

Delegated Report		Analysis sheet		Expiry Date:		25/08/2009	
		N/A / attached		Consultation Expiry Date:		-	
Officer				Application Number(s)			
Elizabeth Beaumont				2009/3547/P			
Application Address				Drawing Numbers			
Carriageway adjacent to 33 Chancery Lane, Bream's Buildings London				Please refer to decision notice.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Observations to Adjoining Borough (City of London) for installation on carriageway of cycle hire docking station for the Transport for London Cycle Hire Scheme containing a maximum of 28 docking point for bicycles plus terminal.							
Recommendation(s):		No objections					
Application Type:		Request for Observations to Adjoining Borough					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00	
			No. electronic	00			
Summary of consultation responses:	N/A						
CAAC/Local groups comments:	N/A						
Site Description							
The site is located on Bream Buildings a street adjacent to Chancery Lane, which forms the boundary with the City of London. The west side of the road within Camden is within the Bloomsbury conservation area and contains 19 th century buildings of decorative and robust architectural styles. There are several listed buildings in close proximity to the site.							
Relevant History							
None							
Relevant policies							
London Borough of Camden Replacement UDP 2006 SD1,6,7; B1,6,7; T3,7,9,12 Camden Planning Guidance 2006							

Assessment

The proposal is to install a line of 28 London Cycle Hire docking stations on Bream Buildings in the centre of the carriageway, outside the side elevation of Lonsdale Chambers. The docking stations and terminal would be located on a new build-out as part of a scheme to pedestrianise the street with a width of 2 metres for a distance of 23m.

Objections were raised to a previous application (2009/2943/P) for a cycle hire docking station on Chancery Lane on the basis that the proposed docking station, by reason of its size, design and position within an uncluttered streetscene and opposite a listed building and numerous unlisted buildings of townscape merit, would be detrimental to the setting of the listed building and would fail to preserve the character and appearance of this part of the conservation area, contrary to policies B6 (Listed Buildings) and B7 (Conservation areas) of the London Borough of Camden Replacement Unitary Development Plan 2006.

The proposal was revised to relocate the docking station on a side street off Chancery Lane.

Issues - The main considerations are the impact of the proposal in Camden's borough transport and townscape. There are concerns of loss of amenity given that the stations will be only illuminated when in use by individual cyclists. It is considered the proposed development or the method of illumination would not have a detrimental impact on the amenity of neighbouring occupiers or residents. It is considered that given the proposal to pedestrianise the area and that there is CCTV of the site there are no issues of community safety.

Townscape - The design and layout of the docking is typical of all others being proposed by TfL and therefore no objection is raised to the scheme on design grounds. It is considered the proposed location would not impact upon the uncluttered and clear streetscene or the surrounding listed buildings.

Transport - The site is located on Beam's Buildings, which is off Chancery Lane. Chancery Lane forms the borough boundary between Camden and the City of London. Although the actual boundary line runs down the centre of the road, Camden maintain the full width of the road north of Carey Street, which includes the location of the proposed docking station.

It is proposed to construct a cycle hire docking station on the carriageway, which will tie in with city of London proposals to pedestrianise this road. There is a fire gate on Bream's Buildings at its junction with Chancery Lane, however it has been confirmed that the gate is not required for fire access. The City of London's pedestrian scheme would involve planting trees along the centre of the road anyway.

The proposal involves the construction of a docking station on a build-out that will be created entirely in the carriageway. It will therefore not reduce the width of the footway and is acceptable in this regard. The height of the docking station is between 0.75m to 1.05m there is a potential safety hazard to pedestrians falling into and tripping over the docking points. The docking points have been located so that they do not 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.

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.

The proposal is part of the Cycle Hire Scheme, a London wide scheme to promote cycling. Given that this city bike scheme provides a new form of public transport and provides another sustainable transport option for people to choose from, this application is acceptable in regards to policy T3.

The proposal does not involve the removal of any on-street parking bays; therefore this application is acceptable in regard to on-street parking provision.

The scheme is therefore acceptable in transport terms.

Disclaimer

This is an internet copy for information purposes. If you require a copy of the signed original please contact the Culture and Environment Department on (020) 7974 5613