

Committee: Development	Date: 22 nd August 2012	Classification: Unrestricted	Agenda Item No:
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Angelina Eke		Ref No: PA/12/00358	
		Ward(s): Bow East	

1. APPLICATION DETAILS

Location:	Carriageway and footway adjacent to numbers 582-586 Old Ford Road, London, E3
Existing Use:	Public carriageway and Footway
Proposal:	Installation on the carriageway and footway of a Barclays Cycle Hire docking station, containing revisions to create a maximum of 18 docking points for scheme cycles plus a terminal (Amended)
Drawing Nos:	<ul style="list-style-type: none"> § Location plan: 05-610655_L Rev 2 § General Arrangement plan: 05 -610655 _GA Rev 2 § Existing Layout: 05-610655 -EX § Terminal drawing: CHS_2_T Rev 5 § Docking point design: CHS-DP-03 Rev 3 § Carriageway foundation design: CHS-CFC01 and CHS-CFC03
Supporting Documents:	<ul style="list-style-type: none"> § Planning, Design & Access Statement (including Impact Statement) dated February 2012 - ref 05/610655. § Archaeological Impact Assessment, prepared by Mott Mc Donald, 05/610655: Version A dated September 2011
Applicant:	Transport for London (TFL)
Owner:	London Borough of Tower Hamlets
Historic Building:	N/a
Conservation Area:	N/a

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 Adopted Core Strategy 2010, the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance (October 2007), the Council's Managing Development DPD (submission version May 2012), the London Plan 2011 and the National Planning Policy Framework and has found that:

- i) The proposed cycle docking station would provide a sustainable means of public transportation across the borough and is sited so as not to impede pedestrian flow or cause a highway safety hazard. As such, the proposal complies with policy SP08 of the adopted Core Strategy, Policies DM22 and DM23 in the Managing Development DPD 2012, 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.
 - ii) The proposal is sensitive to its surroundings in terms of scale, design and use of
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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.

- iii) 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, policy DM25 in the Managing Development DPD 2012, 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 the following conditions:

Conditions on Planning Permission

- 3.2
1. Time Limit
 2. Application in accordance with submitted plans.
 3. Cycle Station to be removed if it becomes redundant
 4. Stage 3 Safety Audit to be carried out

Informative on Planning Permission

- 3.3 N/A

4. PROPOSAL AND LOCATION DETAILS

The Proposal

- 4.1 Transport for London ('the applicant') is seeking planning permission for the installation of a new docking station and terminal. This application has been submitted following the withdrawal of a previous planning application registered under PA/11/02638 for the Installation on the carriageway and footway of a Barclays Cycle Hire docking station, containing a maximum of 26 docking points for scheme cycles plus a terminal.
- 4.2 The current scheme differs from the previous one in that the proposed docking station has reduced site coverage. The number of docking points has been reduced to take account of concerns expressed by officers on highway grounds including objections raised by residents during the consultation process.
- 4.3 The original application submitted sought permission for the installation of a maximum of 21 bicycle docking points plus a terminal on the footway and carriageway of Old Ford Road adjacent to the residential properties at No.'s 582-588 Old Ford Road. The current revised scheme is for 18 docking points.
- 4.4 The TfL roundel logo located at the top of each face of the terminal is not illuminated, although the information screen and way-finding maps can be illuminated as required to improve visibility for users in poor lighting conditions.
- 4.5 The docking points will be approximately 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.
- 4.7 Two street bollards plus a tree pit located at the eastern end of the application site will be

removed and the existing kerb will be re-aligned.

Background

- 4.8 This application is part of the continuation of the central London roll out of the Mayor of London's cycle hire scheme. The scheme provides public access to bicycles for short trips and requires 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 required and return it to either the same docking station or another docking station.
- 4.9 The success of the scheme relies on the appropriate distribution of bicycles across the London 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 of Tower Hamlets.

Site and Surroundings

- 4.10 The application site is located on the southern side of Old Ford Road on the public carriageway opposite the junction with Wendon Street. The wider area is predominantly residential in character, although there is a small row of ground floor retail shops on the northern site of Old Ford Road.
- 4.11 The application site does not adjoin any listed buildings and is not located within a conservation area.
- 4.12 The application site lies within an Area of Archaeological Importance.

Planning History

- 4.13 PA/11/02638: Installation on the carriageway and footway of a Barclays Cycle Hire docking station, containing a maximum of 26 docking points for scheme cycles plus a terminal. The application was withdrawn on 01/12/2011.

