

Drummond Street 2018/3131/P



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Photo 1: View of the site facing south-east



Photo 2: View of the site facing south-west



Photo 3: View of the site facing north-west

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	28/08/2018
		N/A / attached		Consultation Expiry Date:	07/08/2018
Officer			Application Number(s)		
Laura Hazelton			2018/3131/P		
Application Address			Drawing Numbers		
Drummond Street London NW1 2PA			Please refer to decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s) Temporary permission for the installation on the footway of a Cycle Hire docking station, containing a maximum of 28 docking points for scheme cycles, plus a payment terminal on the proposed site (for a period until 01 January 2027).					
Recommendation(s):		Grant conditional temporary planning permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	05	No. of objections	04
			No. Electronic	00		
Summary of consultation responses:	<p>3 objections and 1 comment were received from local residents, regarding the loss of open space where there would be potential for greening. Their comments are summarised below:</p> <ul style="list-style-type: none">This part of Drummond Street is harsh to look at with concrete walls, and compromised by a four storey hotel. If you must accept the bike stands, please curtail the amount of time they may remain. <i>Officer Response: If planning permission is granted it would be subject to the condition that the bike stand must be removed within ten years once a more suitable location has been found following the completion of the HS2 rail station at Euston.</i>There is insufficient space for these stands, and they are taking away extra open space from an area already badly affected due to the HS2 works. <i>Officer Response: Please refer to section 5 (Transport). The Council's Transport Officers have confirmed that the proposals would retain an adequate pavement width.</i>The stands appear to directly abut the neighbouring building, instead of there being a gap – this could be a trip hazard for people entering the flats beside the spice shop. <i>Officer Response: The cycle stand would be set back from the boundary with the Spice Shop by 50cm, and given that the Spice Shop has a number of outside fruit and vegetable stalls on the pavement in front itself, the proposed cycle stand would present no more of a trip hazard than the existing situation.</i>This is one of the few locations where more trees, greening and perhaps seating could have been added to mitigate the loss of green spaces and trees to HS2, in an area that is already deprived of greenery. <i>Officer Response: Please refer to section 6 (Open Space).</i>Permission should be limited to 10 years. That will give HS2 plenty of time to incorporate a replacement cycle stand within the new HS2 station and other land that HS2 has occupied. <i>Officer Response: Please refer to first response above.</i>Can a green wall be incorporated behind? <i>Officer Response: Please refer to section 6 (Open Space).</i>					
CAAC/Local groups comments:	<p>1 objection was received from the Camden Civic Society:</p> <ul style="list-style-type: none">This site results in further loss of amenity for residents.Replacement cycle storage shouldn't be done at the cost of re-providing a small amount of the lost green space in the immediate area.If the application is approved, please ensure it is for the shortest possible time, and is restored and improved.					

Site Description

The application site comprises an area of pavement measuring 23m wide on the south side of Drummond Street adjacent to the corner of Coburg Street. The site sits directly in front of the blank concrete wall of a substation.

The surrounding area is a mixture of commercial, retail, restaurant and residential uses and will be heavily impacted by the planned HS2 works and Euston Station re-development. The existing buildings to the east of the site on the opposite side of Coburg Street will be demolished to make way for the Euston Station extension.

The application site is not located in a conservation area; however, nos. 59 to 67 Cobourg Street to the south east of the site are locally listed. The nearest listed buildings are nos.131 and 114 Drummond Street (both grade II listed), located 40m to the west of the site.

Relevant History

2018/2092/P - Footway to the south of Euston Square Gardens - Relocation of Melton Street Cycle Hire Docking Station to Euston Road footway, containing a maximum of 30 cycle docking points and associated payment terminal. Planning permission granted 12/06/2018.

Relevant policies

National Planning Policy Framework 2018

The London Plan 2016

Camden Local Plan 2017

A1 Managing the impact of development
A2 Open Space
D1 Design
D2 Heritage
T1 Prioritising walking, cycling and public transport
T3 Transport infrastructure

Camden Planning Guidance

CPG 1 Design (2015, updated March 2018)
CPG 6 Amenity (2011, updated March 2018)
CPG 7 Transport (2011)

The London Cycling Design Standards (2014, TfL)

Euston Area Plan 2015

Assessment

1.0 Proposal

1.1 Planning permission is sought to install a TfL Cycle Hire docking station consisting of a maximum of 28 docking points and a payment terminal on the pavement near to the junction with Cobourg Street. The works are necessary as the existing docking station further east along Drummond Street will be removed to facilitate vehicle movements during HS2 works at Euston. The existing cycle hire docking station would be removed in its entirety and reinstated at the application site.

2.0 Assessment

2.1 The principle considerations in the determination of this application are as follows:

- Design and heritage
- Neighbouring amenity
- Transport considerations
- Open Space

3.0 Design

3.1 The Council's design policies are aimed at achieving the highest standard of design in all developments, including where alterations and extensions are proposed. Policy D1 of the Local Plan requires development to be of the highest architectural and urban design quality, which improves the function, appearance and character of the area; and Policy D2 states that the Council will preserve, and where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas and listed buildings. Camden's Development Policies Document is supported by CPG1 (Design).

3.2 The cycle hire station is a small scale utilitarian structure that is similar in design to numerous similar structures seen all over London. Given the fact that the existing docking station would be removed and relocated further along Drummond Street, the works are considered to have limited visual impact on the character of the streetscene. The proposed location for the new docking station is directly in front of the blank concrete elevation of a substation which is not considered to contribute positively to the wider streetscene, and the new cycle station would not cause any additional visual harm.

