

Delegated Report		Analysis sheet		Expiry Date:		03/07/2009	
		N/A / attached		Consultation Expiry Date:		04/06/2009	
Officer				Application Number(s)			
Elizabeth Beaumont				2009/2005/P			
Application Address				Drawing Numbers			
Carriageway/part footway adjacent to 30 Guilford Street London WC1N 1EH				Please refer to decision notice.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Installation on carriageway and part footway of a cycle hire docking station including a registration/payment terminal and maximum of 37 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
Recommendation(s):		Grant					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	03	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		<i>Site notice expired on the 04/06/2009 – no comments received.</i> <u>Councillor Fulbrook</u> – happy to support					
CAAC comments:		<u>Bloomsbury CAAC</u> – Photographs should have been provided with this application.					

Site Description

The site is located on the south side of Guilford Street with Guilford Place to the east and Lansdowne Terrace to the north. The proposal site is on the carriageway in front elevation of the building known as the 'Institute of Child Health'. The area is comprised of university buildings, residential and office accommodation with Coram's Fields opposite the site. The site is within the Bloomsbury Conservation Area. Nos. 1-4 Lansdowne Terrace are Grade II listed buildings.

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)
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 37 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 30m long and 2m wide positioned on a build-out into the carriageway and on part of the footway following the removal of 6 parking spaces. 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 nearest to the Guildford Place with the docking points extending west along Guilford Street 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.

Revision

The proposal was revised reducing the width of the docking station from 40m to 30m to prevent the loss of 2 disabled car parking bays.

Design

It is considered the proposed location immediately outside a monolithic 1960's block is not considered to harm the character and appearance of the area. The view south from Lansdowne Road is unaffected as is the setting of listed buildings given distance of the station.

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 that the proposal will not harm the character and appearance of the wider Bloomsbury conservation area.

Transport

Guilford Street is a two way carriageway with a high volume of pedestrians and vehicular traffic with parking on the south side of the street.

As the docking station is entirely on a build-out on the carriageway there will be no permanent obstructions to the footway. The temporary obstruction from the operation of the stations is considerable given the width of the pavement and the low pedestrian flow.

The proposal involves the removal of 6 on street pay and display bays. The loss of these spaces is considered acceptable. The site has the highest PTAL possible which suggests the area is not as dependant on the private vehicles. The loss of parking would mean that people would be forced to use alternative modes of transport and the sustainable transport benefit is considered to offset the effect of losing this parking.

The proposal is not considered to affect the visibility of vehicles along Guilford Street.

Amenity

The proposed location is surrounded by university buildings and office accommodation. 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 footway width will remain unchanged as the station is positioned entirely on the build-out. 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 station is located on the carriageway and does not disrupt the main flow of pedestrians on the footway.

Community Safety

The proposed site is located on a busy road in close proximity to a police station. The area is comprised of a combination of university and office buildings, allowing some surveillance of the site. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

Recommendation: Grant planning permission

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