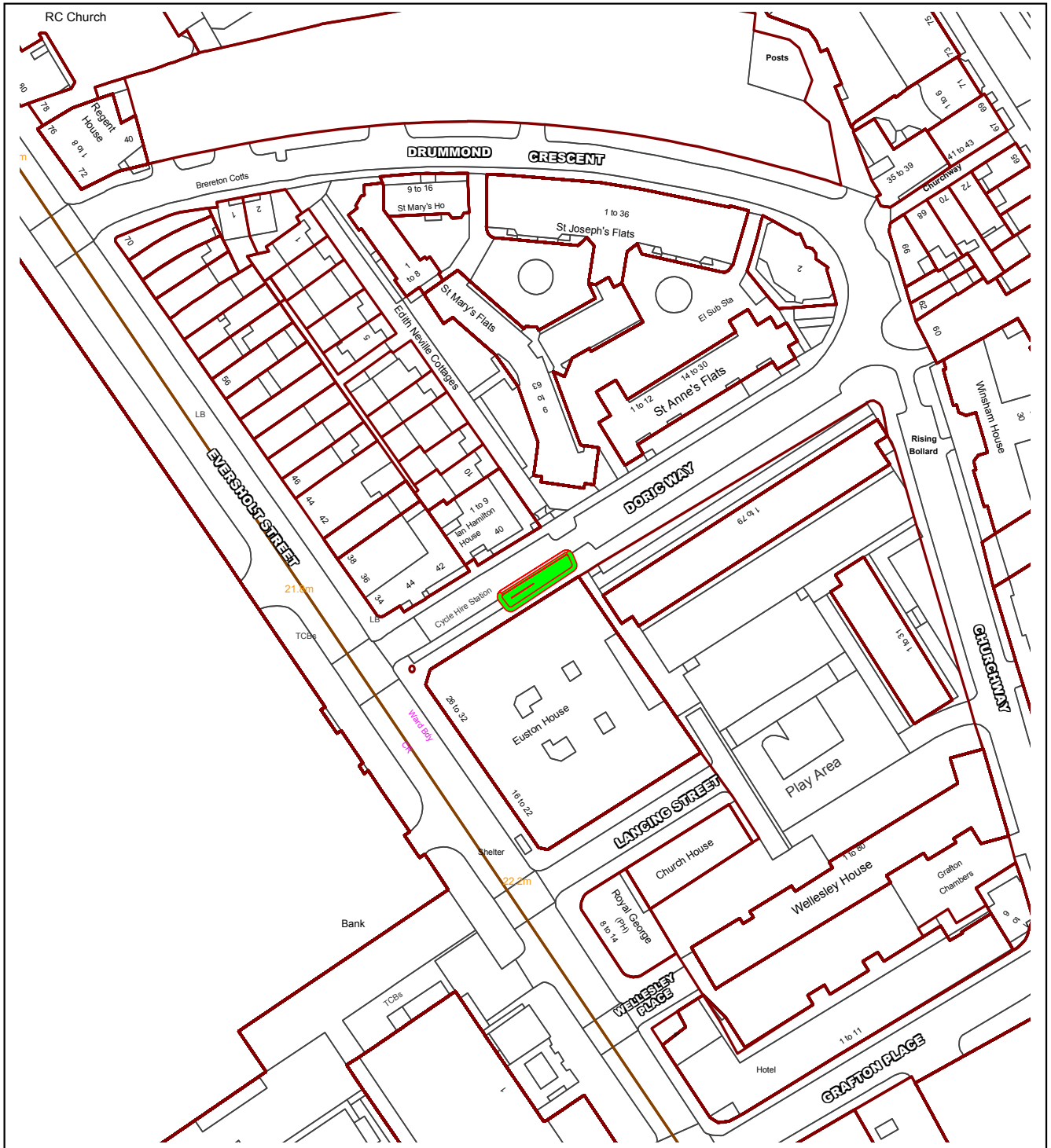


# Bicycle docking station and premises, Doric Way, NW1. Ref: 2019/0968/P



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**Photo 1 (above):** Existing cycle docking station



