

<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> Monju Ali		<b>Ref No:</b> PA/11/01329	
		<b>Ward(s):</b> Bethnal Green South	

## 1. APPLICATION DETAILS

<b>Location:</b>	Footway adjacent to 44-101 Hughes Mansions, Selby Street, E1
<b>Existing Use:</b>	Public footway
<b>Proposal:</b>	Installation on the footway of a Barclays Cycle Hire docking station, containing a maximum of 17 docking points for scheme cycles plus a terminal.
<b>Drawing Nos:</b>	Location plan 05/610572_L Rev. A General Arrangement plan 05/610572_GA Rev. 3 Existing layout 05-610572-E Rev. 1 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)
<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. 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. Compliance with approved plans
3. Cycle Station to be removed if it becomes redundant
4. Relocation of existing trees to be agreed upon with local authority.

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 footway of a Barclays Cycle Hire docking station, containing a maximum of 17 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 site is located on the footway adjacent to 44-101 Hughes Mansion on the southern side of Selby Street. Selby Street is a short, two-way street accessed from Vallance Road. The site does not lie within a Conservation Area and does also does not affect any statutory listed buildings.
- 4.11 The surrounding area contains a mix of commercial and residential uses. A petrol service station is located to the north-west of the site on the corner of Vallance Road and Selby Street. Vallance Road has a mix of retail units at ground floor level with residential above. There are also various schools in the surrounding area including Thomas Buxton primary school west of the site.
- 4.12 The site is located near to London Cycle Network Routes 194 and 197. Route 194 forms part of the new Bow to Aldgate Barclays Cycle Superhighway.
- 4.13 The proposed docking station would be located on the south side of Selby Street, to the east of the junction with Vallance Road. In this location the pavement is 4m in width. The pavement adjacent to the site is approximately 5m in width. Selby Street forms part of the London Borough of Tower Hamlets adopted highway.
- 4.14 The street furniture to the site includes a lamp column, a sign post, a post box to the back of the footway and two small newly planted trees confined to the planting pits.

### **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

- 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 No objections

*Officer Comment (Following the initial concerns raised by LBTH highways officers, the applicant reduced the number of docking points from 27 to 17, further the docking points have been positioned at a 45 degree angle ensuring a minimum clearance of 2m to the pavement.)*

### Transport for London – Street Management

- 6.3 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. The application has also been publicised on site via one site notice.

- 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: 2            Objecting: 2            Supporting: 0  
No of petitions received: 1 objecting containing 96 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
- Other docking stations in the vicinity, including 2 docking stations in a 0.5 mile radius

*(Officer Comment) The expansion of the Barclays Cycle Hire scheme will provide more docking points and more cycles across the existing network and into east London. TfL consider for the network to operate efficiently and effectively, docking stations are required every 300 metres or so. The existing docking station on Buxton Street is located approximately 350 metres from the site at Selby Street, and similarly, the proposed docking station near Whitechapel at the junction of Vallance Road and Old Montague Street is located approximately 330 metres from the site. As such, it is considered a docking station is required in the Selby Street area.*

- 7.5
- 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.

- 7.6
- Negative impact on pedestrian movement

**(Officer Comment)** *The docking points will be located at the back of the footway, with a distance of 2.0 metres between the docking station and the pavement edge. This is considered sufficient clearance to maintain pedestrian movement. Towards the middle of the larger docking station, the clearance will be reduced to 1.7 metres where there is a small tree located (to be relocated) close to the pavement edge, however, it is considered unlikely that pedestrian movement will be adversely impacted at this point. Although Cycle Hire users will need to pull cycles out into this shared space of footway, this is the same scenario as all other docking stations installed across London, and it is assumed users will apply common sense and check before moving into a pedestrian or vehicle path.*

- 7.7
- Detrimental impact on surrounding area

**(Officer Comment)** *Careful consideration through pre-application discussions has been given to the location and design of the docking station to ensure that it is compatible with the streetscape and will not adversely impact the surrounding area. Although the scheme is sponsored by Barclays, the materials and colours of the docking station complement and integrate with other street furniture within the context of the site. This will ensure that the docking station will not stand out from the cohesive streetscape character of Selby Street, and will preserve the character and appearance of the area.*

- 7.8
- Security, increase in crime and anti-social behaviour

**(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.*

## 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 public footway and comprises of two separate lengths of docking points. The first of these is 14.50m long and the second 7.50m long. The docking points are located along the back edge of the pavement.
- 8.6 The docking station would provide a total 17 docking points (positioned at a 45 degree angle to save space) and a terminal totem which would be located towards the western end of the shorter station.
- 8.7 There is a minimum 2.5m width of pavement remaining between the back of the docking station and the edge of the footpath; therefore it would not impede pedestrians passing the site.
- 8.8 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

- 8.9 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.
- 8.10 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.
- 8.11 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.
- 8.12 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.

