

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>14/12/2009</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		<b>20/11/2009</b>	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2009/4938/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Footway opposite 18 Hand Court London WC1V 6JF				Please 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 footway of a cycle hire docking station including a registration/payment terminal and maximum of 23 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
<b>Recommendation(s):</b>		Refuse planning 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>57</b>	No. of responses	<b>02</b>	No. of objections	<b>02</b>
				No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>		<b>Flat 3, 23 Hand Court</b> – objects for the following reasons; <ul style="list-style-type: none"> <li>Affect the amount of noise produced. This would be accentuated by the canyon-like affect. Due to the historic value of the residences, noise reduction techniques have not been possible.</li> <li>A more appropriate position would be in nearby streets. The noise effects on residents in Hand Court should be kept to a minimum.</li> </ul> <b>Asset managers on behalf of the freeholder of the land</b> – Object for the following reason; <ul style="list-style-type: none"> <li>We have been in discussion with the applicant to allow this docking station to be installed but we have no agreement with them and currently we will not permit them to install this on the land.</li> </ul>					
<b>CAAC/Local groups comments:</b>		<b>English Heritage</b> – the proposals are not considered to have an affect on any significant archaeological remains. Any requirements for pre or post assessment of this site should be waived.					

## Site Description

The site is located in Hand Court, a pedestrian alley way connecting High Holborn and Sandland Street. The proposal site is on the footway on the western side of the alley way in a recess behind the High Holborn frontage of Mid City Place. The area comprises a number of high storey office buildings and a residential block at higher levels. The site is within an archaeological priority area, and close to the boundary with the Bloomsbury Conservation Area.

## Relevant History

None relevant

## Relevant policies

### Adopted Unitary Development Plan 2006

SD1 (Quality of life)  
SD6 (Amenity for occupiers and neighbours)  
B1 (General Design principles)  
B3 (Alterations and extensions)  
B6 (Listed Building)  
B7 (Conservation Area)  
B8 (Archaeological sites)  
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 consolidated with Alterations since 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)

Bloomsbury Conservation Area Statement

## Assessment

**Proposal** - Permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 23 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. This scheme will involve the removal and relocation of 5 cycle stands. The docking station will be arranged in two rows measuring 10.5m long and 4.75m wide positioned on the footpath. The station 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 and payment/registration functionality which will be internally illuminated when in use.
- The terminal will be positioned closest to the rear elevation of Mid City Place with the docking points extending north in two rows along Hand Court. The bikes are positioned with the front wheel facing into the centre of the station.
- Docking points measuring approximately 0.85m high sloping to 0.75m, 0.325m deep and 0.13m wide with 0.75m between each point.
- Each point will have an oyster card reader and secure one bicycle.

A service provider has been appointed by TfL however information relating to certain aspects of the scheme remains indicative at this stage and is still under discussion by the various bodies involved.

**Design** - The docking station would be located within Hand Court adjacent to the newly constructed Mid City Place. Part of the passageway borders the Bloomsbury Conservation Area.

The six storey development dominates this section of Hand Court. It is considered that the proposed docking station would complement the modern appearance of this building and would not visually clutter the street scene. In this regard the proposed works are not considered to harm the character of the surrounding buildings or the character and appearance of the neighbouring conservation area.

It appears that the footway has been newly laid with York stone. It is considered that the surface should be re-laid with materials to match existing. A condition would be attached to any permission to be granted requiring surface materials to match existing.

The indicative materials are stainless steel with a steel or aluminium base and trim. There are concerns regarding the design of the trim and base. These features should be as durable as possible in order to preserve the long term appearance of the docking stations within the street scene. A condition will be attached requiring the use of highly durable stainless steel to match the material used in the Legible London Scheme. The indicative colour scheme is dark blue and silver terminals and document points with a light green/turquoise roundel. Concerns are expressed regarding the design off the roundel on the top of the terminals. It is considered the top of the terminals should be a long lasting, iconic, piece of street furniture which fits

It is considered that the proposed docking station would not harm the character of streetscene or the character and appearance of the neighbouring conservation area and is considered acceptable in this location.

**Transport** - The site is located on the western side of the passage way opposite 18 Hand Court. The proposal involves the construction of a docking station on the footway (on private land) by taking 5m x 10.5m of footway space. However, the proposed site is located in the corner of Hand Court, so it is out of the way of the pedestrian flow. Therefore there will be little conflict between the operation of the docking station and the pedestrian flow.

There are existing cycle stands in the location proposed for the docking station, however these are on private land. It is proposed to relocate these cycle stands further north, also on private forecourt land. These cycle stands will not affect pedestrian flow, therefore this is acceptable.

**Amenity** - Concerns have been raised that the docking stations will disturb the residents located further along the passage way at no. 23 Hand Court. The nearest residential windows are at first 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. 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 Oyster Card to unlock a bicycle. The release and re-docking of bicycles is expected to occur without discernable noise.

It is considered the proposed development 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 a detrimental impact on the amenity of neighbouring occupiers or residents

**Access** - 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 is indicative at this stage and ranges between 0.75m to 0.85m. It is considered acceptable for the points to be below 1m in height contrary to TfL's Design Guidance as the station is predominantly located on the carriageway and does not disrupt the main flow of pedestrians on the footway.

There are concerns that given that the area is pedestrianised the safety of pedestrians, particularly those who are disabled, could be compromised if users of the docking station cycle on the pavement. However cyclists would be encouraged to wheel their cycles either to High Holborn or Sandland Street where they will be able to join the carriageway at a dropped kerb or at a controlled crossing. There are existing cycle stands on the site that will be relocated further north.

**Community Safety** - The pedestrian passage which links High Holborn and Sandland Street is little used out of office hours. The passageway is lined with commercial accommodation and there are no active frontages at ground floor level along the passage way. There is a ground floor window serving a retail unit which fronts onto High Holborn adjacent to the proposal site. This window is largely screened with obscured glazing and the only access door to the unit on this elevation is a fire exit. There is some residential accommodation further up the passage way, in one block at higher levels along the passageway however this does not directly overlook the site and therefore does not allow any natural surveillance on the site.

It is considered that given the commercial nature of the surrounding environment, the majority of neighbouring premises would be empty during early morning, evening and weekend hours. A consequence of this would be a substantial reduction in the pedestrian rates during these periods. It is therefore considered that given the lack of residential accommodation and active frontages at ground floor level there would be very little or nil natural surveillance of the proposed site. These factors could create the perfect environment for a thief to operate unobserved with little chance of being interrupted

It is acknowledged that a number of techniques that have been incorporated into the design of the scheme including robust secure locking mechanism and the use of debit and credit card to reduce the potential for theft and crime associated with the payment by cash and there may be private CCTV coverage of the site. However it is considered that the lack of any natural surveillance and active frontages could potentially provide the opportunity to commit crime and anti-social behaviour increasing the levels of and perception of crime in this area.

It is considered that although certain elements to prevent crime have been incorporated into the scheme the lack of natural surveillance and active frontages within this location would have a detrimental impact on levels of and perception of crime,

anti-social behaviour and community safety. It is therefore considered that this site is unacceptable.

**Recommendation** – Refuse planning permission

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