

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 15 March 2016	Classification For General Release	
Report of Director of Planning		Ward(s) involved Abbey Road	
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.		
Agent	Catherine Larmouth		
On behalf of	Mr Duncan Robertson		
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

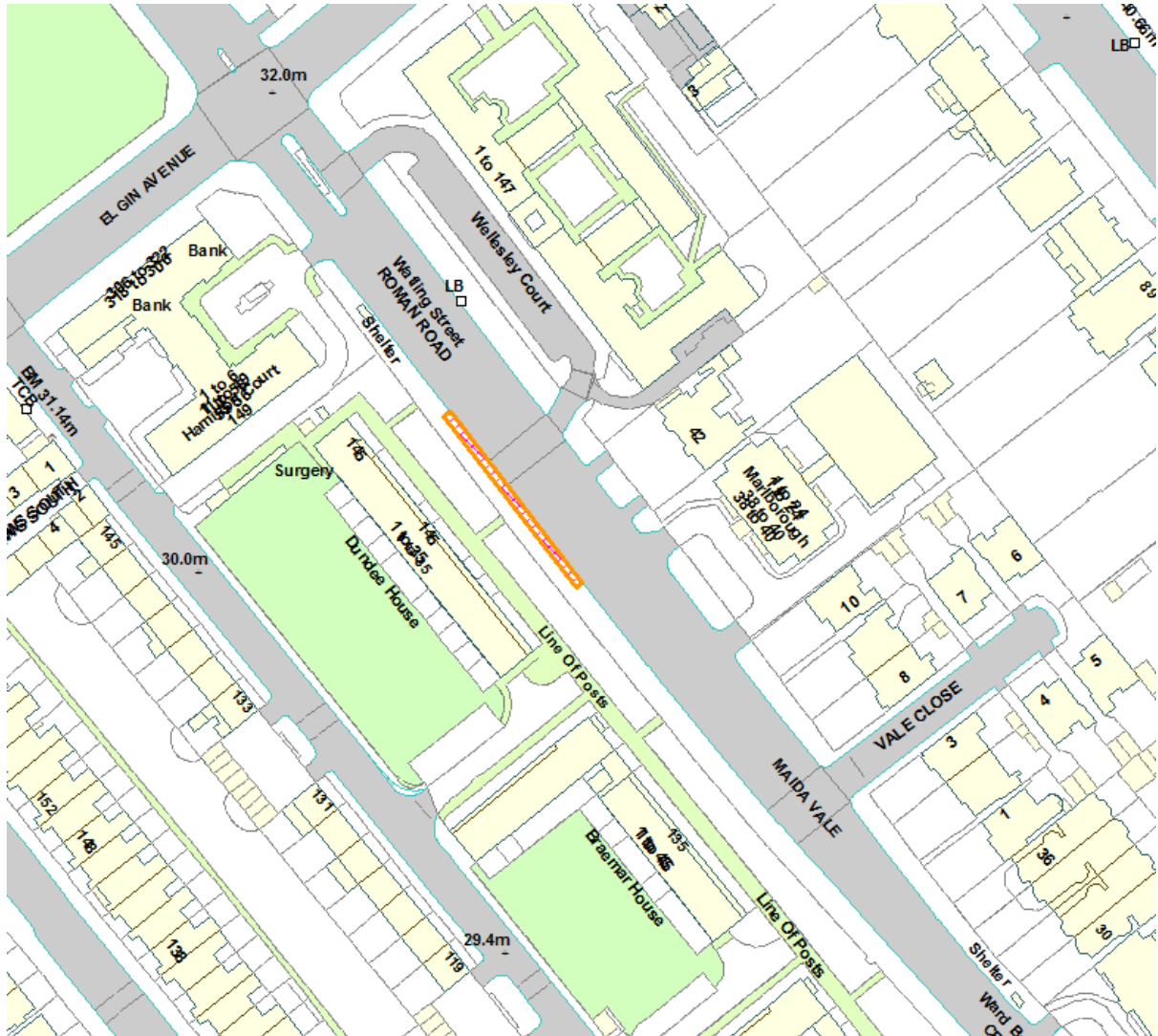
The application has been submitted by Transport for London (TfL) as part of the latest phase of a comprehensive cycle hire scheme within Central London. This report relates to the installation of a docking station on the western footway of Maida Vale outside Dundee House. The cycle hire station will feature 37 docking points for bicycles and a payment terminal, which will also feature way finding maps.

