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|---|--|---------------------------------|--|----------------------------------|--|-------------------------------------|--|
| <b>Delegated Report</b>   |  | <b>Analysis sheet</b>           |  | <b>Expiry Date:</b>              |  | <b>15/12/2015</b>                   |  |
| <b>(Members Briefing)</b>   |  | N/A / attached                  |  | <b>Consultation Expiry Date:</b> |  |                                     |  |
| <b>Officer</b>  |  |                                 |  | <b>Application Number(s)</b>     |  |                                     |  |
| Barry Dawson  |  |                                 |  | 2015/5898/P                      |  |                                     |  |
| <b>Application Address</b>  |  |                                 |  | <b>Drawing Numbers</b>           |  |                                     |  |
| Public Carriageway outside Witley Court<br>Coram Street<br>London<br>WC1N 1HD   |  |                                 |  |                                  |  |                                     |  |
| <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 the carriageway on the northern side of Coram Street near to the junction with Woburn Place of a Cycle Hire docking station, containing a maximum of 30 docking points for scheme cycles plus a terminal. |  |                                 |  |                                  |  |                                     |  |
| <b>Recommendation(s):</b>   |  |                                 |  |                                  |  |                                     |  |
| <b>Application Type:</b>  |  | <b>Full Planning Permission</b> |  |                                  |  |                                     |  |

|   |  |           |                  |           |                   |           |
|---|--|-----------|------------------|-----------|-------------------|-----------|
| <b>Conditions or Reasons for Refusal:</b>   | <b>Refer to Draft Decision Notice</b>  |           |                  |           |                   |           |
| <b>Informatives:</b>  |  |           |                  |           |                   |           |
| <b>Consultations</b>  |  |           |                  |           |                   |           |
| <b>Adjoining Occupiers:</b>   | No. notified   | <b>90</b> | No. of responses | <b>15</b> | No. of objections | <b>13</b> |
| <b>Summary of consultation responses:</b>   | <p>Objections were received on the grounds of increased congestion along the street, increased noise and overlooking into Witley House, loss of parking spaces (particularly disabled, and for deliveries (both residential and for commercial properties), and an increase in criminality and antisocial behaviour.</p> <p><i>Officer's response:</i></p> <p><i>The proposed docking stations will be placed on the road, and so objections received on the assumption that the docking stations will be on the pavement are unfounded.</i></p> <p><i>With regards to loss of parking spaces, Camden's Parking team had been consulted and have confirmed replacement/relocated parking bays will be found, with the existing disabled bay to be moved further east.</i></p> <p><i>With regards to impeded access for emergency vehicles, taxis, etc, the current location is already utilised as parking bays. It is likely that these would be in use for a majority of the time, and so emergency vehicles would not be able to park outside the building in any case. Therefore, the installation of bicycle docking stations is not believed to have any additional impact. Camden's Transport dept has been consulted accordingly, with no objections or concerns raised. Furthermore, and as pointed out by TfL in their response to the objections, the site is currently used as a pay and display car park and so it is not believed that the docking stations will create any increase in noise or disturbance, or congestion. Additionally, there is sufficient alternative parking to ensure deliveries will not be affected.</i></p> <p><i>The stations will be installed on a busy street with good levels of passive surveillance, and so it is not believed the docking stations will be directly responsible for an increase in crime levels.</i></p> |           |                  |           |                   |           |
| <b>CAAC/Local groups comments:</b><br><br>Objections received from the Marchmont Association, and Witley Court Residents' Association<br><br>Bloomsbury CAAC were consulted but at the time of writing have not responded | <p>Objections have been received on similar grounds to those made above with concerns raised about an increase in noise and antisocial behaviour, and that the docking stations will be used by "foreigners".</p> <p><i>Officer's response:</i></p> <p><i>Who the stations will be used by is not a planning matter, and therefore not considered as part of the application.</i></p> <p><i>Concerns about an increase in noise and antisocial behaviour have been addressed above and should also be pointed out that the level of noise is no more than what would be expected in central London.</i></p>  |           |                  |           |                   |           |

## Site Description

The application site is located on the northern side of Coram Street, outside Witley Court, and in the Bloomsbury Conservation Area. The nearest listed building is the Grade II listed Frames Coach Station and LB Camden Car Park, which is further south, on Herbrand Street

## Relevant History

None relevant

## Relevant policies

### National Planning Policy Framework 2012

### The London Plan: Spatial Development Strategy for Greater London: 2011

### LDF Core Strategy and Development Policies 2010

#### Core Policies

- CS5 Managing the impact of growth and development
- CS11 Promoting sustainable and efficient travel
- CS14 Promoting high quality places and conserving our heritage

#### Development Policies

- DP17 Walking, cycling and public transport
- DP21 Development connecting to the highway network
- DP24 Securing high quality design
- DP25 Conserving Camden's heritage
- DP26 Managing the impact of development on occupiers and neighbours

### Camden Planning Guidance 2011

- CPG1 Design
- CPG7 Transport

## Assessment

**1. Proposal:** Installation on the footway of a Barclays Cycle Hire docking station containing a maximum of 18 docking points for scheme cycles plus a terminal, 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 0.792m in height. These would be located at the front edge of the pavement;
- the terminal would be located at the western side of Camden Street, with the docking points spaced at 0.63m intervals (from centre to centre);
- the terminal would have a rectangular footprint (measuring 0.50m x 0.35m). The docking points would have a curved triangular footprint (measuring 0.3m width and 0.3m in length) and would taper towards the top.
- the total length of the development is 24.5m.

## 2. Assessment

### Conservation & Design

2.1 The proposed cycle hire station would be located on the northern side of Coram Street. Given the scale of the surrounding buildings and the width of the street, the proposed cycle hire station would not have an adverse impact on the appearance of the street.

2.2 The cycle hire docking station is considered to be set a sufficient distance from the Grade II listed building as to not impact on its setting, and the proposed surface materials will match the existing so will have no impact on the conservation area.

2.3 There is a small street tree adjacent to the position of the proposed docking station. The application is accompanied by an arboricultural report which confirms that the docking station is a sufficient distance from the tree not to impact upon it. The Council's Tree Officer has confirmed this.

2.4 The proposed material for the docking points is an aluminium alloy with its base finished in powder coated grey (RAL 9007) and the body of the docking point dark blue (Pantone 296c).

2.5 The cycle hire station is acceptable in terms of design and would safeguard the appearance of the area.

### Transport

**2.6 Pedestrian Access** - The proposal involves the construction of a docking station on the road. The footway width will therefore remain the same, and pedestrian access will not be impeded.

**2.7 Highways works** - 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. There is no removal of street furniture at this location therefore it is acceptable in this regard. These issues will form part of a separate Agreement between the Council and the applicant.

### Amenity

2.8 The Cycle Hire station would not, in itself, 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, and no more so than is caused by the existing pay & display car parking spaces. No additional seating or litter bins would be provided as part of the proposal. The proposal would not have a detrimental impact on the amenity of neighbouring occupiers.

### Community Safety

2.9 The cycle hire station would be located on a main road close to Central London Area and has steady vehicular and pedestrian use all through the day and evening. The street has unobstructed long views from a number of directions providing good levels of passive surveillance. The proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

**3. Recommendation:** Grant conditional permission.