

Delegated Report		Analysis sheet		Expiry Date:		03/07/2009	
		N/A / attached		Consultation Expiry Date:		09/06/2009	
Officer				Application Number(s)			
Elizabeth Beaumont				2009/2090/P			
Application Address				Drawing Numbers			
Footway adjacent to 125-127 Pancras Road London NW1 1UN				Please refer to decision notice.			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Installation on footway of a cycle hire docking station including a registration/payment terminal and maximum of 17 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
Recommendation(s):		Refuse					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	05	No. of responses	01	No. of objections	01
				No. electronic	00		
Summary of consultation responses:		<p><i>Site notice expired on the 09/06/2009.</i></p> <p><u>121 Pancras Road</u> – this neighbourhood was promised 4 parking spaces along Pancras Road. The businesses are suffering as the public cannot easily stop. The proposal is inappropriate given the nature of the businesses in this area.</p> <p><i>Officer's comment</i> – The lack of parking spaces is not a planning issue and so cannot be considered.</p>					
CAAC comments:		<p><u>Kings Cross CAAC</u> – Object - It seems a great pity to locate the docking stations in front of what could be very attractive retail units. Why not have the units on the other side of the road? Much more suitable!</p>					

Site Description

The site is located on the south east of Pancras Road in between Chenies Place and Brill Place opposite St. Pancras Railway Station. The proposal site is on the south side of the road on the pavement outside nos. 125-127 Pancras Road adjacent to the junction where Pancras Road splits to meet Goodsway. The site is adjacent to the southern part of the Grade II listed parade of Gothic Revival Units.

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)
B6 (Listed Buildings)
B7 (Conservation Areas)
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 17 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 15m long and 2m wide positioned on the footway in front of the south end of units. 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 south east of the station with the docking points extending northwest along Pancras Road 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 proposal site is positioned on the footway adjacent to the southern part of the Grade II listed parade of Gothic Revival

style units, a remnant of the St Pancras Goods Yard perimeter wall. The units have integral shop units and are related stylistically to the station itself.

The footway is narrower towards the south east of the parade. The proposed docking station is considered to encroach on the listed parade by failing to allow sufficient space in front of the listed buildings. The resultant visual clutter, associated with the design, size and height of the terminal and docking points, directly in front of the listed buildings harms their setting and consequently fails to preserve the character or appearance of this part of the conservation area.

It is considered the proposed location is not ideally located for those using St Pancras station, being some way north of the western exit and a better visual link would be created by a location opposite the western exit. This would not impact on the historic environment and would be better positioned adjacent to the transport node.

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 would 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 would be attached requiring surface materials to match existing.

It is considered the proposal would have a detrimental impact on the setting of a listed building and the character and appearance of a conservation area. The proposal is therefore considered an inappropriate additional in this location.

Transport

Pancras Road is a two-way carriageway running from north west to south east along western boundary of the St. Pancras Station extension. The existing pavement width is 6m and a width of 3.8m will be maintained.

As the docking station is entirely on the footway it will result in a permanent obstruction on the footway. The temporary obstruction from the operation of the station and the permanent obstruction are considered acceptable given the width of the pavement, the low pedestrian flow and the position of the station away from the main flow of pedestrians.

The proposal is not considered to affect the visibility of vehicles along Pancras Road.

Amenity

The proposed location is surrounded by retail units with residential uses located 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

Concerns have been raised in regards to the position of the docking station in a prominent position entirely on a footway. A condition would need to 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.

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.

Community Safety

The proposal site is to the front of a small parade of retail units towards the rear of St. Pancras Station. The nearest residential units are located a substantial distance from the site so there is little surveillance of the site. There is little opportunity for people to intercede if any incident occurs. There is CCTV coverage of this location. It is considered that, although the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety, a more appropriate location with more natural surveillance would be considered more suitable.

Recommendation: Refuse planning permission.

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