The key issues raised by the proposals are:

- * The impact of the proposals in terms of highway safety and pedestrian flow;
- * The impact on the appearance of this part of the City.

Objections have been received on the grounds that the proposal is not in the best location adjacent to a busy road and busy footway, its impact upon the amenity of neighbours and regarding its visual impact. The application is considered acceptable and accordingly is recommended for conditional approval.

3. LOCATION PLAN



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4. PHOTOGRAPH

Photo to show location of proposed docking station



5. CONSULTATIONS

Councillor Prendergast

Warmly welcomes a cycle docking station in Maida Vale, however raises an objection on the grounds that the proposal is not in the best location due to being hazardous as Maida Vale is a busy road and the path is busy with pedestrians. The proposal would also blight this pleasant stretch of road.

Paddington Waterways & Maida Vale Society
Any response to be reported verbally.

Highways Planning - Development Planning

No objection. Considers there to be sufficient width of pavement remaining for pedestrians and does not consider entry point to the highway for cyclist overly hazardous.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 227

Total No. of replies: 5

No. of objections: 3 (from 1 person)

No. in support: 2

Objection on the grounds that the proposal will spoil scenic views, look cluttered and untidy, encourages youths to sit on bikes and that the road is too busy. They do however support the initiative, but not in front of Dundee House

Two letters of support from neighbouring properties but some concern about the busy road.

PRESS ADVERTISEMENT / SITE NOTICE: Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

The application site is the western footway of Maida Vale outside Dundee House. The area is not within a Conservation Area.

6.2 Recent Relevant History

On 16 July 2009 permissions were granted for the first batch of cycle docking stations. Subsequently, decisions have been issued for docking stations throughout Westminster. This proposal is the latest phase of the expansion/consolidation of the network.

7. THE PROPOSAL

The proposal is for the installation on the footway adjacent to 1 to 35 Dundee House, 145 Maida Vale, of a Cycle Hire docking station, containing a maximum of 37 docking points for scheme cycles plus a terminal.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The use of the public highway for the provision of additional public transport infrastructure is considered acceptable where it does not impede pedestrian use.

8.2 Townscape and Design

Objections have been received on the grounds that the docking stations result in a cluttered and untidy environment and spoil scenic views. The provision of additional street furniture on the highway network raises design issues, and in all cases it is important to ensure that a cluttered streetscape and a detrimental impact on the townscape is avoided. The proposed docking stations are considered to be sited in an acceptable location in terms of design and townscape. The site is not within a Conservation Area and the site has been chosen so as to avoid areas of sensitive townscape, either located on the carriageway (and thus not dissimilar in impact to a parked vehicle); or on areas of footway, where they would not result in excessive visual clutter. The detailed design of the terminals incorporating wayfinding maps and traffic regulations signage will ensure that the street furniture serves more than one function, thus obviating the need for further items of street furniture and allowing some existing furniture to be removed.

8.3 Residential Amenity

The majority of patrons will be repeat users who will not need to register at the terminal. As such, their interaction with the docking station will be limited to inserting their registration card at the docking point and removing the bicycle. When returning bicycles, the length of stay at the terminal will be even shorter; limited to re-docking the bicycle at the docking point. Releasing and re-docking of the bicycles occur without any discernible noise above that of a noise such as the shutting of a car door. Registering at the terminal is anticipated to be similar to topping up an Oyster card at a London Underground terminal, with no noise impact.

The locking mechanism has been designed following experience from previous schemes around the world in order to make it as easy and secure as possible. This has been achieved by using a locking system whereby the front wheel of the bicycle goes through an arch within the docking point and then is fixed by a 'locking triangle' located above the front fork of the bicycle frame, which engages a locking mechanism within the docking point itself.

A rubber buffer on the docking point ensures that noise is reduced during use. In addition LED lights on the docking station have been used to indicate the status of the transaction with the docking point to the user. These simple features will ensure that the noise is minimised so that the local environment is protected and any disturbance is limited.

It is accepted that docking stations will become a focus of activity, increasing the comings and goings experienced in these locations. As outlined above, however, it is not anticipated that patrons 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. In locations where the docking station replaces car parking facilities it is anticipated that the operation of the docking station will be far quieter than the noise of vehicle engines and closing vehicle doors. In such circumstances, the proposed development will result in an improvement in the current situation in amenity terms.

