

City Airport Development Programme (CADP1)

Condition 75: Cycle Parking



November 2019
Version 2

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INTRODUCTION

- 1.1 Vectos is retained by London City Airport ("the Airport") to advise on surface access matters in relation to the City Airport Development Programme (CADP1).
- 1.2 The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry, which was held in March/April 2016.
- 1.3 Condition 75 of the planning permission requires that:
- "No part of the Eastern Terminal Extension shall be occupied until details of the type and location of a minimum of 70 secure and covered cycle parking facilities have been submitted to and approved in writing by the local planning authority. The secure and covered parking facilities shall be installed and available for use prior to the first occupation of the Development. Such cycle parking facilities shall be retained thereafter.*
- Reason: To ensure the provision of adequate cycle facilities to the standards adopted by policies 6.9 and 6.13 of the London Plan (consolidated with alterations since 2011 and published March 2015), and policies SP2, SP3 and INF2 of the Newham Core Strategy (adopted 26 January 2012); and ensure that any alteration to the use of the proposed cycle spaces does not have an impact which has not been assessed by the Environmental Impact Assessment."*
- 1.4 As required by Condition 75, this document sets out the provision of cycle parking facilities. As construction works are ongoing, provision of some of the cycle parking facilities will be replaced upon completion of the new CADP1 terminal forecourt. The details are provided below, and drawings are provided at **Appendix A** (Existing Cycle Parking Facilities) and **Appendix B** (Additional and Replacement Cycle Parking Facilities) to show the locations and type.
- 1.5 The proposals are consistent with the assessment set out in Updated Environmental Statement (UES) and Transport Assessment (TA).

Existing Cycle Parking Provision

- 1.6 There are 68 existing covered and secure cycle parking facilities:
- i) 24 at the Western Car Park;
 - ii) 24 at City Aviation House (CAH); and
 - iii) 20 south of the terminal forecourt, located underneath the DLR.

- 1.7 The total provision of existing secure and covered cycle parking facilities is 68 across the Airport: 48 for staff and 20 for public usage.

Additional Cycle Parking Provision Pre Occupation

- 1.8 Two additional cycle spaces shall be added to the existing provision of public spaces by January 2020 and this will satisfy the condition to provide 70 cycle spaces for use prior to occupation of the development.

Additional and Replacement Cycle Parking Provision Post Occupation

- 1.9 44 replacement secure and covered cycle parking spaces will be provided upon completion of construction the CADP1 replacement terminal forecourt. The details are provided in **Appendix B**. This will make provision for a minimum of 70 secure and covered cycle parking facilities, 40 of which will be made available for use by the public and 30 for staff. The staff facilities will replace the existing 24 spaces provided at CAH and will be closer to the new staff offices in the terminal building. The public cycle parking provision will replace and add to the existing 20 spaces currently available at the same location, which are located close to the main access to the airport to encourage cycle use to and from the airport.
- 1.10 The existing cycle parking facilities at the Western Car Park will be retained. The existing cycle parking provision at CAH will be removed but only once the requisite number of permanent cycle spaces have been provided. During construction of the new and replacement facilities the public will be invited to use the cycle parking provision at CAH.
- 1.11 During construction of the new and replacement cycle parking provision, south of the replacement terminal forecourt, there will be 72 covered and secure spaces: 48 dedicated to staff and 24 shared with staff and the public. This will continue to meet the minimum requirement of condition 75.
- 1.12 Upon completion of the CADP1 replacement terminal forecourt construction the total number of secure and covered cycle parking spaces will be 118: 78 for staff and 40 for public usage. This will continue to meet the minimum requirement of condition 75.

Monitoring and Review

- 1.13 The operation of cycle parking and the level of demand / usage will form an item on the agenda for the Airport Transport Forum (ATF) meeting. This will ensure any issues with the facilities can be identified at the earliest opportunity and that measures can be identified to rectify any issues.
- 1.14 The ATF will agree the method of monitoring and reporting and the intervals at which it will be undertaken. The ATF will also determine the measures to be implemented, with

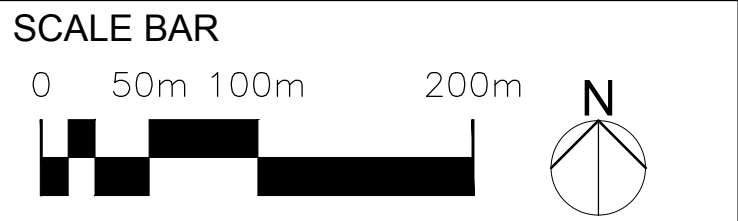
APPENDIX A EXISTING CYCLE PARKING FACILITIES

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- Internal layouts are for illustrative purposes only.

