

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 31 January 2017	Classification For General Release	
Report of Director of Planning		Ward(s) involved Queen's Park	
Subject of Report	18 Ilbert Street, London, W10 4QJ		
Proposal	Installation of two bike hangars on the highway outside 18 Ilbert Street.		
Agent	WSP Parsons Brinckerhoff		
On behalf of	Westminster City Council		
Registered Number	16/09622/COFUL	Date amended/ completed	19 October 2016
Date Application Received	7 October 2016		
Historic Building Grade	Unlisted		
Conservation Area	Queens Park Estate		

1. RECOMMENDATION

Refuse permission – on design grounds.

2. SUMMARY

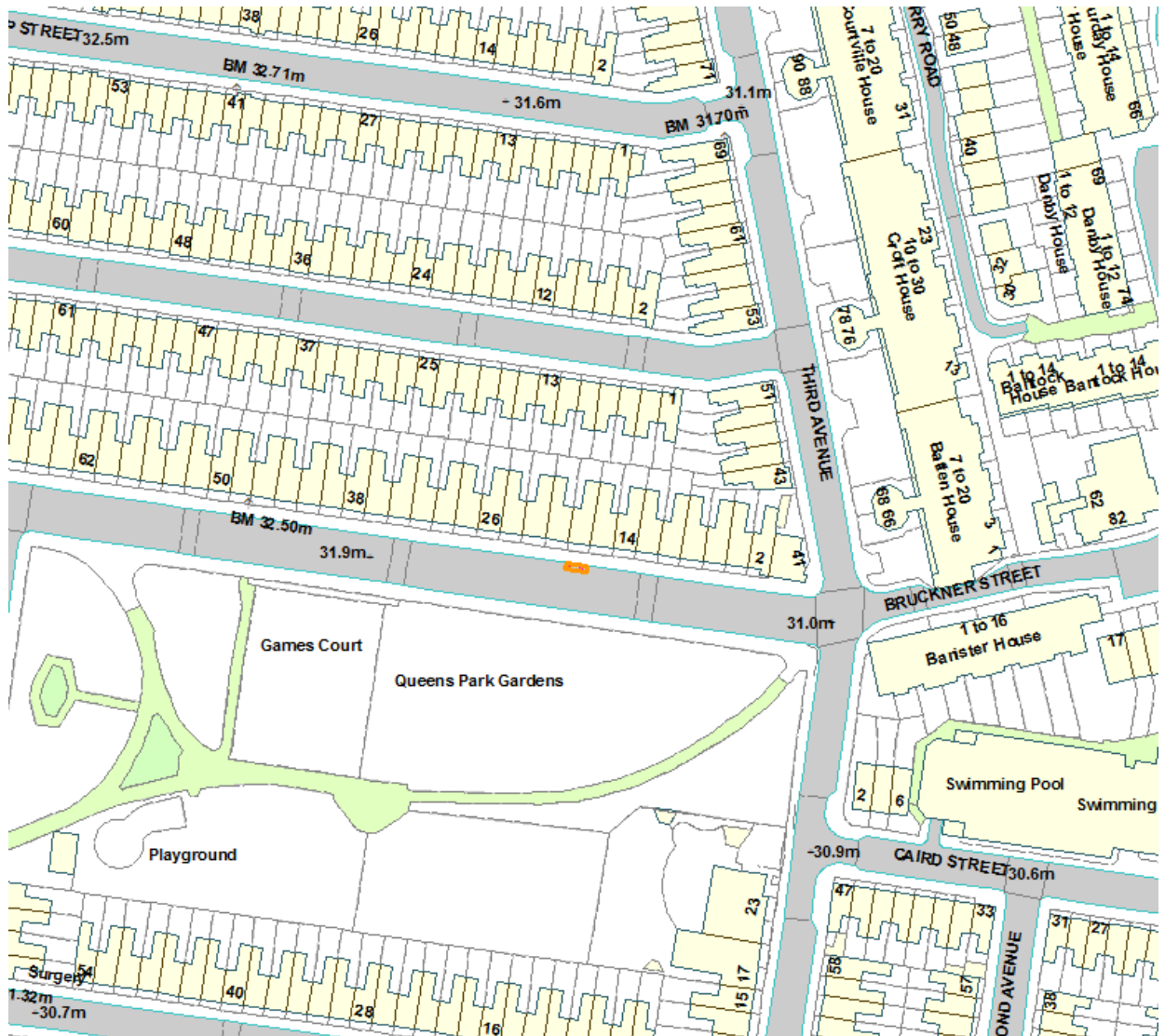
Permission is sought for the installation of two cycle storage structures located on the public highway outside No.18 Ilbert Street.