Light pollution

The TfL 'Cycle Hire' logo is proposed to be located at the top of each face of the terminal, along with the docking station name. This logo will not be illuminated at any time. The screen, wayfinding maps and information will only be illuminated on demand during poor light conditions. This level of illumination is similar to that at bus stops. Given the proposed low level and on-demand illumination, no adverse impact will occur to neighbouring properties in terms of light pollution.

Noise and disturbance during redistribution

The network of docking stations has been designed to maximise the natural redistribution of bicycles between docking stations. There will, however, be a need to redistribute bicycles around the network to ensure that there are always bicycles available to pick up and free docking points to drop off bicycles. The Scheme Operator will be contracted to undertake this task and, although the time taken to undertake such an exercise will not be prolonged, it is accepted that this has the potential to result in a noise impact where docking stations are located close to the windows of residential properties. Where it is considered necessary to make the scheme acceptable in amenity terms, a condition restricting the redistribution of bicycles to between 08.00 and 22.00 is recommended.

8.4 Transportation

Objections have been received to the impact on pedestrians of the proposal and safety concerns to users entering the carriageway on the busy Maida Vale. The proposal leaves a minimum of 3 meters width of clear footway which is above the City Council's 2 metre minimum requirement and is therefore considered sufficient. The entry point onto the highway at Maida Vale is a bus lane and therefore would not involve cycles entering the general stream of traffic. The City Council's Highways Planning Manager has assessed the proposal and considers that they are acceptable in highways and transportation terms.

Road safety is a vital part of the scheme to ensure that accidents are kept to a minimum from users of the cycle scheme. Measures which have been taken to encourage safety include: a cycle safety campaign followed the launch; collaboration with local boroughs to improve safety; a cycle hire code of conduct is displayed on the payment terminal and tips provided on the cycles themselves; road shows have taken place during the launch of the scheme; and volunteer assistance was provided for the first few days of the scheme to help reinforce cycle safety and answer questions.

The applications are considered in accordance with TRANS 1 and TRANS 9 of our Unitary Development Plan. TRANS 1 aims to protect the environment from the effects of transport activities. TRANS 9 aims to make cycling safer and more attractive and to promote cycling as an alternative to the use of the private car. Cycling is a healthy, efficient, sustainable and effective form of transport. These policies recognise that a higher priority must be given to cyclists in order to promote this method of transport. Improved provisions and facilities are essential for this to be achieved.

8.5 Economic Considerations

No economic considerations are applicable for a development of this size.

8.6 Access

The views of key access groups, including the Royal National Institute for Blind People, the Guide Dogs for the Blind Association and the Disabled Persons Transport Advisory Committee were taken into account in the initial development of a design of the street furniture. The resulting docking station design is accessible to all anticipated user groups.

8.7 Other UDP/Westminster Policy Considerations

An objection has been received on the grounds of the potential use of the cycles for youths to sit on. Such an argument could be used against many kinds of street furniture and against any docking stations however this is not a sustainable objection which outweighs the benefits of providing this sustainable transportation option.

8.8 London Plan

The cycle hire scheme is recognised as an initiative which supports London's visitor economy in a more sustainable approach (Policy 4.5 of the London Plan). Policy 5.1 (Climate Change Mitigation) seeks a reduction in London's carbon dioxide emissions of 60% by 2025. The scheme is also supported by Policy 6.1 (integrating transport and development), Policy 6.9 (Cycling) and Policy 6.11 (Smoothing Traffic flow and Tackling Congestion). The London Plan seeks to encourage healthy lifestyles in order to reduce health inequalities in London. It outlines that transport should incorporate health benefits. The scheme provides a sustainable mode of public transport which makes a significant contribution to improving London's transport system and reducing traffic congestion. It provides an active form of transport therefore promoting a healthier lifestyle.

8.9 National Policy/Guidance Considerations

The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

8.10 Planning Obligations

Planning obligations are not relevant in the determination of this application.