#### Trees

- 8.13 The two existing trees affected by the proposal will need to be removed and relocated to ensure a minimum of 2 meter clearance of the pavement. The relocation of the trees will be secured by condition attached to the permission. This ensures the proposal accords with policy DEV15 of the adopted Unitary Development Plan (1998) and policy DEV13 of the Interim Planning Guidance (2007). These policies seek to ensure the retention of trees for amenity value.

#### Design

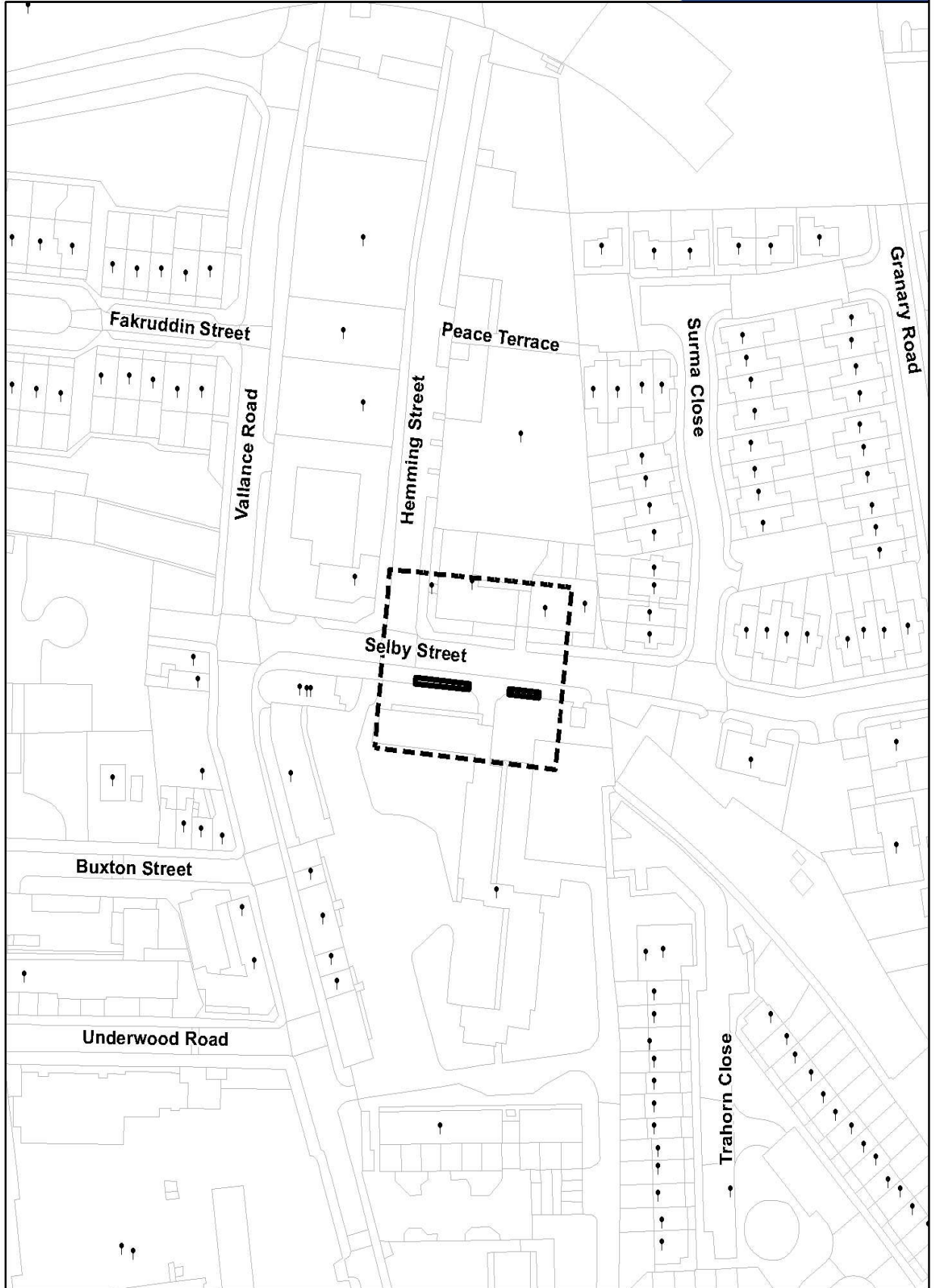
- 8.14 Core Strategy policy SP10 seeks to ensure the delivery of distinct and durable places. UDP policies DEV1 and DEV17 set design criteria for new development.

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.

## **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



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.