

Delegated Report		Analysis sheet		Expiry Date:		03/07/2009	
		N/A / attached		Consultation Expiry Date:		09/06/2009	
Officer				Application Number(s)			
Elizabeth Beaumont				2009/2133/P			
Application Address				Drawing Numbers			
Carriageway adjacent to University of London Commonwealth Hall 1 - 11 Cartwright Gardens London WC1H 9EB				Please refer to decision notice.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Installation on the carriageway of a cycle hire docking station including a registration/payment terminal and maximum of 24 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
Recommendation(s):		Grant					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:	No. notified	29	No. of responses	00	No. of objections	00	
			No. electronic	00			
Summary of consultation responses:		Site notice expired on the 09/06/2009 - no responses received.					
Local Groups comments:		None received.					

Site Description

The site is located to the east of Cartwright Gardens north of the junction with Leigh Street and Marchmont Street. The proposal site is on the carriageway outside of Commonwealth Hall (University of London) opposite the park. The area is comprised of a mixture of residential and university accommodation. There is a row of shops with residential above on the southern side of Leigh Street. Opposite the site the buildings, Nos. 47 -63 Cartwright Gardens, a terrace of 19 houses forming the southern half of a crescent, occupied by hotels and 1-3 Leigh Street, built in 1810-13 are Grade 11 Listed buildings. The site is located close to the boundary with the Bloomsbury Conservation Area.

Relevant History

None relevant

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)
SD7 light pollution
B1 (General Design principles)
B3 (Alterations and extensions)
B6 (Listed buildings)
N8 (Ancient Woodland 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

Proposal

Permission is sought for the installation of a cycle hire docking station comprising a registration and payment terminal with 24 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 20m long and 2m wide positioned on a build-out into the carriageway and on part of the footway following the removal of a motorcycle parking bay. 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 near to the junction with Leigh Street with the docking points extending north along Cartwright Gardens. The bikes are positioned with the front wheel kerbside.
- 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.

As there is no service provider appointed by TfL yet, information relating to some aspects of the scheme is indicative at this stage.

Design

The station would be positioned in front of the front elevation of a block of student accommodation opposite the park. It is considered the docking station would not harm the setting of the neighbouring listed buildings. It is considered the

terminal, docking points and cycles would sit well within the street and would not visually clutter the streetscene.

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. 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 of 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.

It is considered the proposed docking station would not harm the character and appearance of any surrounding buildings, the setting of listed buildings or the wider conservation area and is considered acceptable in this location.

Transport

Cartwright Gardens is a two-way road which runs on north-south alignment. The site is currently used as a parking area for motorcycles. The pavement width will be unaffected. As the docking station is predominantly on a build-out on the carriageway there will be no permanent obstructions to the footway. The temporary obstruction from the operation of the stations is considered acceptable given the width of the pavement and the low pedestrian flow.

The proposal involves the loss of an on-street motorcycle parking bay. This is considered acceptable given the fact that the bay is much underused and there is an alternative bay 80m to the north that has spare capacity. It is intended to replace another motorcycle bay at a location close by.

The proposal is not considered to affect the visibility of cars along Cartwright Gardens or cars turning in or out of Leigh Street.

Amenity

The proposed location is mainly surrounded by student and office accommodation with hotels and residential uses located opposite the site. 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.

Community Safety

The proposed site is surrounded by a combination of student accommodation, and office accommodation and hotels accommodation allowing surveillance of the site. The payment terminal is positioned closest to the junction with Leigh Street and sightlines are maintained. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

Trees

There is a single mature London Plane located in the south of the park opposite the proposed site. An Arboricultural Report was submitted as part of the application. The report concludes that only part of the proposed docking station would be located within the edge of the Root Protection Area of the tree however there will only be minimal implications from the proposal, for example loss of minor roots. Tree protection methods are not proposed given the location of the tree behind metal railings, the distance away from the tree itself and the minimal excavation works involved.

Recommendation: Grant planning permission

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