The key issues are:

- The impact of the structures on the character and appearance of the Queen's Park Estate Conservation Area.
- The provision of cycle storage facilities for local residents.

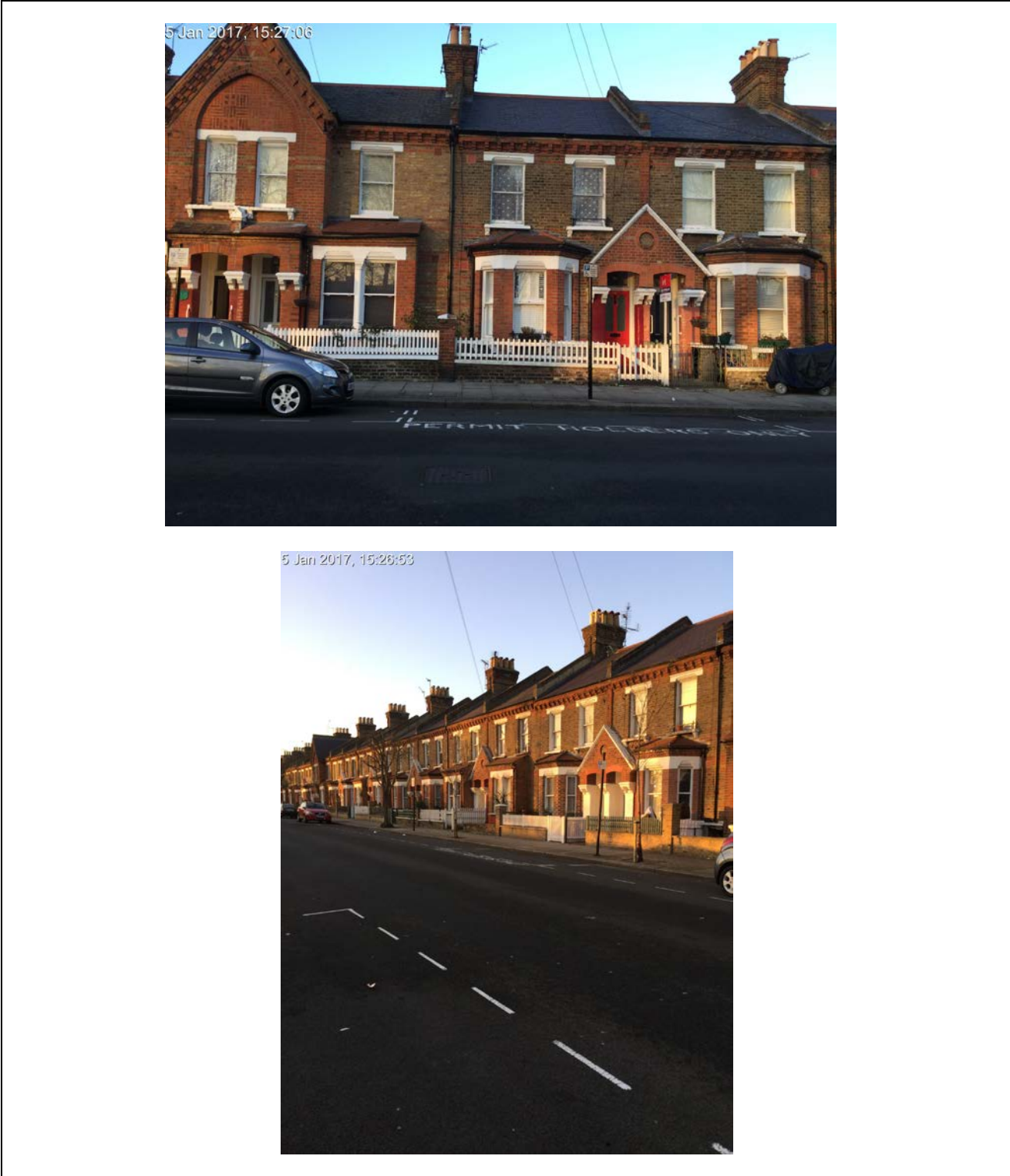
The proposed bicycle storage structures are considered to be unacceptable in design terms as they would harm the character and appearance of the Queen's Park Estate Conservation Area. It is not considered that the benefits of providing the cycle storage facility outweighs the harm that the structures would cause to the character and appearance of the Queen's Park Conservation Area, which would be contrary to Policies DES1, DES7 and DES9 in the Unitary Development Plan (UDP) and Policies S25 and S28 in Westminster's City Plan (the City Plan).