**Photo 2 (above):** Existing car club bay and proposed location of docking station extension



**Photo 3 (above):** Proposed location of docking station extension

<b>Delegated Report (Members Briefing)</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>16/04/2019</b>
		N/A / attached	<b>Consultation Expiry Date:</b>	<b>23/03/2019</b>
<b>Officer</b>			<b>Application Numbers</b>	
Laura Hazelton			2019/0968/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
Bicycle docking station and premises Doric Way London NW1 1LH			Please refer to decision notice	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposals</b>				
An extension to the current Santander Cycles docking station on the carriageway opposite 40 Doric Way, containing a maximum of 19 docking points.				
<b>Recommendations:</b>	Grant conditional planning permission subject to S106 legal agreement.			
<b>Application Type:</b>	Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:			No. of responses	<b>03</b>	No. of objections	<b>03</b>
Summary of consultation responses:	<p>A site notice was displayed from 27/02/2019.</p> <p>Three objections were received from the following neighbouring properties:</p> <p><b>Euston House</b></p> <p>I am the Building Manager of Euston House, immediately next to the proposed site for additional Santander cycles on Doric Way. We are a densely populated, multi-tenanted building.</p> <p>We believe that the introduction of these cycle docking points will impact on the safe evacuation of occupants in the building in the event of an emergency. The docking points are directly outside one of our main fire exits (our Assembly points are in Doric Way and Drummond Street), and the cycles would severely hamper people leaving the building through this and other exits and cause a jam which could prove highly dangerous in an evacuation.</p> <p>A secondary issue is that there is a scissor lift also next to the proposed site, which we have used to remove refuse from the building. The bicycle docking points would render this redundant.</p> <p><b><u>Officer response</u></b></p> <p><i>The concerns raised have been discussed with the Council's Transport Officer who has confirmed that the proposed cycle docking station extension would not impact on the safe evacuation of Euston House or render the existing scissor lift redundant. The extended docking station would be constructed on a footway buildout where the car club bays are currently located, so the proposal would not have any impact on the existing footway space available for pedestrians. The existing car club bays are for car club vehicles only, and as such, servicing is not permitted from the car club bays. The proposal would therefore not have any impact on the servicing needs of the adjacent property.</i></p> <p><b>73 Chamberlain House</b></p> <p>This extension of the cycle stand is to replace one being lost on the western side of Euston Station, outside the RCGPs. There is no evidence to suggest cyclists will travel from the west, walking across the temporary taxi rank on Euston Square Gardens to leave their cycles on Doric Way. Modelling needs to be done to demonstrate the need.</p>					

Eversholt Street and Doric Way are soon to undergo extensive HS2 utility works, including road closures, making this an unsuitable location for cyclists until works are complete (around 2020?).

The area has seen a huge uplift in crime and antisocial behaviour since HS2 works started. Residents are already feeling unsafe. The cycle stands make it very difficult to cross the road and to escape the pavement in a confrontation.

Euston House uses the Doric Way entrance for bins and other deliveries. Regard also needs to be given for the building's arrangements in case of fire.

No map was provided showing where the replacement car club space should be, but removing double-yellow lines outside a school sounds unsatisfactory. Parking in the area will be under huge pressure during upcoming HS2 works, so eliminating spaces to provide additional cycle stands without demonstrating a need is unacceptable. Car clubs need to be encouraged as they take private cars off our roads.

This application is a direct result of HS2 works. Such cycle stands need to be properly sited in the final scheme to reflect demand. Any application should be strictly time-limited and proper, safe provision needs to be made in the area master plan.