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 The London Plan Spatial Development Strategy for Greater London (July 2011)

6.9 Cycling

5.3 Adopted Core Strategy 2025 Development Plan Document (September 2010)

SP08 Sustainable modes of transport
SP09 Creating Attractive and Safe Streets and Spaces
SP10 Creating Distinct and Durable Places

5.4 Unitary Development Plan 1998 (as saved September 2007)

DEV1 Design Requirements
DEV2 Amenity
DEV42 Archaeology and ancient monuments
DEV44 Archaeology and ancient monuments
T18 Pedestrians

5.5 Managing Development Plan Document Submission Version May 2012

DM22	Parking
DM23	Streets and the Public Realm
DM24	Place Sensitive Design
DM25	Amenity

5.6 Interim Planning Guidance for the purposes of Development Control (October 2007)

DEV1	Amenity
DEV2	Character and Design
DEV17	Siting and design of street furniture

5.7 Government Planning Policy Guidance/Statements

NPPF 2012 National Planning Policy Framework

5.8 Community Plan – One Tower Hamlets

The following Community Plan objectives relate to the application:

A Great Place To Be
 Healthy Communities
 Safe and Supportive Communities

6. CONSULTATION RESPONSE

6.1 Transport for London (Street Management)

No objections

6.2 English Heritage (Archaeology)

No objection was raised. The comments received state that the proposal is unlikely to have an affect on any significant heritage assets of archaeological interest due to the relatively small ground impact.

6.3 LBTH Highways

No objection was raised. The Transport and Highway Team welcome the introduction & installation of cycle hire docking stations in Tower Hamlets and believes they will promote the use of sustainable modes of transport and ease the pressure on public transport across London. The location of the proposal has been carefully identified by officers from Tower Hamlets and Transport for London, which reinforces the support for the scheme. The Council's Parking Team welcome the revisions made

7. LOCAL REPRESENTATION

7.1 64 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has been publicised on site. The 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: 7 Objecting: 6 Supporting: 0
 No of petitions received: 1 objecting containing 250 signatories

Representation Comments

7.2 § Objection to the siting of the docking points outside of the residential properties

(Officer Comment: "The siting of the proposal has been fully assessed in conjunction with

the Borough's Highway Team and it is considered that the principle of providing a docking station in this predominantly residential location is acceptable in land use terms"

§ Difficulty with providing access for ambulance parking and restrictions to wheelchair access for wheelchair bound residents

(Officer Comment: *In respect of the concern raised by a resident about the difficulties that may arise for ambulance parking, it is considered that the siting of the docking stations and location of the terminal would not impede access arrangements for emergency vehicles such as an ambulance. The proposal allows for the retention of a stretch of yellow line, which would be sufficient for both unloading/loading facilities and around the retained disabled parking bay, which is also sufficient for short stay parking for emergency vehicles)*

§ Loss of parking spaces

(Officer Comment: *The siting of the docking station requires the removal of four resident permit holder car parking spaces. The Council's Highway and Transportation Team have been consulted on this aspect and have commented that the proposed loss of parking spaces would not be significant as there is sufficient on street parking available in the immediate locality. On balance, therefore, 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.)*

§ Loss of play space for children

(Officer Comment: *The application proposal does not affect any dedicated play space in this locality.)*

§ Negative Impact on amenity through unacceptable noise

(Officer Comment: *It is not considered that the proposed docking station would result in unacceptable levels of noise intrusion. Amenity related matters are discussed in detail in sections 8.8 – 8.11 of this report.)*

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 the government guidance set out in the National Planning Policy Framework (2012), London Plan policy 6.9 and LBTH Core Strategy policy SP08 and policies DM22 and DM23 of Managing Development: Development Plan Document (Submission Version May 2012), all of which support the extension of the Cycle Hire scheme.

8.3 The application proposal seeks to promote public access to bicycles for short trips and requires docking stations to be located strategically across central London to ensure comprehensive coverage. The proposed siting of the scheme will allow residents in the immediate locality 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 nearby. The proposed facility 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. Overall the scheme would provide improved coverage of a sustainable and low emission mode of transport and thus the principle of the scheme within this predominantly residential is acceptable in land use terms.

Design

- 8.4 The application proposal is to install a docking station to accommodate 18 docking points for the cycle hire scheme. The proposal includes a terminal which is four sided with a maximum height of 2.4 metres. The terminal will be located at the western end of the site, with the terminal's circulation area on the footway and carriageway.
- 8.5 The proposal will have an overall length of approximately 15.7 metres and the width will not exceed 2.0 metres. The docking points will be arranged in a single linear format on the carriageway.
- 8.6 The design of both the docking points and terminal will be functional, yet simple and understated. In terms of site coverage, the proposal would not adversely affect the character of the area, function of spaces in the vicinity, or impede access to any adjoining public utility.
- 8.7 Overall, the proposed docking station plus terminal point would not significantly add to any street clutter nor would it impede the movement of vehicles or pedestrians. Its location and design are considered to be safe and secure given the setting of the proposal within the predominantly residential area. It is considered that there would be no significant design or visual impacts arising from the scheme. This meets saved policy DEV1 and DEV17 of the UDP, Core Strategy policy SP10.