3. LOCATION PLAN



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4. PHOTOGRAPHS



5. CONSULTATIONS

COUNCILLOR MORGAN (QUEEN'S PARK COMMUNITY COUNCIL COUNCILLOR)
Support the application. Encourages choosing a healthy lifestyle and would be a secure area to store bikes.

QUEEN'S PARK COMMUNITY COUNCIL
Support the application.

HIGHWAYS PLANNING MANAGER:
No objection.

CLEANSING MANAGER:
No objection.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED
No. Consulted: 9
Total No. of replies: 2
No. of objections: 0
No. in support: 2

Support given on the following grounds:

Design:

- Visual appearance no less attractive than the average motor vehicle.

Other:

- Encourage cycling in the area.
- Alleviate problems in finding secure, dry storage.

PRESS ADVERTISEMENT / SITE NOTICE: Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

The application site is outside No. 18 Ilbert Street and forms part of the public highway. Ilbert Street lies within the Queen's Park Estate Conservation Area. The vast majority of the buildings within the conservation area were constructed in the 1870's by The Artizans, Labourers and General Dwellings Company, which was the creation of the philanthropist William Austin, to provide an improved standard of working class housing. The estate was identified as being one of special architectural and historic interest by the Council and was designated as a conservation area in 1978.

6.2 Recent Relevant History

None relevant.

7. THE PROPOSAL

The application seeks permission for the installation of two bicycle storage structures located on the public highway outside No.18 Ilbert Street. The structures would be located in an existing disabled White Badge holder space, which is no longer required by its previous user.

The two bicycle storage structures can each store up to six bicycles and they are to be installed by the City Council, but managed by Cyclehoop Ltd. The combined size of the storage structures (as they will be positioned alongside one another) would be 5.1m in length (along the kerb) by 2.0m wide and they would be 1.36m in height. The structures would have a galvanised metal frame and would partially sit on the kerb. The predominant colour of the structure would be black.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The application does not raise any land use issues as the land forming the application site would remain part of the public highway.

8.2 Townscape and Design

The Queen's Park Estate Conservation Area Audit (adopted in 2005) includes the following section in relation to street furniture:

"...The street furniture is co-ordinated and simple and wide uncluttered streets are characteristic of the estate....Unnecessary modern street clutter and signage can detract from the character of conservation areas and should be kept to a minimum. The proliferation of clutter in the streetscape will be resisted and a co-ordinated approach to street furniture design promoted" (paras. 4.49 and 4.50)

The stated reason for the site selection is that it lies within the 1.5km 'buffer zone' of Cycle Superhighway 8, where in residential areas new cycle parking facilities are to be provided to encourage residents to use the Superhighway and to cycle generally. This particular site has been chosen to promote cycling by domestic users, who may otherwise be discouraged by the lack of facilities available to them.

The proposal is considered unacceptable in design terms as it will cause harm to the conservation area. The modest scale of the housing and the uncluttered streets combine to create a townscape of high quality and charm. The proposed bicycle storage structures introduce a bulky and incongruous feature into the townscape, which detracts from the setting of the houses. While the streets are lined by parked cars, these are of course transitory and have a very different impact on the character of the area.

The statutory duty and policy DES 9 of our UDP require us to pay special attention to preserve or enhance the character or appearance of conservation areas, and it is considered that acceptance of this proposal would not accord with that duty or policy. The application has made no attempt to justify the proposal in terms of impact on the conservation area, nor has it sought to demonstrate that less sensitive sites could not be

found. Beyond the boundaries of the Queen's Park Estate Conservation Area, there are, in Westminster terms, large areas which are not conservation areas and it is suggested that the use public highway in these areas ought to be pursued in the first instance.

