

Committee: Development	Date: 10 th January 2012	Classification: Unrestricted	Agenda Item No: 7.1
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Russell Simpson		Ref No: PA/11/02440	
		Ward(s): Bow East	

1. APPLICATION DETAILS

Location:	Carriageway and Footway opposite 70-74 Cadogan Terrace, E9
Existing Use:	Public carriageway
Proposal:	Installation on the footway and carriageway of a Barclays Cycle Hire docking station, containing a maximum of 24 docking points for scheme cycles plus a terminal.
Drawing Nos:	<ul style="list-style-type: none"> - Location plan 05-610696 Rev A - General Arrangement plan 05-610696-GA Rev A - Existing layout 05-610696-EX Rev A - Terminal drawing: CHS_2_T Rev 5 - Docking point elevation: CHS-DP-03 Rev 3 - Terminal Foundation Design CHS-CFC03 - Docking Point Foundation Design CHS-CFC01 - Design and Access Statement (including Impact statement) - Tree Survey Report BS5837:2005 SFM 05-610696
Applicant:	Transport for London
Owners:	London Borough of Tower Hamlets
Historic Building:	N/A
Conservation Area:	Victoria Park Conservation Area

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The local planning authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the Core Strategy 2010, London Borough of Tower Hamlets Unitary Development Plan 1998, associated supplementary planning guidance, the London Plan 2011 and Government Planning Policy Guidance and has found that:

1) The proposed cycle docking station would contribute to the provision of a sustainable means of public transportation across the borough and is sited so as to not impede pedestrian flow or cause a highway safety hazard. It is not considered that the loss of four parking spaces is significant as there is sufficient parking available in the surrounding area. As such the proposal complies with policy SP08 of the adopted Core Strategy, saved policies DEV17 and T18 of the adopted Unitary Development Plan and policy DEV16 of the Interim Planning Guidance. These policies seek to promote safe and sustainable transport across the borough.

2) The proposal is sensitive to its surroundings in terms of scale, design and use of materials and would not result in excessive visual clutter. The proposal therefore complies with policy SP10 of the adopted Core Strategy and saved policies DEV1 and DEV17 of the adopted Unitary Development Plan and CON2 of the Interim Planning Guidance. These policies all seek development that is sensitive to its surroundings and/or preserves the

character and appearance of conservation areas.

3) The proposal would not result in any significant harm to the amenity of neighbours in terms of noise and disturbance and as such complies with policy SP10 of the Core Strategy, saved policy DEV2 of the adopted Unitary Development Plan and policy DEV1 of the Interim Planning Guidance. These policies all seek to protect the amenity of neighbours.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to conditions.

3.2 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

3.3 Conditions

1. Time Limit
2. Implemented in accordance with the approved plans
3. Cycle Station to be removed if it becomes redundant
4. Compliance with approved Arboriculture Report
5. Carry out Stage 3 Safety Audit

3.4 Any other planning condition(s) considered necessary by the Corporate Director of Development & Renewal.

4. PROPOSAL AND LOCATION DETAILS

Proposal

4.1 The application proposes the installation on the carriageway of a Barclays Cycle Hire docking station, containing a maximum of 24 docking points for scheme cycles plus a terminal.

4.2 Each docking station comprises a terminal and bicycle docking points.

4.3 The terminal controls the locking and release of cycles, enables payment of user tariffs and provides a map of the local area. The terminal has a maximum height of 2.4m. The terminal is constructed from cast aluminium. The terminal is blue and grey in colour and has a graffiti resistant coating.

4.4 The TfL logo is not illuminated. The screen and way-finding maps are only illuminated on-demand.

4.5 The docking points measure 0.8m in height. Each docking point is secured to a square foundation box, which is coloured grey to blend with adjacent pavement/carriageway surface. The docking points are constructed in cast aluminium alloy with a powder coated gloss finish.

4.6 No advertisements are included on the terminal or on the docking points.

Background

4.7 This application is part of the continuation of the London roll out of the Mayor of London's cycle hire scheme. The scheme provides public access to bicycles for short trips and requires a network of docking stations to be located strategically across central London to ensure comprehensive coverage. The scheme allows people to hire a bicycle from a docking station, use it as desired, and return it to either the same docking station or another

docking station.

