

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		03/07/2009	
		N/A / attached		<b>Consultation Expiry Date:</b>		04/06/2009	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2009/2003/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Carriageway and part footway adjacent to 1-5 Northington Street and 57 and 57A Grays Inn Rd London, WC1				Please refer to decision notice.			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Installation on carriageway and part footway of a cycle hire docking station including a registration/payment terminal and maximum of 29 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme.							
<b>Recommendation(s):</b>		<b>Grant</b>					
<b>Application Type:</b>		<b>Full Planning Permission</b>					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	<b>18</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
				No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>		<i>Site notice expired on 04/06/09 – no comments received.</i> <u>Councillor Fulbrook</u> – happy to support					
<b>Local Groups:</b>		None received.					

## Site Description

The site is located on Northington Street in between Gray's Inn Road to the east and King's Mews to the west. The proposal site is on the south side of the road in front of the side elevation of Nos 1-5 and 57a Gray's Inn Road. The site is adjacent to a ground floor café with residential above. The surrounding area is mainly residential and office accommodation. The site is within the Hatton Garden Conservation Area and an archaeological priority area. There are no listed buildings in the immediate vicinity.

## 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

SD1 (Quality of life)  
SD6 (Amenity for occupiers and neighbours)  
B1 (General Design principles)  
B3 (Alterations and extensions)  
B7 (Conservation areas)  
B8 (Archaeological sites)  
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 29 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 19m long and 2m wide positioned on a build-out into the carriageway and on part of the footway following the removal of 3 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 near to the junction with Gray's Inn Road to the east of the site with the docking points extending west along Northington 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.

### Design

It is considered the proposal would help reinforce the residential character of Northington Street when entering from the busy, more commercial Grays Inn Road serving to reinforce the function of the street. The docking station would sit well with in the street and the additional apparatus on the street would not visually clutter this streetscene.

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 given the minimal depth of the required foundations the proposal would not harm the Archaeological Priory Area. It is considered the proposed docking station would not harm the character or appearance of the immediate vicinity or the wider conservation area is considered acceptable in this location.

### **Transport**

Northington Street is a one-way westbound side street with car parking on both sides of the street. The footway is 2.75m wide and 2.5m will be retained.

As the docking station is predominantly 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 considered acceptable given the width of the pavement and the low pedestrian flow.

The proposal involves the removal of three pay and display bays. The loss of the pay and display spaces is considered acceptable. The site has the highest PTAL possible (PTAL 6b) which suggests the area is not very dependant on private vehicle. 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 entering or exiting Northington Street.

### **Amenity**

The proposal site is surrounded by a combination of uses at ground floor level with residential accommodation at upper floors and further along 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**

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 station is predominantly located on the carriageway and does not disrupt the main flow of pedestrians on the footway.

### **Community Safety**

The proposed site is surrounded by an active frontage at ground floor level, with office accommodation and residential uses allowing surveillance of the site. The payment terminal is positioned closest to the junction with Gray's Inn Road and sightlines are maintained. 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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