Furthermore, while the challenges relating to cycle storage are recognised, this has more resonance for areas of the city where the properties are mainly sub-divided into flats and where there are minimal storage facilities in those flats. This is less acceptable, as an argument, in the Queen's Park Estate where the houses are mainly single family dwellings with rear gardens.

For these reasons, in design and conservation terms, the proposed bicycle storage structures would not accord with Policies DES1, DES7 and DES9 in the UDP and Policies S25 and S28 in the City Plan.

8.3 Residential Amenity

The proposed bicycle storage structure is sufficiently small scale and sufficiently distant from neighbouring windows so as not to cause any concerns in amenity issues and the proposal would accord with Policy ENV13 in the UDP and Policy S29 in the City Plan.

8.4 Transportation/Parking

The Highways Planning Manager advises that the existing parking bay, which was formally used as a White Badge bay, is now surplus to requirements and therefore the loss of this bay to enable the provision of the bicycle storage structure is not objectionable in this case as there would not be a material increase in on-street residents parking demand, which would be contrary to Policy STRA25 in the UDP.

The provision of secure weatherproof bicycle storage would accord with Policy 6.9 in the London Plan, which supports the provision of new cycle infrastructure that promotes cycling. However, the benefits that this scheme would deliver in this location are not considered to be so significant, for the reasons set out in Section 6.2, so as to outweigh the harm caused to the character and appearance of the Queen's Park Estate Conservation Area.

8.5 Economic Considerations

No economic considerations are applicable for a development of this size

8.6 Access

The proposal does not have any adverse access implications.

8.7 Other UDP/Westminster Policy Considerations

None.

8.8 London Plan

This application raises no strategic issues.

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

The proposed development does not generate a requirement for any planning obligations and is not CIL liable.

8.11 Environmental Impact Assessment

An Environmental Impact Assessment was not required for a development of this scale.

8.12 Other Issues

Not applicable.

9. BACKGROUND PAPERS

1. Application form
2. Letter from a Queen's Park Community Council Councillor (Emma Morgan) dated 8 December 2016.
3. Email from the Queens Park Community Council dated 21 December 2016.
4. Memo from the Cleansing Manager dated 18 November 2016.
5. Memo from the Highways Planning Manager dated 8 December 2016.
6. Letter from occupier of 67 Sixth Avenue dated 23 November 2016.
7. Letter from occupier of Flat 229, Dibdin House dated 8 December 2016.

