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| Delegated Report (Members Briefing) | | Analysis sheet | | Expiry Date: | 03/07/2009 |
| | | N/A | | Consultation Expiry Date: | 09/06/2009 |
| Officer | | | Application Number(s) | | |
| Elizabeth Beaumont | | | 2009/2107/P | | |
| Application Address | | | Drawing Numbers | | |
| Footway adjacent to corner of Hampstead Road and 250 Euston Road London NW1 2PQ | | | Please refer to draft decision notice. | | |
| PO 3/4 | Area Team Signature | C&UD | Authorised Officer Signature | | |
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| Proposal(s) | | | | | |
| Installation on footway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 54 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme. | | | | | |
| Recommendation(s): | | Grant 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 | 04 | No. of responses | 01 | No. of objections | 01 |
| | | | No. Electronic | 00 | | |
| Summary of consultation responses: | <p>Site notice expired on 04/06/2009</p> <p><u>54 Twisden Road, Ex-member of Walking Cycling and Road Safety Advisory Group</u> _Fully support principle but raises following concerns:</p> <ul style="list-style-type: none"> • There is no benefit of the proposed site to Euston station. • There should be a tactile band for the visually impaired/blind (Please refer to paragraph 5-5.2). • There should be no advertisements in order to limit visual clutter. (See below) • Colour of signpost is welcomed. • Cyclist safety – (Refer to paragraph 4.1) <ul style="list-style-type: none"> ○ Unfamiliar road layout ○ Busy traffic flow, would need to cycle under the underpass ○ Danger from buses and stationary buses. ○ Accident level may only be low in this location as cyclists take a different route. ○ Maybe suitable when two-way traffic is returned. <p><i>Officer's comment - The application site is a short walk from Euston Station and is opposite a key University building. Advertisement Consent would be required for any proposed advertisements and an informative will be attached to any decision notice advising that no additional advertisements should be attached.</i></p> | | | | | |
| Local Groups: | None received | | | | | |
| Site Description | | | | | | |
| <p>The site is located towards the south of Hampstead Road at the junction with Euston Road running from the east to the west and Tottenham Court Road to the south. The proposal site is on the wide pedestrian footway adjacent to no. 250 Euston Road, a modern high rise glass fronted building on the east side of Hampstead Road on the corner with Euston Road. Hampstead Road is a Transport for London Red Route. The area is comprised of office accommodation. There are five existing mature trees on the footway. The site is not located in a conservation area and there are no listed buildings in the immediate vicinity.</p> | | | | | | |
| Relevant History | | | | | | |
| <p>30/03/1983 – p.p. granted (35604) for the erection of a sculpture at 250 Euston Road, NW1 located adjacent to the Junction with Euston Road and Hampstead Road, NW1.</p> <p>08/08/1984 – Advertisement consent granted (8480140) for the display of 2 x 4 - sheet poster panels (60" x 40") forming an integral part of a bus shelter.</p> <p>04/12/1996 – p.p. granted to upgrade existing telephone kiosks.</p> <p>24/06/1997 – Advertisement consent granted (9601566) for the display of free standing illuminated advertisements.</p> <p>30/04/1998 – p.p. agreed in default (telecoms) for the installation of telecommunications apparatus (radio base stations).</p> <p>30/06/1998 – p.p. agreed in default (telecoms) for the installation of telecommunications mast.</p> <p>07/01/1999 – Advertisement consent granted (AS9804842) for display of internally illuminated advertisement display panel on bus shelter.</p> | | | | | | |

Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

Adopted Unitary Development Plan 2006

SD1 (Quality of life)

SD6 (Amenity for occupiers and neighbours)

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)

Assessment

1 Proposal

- 1.1 Permission is sought for the installation of 2 cycle hire docking stations comprising a registration and payment terminal with 54 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. The docking station position to the north of the site will be 12m long and 4.75m wide and other is directly below measuring 12m long and 4.75m wide on the footway in line with 4 existing cycle stands. 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 and payment/registration functionality which will be internally illuminated when in use.
 - The terminal will be positioned top the north of the main docking station furthest away from the junction with Euston Road with docking points extending along Hampstead Road in two rows with the docking stations in the centre. The bikes are positioned with the rear wheels projecting out into the pavement.
 - 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.
- 1.2 As there is no service provider has been appointed by TfL, information relating to some aspects of the scheme is indicative at this stage.

2 Design

- 2.1 The proposed docking station would be positioned inline with an existing row of trees and cycling stands in front of a glazed building. It is considered the docking station would sit well within the street and would not visually clutter the streetscene.
- 2.2 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 of 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 sensitively into the streetscene. A condition will be attached requiring surface materials to match existing.

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

3 Transport

- 3.1 The site is at the junction of Hampstead Road with Euston Road and Tottenham Court Road. Euston Road is a four-lane two-direction carriageway linking Central London to the M40 running under Hampstead Road. Hampstead Road meets Tottenham Court road above the underpass and there are slip road onto the Euston Road, with cycle ways ravelling north/south. The footway varies from 17-20m in width. A pavement of 3.5m will be maintained.
- 3.2 The docking station is located on the footway so creates a permanent obstruction on the footway but is positioned so it does not disturb the main flow of pedestrians. It is considered the permanent obstruction from the station and the temporary obstruction from the operation of the station are considered acceptable given the width of the remaining pavement.
- 3.3 The proposal is not considered to affect the visibility of vehicles entering or existing Hampstead Road/Euston Road.

4 Amenity

- 4.1 Concerns have been raised in regards to the safety of users of the scheme in this location given the location near to roads with significant volumes of traffic. There is a dropped kerb at the pedestrian crossing to the south and south west of the site. There is a dedicated cycle lane at the pedestrian crossing on Euston Road which will provide a safe route onto the highway.
- 4.2 The proposed site is surrounded by office accommodation. 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.

5 Access

- 5.1 Concerns have been raised in regards to the position of the docking station in a prominent position entirely on a footway with a busy pedestrian flow. The southern end of the docking station is screened by existing Sheffield cycle stands and a row of mature trees. A condition will be attached requiring a surface treatment of a contrasting texture on the highway surface to define the perimeter of the docking station to act as a warning of the presence of the docking station for visually impaired pedestrians. This is considered necessary in this instance to delineate between the pavement and the docking station particularly for vulnerable users.
- 5.2 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 contrasting surface treatment surrounding the station will act as a warning.

6 Community Safety

- 6.1 The proposed site is surrounded by a combination of office accommodation. Warren Street Tube is on the other side of the junction. The site is on a very busy junction with a high pedestrian and vehicular flow rate. The payment terminal is highly visible and sightlines are maintained. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

7 Trees

- 7.1 There are six trees located in close proximity to the site, three London planes, two ashes and a cherry.

An Arboricultural Report was submitted as part of the application. The report concludes that the proposed docking station is located beyond the Root Protection Zones of all trees. Any excavation within the site is only likely to encounter minor roots and shall not have significant detrimental impact on any trees. One tree (T5) is located 3m from the site so protection measures have been recommended in order to prevent accidental to the stem and braches by construction activity.

8 Recommendation: Grant planning permission

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