

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 27 September 2016	Classification For General Release	
Addendum Report of Director of Planning		Ward(s) involved Maida Vale	
Subject of Report	Maida Vale, London, W9,		
Proposal	Installation on the footway adjacent to Dundee House, 145 Maida Vale, of a Cycle Hire docking station in an area measuring 48.7m x 1.85m, containing a maximum of 37 docking points and a terminal (ADDENDUM REPORT)		
Agent	Catherine Larmouth		
On behalf of	Transport for London		
Registered Number	15/11073/FULL	Date amended/ completed	30 November 2016
Date Application Received	27 November 2015		
Historic Building Grade	Unlisted		
Conservation Area			

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY

The application was originally reported to the Planning Applications Committee on 15 March 2016 with a recommendation by officers that planning permission should be granted. The Committee resolved to defer determination of the application for further consultation with Ward members and to enable Transport for London to provide further justification for the chosen location of the docking stations.

Subsequently Transport for London (TfL) have provided additional information relating to their decision to locate the docking station in the position on Maida Vale that is the subject of this application. The location is part of extending the cycle hire network into the Maida Vale area. For this network to work effectively, sites are chosen approximately 300 metres apart and not too far from the existing network.

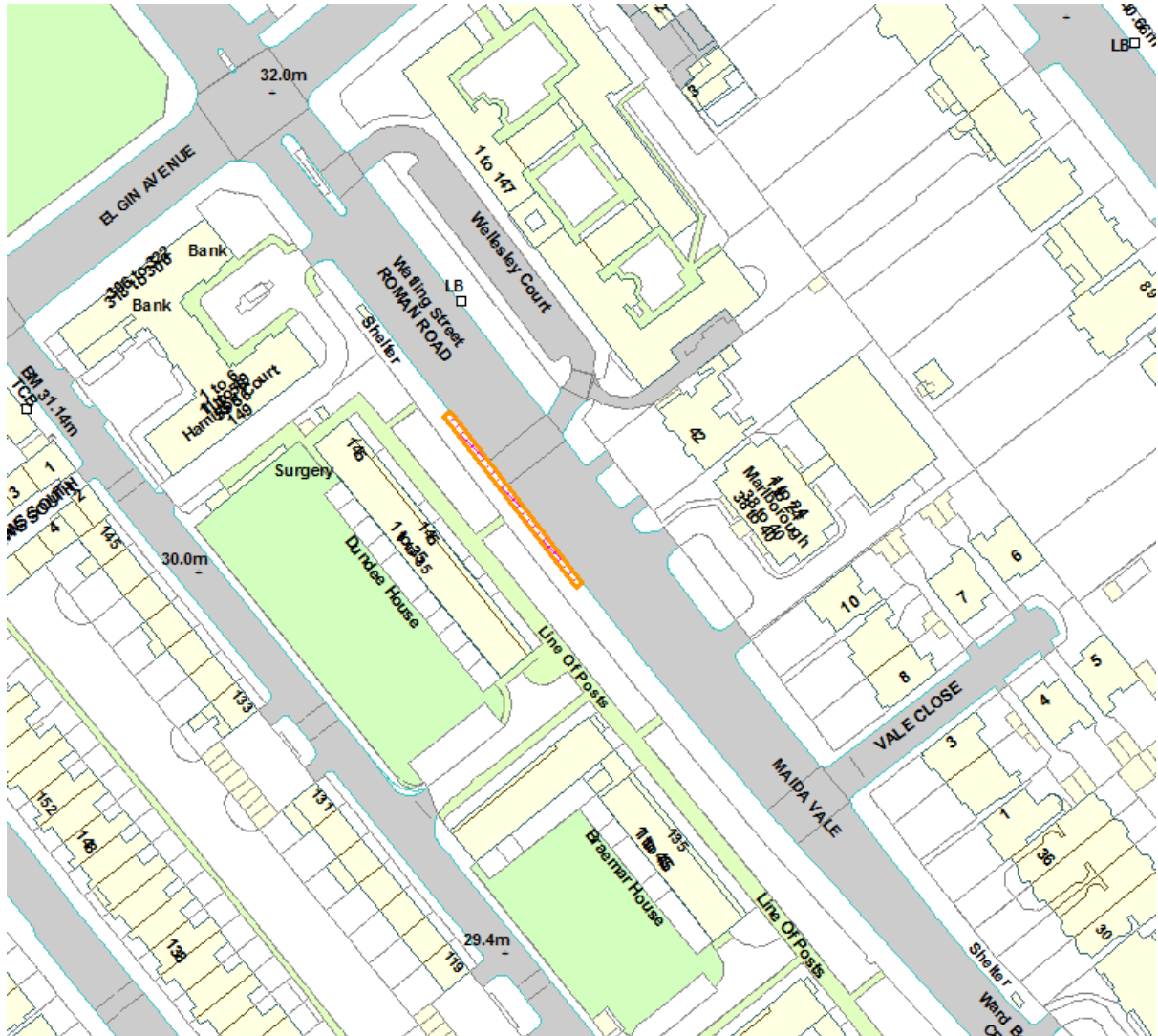
TfL have investigated other locations nearby that would fit into the network, for example immediately outside Maida Vale Station. However, such locations proved difficult because of the limited carriageway and pavement space which would necessitate the loss of car parking spaces and the fact these would be even closer to residential dwellings. The Maida Vale site is a very short walk from the station and is on a wide area of footway meaning that pedestrian flows are not detrimentally affected and no car parking spaces would be lost. The location is also further away from residential properties than other locations that were considered.

