

Delegated Report		Analysis sheet		Expiry Date:	10/07/2009
		N/A		Consultation Expiry Date:	18/06/2009
Officer			Application Number		
John Sheehy			2009/2174/P		
Application Address			Drawing Numbers		
Footway adjacent to 194-200 Euston Road London NW1			Refer to draft decision notice.		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal					
Installation on footway of 5 cycle hire docking stations including a registration/payment terminal and maximum of 25 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	6	No. of responses	1	No. of objections	0
			No. electronic	0		
Summary of consultation responses:	<p>Two site notices were displayed from 28/05/09 to 18/06/09. One was located on the corner of North Gower Street and Euston Road and one on the corner of Euston Square and Euston Road.</p> <p>Adjoining owners/occupiers The Wellcome Trust supports the application. However, they ask for reassurance from the applicant that a full and compliant facilities management plan will be implemented to maintain and operate the proposed installation in a proper manner. They also seek reassurance that the facilities would not impede the use of, or the operations within, 200 Euston Road (Bentley House).</p> <p>Transport for London Road Network Advisor No objection subject to the footway and carriageway being kept clear during and after construction.</p>					
CAAC/Local groups comments:	<p>Bloomsbury CAAC Photographs should have been provided with this application.</p> <p>Local Groups No reply to date.</p>					

Site Description

An area of pedestrian footway on the north side of Euston Road. Euston Road is a 6-lane street which is within the Transport for London Road Network, a network of roads that provides the distributor network for longer distance vehicle movements within London to the national road network. The vehicular carriageway adjacent to the application site is occupied by a bus lane. The site is separated from the vehicular carriageway by a stretch of guard rail and by bollards at the western end of the site. The north side of Euston Road adjacent to the application site is occupied by offices. The site is located within Bloomsbury Conservation Area. The Grade II* listed 30 Euston Square, which fronts onto both Euston Square and Euston Road, is located northeast of the site.

Relevant History

No relevant planning history.

Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against. 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.

Camden 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
N8 Trees
T1 Sustainable Transport
T3 Pedestrians and Cycling
T7 Off-street parking, city car clubs and city bike schemes
T12 Works affecting highways

Camden Planning Guidance 2006

The London Plan (consolidated with alterations since 2004) 2008

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 25 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 in five sections, between street trees, at the front of the existing pavement, in zones measuring 1.4m in wide and 6.90m, 6.94m, 6.61m, 6.16m and 3.60m in length.
- the terminal would be located in the central section 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 in width and 0.35m in length);
- the existing pedestrian footway varies from in width from 8.0m to 9.0m in this location. The cycle hire station would reduce the width of this section of the footway to 5.3m at its narrowest point.
- the cycles would be secured at an angle with the front wheel facing the outside of the pavement; and
- the screens of the terminal would be illuminated only when in use by customers.

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

Assessment

Conservation & Design

This proposed location is an area of pavement on the north side of Euston Road, a wide street with 6 lanes of traffic, two of which are dedicated bus lanes. The docking stations would be positioned between the street trees outside No. 194 Euston Road. Due to the size and form of the proposed cycle hire station, and the nature of the busy road in which it would be located, the docking station is not considered to be out of place in the streetscene. The proposal is not considered to have a detrimental impact on the character and appearance of the Conservation Area nor does it affect the setting of the Grade II* listed building at 30 Euston Square.

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. 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.

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

Transport

While the Cycle Hire Station would be located on the pedestrian 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 - 5.3m at the narrowest point following installation of the cycle hire station. This width is considered adequate to cater for the flow of pedestrians at 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 Transport for London Road Network Advisor has raised no objection to the application subject to the footway and carriageway being kept clear during and after construction. Informatives should be attached to the decision notice to ensure that the development is carried out in accordance with these comments.

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, by its use, a significant amount of noise, light or other disturbance. As all of the surrounding buildings are in commercial use both at ground and upper levels the proposal is not considered to have a detrimental impact on residential amenity.

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 away from the main flow of pedestrians on the footway.

Community Safety

The cycle hire station would be located in a wide area of pavement, with heavy pedestrian use all through the day and evening. This area is also heavily used by vehicular traffic and cyclists. It is therefore considered that the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety. The Metropolitan Police have commented on this issue and have raised no objection.

Trees

An Arboricultural Report was submitted with the application in respect of the six London Plan trees adjacent to the application site which range in their development from young to mature. The report stated that the proposal would not have a detrimental impact on these trees. This has been confirmed by Camden's Tree 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.

Other issues

One of the consultation responses stated that a facilities management plan should be implemented for the proposal. The consultation response did not clarify what issues should be included in such a plan, however, management plans are only considered necessary where applications have serious land use implications which require additional regulation, for example to control the occupation or use, the proposed hours of the use or the impact on residential amenity. This proposal is not considered to have sufficient land use implications to require the submission of a management plan.

The proposed cycle hire station would be located at the front of the pedestrian footway away from the entrance of nearby buildings. It is not considered that the proposal would in any way impede the use of, or operations within, any buildings.

Recommendation: Grant conditional permission.

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