

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>03/07/2009</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		09/06/2009	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2009/2103/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Carriageway on corner of Bucknall Street and Earnshaw Street London WC2				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 carriageway of 2 cycle hire docking stations including a registration/payment terminal and maximum of 18 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
<b>Recommendation(s):</b>		<b>Grant</b>					
<b>Application Type:</b>		<b>Full Planning Permission</b>					
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	<b>03</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>	
			No. electronic	<b>00</b>			
<b>Summary of consultation responses:</b>	<i>Site notice expired on the 04/06/2009 – no comments received.</i> <u>Councillor Fulbrook</u> – happy to support						
<b>Local groups comments:</b>	<u>Covent Garden Community Association</u> – no comment						

## Site Description

The site is located on the east side of Earnshaw Street on a corner with Bucknall Street in the Central London Area. The proposal site is on a large triangular shaped footpath in front of Castlewood House opposite the rear elevation of the Grade II listed Centre Point. There are two trees located on the site. The area is comprised mainly of office accommodation with a new development of residential, offices, restaurants and retail uses under construction. The site is not within a 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 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

### Proposal

Permission is sought for the installation of 2 cycle hire docking stations comprising a registration and payment terminal with 18 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. The two docking stations will be 4.5m by 2m and 4.75m by 6m positioned on the large corner footway. The smaller docking station will be located to the northern end of the site in between two trees. 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 on the southwest corner of the largest docking station. The smaller docking station will have a single row of docking stations with the front wheels positioned kerb side. The larger station will have two rows of docking points next to each other with the docking points in the centre.
- 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 on triangular area of footway in front of an office building. The rear of the Grade II

listed Centre Point house is located opposite but given the distance and the size of the block and the fact it is the secondary elevation, it is not considered to be an impact on its setting. 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.

## **Transport**

Earnshaw Street is a one-way northbound street and Bucknall Street is a two-way street with a low footfall. The proposed footway width would be 2.5m on Earnshaw Street and 3m on Bucknall Street.

The docking stations are in the centre of the footway so may disrupt the pedestrian desire line to cut across the corner however there is still 2m width if people wish to do this. The temporary obstruction from the operation of the stations is considered acceptable given the width of the pavement and the low pedestrian flow.

The proposed is not considered to affect the visibility of vehicles on either street. The only potential concern for visibility of vehicles is for the right hand turn into Earnshaw Street. Earnshaw Street is one way northbound; drivers will only have to look left for vehicles as they exit Bucknall Street onto Earnshaw Street. The station is located on the right side of the road (when travelling westbound on Bucknall St), so it will not obstruct drivers' visibility to the left which is the only visibility requirement here.

## **Amenity**

The proposed location is mainly surrounded by office accommodation with residential uses further down the street. 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'. As the docking stations will be positioned in the centre of the footway it is considered that a form of delineation through a variation in surface material is required in order to act as a warning to the visual impaired of the presence of the station. A condition will be attached requiring 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.

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 given the surface delineation treatment.

## **Community Safety**

Concerns have been raised in regards to the high crime rate in the area and the lack of current surveillance. There is a large scale development comprising office space currently under construction adjacent to the site. The development will comprise of residential and office accommodation with restaurant and retail units on the ground floor level. This will result in active frontages at ground floor level, surveillance of the site and an increase in pedestrian flows in the area. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

## **Tree Issues**

The two trees on the site are Field Maples (*Acer campestre*). The Arboricultural Report submitted as part of the application concludes that the proposed docking station is located on the extreme edge of the Root Protection Area of both the trees. Excavation is unlikely to encounter any significant roots and shall not therefore have a detrimental impact on either tree. It is considered that temporary protection measure should be installed in order to prevent accidental damage to the stem, braches any exposed roots in the immediate vicinity to the stem during construction activity.

**Recommendation:** Grant planning permission

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