

<b>Committee:</b> Development	<b>Date:</b> 19 <sup>th</sup> October 2011	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b>
<b>Report of:</b> Corporate Director of Development and Renewal		<b>Title:</b> Planning Application for Decision	
<b>Case Officer:</b> Shahara Ali-Hempstead		<b>Ref No:</b> PA/11/001655	
		<b>Ward(s):</b> Millwall	

## 1. APPLICATION DETAILS

**Location:** Carriageway adjacent to 2-108 Telegraph Place, Spindrifft Avenue, E14

**Existing Use:** Carriageway

**Proposal:** Installation on the carriageway of a Barclays Cycle Hire docking station, containing a maximum of 40 docking points for scheme cycles plus a terminal.

**Drawing Nos:**

- Location plan 05/610621\_L Rev. A
- General Arrangement plan 05-610621-GA Rev B
- Existing layout 05-610621 EX Rev A
- Terminal drawing: CHS\_2\_T Rev. 5
- Docking point drawing: CHS-DP-03 Rev. 3
- Foundation docking point drawing CHS-CFC01
- Foundation terminal drawing CHS-FFC03
- Flood Risk Assessment dated 23<sup>rd</sup> June 2011

**Applicant:** Transport for London

**Owners:** 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 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. The loss of on-street parking capacity is acceptable as the proposal will encourage the use of sustainable forms of transport. 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.

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. Development in accordance with approved plans
3. Cycle Station to be removed if it becomes redundant

- 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 40 docking points for scheme cycles and a terminal. The docking points are angled so that they do not project so far into the road.
- 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 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 site is located on the carriageway of Spindriff Avenue adjacent to no. 2 -108 Telegraph Place, between Telegraph Place and Taeping Street. Spindriff Avenue runs west to east linking Westferry Road to East Ferry Road. The area of carriageway affected by the proposal is currently marked out as car-parking bays. The site does not lie within a Conservation Area and does not affect any statutory listed buildings.
- 4.11 The site is located near to London Cycle Network Routes 196. Route 196 forms part of the Barking to Tower Hill Barclays Cycle Superhighway.
- 4.12 The proposed docking station would be located on the north side of Spindriff Avenue. In this location the carriageway is 7 metres in width. There is a bus-stop on the South side of the carriageway – opposite the application site. The pavement adjacent to the site is approximately 2.5m in width. Spindriff Avenue forms part of the London Borough of Tower Hamlets adopted highway.

### **Planning History**

- 4.13 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 London Plan 2011**

Policies: 6.9 Improving Conditions for Cycling

### **5.3 Adopted Core Strategy (2010)**

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

### **5.4 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

### **5.5 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

- 5.6 **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 *Highways welcomes the applicant's revised general arrangement plan of the Docking Station, which has placed the docking points and the cycles, parked therein at an angle as suggested in the initial observations. This revision has reduced the projection of the Docking Station into the carriageway by 20cm, so that now there is 2.54cm between its edge and the bus stop on the other side of the carriageway. I welcome this and accept that this will allow a large car (c 2.4) to pass a stationary bus. Highways have no objection to the proposal and support the scheme.*

*Highways strongly supports the principle of the DS scheme as a sustainable and attractive mode of transport, as well as the need for regularly-spaced Docking Stations*

**Officer Comment** *(The scheme was amended from the original submission angle the docking points so that they do not project so far into the carriageway. The Applicant also reduced the number of docking points from 57 to 40.)*

## 7. LOCAL REPRESENTATION

- 7.1 A total of 54 neighbouring properties within the area shown on the map appended to this report were notified about the application.
- 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: 51      Objecting: 50      Supporting: 1  
No of petitions received: 1 objecting containing 49 signatories  
0 supporting containing 0 signatories

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

- Hinder the free flow of traffic and cause congestion

**(Officer Comment)** *As the docking station is to be located within the line of existing car parking, it will not create an increase in congestion. The proposal involves the loss of approximately 10 car parking spaces. This loss is not considered significant as the parking provision is not well used due to the neighbouring residential developments having allocated off-street parking and there being sufficient alternative visitors parking available in the surrounding area.*

*The carriageway is approximately 7.0 metres wide. As the docking station will replace existing car parking bays, it will not cause conflict with the bus stop that is located opposite the site. There is sufficient space for vehicles to pass safely.)*

- Conflict with Bus stop on Spindrif Avenue

**(Officer Comment)** *The site is located on the carriageway on Spindrif Avenue. As the docking station will replace existing car parking bays, the existing primary vehicle path*

will be maintained.

- Traffic and road safety issues

**(Officer Comment)** 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.

- Other locations such as Mudchute DLR station should be considered.