- 4.8 Docking stations are spaced approximately 300 – 500 metres apart within nine London Boroughs and the Royal Parks. When complete the network will provide about 14,400 docking points and 8,000 cycles for hire.
- 4.9 The success of the scheme relies on the appropriate distribution of bicycles across the network, and the availability of vacant docking points at the end of each hire. In total TfL propose that approximately 150 docking stations will be located within the London Borough Tower Hamlets.

Site and Surroundings

- 4.10 The application site is located on the western side of Cadogan Terrace. The site is located within the Victoria Park Conservation Area.
- 4.11 The part of the carriageway on which the docking station would be located currently provides four residential parking bays.
- 4.12 The surrounding area is predominantly residential in nature, comprising terraced houses. To the west of the site lies Victoria Park, a large area of open space that caters for a range of leisure activities. A short distance to the north east is Hackney Wick Overground Station.
- 4.13 The site is located on the footway and carriageway opposite Nos 70-74 Cadogan Terrace. The carriageway is approximately 4.6 metres in width and carries a low volume of vehicular traffic.
- 4.14 The footway adjacent to the site is approximately 2 metres wide and carries a low pedestrian footfall as it leads only to the car parking bays to the south. To the north of the site is a raised table pedestrian crossing that links to a gate into Victoria Park. The back of the footway is marked by a fence for Victoria Park. The footway contains a lamp column.

Planning History

- 4.15 There is no relevant planning history associated to the site.

5. POLICY FRAMEWORK

- 5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

5.2 Government Planning Policy Guidance

NPPF Draft National Planning Policy Statement (2011)

5.3 London Plan 2011

Policies: 6.9 Improving Conditions for Cycling

5.4 Adopted Core Strategy (2010)

Policies: SP08 Making Connected Places
SP09 Creating Attractive and Safe Streets and Spaces
SP10 Creating Distinct and Durable Places

5.5 Unitary Development Plan 1998 (as saved September 2007)

Policies: DEV1 Development requirements
DEV2 Environmental Requirements

DEV12	Landscaping and Trees
DEV17	Street Furniture
T16	Transport and Development
T18	Pedestrians

5.6 Interim Planning Guidance for the purposes of Development Control

Policies:	DEV1	Amenity
	DEV2	Character and Design
	DEV13	Landscaping and Tree Preservation
	DEV16	Walking and Cycling Routes and Facilities
	CON2	Conservation Areas

Emerging Policy

5.7	Managing Development DPD	Proposed Submission Version
	DM20	Supporting a Sustainable Transport Network
	DM23	Streets and the Public Realm

5.8 **Community Plan** The following Community Plan objectives relate to the application:
 A better place for living well
 A better place for learning, achievement and leisure

6. CONSULTATION RESPONSE

6.1 The views of officers within the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

The following were consulted regarding the application:

London Borough of Tower Hamlets - Transportation & Highways

6.2 No objections.

LBTH Arboricultural Officer

6.3 No objections

LBTH Development, Design and Conservation

6.4 No comments

7. LOCAL REPRESENTATION

7.1 A total of 40 planning notification letters were sent to nearby properties as detailed on the attached site plan. A site notice was also displayed and the application was advertised in East End Life.

7.2 The total number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses:	13	Objecting: 7	Supporting: 6
No of petitions received:	1	objecting containing 20 signatories	0 supporting containing 0 signatories

7.3 The following issues were raised in objection to the scheme that are addressed in the next section of this report:

- **Loss of car parking bays**

7.4 **(Officer Comment):** *It is not considered that the loss is significant as there is sufficient parking available in the surrounding area. In addition the benefits of the docking station and cycling as an alternative and sustainable form of transport are considered to outweigh the loss of car parking in this location.*

- **Poorly located away from public transport**

7.5 **(Officer Comment):** *The Cycle Hire Scheme is, in itself, creating a new public transport service for London. One of the important location criteria for cycle hire docking stations is the contribution towards a network of docking stations.*

- **Nuisance**

7.6 **(Officer Comment):** *As set out in Sections 1.6 and 5.3 of the Planning, Design and Access Statement, the docking station has been designed to enable quick and quiet use of both the terminal and docking points by users. Members can use their key readers at the docking points, meaning they only need to be at the docking station for a very minimal amount of time. The design of the docking mechanism, coupled with the separation distance between the site and nearby residents, is considered to satisfactorily preserve their residential amenity. The release and re-docking of the cycles is expected to occur without any discernable noise. The scheme network has also been designed to maximise the natural redistribution of cycles.*