### **Officer Response**

*The Council's Transport Officers have worked with TfL to determine the most suitable location for the displaced cycle docking stations previously outside the Royal College of Practitioners, and have confirmed the proposed location is considered acceptable.*

*The extended docking station would be constructed on a footway buildout where the car club bays are currently located, so the proposal would not have any impact on the existing footway space available for pedestrians. The existing car club bays are for car club vehicles only, and as such, servicing is not permitted from the car club bays. The proposal would not therefore have any impact on the servicing needs of the adjacent properties.*

*The re-located car-club bays would be moved to Drummond Crescent, where the Maria Fidelis School development resulted in three existing crossovers being made redundant, and have since been removed. Following their removal, there is sufficient space to accommodate the two car-club bays. As such, the removal of the existing car-club parking spaces on Doric Way is considered acceptable.*

*The proposed site is surrounded by a combination of office accommodation, residential and late night uses allowing surveillance of the site. The existing payment terminal is positioned closest to the junction with Eversholt Street and sightlines are maintained. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.*

	<p><b>No address given</b></p> <p>Because it is next to Euston Station a lot of cycle user are in the hurry to get to their train before it leave. In order to do so, if they come from Church Way or Chalton Street they will ride on the pavement or against the traffic as Doric Way is one way street. If they come from North of Eversholt Street they will dive into Doric Way pavement and ride on the pavement looking for a free docking spot, as they come from South of Eversholt Street they ride across the land and get on the pavement via the pedestrian crossing in front of the Euston House Building and turn into Doric Way - this corner at the Doric Way and Euston House is a corner with a blind spot. They turn the corner often without slowing down or looking. They do it in speed and in hurry to beat the clock for their trains. Seen many close calls or near misses, pregnant women have to get out of the way for speedy rider. Attract more kids during school holidays as they hang around docking station hope to get a loose docking bike. At the current no. of docking point at this docking station is fine.</p> <p><b><u>Officer response</u></b></p> <p><i>Please refer to section 5 (Transport) for a discussion of the impact on pedestrian safety and the highway.</i></p>
<p><b>CAAC/Local groups comments:</b></p>	<p>None consulted and no responses.</p>

## Site Description

The application site comprises an area of carriageway measuring 14.25m wide on the southern side of Doric Way, outside the northern elevation of Euston House and opposite 40 Doric Way. The application site sits adjacent to an existing cycle docking station for 32 bicycles, and is currently in use as two car club parking spaces.

The surrounding area is a mixture of office and residential uses and will be heavily impacted by the planned HS2 works and Euston Station re-development.

The application site is not located in a conservation area and there are no listed buildings nearby.

## Relevant History

**2009/1898/P** - Installation on the carriageway and part footway of a cycle hire docking station including a registration/payment terminal and maximum of 32 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme. Granted 18/06/2009.

**2010/1316/P** - Amendments (to include docking point and terminal design, layout, materials and finishes to the cycle hire docking stations) to planning permission granted on 03 July 2009 (2009/2092/P) for the installation on the carriageway and part footway of a cycle hire docking station including a registration/payment terminal and maximum of 32 docking points for bicycles, in connection with the Transport for London Cycle Hire Scheme. Granted 09/04/2010.

## Relevant policies

### National Planning Policy Framework 2019

### 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 Design 2019

CPG Amenity 2018

CPG Transport 2019

The London Cycling Design Standards (2014, TfL)



## Assessment

### 1.0 Proposal

1.1 Planning permission is sought to install 19 new docking points as an extension of the existing cycle hire docking station in this location. The existing docking station provides space for 32 bicycles, meaning that the resulting docking station would have 51 spaces. The existing docking station is 25.8m long and 2m wide and is positioned on a build-out into the carriageway. Four parking spaces were removed to allow for its installation. The location of the proposed extension is currently in use as 2 car-club parking spaces on the carriageway. The proposals would see the existing docking station extended to a maximum length of 40m.

### 2.0 Assessment

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

- Design
- Neighbouring amenity
- Transport considerations

### 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. Camden's Local Plan is supported by CPG Design.

3.2 The cycle hire docking points are small scale utilitarian structures that are similar in design to numerous similar structures seen all over London. The docking points would be positioned adjacent to and form an extension of the existing docking station in this location, and as such, would result in limited visual impact and clutter. The proposed docking station would not harm the character of any surrounding buildings or the streetscene and is considered acceptable in this location, in accordance with policy D1 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 Due to the location and nature of the proposals, where the proposed location is surrounded by office accommodation with no nearby residential uses, the development would not impact the existing daylight and sunlight levels to any residential properties, nor their privacy and outlook. The proposals therefore accord with the requirements of policy A1 of the Camden Local Plan.