**(Officer Comment)** Following discussion with TFL the Council was informed that Mudchute DLR Station has been considered as a suitable site for a docking station. Mudchute DLR is approximately 280 metres from this proposed docking station. The scheme relies on regular spacing of Docking Stations, and this site is required to allow proper distribution of docking stations.

- Too many cycles for narrow street

**(Officer Comment)** There are some areas where users find it difficult to find a free cycle or free docking point. The expansion of the scheme will alleviate this issue by providing more docking points and more cycles across the existing network. This is considered to be an optimum site within the immediate area for providing a docking station site whilst maintaining clear traffic paths and avoiding areas of pedestrian congestion. The carriageway is approximately 7.0 metres wide. As the docking station will replace the existing car parking, the existing primary vehicle path will be maintained.

Following discussion with TFL, the cycles have been reduced from 57 to 40.

- Cycles will impact on those exiting Telegraph Place

**(Officer Comment)** The docking station is located at a sufficient distance from Telegraph Place to the west of the site. As the docking points are low in height and the docking station will replace an area that is currently used as car parking, vehicles sightlines will not be impacted from those exiting Telegraph Place.

- Negative impact on residential amenity resulting in increase noise

**(Officer Comment)** 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 the adjacent residential development, 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 proposal will not increase the amount of vehicle noise through braking and acceleration in order to pass the docking station, and as stated above, the site is currently occupied by car parking

- Loss of privacy

**(Officer Comment)** *The proposal is not considered to cause a loss of privacy to those in the surrounding area. As the docking station will be located on the carriageway as opposed to the footway, it will be located at a sufficient distance from the residential properties to the north of the site. Cycle Hire users are also unlikely to be at the docking station for a prolonged period of time and as stated above, the docking station will replace existing car parking. The adjacent footway measures approximately 2.5 metres in width.*

- Negative impact on pedestrian movement

**(Officer Comment)** *The docking points will be located on the carriageway as opposed to the footway. The footway measures approximately 2.5 metres in width as such it is considered unlikely that pedestrian movement will be adversely impacted.*

- Security, increase in crime and anti-social behaviour, littering

**(Officer Comment)** *TfL have confirmed in June 2010 a new Metropolitan Police Service Cycle Task Force funded by TfL was introduced to reduce the risk of theft and criminal damage of bicycles in London. The team works closely with other policing teams to engage with Cycle Hire users, promote security messages, and patrol docking station sites. In addition, the Police are working closely with TfL and Serco (the scheme operator) to promote security and address any theft and vandalism issues relating to the scheme. TfL recognise there can never be any guarantees that cycles will not be stolen or vandalised, however the docking stations are designed to minimise the possible threat of theft or vandalism, and each cycle has many of its mechanical parts encased, reducing the risk of vandalism still further. The scheme has shown a very low level of theft and vandalism compared to the number of trips made on the cycles.*

*Anti-social behaviour is known to decrease or be less likely in areas which have an active use, good overlooking and natural surveillance. This location is already overlooked with natural surveillance due to its proximity to residential flats. A docking station at this location will therefore introduce an active use to the space.*

*The docking station has been designed to mitigate the collection of litter, and section 1.6 of the Planning, Design and Access Statement discusses how the operator maintains each docking station.*

- Detrimental impact on surrounding area

**(Officer Comment)** *As the proposed docking station will consist of docking points located on the carriageway, the function of the space will not fundamentally change. Instead of a carriageway space with parked cars, the site will contain docking points and scheme cycles, which will be of smaller scale and less obtrusive than parked cars. As such, there will be little change in the character of the streetscape. Furthermore, the docking station is of a scale and layout that will not compete with the visual qualities of the surrounding buildings, which are of much greater scale. As such, the docking station will be compatible with the character and appearance of the surrounding area.*

## 8. MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the committee must consider are the principle of development, 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.

#### Transport & Highways

- 8.4 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.
- 8.5 The proposed docking station is located on the carriageway and covers an area measuring approximately 90.0sq metres with a maximum length of 45.0 metres approximately and width of 2.0 metres. The docking station will replace the car-parking bays which are currently marked on the carriageway.
- 8.6 The docking station would provide a total 40 docking points (positioned at a 45 degree angle to save space) and a totem which would be located at the centre of the docking station.
- 8.7 The docking station is located on the carriageway, and does not encroach on the pavement, which will retain its current 2.5m width. As such the proposal would not have any impact on pedestrian movement.
- 8.8 Officers do not consider that the installation of the docking station will have any negative impact on highway safety or vehicle flow along Spindrifft Avenue. It is noted that there is a bus stop on the opposite side of the road from the proposed docking station. Concerns have been raised that if a bus is at the stop, the road would become too narrow for safe use.
- 8.9 Officers consider that in the current situation, it would be possible for cars to park opposite the bus stop which would decrease the effective width of the road. The docking station would have a similar impact. Even if a bus were stopped on the opposite side of the road, there would still be a sufficient gap between the docking station and the bus stop to allow cars to pass (a gap of approximately 2.54m would remain).
- 8.10 Spindrifft Road has a 20mph speed limit, and vehicles, buses and potential docking station users should be able to use the highway without conflict.
- 8.11 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 Core Strategy policy SP10 and UDP policies DEV1 and DEV17.

