

Committee: Development	Date: 19 th October 2011	Classification: Unrestricted	Agenda Item No:
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Nasser Farooq		Ref No: PA/11/01667	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location:	Carriageway adjacent to Jubilee Crescent, Manchester Road, E14
Existing Use:	Carriageway
Proposal:	Installation on the carriageway of a Barclays Cycle Hire docking station, containing a maximum of 55 docking points for scheme cycles plus a terminal.
Drawing Nos:	Location plan 05/610623_L Rev. A General Arrangement plan 05-610623-GA Rev A. Existing layout 05-610623-EX Rev. A Terminal drawing: CHS_2_T Rev. 5 Docking point drawing: CHS-DP-03 Rev. 3 Foundation docking point drawing CHS-FFC01 Foundation terminal drawing CHS-FFC03 Design and Access Statement (including Impact statement) BS5837:2005 Tree Survey Report Generic Flood Risk Assessment.
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 is acceptable as the proposal would contribute to the delivery of a more sustainable transport network. 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. Application in accordance with submitted plans
3. Cycle Station to be removed if it becomes redundant
4. Development carried out in accordance with Tree Survey Report.

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 55 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 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 0.8 m 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. It 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 carriageway of Manchester Road. The site lies between the entrance and exit to Jubilee Crescent.
- 4.11 The site is located within the eastern part of the Isle of Dogs and within a short distance of Crossharbour Docklands Light Railway station.
- 4.12 Manchester Road is part of the A1206, which travels around the Isle of Dogs. The road leads to and from Canary Wharf and stems from Aspen Way and Blackwall Tunnel to the north.
- 4.13 The site is within Flood Risk Zone 3 and a Flood Protection Area.

Planning History

- 4.14 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.

6.2 The following were consulted regarding the application:-

London Borough of Tower Hamlets - Transportation & Highways

6.3 Highways welcome the introduction & installation of cycle hire docking stations in Tower Hamlets and believe they will promote the use of sustainable modes of transport and ease the pressure on public transport across London.

6.4 The locations of the proposed stations have been carefully identified by officers from Tower Hamlets and Transport for London and we are therefore in support of the scheme across the borough.

London Borough of Tower Hamlets- Arboricultural Officer.

6.5 No objections to the proposal.

Transport for London – Street Management

6.6 TfL fully support this application, as it will help to deliver a London wide growth in cycling.

7. LOCAL REPRESENTATION

7.1 A total of 94 neighbouring properties within the area shown on the map appended to this report were notified about the application. As site notice was also displayed.

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: 1 Objecting: 1 Supporting: 0
No of petitions received: 1 objecting containing 28 signatories
0 supporting containing 0 signatories

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

- 7.4
- Not appropriate with the sheltered housing in the area.

***(Officer Comment)**The Docking Station contributes to the delivery of the cycle hire network. The station is not intended solely to serve those who live in the immediate vicinity of the site. Further more the Docking Stations are designed to be accessible to a wide variety of users.*

- Negative impact on residential amenity

***(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. This, coupled with the setback of Hughes Mansions from the street and proposed docking station, will ensure that there is no adverse impact on residential amenity.*

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 docking station would provide a total of 55 docking points. The proposed docking station would occupy a 49 m long section of the carriageway, with a width of 2m.

8.6 This area of carriageway currently provides space for residential permit parking spaces, and would accommodate approximately 10 cars.

8.7 The parking in this area was originally designed to accommodate buses,

during the Jubilee Line extension works. The loss of these parking spaces is not envisaged to have a detrimental impact on on-street car-parking capacity in the area as there is ample parking along Manchester Road.

- 8.8 The proposed docking station is located on the carriageway. There is a 2.3 minimum width of pavement between the back of the docking station and the edge of the footpath; therefore it would not impede pedestrians passing the site.
- 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 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 Core Strategy policy SP09, SP10 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 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.
- 8.12 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.
- 8.13 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

- 8.14 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.
- 8.15 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.

Flood Risk

- 8.16 The application site is located close to the River Thames and is located in

Flood Risk Zones 2/3. The application has been accompanied by a generic flood risk assessment. The proposed use is 'water compatible' and would not in itself be vulnerable to inundations. The scheme would not increase area of hardstanding or increase flood risk elsewhere.

Trees

- 8.17 There are 2 no. trees located on immediate footway facing the site. This application is accompanied by a BS5837:2005 Tree Survey Report, which details how construction works would be undertaken to prevent damage to the nearby London Plan tree. It is recommended that a condition be attached to this permission requiring compliance with the recommended works methodology. This would ensure that the roots of the London Plan tree would be protected during construction.

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.

© Crown copyright and database rights 2011 Ordnance Survey, London Borough of Tower Hamlets 100019288