9. BACKGROUND PAPERS

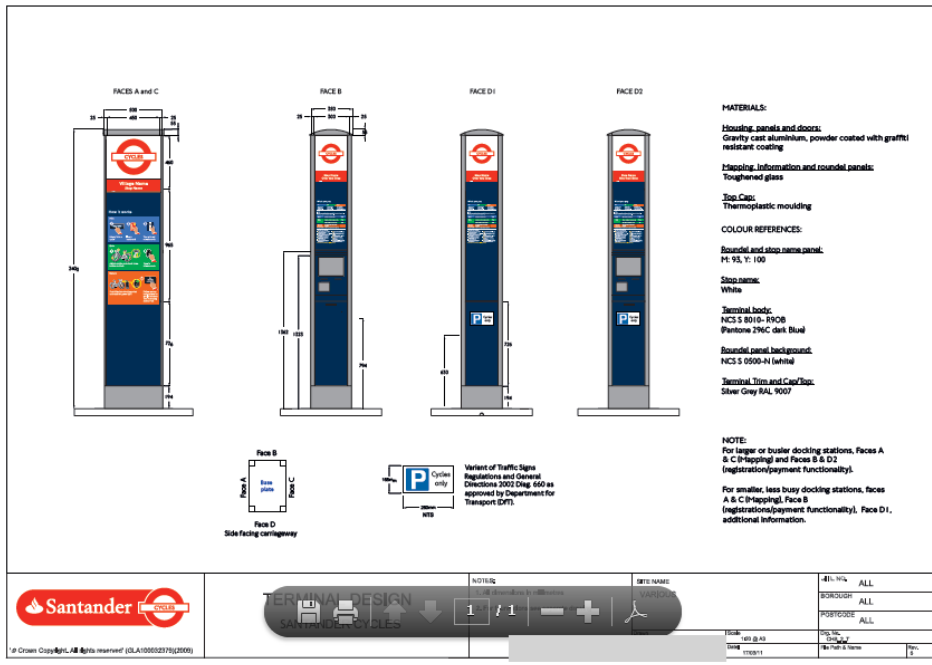
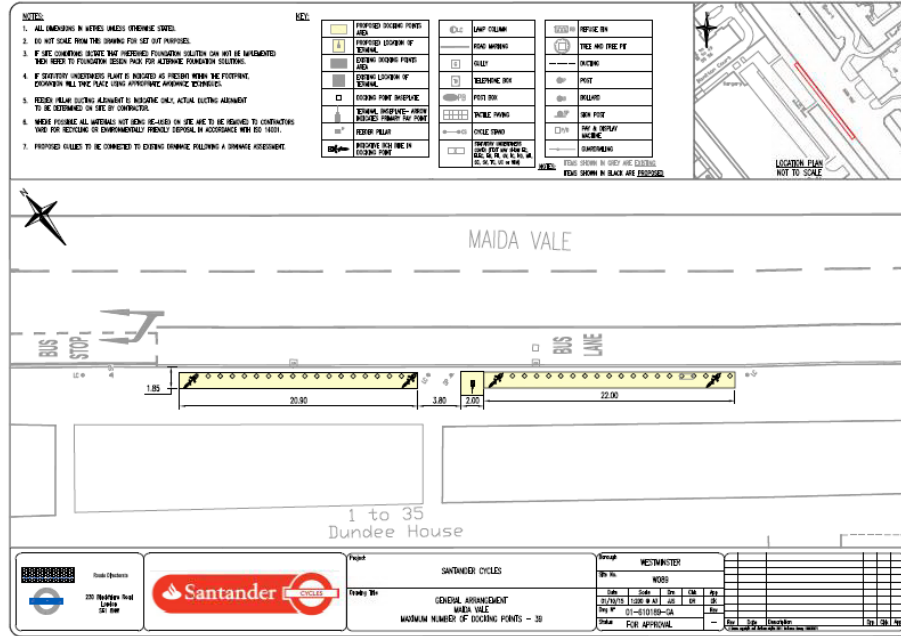
1. Application form
2. E-mail from Councillor Prendergast dated 28th January 2016
3. E-mail from Highways Planning manager dated 2nd February 2016
4. Letter from occupier of 79 Wellesley court, London, dated 12 January 2016
5. Letters from occupier of Flat 35, Dundee House, 145 Maida Vale, dated 14 January 2016, 4 February 2016 and 4 February 2016
6. Letter from occupier of 42 Maida Vale, London, dated 18 January 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 KIMBERLEY DAVIES ON 020 7641 5939 OR BY EMAIL AT NorthPlanningTeam@westminster.gov.uk

10. KEY DRAWINGS



4th	ALL
3RD	ALL
2ND	ALL
1ST	ALL
DATE	18/08/15
NO.	1

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.

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) or Reason(s) for Refusal:

- 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 residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 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: Strategic Policies adopted November 2013 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: Strategic Policies adopted November 2013 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: Strategic Policies adopted November 2013, 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.