#### Amenity

- 8.12 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.
- 8.13 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.
- 8.14 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.

8.15 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.

#### Design

8.16 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.

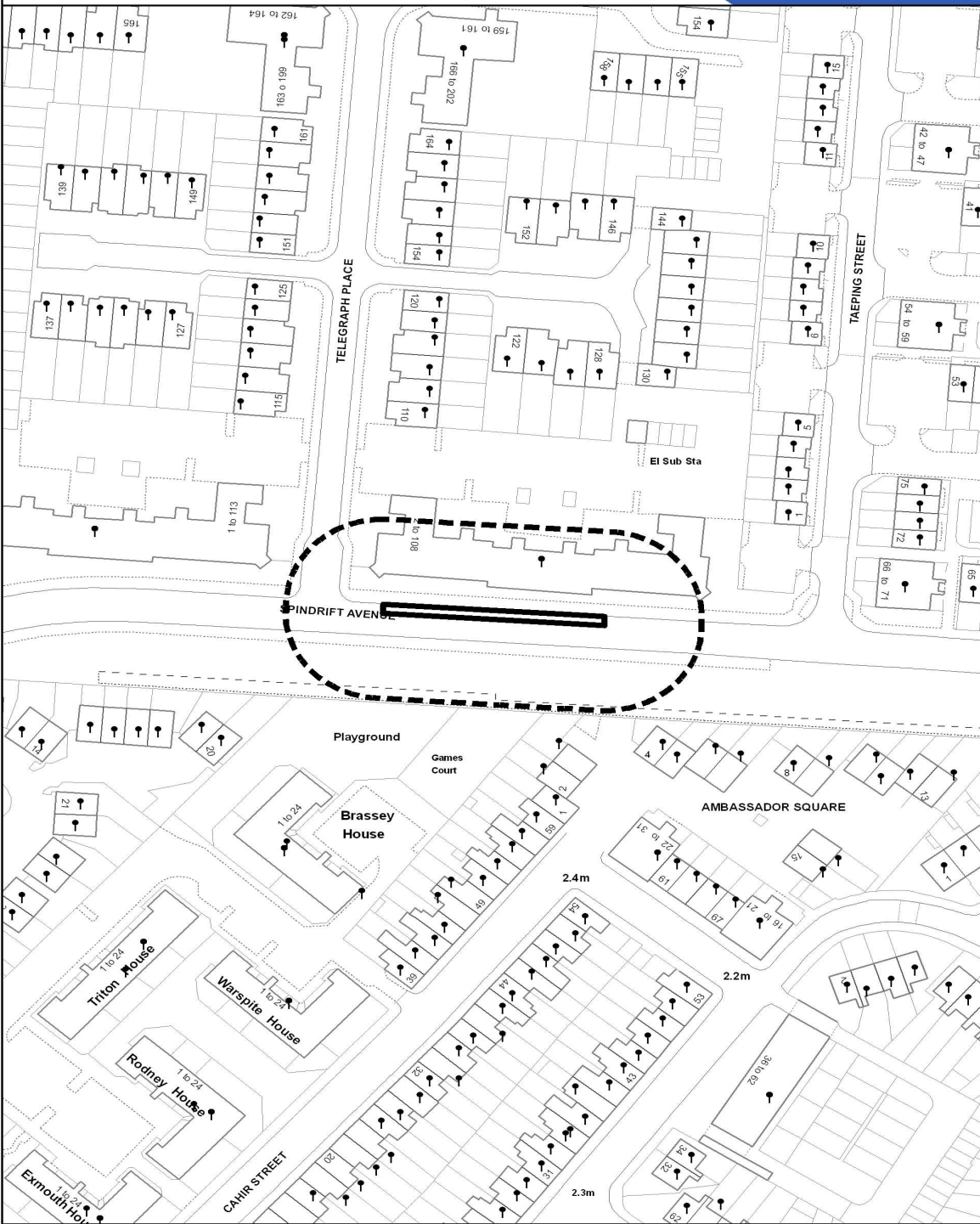
8.17 As the cycle hire scheme is rolled out across London the terminals and docking points are becoming more familiar. The design of both is functional, yet simple and understated and is acceptable in terms of Core Strategy policy SP10 and UDP policies DEV1 and DEV17.

### **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.



# Planning Application Site Map



Planning Application Site Boundary	Locally Listed Buildings	Land Parcel Address	
Consultation Area	Statutory Listed Buildings	0 30 m	

1:1,250

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.  
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