Amenity

- 8.8 Policy SP10(4) of the adopted Core Strategy (2010), Policy DM25 in the Managing Development: Development Plan Document (Submission Version May 2012), 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.
- 8.9 The docking station will be available for use 24 hours a day, seven days a week. It is considered, however, that the main period of use will be during daylight hours.
- 8.10 Releasing and re-docking the bicycles will occur with little discernable noise. Registering at the terminal is a process similar to topping up an Oyster card and as such, it is unlikely to have any significant noise impacts. 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 prolonged periods at the docking station and, as such, the siting of the proposal is unlikely to have any harmful amenity impacts in terms of noise, overlooking or general disturbance.
- 8.11 Docking stations are not vastly different to other items of street furniture, which provides an overarching public benefit, such as bus stops. The site is in an area that benefits from natural surveillance and the amenity impacts arising from the proposal are considered acceptable and accord with Core Strategy policy SP10, Policy DM25 in the Managing Development: Development Plan Document (Submission Version May 2012), saved UDP policy DEV2 and DEV10 and Policy Interim Planning Guidance (2007).

Transport and Highways

- 8.12 Policy 6.9 of the London Plan, policy SP09 of the Core Strategy, Policies DM22 and DM23 in the Managing Development: Development Plan Document (Submission Version May 2012) and policy DEV16 of the Interim Planning Guidance (2007) seek to promote better facilities and a safer environment for cyclists.
- 8.13 Old Ford Road is a borough highway with low vehicular and pedestrian footfall. The

carriageway has a current width of 7 metres, whilst the footway adjacent to the site measures approximately 2.0 metres in width. The application proposal will require the removal of four existing resident permit holder parking spaces. The Council's Transport and Highway Team (which includes the Parking Section) was consulted on the proposal and raised no objections to the siting of the docking station and terminal or the proposed loss of the four parking spaces required to facilitate the scheme. On balance the loss of the existing parking facilities is acceptable given that there is sufficient alternative parking nearby the site, and the scheme promotes sustainable forms of transport.

- 8.14 An empty tree pit is located at the eastern end of the site and it will be necessary to remove this and realign the kerb at the eastern end of the docking station to facilitate the scheme. The existing disabled bay will be retained. A section of single yellow line will be created between the proposed docking station and an existing disabled parking bay to ensure that existing servicing arrangements for the retail shops opposite are maintained.
- 8.15 Objectors have expressed concern that the siting of the docking station will impede wheelchair access to and from the site and restrict access for emergency vehicles. The revisions to the current scheme are acceptable to the Highway and Transportation Team. The Council's Parking Team also welcomes the modifications as this increases the stretch of yellow line to 7.3 metres, which is satisfactory to accommodate the operational needs for the nearby retail units and provide sufficient circulation space to accommodate short stay parking arrangements for the wheelchair user.
- 8.16 TfL carried out an independent Stage 1&2 Road Safety Audit for this site in March 2011 and no adverse safety concerns were raised. In addition to this, Stage 3 Road Safety Audits are undertaken on all docking stations. This usually takes place within 1 month of the docking stations becoming operational and as such, this should ensure that no problems arise with the operational use sites. A condition has been imposed to ensure that the Safety Audit is also carried out once the site is operational. If any new safety issues are identified, TfL has advised that they will look to rectify the problem, and where appropriate temporarily suspend the use of the docking stations, until a solution can be found.
- 8.17 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 loss of on-street car-parking capacity is acceptable in this location, as the proposal would benefit the area by promoting more sustainable forms of transport. The proposal is therefore acceptable in terms of Policy 6.9 of the London Plan, Policies DM22 and DM23 of Managing Development: Development Plan Document (Submission Version May 2012), Core Strategy policy SP09 and saved UDP policies DEV1 and DEV17 of the Interim Planning Guidance (2007).

ANY OTHER ISSUES

- 8.18 The application site is located within an Archaeological Priority Area. Mott McDonald was commissioned to undertake a desktop assessment on behalf of TfL for the application site. Their investigations conclude that the proposal would not have any significant impacts on archaeological heritage, which accords with saved Policies DEV42 and DEV44 of the UDP including national guidance set out in National Planning Policy Framework. English Heritage was consulted and raised no objection to the proposal.

CONCLUSION

- 8.19 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.