The explanation for the chosen location was sent to ward Councillors for Consultation on the 25 April 2016. A response was received from Councillor Prendergast on 2nd June 2016 stating that in the absence of a better location there does not appear to be another suitable alternative but the location under consideration and does not raise any further objections to the proposal. However she has asked that the Committee consider the safety aspect, the impact of the proposal aesthetically and the comments of resident's in nearby housing blocks. Having discussed the issue with local residents representatives Councillor Prendergast also acknowledges the need for the docking station but requests that the docking station is not a large one.

The safety and design aspects of the scheme and the comments of local residents have been considered and discussed in detail in the Committee Report dated 15th March 2016. In terms of the size of the docking station, the proposal involves 37 Docking stations which is an average size. The minimum considered by TfL is 27 as this number reduces operational redistribution requirements (i.e. the need for the small vans to fill up docking stations or remove cycles) as the natural distribution by users works effectively. The proposal is slightly more in this location because the site is on the edge of the scheme where demand is often higher due to a greater catchment area (i.e. no other docking points to the north).

For the above reasons and those outlined in the initial Committee Report dated 15 March 2016 the proposal is recommended for conditional approval.

3. LOCATION PLAN



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4. PHOTOGRAPHS



5. CONSULTATIONS

CONSULTATION WITH WARD MEMEBERS FOLLOWING DEFERRAL AT PLANNING APPLICATIONS COMMITTEE (2) FOLLOWING ADDITIONAL JUSTIFICATION ON LOCATION FROM TRANSPORT FOR LONDON

COUNCILLOR JAN PRENDERGRAST

In the absence of a better spot can't see that there is another alternative. Many local residents are asking for the extension of this Bicycle scheme and she cannot raise any further objections. Would like the committee to consider the safety aspect, the lovely stretch of leafy road that the site will spoil and any further comments from the residents of the housing blocks close by. Has discussed the proposals with local resident representatives and the need is acknowledged as is the lack of a better place to put the docking station. Request that the cycle station is not a very large one.

OTHER MAIDA VALE COUNCILLORS

Any response to be reported verbally.

6. BACKGROUND PAPERS

1. Committee Report for Committee on 15th March 2016
2. Minute from Planning Applications Meeting on 15 March 2016
3. Representations as reported to the Planning Committee on 15th March 2016

CONSULTATION RESPONSES FOLLOWING DEFERRAL AT PLANNING APPLICATIONS COMMITTEE (2) ON 15 MARCH 2016

4. Email from Transport for London dated 25th April 2016
5. Email from Councillor Prendergast dated 2nd June 2016

Selected relevant drawings

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: NATHAN BARRETT BY EMAIL AT nbarrett@westminster.gov.uk.

7. KEY DRAWINGS

NOTES:

- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
- DO NOT SCALE FROM THIS DRAWING FOR SET OUT PURPOSES.
- IF SITE CONDITIONS INDICATE THAT PROPOSED FOUNDATION SOLUTION CAN NOT BE IMPLEMENTED THEN REFER TO FOUNDATION DESIGN PACK FOR ALTERNATIVE FOUNDATION SOLUTIONS.
- IF SECURITY UNDERSTANDS PLANT IS INDICATED AS PRESENT WITHIN THE FOOTPRINT, CONTRACTOR WILL TAKE PLACE USING APPROPRIATE PROTECTIVE TECHNIQUES.
- REFER TO UTILITY ALIGNMENT IN INDICATING ONLY. ACTUAL UTILITY ALIGNMENT TO BE DETERMINED ON SET BY CONTRACTOR.
- WHERE POSSIBLE ALL MATERIALS NOT BEING RECYCLED ON SITE ARE TO BE REMOVED TO CONTRACTORS WARD FOR RECYCLING OR ENVIRONMENTALLY FRIENDLY DISPOSAL IN ACCORDANCE WITH BS 14001.
- PROPOSED VALUES TO BE CORRECTED TO EXISTING DRAINAGE FOLLOWING A DRAINAGE ASSESSMENT.

