

<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> Russell Simpson		<b>Ref No:</b> PA/11/01838	
		<b>Ward(s):</b> St Dunstons and Stepney Green	

## 1. APPLICATION DETAILS

<b>Location:</b>	Carriageway adjacent to 367 -377 Jamaica Street, E1
<b>Existing Use:</b>	Public carriageway
<b>Proposal:</b>	Installation on the carriageway of a Barclays Cycle Hire docking station, containing a maximum of 18 docking points for scheme cycles plus a terminal.
<b>Drawing Nos:</b>	<ul style="list-style-type: none"> <li>- Location plan 05-610579 Rev A</li> <li>- General Arrangement plan 05-610579-GA Rev A</li> <li>- Existing layout 05-610579-EX Rev A</li> <li>- Terminal drawing: CHS_2_T Rev 5</li> <li>- Docking point elevation: CHS-DP-03 Rev 3</li> <li>- Terminal Foundation Design CHS-CFC03</li> <li>- Docking Point Foundation Design CHS-CFC01</li> <li>- Design and Access Statement (including Impact statement)</li> <li>- Tree Survey Report BS5837:2005</li> </ul>
<b>Applicant:</b>	Transport for London
<b>Owners:</b>	London Borough of Tower Hamlets
<b>Historic Building:</b>	N/A
<b>Conservation Area:</b>	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. It is not considered that the loss of three 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.

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

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 18 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 0.8m 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 Jamaica Street, close to the junction with Redman's Road. The site is not located within a conservation area, and although it neighbours the Stepney Green Conservation Area it is not considered to be in the setting of this Conservation Area.
- 4.11 The part of the carriageway on which the docking station would be located currently provides 3 residential parking bays.
- 4.12 The surrounding area is predominantly residential in nature. To the east of the site lies Stepney Gardens, a large area of open space that caters for a range of leisure activities. A short distance further north is Stepney Green London Underground Station. Further west is Royal London Hospital and Whitechapel London Underground and Overground Station.
- 4.13 The site is located on the carriageway adjacent to Nos. 367 to 377 Jamaica Street. The carriageway is wide (approximately 11.4 metres in width) and carries a low volume of vehicular traffic.
- 4.14 The footway adjacent to the site is approximately 6.2 metres wide and carries a low pedestrian footfall. It contains a lamp column, a sign post, a number of trees and three bollards. The back of the footway is abutted by Nos. 367 to 377 Jamaica Street.

### **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 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
	CON2	Conservation Areas

## 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 The proposed docking station is on the carriageway of Jamaica Street, close to its junction with Redman's Road. The location close to a junction is not as of significant concern as its requirement to replace three on-street residents parking bays. Highways note from the Council's parking survey that parking occupancy in both streets is very high, particularly at night when parking is controlled and residents are competing for overnight spaces. However, day-time parking in Jamaica Street is considerably less stressed. On the basis of the Parking Stress Survey Highways raise a concern only, rather than an objection. Highways strongly support the principle of the Docking Station scheme as a sustainable and attractive mode of transport, as well as the need for regularly-spaced Docking Stations.

*(Officer Comments) 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.*

#### LBTH Arboricultural Officer

### 6.3 No objections

## 7. LOCAL REPRESENTATION

### 7.1 A total of 29 planning notification letters were sent to nearby properties as detailed on the attached site plan. A 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:	0	Objecting:	0	Supporting:	0
No of petitions received:	1	objecting containing	31	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:

- **Impact of anti-social behaviour including noise, litter, crime and disturbance on local residents**

7.4 **(Officer Comment):** Transport for London have advised that in early 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, vandalism or anti-social behaviour issues relating to the scheme.

There can never be any guarantees that cycles will not be stolen or vandalised, however as set out in section 2.4 of the Planning, Design and Access Statement, 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 terminal and docking points are made from aluminium which is durable and has a graffiti resistant coating. In the unlikely event that the docking station is vandalised, Serco (the contractor operating the scheme) is contractually obliged to resolve the issue as soon as possible. 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. It is considered this location is already overlooked with natural surveillance due to its proximity to residential properties and Redman's Primary School to the west of the site, and both TfL and the London Borough of Tower Hamlets have been in consultation with the Metropolitan Police about all proposed sites within the borough. It is considered that a docking station at this location will introduce an active use to the space, and generally improve the area.

- **Reduction in green space**

7.5 **(Officer Comment):** The site is located on the carriageway and will replace car parking bays. It will therefore not result in a reduction in green space.

- **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 children**

7.7 **(Officer Comment):** It is recognised that there is a primary school located a short distance west of the site, however, the docking station will be located on the carriageway and will therefore be clear of primary 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.

