| Delegated Report (Members Briefing) | Analysis sheet | Expiry Date: | 25/06/2010 |
|---|---|---|---|
| | N/A / attached | Consultation Expiry Date: | 09/06/2010 |

| Officer | Application Number(s) |
|---|---|
| Elizabeth Beaumont | 2010/2294/P |
| **Application Address** | **Drawing Numbers** |
| Footway opposite<br>Royal Veterinary College<br>Royal College Street<br>London, NW1 OTU | Please refer to decision notice |

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

## Proposal(s)

Installation on the footway of a cycle hire docking station including a registration/payment terminal and maximum of 60 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.

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| **Recommendation(s):** | **Grant planning permission** |
| **Application Type:** | **Full Planning Permission** |

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| **Conditions or Reasons for Refusal:** | Refer to Draft Decision Notice | | | | | |
| **Informatives:** | | | | | | |
| **Consultations** | | | | | | |
| **Adjoining Occupiers:** | No. notified | **77** | No. of responses<br><br>No. Electronic | **02**<br><br>**00** | No. of objections | **02** |
| **Summary of consultation responses:** | **11 Lyford** – Objects for the following reasons;<br>• Object if this going to obstruct the use or access to the bus stops. (see below)<br>• There was no design or layout information. (see below)<br>• This will increase cycle traffic.<br>• Cyclists using the cycle lane sometimes use the path when there are road works. (see below)<br>• I think the number is too many. (Refer to 1.2)<br><br>**22 Hartland** – objects for the following reasons;<br>• This will just be another thing for the kids to vandalise. We have enough problems with them kicking cars and vans setting alarms off. (Refer to 6-6.3)<br><br>*Officer's comments* – the proposal would not affect access to or the function of the bus stop. All the existing and proposed drawings were available to view online and at the Council's Offices during the consultation period. The construction period for the docking station is relatively short and will be isolated to the footway therefore there will be limited disruption to the cycle lane. | | | | | |
| **CAAC/Local groups comments:** | N/A | | | | | |

## Site Description

The site is located on the west side of Royal College Street. The proposal site is on the central pavement which is positioned adjacent to a cycle lane in between a side road and the main street in front of a residential block known as 'Hartland'. There are a number of trees positioned in a line along the pavement. The site is located adjacent to the boundary with the Kings Cross St. Pancras Conservation Area.

### Relevant History

None relevant

## Relevant policies

**Adopted Unitary Development Plan 2006**

SD1 (Quality of life), SD6 (Amenity for occupiers and neighbours), SD7 light pollution

B1 (General Design principles), B3 (Alterations and extensions), N8 (Ancient Woodlands and Trees), T1 (Sustainable Transport), T3 (Pedestrians and Cycling), T7 (Off Street Parking), T9 (Impact of parking), T12 (Works affecting highways)

**Camden Planning Guidance 2006**

**The London Plan 2004**

2A.1 (Sustainability criteria), 3C. 3 (Sustainable transport in London), 3C. 1 (Integrating Transport and Development), 3C. 9 (Increasing the capacity, quality and integration of public transport), 3C. 17 (Tackling congestion and reducing traffic), 3C. 18 (Street space), 3C.22 (Improving conditions for cycling), 4B.1 (Design principles for a compact city), 4B.5 (Creating and inclusive environment)

### 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 & 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, DP26 - Managing the impact of development on occupiers and neighbours, DP29 - Improving access, DP31 - Provision of, and improvements to, open space, sport and recreation.

*As the draft LDF Core Strategy and Development Policies documents have now been published, they are material planning considerations. However, as a matter of law, limited weight should be attached to them at this stage.*

## Assessment

**1. Proposal**

1.1 Permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 60 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 be 48m by 2m in front of the line of trees. The stations will comprise the following features;

- A terminal 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 in the centre of the docking station with the front wheels positioned kerb side.
- The terminals will be constructed from gravity cast aluminium, powder coated with graffiti resistant coating. The mapping information will be covered with toughened glass
- 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 each point.
- 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 turquoise decal 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
- The bikes will be secured into the docking station and slot into a secure locking mechanism with the front wheel protruding with a distance of 0.33m between the docking point and the edge of the station and 0.75m between the centres points of the bicycles.