KEY:

	PROPOSED DOCKING POINTS AREA		LAMP COLUMN		REFUSE BIN
	PROPOSED LOCATION OF BENCH		ROAD MARKING		TREE AND TREE PIT
	EXISTING DOCKING POINTS AREA		GULLY		CYCLING
	EXISTING LOCATION OF BENCH		TELEPHONE BOX		POST
	EXISTING POINT INLET		POST BOX		WALL
	BENCH INLET/OUTLET - APPROX INDICATES FORMER PAVEMENT		CYCLE PARKING		SIGN POST
	REFER TO PLAN		CYCLE DRIVE		NEW OR RELOCATED CYCLE DRIVE
	PROPOSED 100MM HIGH IN EXISTING FOOT		SAFETY INFORMATION AND TREE IN AREA (E.G. 20 FT. TO 10 FT. TO 20 FT. TO 10 FT.)		DRAINAGE

LOCATION PLAN
NOT TO SCALE

MAIDA VALE

1 to 35
Dundee House

Project: SANDER CYCLES

Client: WESTMINSTER

Drawn By: GENERAL ARRANGEMENT

Maximum Number of Docking Points - 35

Date	Scale	By	CHK	App
31/03/15	1:200 @ A3	AS	DT	JS
01-01/15	1:200 @ A3	AS	DT	JS

Drawn For APPROVAL

FACES A and C

FACE B

FACE D1

FACE D2

MATERIALS:

Housing, panels and doors:
Gravily cast aluminium, powder coated with graffiti resistant coating

Mapping, information and roundel panels:
Toughened glass

Top Cap:
Thermoplastic moulding

COLOUR REFERENCES:

Roundel and stop name panel:
HS-93, Y: 100

Stop name:
White

Terminal body:
NCS S 8010- R90B
(Pantone 299C dark Blue)

Roundel panel background:
NCS S 0500-N (white)

Terminal Trim and Cap/Top:
Silver Grey RAL 9007

NOTE:

For larger or busier docking stations, Faces A & C (Mapping) and Faces B & D2 (registration/payment functionality).

For smaller, less busy docking stations, faces A & C (Mapping), Face B (registration/payment functionality), Face D1, additional information.

TERMINAL DESIGN

SANTANDER CYCLES

NOTES:

- All dimensions in millimetres
- For foundations see separate drawing

Sheet: 04

Checked: GSE

Date: 12/01/15

Scale: 1:200 @ A3

Drawn: GSE

Scale: 1:200 @ A3

Drawn: GSE

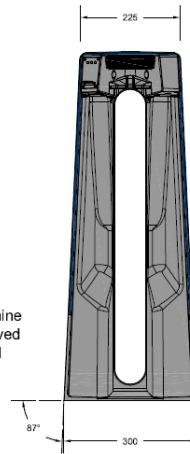
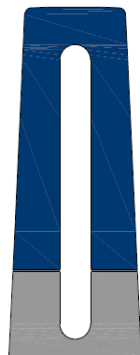
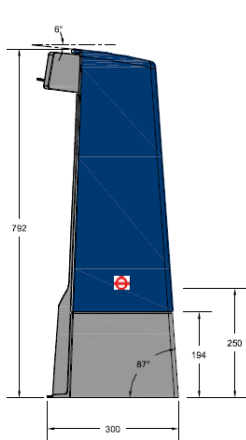
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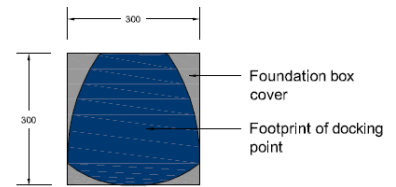
Scale: 1:200 @ A3

Drawn: GSE

Scale: 1:200 @ A3



- Material - Permanent mould, gravity cast aluminium alloy, A356.2-T61
- Finish - Polyester Powder coat, gloss finish
- Colours - Dark Blue, Pantone 296C
- Silvergrey RAL 9007
- Decal Roundel Colour - M:93, Y:100
- Foundation Box Cover - Galvanised steel with anti-slip coating



Docking Point and Foundation Box Cover - Plan View at Docking Point base

1. All dimensions in millimetres
2. For fixings and foundations see separate drawing



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DOCKING POINT DESIGN

SANTANDER CYCLES

SITE NAME VARIOUS		SITE NO: ALL	
		BOROUGH ALL	
		POSTCODE ALL	
Drawn SH	Scale 1:10 @ A4	Dep. No. CHS-OP-03	Rev. 3
Checked cm	Date: 24/02/11	File Path & Name	

DRAFT DECISION LETTER

Address: Maida Vale, London, W9,

Proposal: Installation on the footway adjacent to Dundee House, 145 Maida Vale, of a Cycle Hire docking station in an area measuring 48.7m x 1.85m, containing a maximum of 37 docking points and a terminal.

Reference: 15/11073/FULL

Plan Nos: 01-610189LOC; 01-610189; 01-610189-GA, CHS_DP_03Rev3: TDE-FW-T-PL RevA; TDE-FW-01-PLRevA; Planning, Design and Access Statement November 2015.

Case Officer: Richard Langston

Direct Tel. No. 020 7641 7923

Recommended Condition(s) and Reason(s):

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 You must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours. (C11AA)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (July 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 All new work to the site must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted

in January 2007. (R26AD)

- 4 The management and redistribution of bicycles to the docking station hereby approved shall take place only between 08.00 and 22.00.

Reason:

To protect neighbouring residents from noise nuisance, as set out in S24, S29 and S32 of Westminster's City Plan (July 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (July 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.