4.3 The increase in the number of cycle parking docks is not considered to lead to any undue harm in

terms of noise or general disturbance.

## **5.0 Transport**

5.1 Doric way is a one-way eastbound carriageway with a low volume of pedestrians and vehicular traffic with parking on both sides of the road. The footway is approximately 2.7m wide on the south and 2.0m wide on the north and this would be retained.

5.2 As the docking station is on a build-out on the carriageway there would be no permanent obstructions to the footway. The temporary obstruction from the operation of the stations is considered acceptable given the width of the pavement and the low pedestrian flow.

5.3 The Council's Transport Officers have worked with Transport for London (TfL) to find alternative locations for hire stations that will be displaced by the High Speed 2 rail works. The area has limited space for these stations; however, the extension of the existing docking station is considered a suitable solution.

5.4 The proposal involves the removal of two on-street car-club bays. The car-club bays are to be relocated to Drummond Crescent, where the Maria Fidelis School development resulted in three existing crossovers being made redundant, and have since been removed. Following their removal, there is sufficient space to accommodate the two car-club bays. As such, the removal of the existing car-club parking spaces on Doric Way is considered acceptable as they would be re-provided for in the vicinity.

5.5 The proposal is not considered to affect the visibility of vehicles entering or exiting Doric Way/Eversholt Street given the low height of the docking stations.

5.6 Due to the location of the development on the public highway, a highways contribution of £11,353.01 would be secured by S106 legal agreement. This contribution would cover the installation of new granite kerbs and ASP paving, removal of car-club signage and road markings, a new gully connection and double yellow lines, and a Traffic Management Order. An informative would be added to the decision notice to remind TfL of the need to engage with the Council's parking department to prepare a Traffic Management Order to re-provide the car club bays.

## **6.0 Conclusion**

6.1 The proposed extension of the existing cycle docking station and relocation of two car-club parking spaces is considered acceptable. The proposed works would not cause harm to the character and appearance of the local streetscene, would preserve neighbouring amenity and would retain adequate pavement widths. The proposed development is therefore considered to comply with policies A1, A2, D1, T1 and T3 of the Camden Local Plan.

## **7.0 Recommendation**

8.1 Grant conditional planning permission subject to S106 Legal Agreement with the following head of term:

- Highways contribution of £11,353.01

***The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Tuesday 23<sup>rd</sup> April 2019, 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](http://www.camden.gov.uk) and search for 'Members Briefing'.***

Transport for London - Consents Team  
230 Blackfriars Road (1st Floor)  
London  
SE1 8PJ  
United Kingdom

Application Ref: **2019/0968/P**

17 April 2019

Dear Sir/Madam

**DRAFT**  
**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**Bicycle docking station and premises**  
**Doric Way**  
**London**  
**NW1 1LH**

**DECISION**  
Proposal: An extension to the current Santander Cycles docking station on the carriageway opposite 40 Doric Way, containing a maximum of 19 docking points.

Drawing Nos: 02-610260E-LOC, 02-615260E-EX, 02-610260E-GA, TDE-FW-01-PL rev A, CHS-DP-03 rev.3, Design and Access Statement ref: CA108E ref 19/02/2019.

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

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: 02-610260E-LOC, 02-615260E-EX, 02-610260E-GA, TDE-FW-01-PL rev A, CHS-DP-03 rev.3, Design and Access Statement ref: CA108E ref 19/02/2019.

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

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 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team London Borough of Camden 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444). Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.
- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website at <https://beta.camden.gov.uk/documents/20142/1269042/Camden+Minimum+Requirements+%281%29.pdf/bb2cd0a2-88b1-aa6d-61f9-525ca0f71319> or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

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 must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 4 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
- 5 You are advised that the Council's Highways and Parking departments should be consulted regarding the Transport Management Order and relocation of the car-club bays.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraph 38 of the National Planning Policy Framework.

Yours faithfully

**DRAFT**

Supporting Communities Directorate

**DECISION**