of pavement in accordance with BS8300:2009 Design Guidance. The height of the docking points (0.792m) does not meet TfL design 'Inclusive Mobility' guidance which recommends that bollards and other free standing objects should be at least 1000mm in height. There is a potential safety hazard to pedestrians, however it is considered that in this instance this height is acceptable because the docking stations would not disrupt the main flow of pedestrians on the footway.

Community Safety

The site is located on a busy street which has heavy vehicular use all through the day and evening. The location is highly visible in particular in long views and is not subject to persistent crime problems. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

Trees

An Arboricultural Report was submitted with the application in respect of two London Plane and three Lime trees within Harrington Square Gardens adjacent to the application site, all of which are fully-grown mature trees. The report stated that the proposal would not have a detrimental impact on these trees. This has been confirmed by Camden's Landscape Officer. There are no other trees on or near the site. A condition has been attached to the decision notice requiring the trees adjacent to the site to be retained and protected from damage in accordance with the approved Arboricultural report.

Recommendation: Grant conditional permission.

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