

Delegated Report		Analysis sheet		Expiry Date:		03/07/2009	
		N/A		Consultation Expiry Date:		09/06/2009	
Officer				Application Number			
John Sheehy				2009/2092/P			
Application Address				Drawing Numbers			
Footway adjacent to 276 Grays Inn Road / Ampton Street London WC1X 8EB				Refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal							
Installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 22 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
Recommendation:		Grant conditional permission					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	9	No. of responses	0	No. of objections	0
				No. electronic	0		
Summary of consultation responses:		Two Site Notices were displayed from 19 th May to 9 th June, on the corner of Grays Inn Road and Ampton Street (1 on each side of road). No comments, objections or expressions of support received from neighbouring occupiers.					
CAAC/Local groups comments:		Bloomsbury CAAC: "Photographs should have been provided with this application. Surely the other side of the junction, at the college would be [a] more sensible [location]?"					

Site Description

An area of the vehicular carriageway at the western end of Ampton Street at the junction with Gray's Inn Road: the western end of Ampton Street has been stopped up for vehicular traffic; a cycle route passes through this area.

The northern side of this stretch of Ampton Street at the corner with Gray's Inn Road is occupied by an off-licence with flats above. A terrace of houses 18-36 Ampton Street (Grade II listed) is located further east on the northern side of the street.

The southern side of Ampton Street adjacent to the site is occupied by the Calthorpe Project open space and a terrace of houses 11-39 Ampton Street (Grade II listed).

The site is located within Bloomsbury Conservation Area.

Relevant History

None

Relevant policies

Camden Development Plan 2006

SD1 Quality of life
SD6 Amenity for occupiers and neighbours
B1 General design principles
B3 Alterations and extensions
B6 Listed Buildings
B7 Conservation Areas
T1 Sustainable Transport
T3 Pedestrians and Cycling
T7 Off-street parking, city car clubs and city bike schemes
T9 Impact of parking
T12 Works affecting highways

Camden Planning Guidance 2006

Bloomsbury 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 an inclusive environment)

Assessment

Proposal: installation on the carriageway of a cycle hire station with a maximum of 22 docking points in connection with the Transport for London Cycle Hire Scheme, the main features of which would be as follows:

- the cycle hire station would be made up of a terminal 2.40m in height and docking points 0.85m in height. These would be located on a pavement build out in two parallel rows each 2.0m in width and 10.0m in length;
- the terminal would be located at the western end of the cycle hire station with the docking points spaced at 0.75m intervals;
- the terminal would have a rectangular footprint (measuring 0.50m x 0.35m). The docking points would have an oval footprint (measuring 0.13m width and 0.35m in length);
- the existing pedestrian footway at Ampton Street is 3.2m wide and the footway at Gray's Inn Road is 4.4m wide;
- the cycles would be oriented with the front wheels facing each other;
- the pavement would match the existing adjacent surface treatment.

As no service provider has been appointed by Transport for London some aspects of the scheme are indicative at this stage.

Assessment

Conservation & Design

The western end of Ampton Street adjacent to Grays Inn Road is stopped up for vehicular traffic and the docking station would be sensitively located in relatively quiet space, adjacent to an existing cycle route. The site is located opposite Westminster Kingsway College across Gray's Inn Road and directly adjacent to the flank wall of no. 276 Grays Inn Road. Due to its size, form and location the docking station would not impact on the setting of the listed buildings along Ampton Street or the character of the Conservation Area.

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 materials 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.

The development is considered to be acceptable in terms of design and to preserve the character and appearance of the surrounding area.

Transport

As the Cycle Hire Station would be located on a build out on the carriageway there would be no permanent obstructions to the footway. The temporary obstruction caused to the footway by the operation of the cycle hire station is considered acceptable given the width of the footway in this location (3.2m).

The proposal involves highways works which the Council will have to undertake to prepare the site for the cycle hire stations to be installed by TfL. The relocation of any street furniture required as a result of the proposal will also be carried out by the Council. These issues will form part of a separate Agreement between the Council and the applicant.

Amenity

The Cycle Hire station is not, in itself, considered to result in a loss of neighbour amenity as it would only be illuminated when in use and would not be likely to generate a significant amount of noise or other disturbance. It is considered that the proposal would not have a detrimental impact on the amenity of neighbouring occupiers.

Access

The proposal retains a sufficient width of pavement in accordance with BS8300:2009 Design Guidance. The height of the docking points (0.85m) does not meet TfL design 'Inclusive Mobility' guidance which recommends that bollards and other free standing objects should be at least 1000mm in height. There is a potential safety hazard to pedestrians, however it is considered that in this instance this height is acceptable because the docking stations would not disrupt the main flow of pedestrians on the footway.

Community Safety

The northwestern corner of Ampton Street where it meets Gray's Inn Road has a shop/ off-licence which would provide surveillance during working hours. The upper floors of this building are in residential use: this would also provide surveillance to the proposed Cycle Hire Station. The residential terraces adjacent to the site would provide further surveillance throughout the day and evening.

The site is located at the junction with Gray's Inn Road which has heavy pedestrian (and vehicular) use all through the day and evening. The location is a densely populated commercial area with a large educational institution on the opposite side of Gray's Inn Road. There is a police station located on Kings Cross Road approximately 200m to the east of the site. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

While concerns were raised by the Metropolitan Police about anti-social behaviour in this location, no statistical evidence was provided to support these concerns. In light of this, Transport for London are strongly advised to take on board the issues outlined in the accompanying letter "Details for further discussion". In particular TfL are encouraged to improve the lighting to the site and investigate the scope for installing closed circuit television cameras to the site.

Trees

An Arboricultural Report was submitted with the application in respect of the semi-mature and the early-mature Ash trees on Ampton Street adjacent to the application site. The report stated that the proposal would not have a detrimental impact on these trees. This has been confirmed by Camden's Landscape Officer. There are no other trees on or near the site. A condition has been attached to the permission requiring the trees adjacent to the site to be retained and protected from damage in accordance with the approved Arboricultural report.

Recommendation: Grant conditional permission

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