- **Danger to cyclists**

7.7 **(Officer Comment):** *The docking station will be located on the footway and carriageway away from high footfall pedestrian paths. TfL carried out an independent Stage 1&2 Road Safety Audit for this site in March 2011 and no safety issues were raised. Furthermore, Stage 3 Road Safety Audits are carried out on all docking stations after they become operational to ensure there are no safety implications. This is considered to be an optimum site within the immediate area for providing a docking station whilst maintaining clear traffic paths and avoiding areas of pedestrian congestion.*

- **Impact on Victoria Park Conservation Area and Locally Listed Buildings**

7.8 **(Officer Comment):** *As the cycle hire scheme is rolled out across London the terminals and docking points are becoming more familiar. The design of both is functional, yet simple and understated and it is not considered to adversely affect the setting of the Victoria Park Conservation Area or the neighbouring locally listed buildings.*

8. MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Committee must consider are the principle of development, design, highways and amenity:

Principle of Development

8.2 The need to encourage cycling and other forms of transport is recognised in Planning Policy Statement (PPS) 1: Delivering Sustainable Development. London Plan policy 6.9 and LBTH Core Strategy policy SP08 support the extension of the Cycle Hire Scheme.

8.3 The proposal would improve the cycle hire scheme by providing extended coverage across the Borough. The docking station contributes to the delivery of a sustainable and low emissions form of transport, and is acceptable in principle.

Design

- 8.4 Core Strategy policy SP10 seeks to ensure the delivery of distinct and durable places. UDP policies DEV1 and DEV17 set design criteria for new development.
- 8.5 The design of both is functional, yet simple and understated and it is not considered to adversely affect the setting of the Victoria Park Conservation Area or the neighbouring locally listed buildings. It is therefore acceptable in terms of Core Strategy policy SP10 and Interim Planning Guidance CON2.

Transport & Highways

- 8.6 Core Strategy policy SP09, and UDP policies T16 and T18 seek to prioritise the safety and convenience of all highway users, and encourage sustainable forms of transport.
- 8.7 The docking station would provide a total 24 docking points and a terminal totem which would be located towards the northern end of the station.
- 8.8 The location of the proposed docking station would not significantly affect the movement of vehicles or pedestrians through the area given that the station would be located on the carriageway and low footfall footway, replacing existing parking bays. It is acknowledged that the development involves the loss of 4 parking spaces. However, the benefits of the docking station in terms of the provision of an alternative and sustainable form of transport are considered to outweigh the loss of parking in this location.
- 8.9 The location of the proposed docking station would not significantly add to any street clutter nor would it impede the movement of vehicles or pedestrians. The proposal is therefore acceptable in terms of London Plan policy 6.9, Core Strategy policy SP10 and DEV16, and UDP policies DEV1 and DEV17.

Amenity

- 8.10 Policy SP10(4) of the adopted Core Strategy (2010), policy DEV2 in the UDP 1998 and Policy DEV1 of the Interim Planning Guidance seek to ensure that development where possible protects and enhances the amenity of existing and future residents.
- 8.11 The docking station is located on the western side of the Cadogan Terrace, which is on the opposite side of the road from the terraced housing (approximately 12m in distance from the properties).
- 8.12 The docking station will be available for use 24 hours a day, seven days a week. It is anticipated, however, that the main period of use will be during daylight hours.
- 8.13 Releasing and re-docking the bicycles occurs with little discernable noise. Registering at the terminal is a process similar to topping up an Oyster card and has no material noise impact. The proposed docking stations will become a focus of activity, increasing the comings and goings at the site. However, it is not anticipated that cycle scheme users will spend a prolonged period at the docking station and, as such, will not result in any harmful amenity impacts in terms of noise, overlooking or general disturbance.
- 8.14 There have been concerns about docking stations attracting vandalism or antisocial behaviour. However, the docking stations are not vastly different to other items of street furniture, which provide an overarching public benefit, such as bus stops. The site is in an area that benefits from natural surveillance and amenity impacts are considered acceptable in terms of Core Strategy policy SP10, saved UDP policy DEV2 and IPG policy DEV1.

9.0 CONCLUSIONS

- 9.1 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL

PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.