- **Unattractive landscape**

7.8 **(Officer Comment):** *The site is not located within a conservation area, nor within the setting of any listed buildings. The docking station is consistent with the scale, mass and detailing of the existing street furniture, thereby providing a sense of visual permeability. This will limit the presence of the docking station and ensure a neutral impact on the surrounding environment. Given the size, scale and location of the docking station, it is considered that it will integrate well with the buildings in the immediate vicinity. As such, the docking station will be compatible with the character and appearance of the local area and nearby conservation 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 docking station would provide a total 18 docking points and a terminal totem which would be located towards the northern end of the station.

8.6 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, replacing existing parking bays. It is acknowledged that the development involves the loss of 3 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.

8.7 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

8.8 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.

8.9 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.

8.10 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.

- 8.11 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.

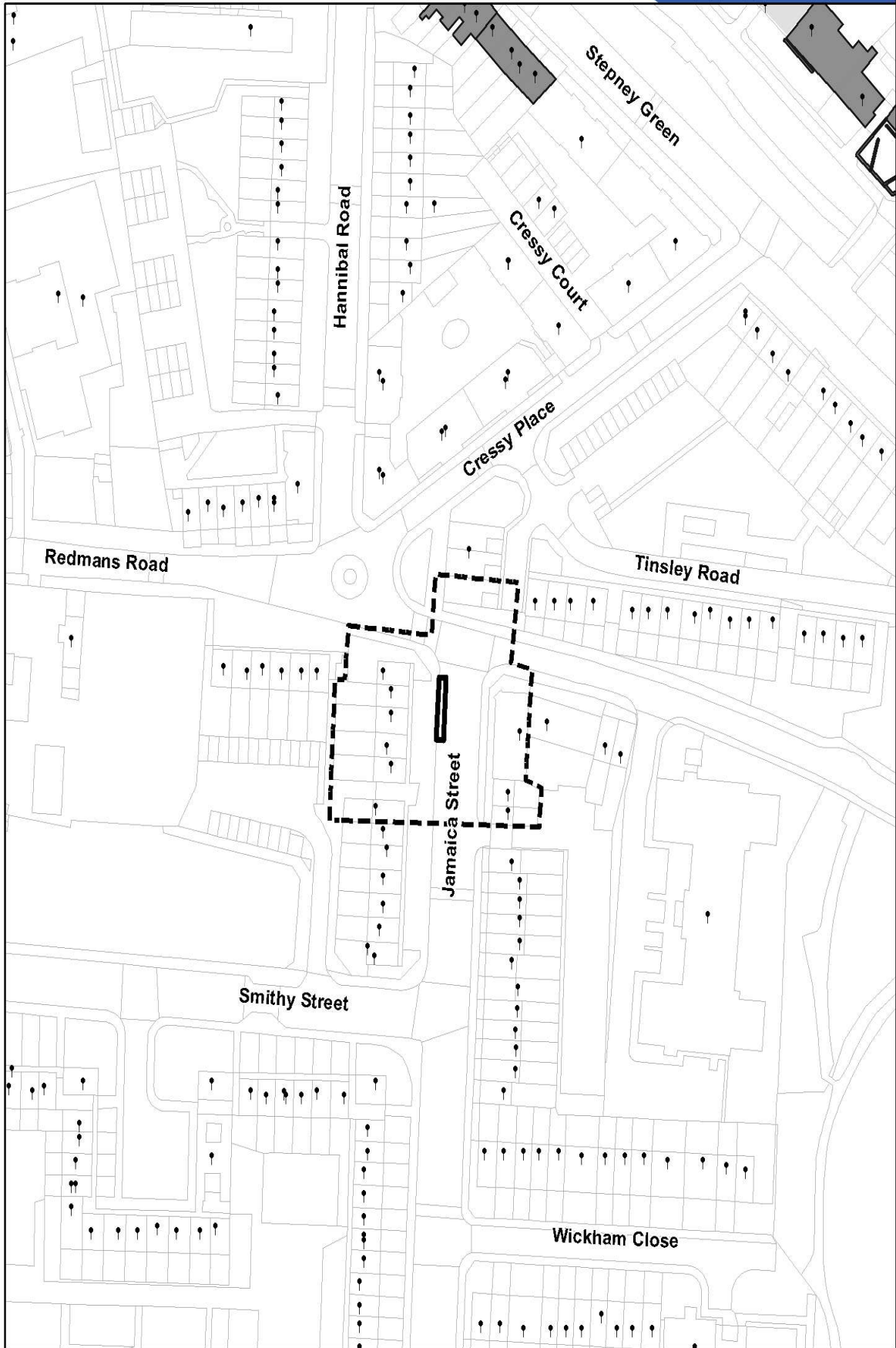
#### Design

- 8.12 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.
- 8.13 The proposed docking station is located on the carriageway adjacent to Nos. 367 to 377 Jamaica Street. It would provide 18 docking points and the totem. 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 Stepney Green Conservation Area. It is therefore acceptable in terms of Core Strategy policy SP10 and Interim Planning Guidance CON2.

### **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