3.3 Due to the distance between the docking station and the nearest locally listed buildings (18m to 59 Cobourg Street to the south east) and designated heritage assets (40m to 131 Drummond Street to the west), the development is not considered to cause harm to the setting of these buildings. The development would therefore comply with policies D1 and D2 of the Camden Local Plan.

4.0 Amenity

4.1 Policies A1 and A4 seek to protect the amenity of Camden's residents by ensuring the impact of development is fully considered and would not harm the amenity of neighbouring residents. This includes privacy, outlook, noise, daylight and sunlight.

4.2 The nearest residential occupants are located on the upper floors of 92-94 Drummond Street on the north side of the street opposite the application site. Due to the location and nature of the proposals, they would not impact the existing daylight and sunlight levels to neighbouring properties, nor their privacy and outlook. The proposals therefore accord with the requirements of policy A1 of the Camden Local Plan.

5.0 Transport

5.1 The Council's Transport Officers have visited the site and confirmed that the proposed location is acceptable for the location of the docking station on a temporary basis. A pavement width of 2.09 to 2.21m would be retained, and although the loss of public footway is generally not supported, it is acknowledged that this location is acceptable until there is a better understanding of the new layout and impact of HS2. It is therefore recommended that a time limit of ten years is imposed on the permission, so that the location can be reviewed once the HS2 station at Euston is completed and a more suitable location for the cycle docking station can be found.

5.2 While residual footway widths are greater than 2m, the existing street furniture within the footway at the site has the potential to reduce pedestrian comfort should pedestrian flow increase. Therefore, the existing lamp column, sign and parking metre will be removed and relocated, and the applicant has submitted a separate application to the Council's Highways Team to do so. Transport Officers have confirmed works are due to commence imminently to remove the furniture.

6.0 Open Space

6.1 Complaints have been received from neighbouring residents regarding the lack of greening and the loss of open space in this area which will already be severely impacted by HS2 works and development.

6.1 The applicant has been in discussions with the Euston Business Improvement District (BID) and had a number of pre-application meetings with the Council's Planning, Transport, Streetworks and Highways Officers to discuss the potential greening of the area and the most suitable location for the cycle station. The applicant has looked at alternative locations for the docking station, such as moving it to the north side of Drummond Street. However, the alternative locations were not considered acceptable as the pavement would need to be widened. This would reduce the street width, so that parking suspensions would be required when abnormal loads used the road. As this is a key route in the HS2 construction works, this was not considered an acceptable arrangement. Furthermore, the proposed site location was found to be the only location in the near vicinity that would not impact on the overall HS2 works in terms of underground cabling, construction routes, and the Cobourg Street works.

6.2 The applicant has also been in discussions with the Euston BID regarding the installation of a green wall to the building behind; however, due to the use of the building as a TfL substation, this would present consent and maintenance issues.

6.3 In terms of the impact on the character and open space of the area, the proposed location of the docking station is considered acceptable. Although concerns have been raised regarding the loss of open space and potential greening, the application site is not an area of designated open space, but an empty section of pavement. Furthermore, each application must be considered on its own merits, and the potential alternative use of a site cannot form a material consideration in the determination of the application. The loss of an area of pavement adjacent to an existing substation is not considered to result in a harmful loss of usable open space which is of great amenity benefit to the local population. Furthermore, the proposed works would be for a temporary period before a more suitable location could be found once the Euston Station development is finalised and completed.

7.0 Conclusion

7.1 The proposed temporary relocation of the existing Drummond Street cycle docking station for a period of ten years until a more suitable location is found following the completion of the HS2 station is considered

acceptable. The proposed works would not cause harm to the character and appearance of the local streetscene or nearby heritage assets, would preserve neighbouring amenity and would retain adequate pavement widths. The proposed development is therefore considered to comply with policies A1, A2, D1, D2, T1 and T3 of the Camden Local Plan.

8.0 Recommendation

8.1 Grant conditional temporary planning permission.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20th August 2018, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2018/3131/P
Contact: Laura Hazelton
Tel: 020 7974 1017
Date: 9 August 2018

Development Management
Regeneration and Planning
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TfL - Consents Team
TfL 1st Floor 230 Blackfriars Road
London
SE1 8PJ

DRAFT

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Full Planning Permission Granted

Address:

**Drummond Street
London
NW1 2PA**

DECISION

Proposal: Temporary permission for the installation on the footway of a Cycle Hire docking station, containing a maximum of 28 docking points for scheme cycles, plus a payment terminal on the proposed site (for a period until 01 January 2027).

Drawing Nos: CHS_2_T rev 5, CHS-DP-03 rev 3, 02-610242-EX, 02-610242-GA rev A, TDE-FW-01-PL rev A, TDE-FW-T-PL rev A, 02-610242-LOC, Planning, Design and Access Statement dated July 2018, and cover letter dated 3 July 2018.

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: CHS_2_T rev 5, CHS-DP-03 rev 3, 02-610242-EX, 02-610242-GA rev A, TDE-FW-01-PL rev A, TDE-FW-T-PL rev A, 02-610242-LOC, Planning, Design and Access Statement dated July 2018, and cover letter dated 3 July 2018.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 The cycle docking station hereby permitted is for a temporary period only and shall be removed on or before 1 January 2027 once a more suitable permanent location is found, details of which shall have been submitted and approved in writing by the local planning authority.

Reason: The structure is not such as the local planning authority is prepared to approve, other than for a limited period, in view of its impact on the public highway. The permanent retention of the structure would be contrary to the requirements of policy T1 and T3 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Noise and Licensing Enforcement Team, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (Tel. No. 020 7974 4444 or search for 'environmental health' on the Camden website or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

You can find advice about your rights of appeal at:

<http://www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent>

Yours faithfully

David Joyce
Director of Regeneration and Planning