

Delegated Report		Analysis sheet		Expiry Date:		03/07/2009	
		N/A / attached		Consultation Expiry Date:		09/06/2009	
Officer				Application Number(s)			
Elizabeth Beaumont				2009/2132/P			
Application Address				Drawing Numbers			
Carriageway adjacent to 157-159 Drury Lane London WC2B 5PW				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 27 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	08	No. of responses	00	No. of objections	00	
			No. electronic	00			
Summary of consultation responses:		<u>Councillor Fulbrook</u> – happy to support					
Local Groups comments:		Covent Garden Community Association – None received.					

Site Description

The site is located on the northeast side of Drury Lane on the junction with Great Queen Street and Long Acre in the Central London Area. The proposed site is adjacent to the footpath in front the side elevation of a restaurant at 157 Drury Lane. The road is subject to traffic calming works. The area comprises of a mixture of commercial uses with retail/restaurants on the ground floor and offices above. The site is within the Seven Dials Conservation Area in a Archaeological Priority Area. There are no listed buildings in the immediate 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

S1/S2 (Sustainable development)
SD1 (Quality of life)
SD6 (Amenity for occupiers and neighbours)
SD7 light pollution
B1 (General Design principles)
B3 (Alterations and extensions)
B7(Conservation areas)
B8 (Archaeological sites and monuments)
T1 (Sustainable Transport)
T3 (Pedestrians and Cycling)
T7 (Off Street Parking)
T9 (Impact of parking)
T12 (Works affecting highways)

Camden Planning Guidance 2006

Seven Dials (Covent Garden) Conservation Area Statement

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 27 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 22.5m long and 2m wide positioned on a build-out into the carriageway and on part of the footway following the removal of 3 pay and display spaces. The station will be split into two sections the longer section closest to the corner of the junction and would measure 18m and the short section on the western side would measure 4.5m in length. 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 Great Queen Street with the docking points extending east along Drury Lane in a single linear row along the kerbside. 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 docking station would be positioned in front of the side elevation of a shopfront. It is considered the docking station 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 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 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 of any surrounding buildings or the streetscene and is considered acceptable in this location.

Archaeology

The proposed docking station is positioned within Saxon London. It is considered that that the potential for recovering remains is slight as the groundwork for the docking station will not penetrate deeper than 450m below the ground surface. Archaeological investigative works are however proposed as a precautionary measure to ensure that no damage occurs to any archaeological remains.

Transport

Drury Lane is a one-way north-west bound road with parking on both sides. The footway is 2.5m wide and this would be retained.

As the docking station is predominately 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 moderate pedestrian flow rate.

The proposal involves the removal of three pay and display bays. The loss of the pay and display spaces are considered acceptable. The site has the highest PTAL possible (PTAL 6b) which suggests the area is not very dependant on private vehicle. The loss of parking would mean that people would be forced to use alternative modes of transport and the sustainable transport benefit is considered to offset the effect of losing this parking.

The proposal is not considered to affect the visibility of vehicles entering or exiting Drury Lane/Great Queen's Street.

Amenity

The area is predominately comprised of retail and restaurant uses at ground floor with office and some residential accommodation above. 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.

Crime

Concerns have been raised regarding the surveillance of the location and crime rates in the area. It is considered that the site is surrounded by active frontages with cafes, restaurants and retail at ground floor level allowing some surveillance. The docking station will be incorporate in to a new public space development which will reduce the street clutter and improve lighting within the area. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

Recommendation: Grant planning permission

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