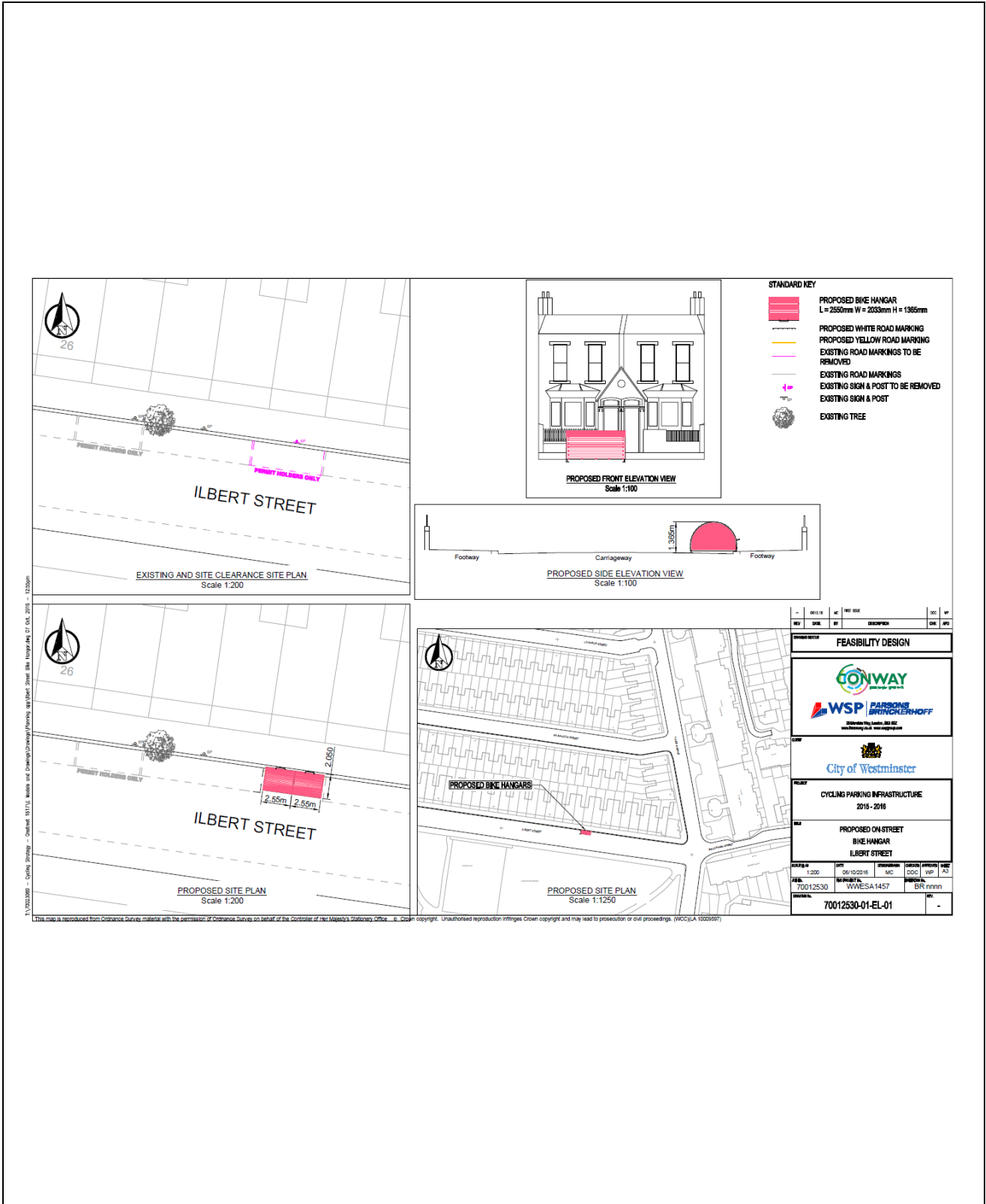
Selected relevant drawings

Drawing and 'Bikehangar' manufacturer's specification.

(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: OLIVER GIBSON BY EMAIL AT ogibson@westminster.gov.uk.

10. KEY DRAWINGS



cyclehoop

www.cyclehoop.com

✉ info@cyclehoop.com

☎ 0208 699 1338

📧 @cyclehoop

📘 facebook.com/cyclehoop

The Lambeth Bikehangar

The Lambeth Bikehangar is an award-winning popular design for outdoor sites offering a safe and effective way to protect bikes from tough weather conditions and vandalism where storage space is limited.

It is an effective street de-cluttering design which can store up to six bicycles and only occupies half of a parking space.

Cyclehoop can work with your organisation or local council to provide a fully managed cycle parking rental scheme:

- Residents can find their nearest Bikehangar online
- Application for spaces can be made on a dedicated website
- A small rental fee and key deposit can be paid online
- Key distribution and replacement services offered
- Yearly maintenance and servicing

For more details visit: www.cyclehoop.com/rentals



Technical Specification

- Gas sprung door and galvanized steel frame.
- Can be placed in half of a parking space.
- Optional powder-coating available.
- Made in Britain.

Dimensions

- Length 2550mm
- Depth 2050mm
- Height 1350mm



DRAFT DECISION LETTER

Address: 18 Ilbert Street, London, W10 4QJ

Proposal: Installation of two covered bicycle stores on the public highway outside No.18 Ilbert Street.

Reference: 16/09622/COFUL

Plan Nos: 70012530-01-EL-01, 'Google Extract' sheet and 'Lambeth Bikehangar' manufacturer's specification and Design and Access Statement.

Case Officer: Frederica Cooney

Direct Tel. No. 020 7641 7802

Recommended Condition(s) and Reason(s)**Reason:**

Because of their size, location and appearance the proposed covered bicycle storage structures would fail to maintain or improve (preserve or enhance) the character and appearance of the Queen's Park Estate Conservation Area. This would not meet S25 and S28 of Westminster's City Plan (November 2016) and DES 1, DES 7 and DES 9 of our Unitary Development Plan that we adopted in January 2007.

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 so far as practicable. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (November 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service. However, we have been unable to seek solutions to problems as the principle of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

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.