

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		03/07/2009	
		N/A		<b>Consultation Expiry Date:</b>		04/06/2009	
<b>Officer</b>				<b>Application Number</b>			
John Sheehy				2009/1994/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Carriageway on Scala Street adjacent to 60 Charlotte Street London W1T 2NU				Refer to draft decision			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal</b>							
Installation on 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							
<b>Recommendation:</b>		Grant conditional permission					
<b>Application Type:</b>		Full Planning Permission					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	40	No. of responses	1	No. of objections	0
				No. electronic	1		
<b>Summary of consultation responses:</b>		<p>Two Site notices displayed on corner of Charlotte Street and Scala Street - one on each side of road.</p> <p>The occupier of 16 Scala St supports the application: "Please put the docking stations opposite my own home at 16 Scala St, to prevent users of Gaucho resaturant at 60 Charlotte Street.parking there".</p>					
<b>CAAC/Local groups* comments:</b>		<p>Bloomsbury CAAC: no objection.</p> <p>Charlotte St Association: support the application.</p>					

## Site Description

An area of the vehicular carriageway on the northern side of Scala Street, east of the junction with Charlotte Street.

Both sides of this stretch of Scala are predominantly occupied by hotels, offices and other commercial uses at the ground and upper floors of the buildings. However, there are residential uses nearby including the terrace of houses 16-23 Scala St, on the southern side of the street.

The site is located within Bloomsbury Conservation Area. There are no listed buildings in the vicinity of the site.

## 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  
N8 Ancient Woodlands and Trees  
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 27 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 new pavement build out 2.0m in width and approximately 23m 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 is 2.20m wide, this would be reduced to 1.90m adjacent to the Cycle Hire Station;
- the cycles would be oriented with the front wheel facing the outside of the pavement;
- the pavement build out 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 docking station and terminal is sensitively located on a minor road. The location is not considered to harm the character and appearance of the Conservation Area. There are no other heritage assets affected.

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 pedestrian footway in this location.

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.

The proposal involves the removal of 2 on-street pay and display parking bays. It is not proposed to relocate these anywhere else, therefore there will be a net loss of 2 bays.

Camden's information regarding parking stress relates the number of parking permits, both business and residential, to the number of business or residential parking bays. This information does not

relate to pay and display bays. Therefore, no evidence is available to suggest that these pay and display bays suffer from parking stress. As a result it would be difficult to argue that the removal of the pay and display bays would contribute to on-street parking stress.

The site has the highest possible public transport accessibility (PTAL 6b); therefore this area is not as dependant on the private vehicle as areas with lower PTAL. The loss of parking would mean that people would be forced to use alternative modes of transport which, in this case, are available, and are most likely more sustainable. This 'modal shift' is a common objective of both the UDP and the London Plan (T1A and 3C.3 respectively), and so the removal of pay and display parking in this case would be consistent with these documents. Furthermore, there will be a sustainable transport benefit to the loss of this on-street parking which will offset the detrimental effect of losing the parking.

#### 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. As the majority of the surrounding buildings are in commercial use both at ground and upper levels, 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 be located on a build out and would not disrupt the main flow of pedestrians on the footway.

#### Community Safety

The site is located immediately east of the busy junction with Charlotte Street which has heavy pedestrian use all through the day and evening. The location is a densely populated commercial area which is not subject to persistent crime problems. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

#### Trees

An Arboricultural Report was submitted with the application in respect of the mature London Plane tree west of the application site on Charlotte Street. The report stated that the proposal would not have a detrimental impact on this tree. 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 tree adjacent to the site to be retained and protected from damage in accordance with the Arboricultural report.

**Recommendation:** Grant conditional 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***