1.2 The relatively high numbers of docking points are proposed due to the expected volume of traffic given the position of the station in close proximity to a number of cycle routes, tube and overland stations and the college opposite.

**2. Design**

2.1 The docking station would be positioned on the large footway which is set in the middle of Royal College Street and the small side lane. The station would be positioned in front an existing row of large trees adjacent to a cycle lane. The proposed materials for the terminal are powder coated aluminium and glass.

2.2 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. A condition will be attached requiring the surface material of the docking station to match the surrounding treatment.

2.3 It is considered the proposed docking station would not harm the character of any surrounding buildings or the streetscene or the neighbouring conservation area and is considered acceptable in this location.

**3. Transport**

3.1 The site is located on Royal College Street a one-way north bound street with a width of 7.6m. The proposal involves the construction of a docking station the footway. This includes the taking of 2.0m in footway width so there would be a remaining 4.4m width. Royal College Street is considered a normal pedestrian street; therefore a minimum footway width of 1.8m should be maintained. This proposal ensures a 4.4m width is maintained which far exceeds the requirement and so is acceptable in this regard.

3.2 There is both a lamp column and a rubbish bin within the footprint of the scheme. Both the lamppost and lamp column will need to be located to within close proximity to the site to ensure the docking station can operate properly.

**4. Amenity**

4.1 Concerns have been raised that the docking stations will disturb the residents of the residential block known as Hartland approximately 15m away from the docking station. The nearest

residential windows are at raised ground floor level. The station will have an expected occupancy of 10 bicycles at any time and will be in use for 24 hours a day, seven days a week. It is considered the main periods of use will be during daylight hours and early evening.

4.2 The proposed operation is intended to involve the majority of patrons being registered users who would not need to be at the station for long periods of time, simply swiping their key readers to unlock a bicycle. The release and re-docking of bicycles is expected to occur without discernable noise.

4.3 It is considered that the proposed development given the distance from residential windows and how the units would be used they would not harm the amenity of the neighbouring occupiers and residents in terms of noise levels. It is not considered that the proposed development or the method of illumination would have any detrimental impacts on the amenity of neighbouring occupiers or residents.

**5. Access**

5.1 The proposal retains a sufficient width of pavement 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 the width of the pavement and is unlikely to disrupt the main flow of pedestrians on the footway. Therefore the likelihood of visually impaired persons tripping over them is very small as the docking stations are not in the line of direct movement of pedestrians.

**6. Community safety**

6.1 The proposed site is surrounded by a combination of residential accommodation and a college building. The payment terminal is positioned in the centre of the station and sightlines are maintained. There is street lighting along this section of the street. The presence of residential accommodation allows casual surveillance of the site. The station is also positioned on a bus route which will be in operation for the main periods of use.

6.2 The docking stations and terminals will be constructed from hardwearing materials and will be covered in graffiti resistant coating in order to limit any potential for vandalism.

6.3 The Council's Crime Prevention Design Advisor considers that for the reasons above the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

**7. Trees**

7.1 There are a number of trees adjacent to the proposed site. An Arboricultural Report was submitted as part of the application. The report concludes that the proposed station is located within a number of the root protection areas of a number of trees. In order to ensure that the proposal would not harm the trees a number of protection methods are proposed. These include a 4m zone of no excavation around each tree. As it is likely that minor roots may be encountered within the site further protection methods include close supervision of all excavation works will be undertaken, lifting of surfaces by hand, staged excavation with the use of hand tools and visual checks. Further to this protective tree boxed are proposed for a number of the trees.

7.2 It is considered that the proposed tree protection measures will be satisfactory to ensure the trees adjacent to the site will not be harmed during or following construction.

**8. Recommendation -** Grant planning permission

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