- Base building survey information by LCY and MSA



- LEGEND
- EXISTING PRINCIPAL BUILDINGS
 - PROPOSED DEVELOPMENT BOUNDARY LINE
 - EXISTING DLR VIADUCT

-	MN	12.06.13	Issued for Planning
Rev	Dn	Date	Description

FOR APPROVAL

LondonCityAirport

London City Airport Limited City Aviation House Royal Docks London E16 2PB

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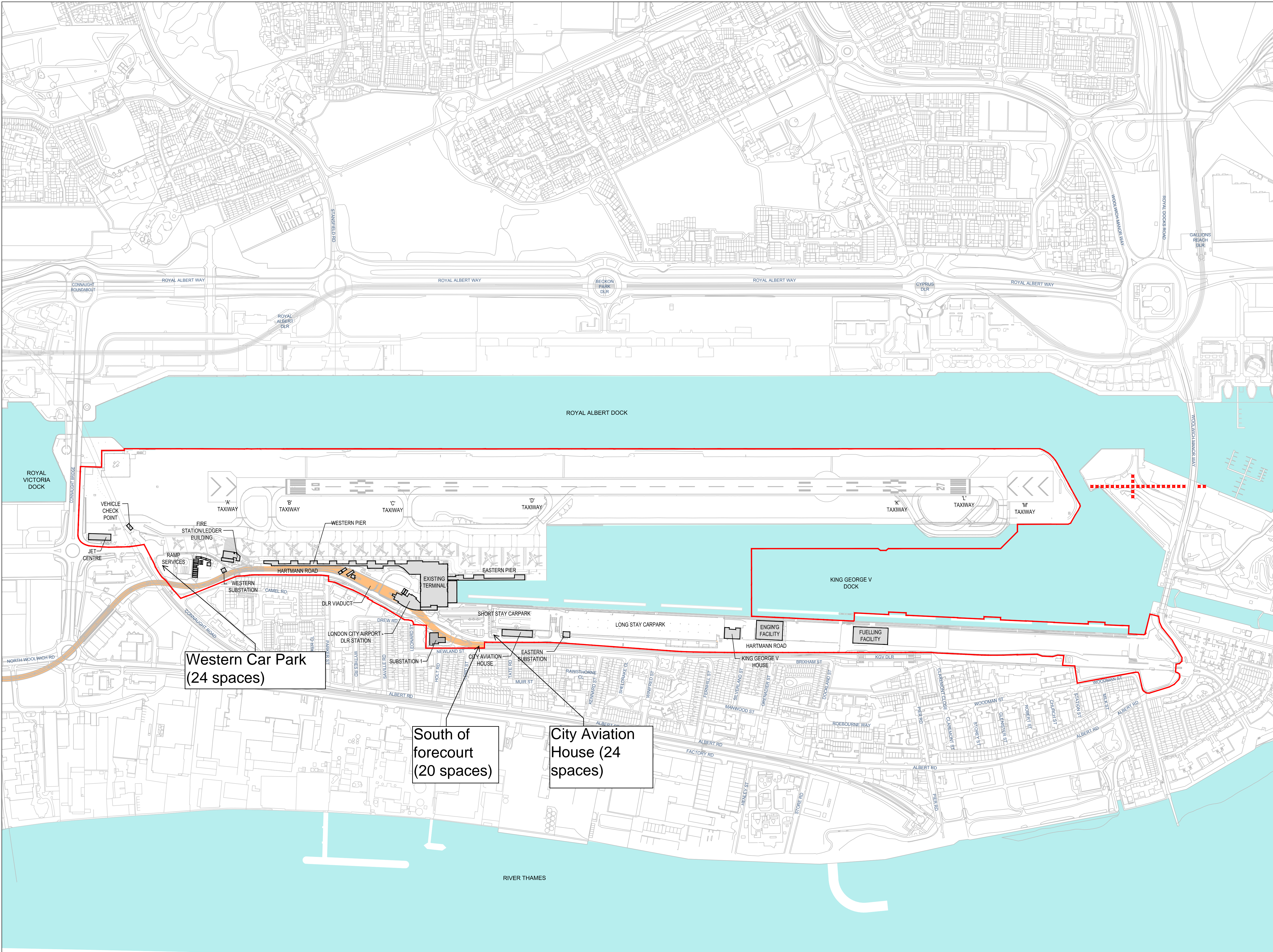
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Client
LONDON CITY AIRPORT
Project Name
CITY AIRPORT DEVELOPMENT PROGRAMME

Title
1 - SITE PLAN

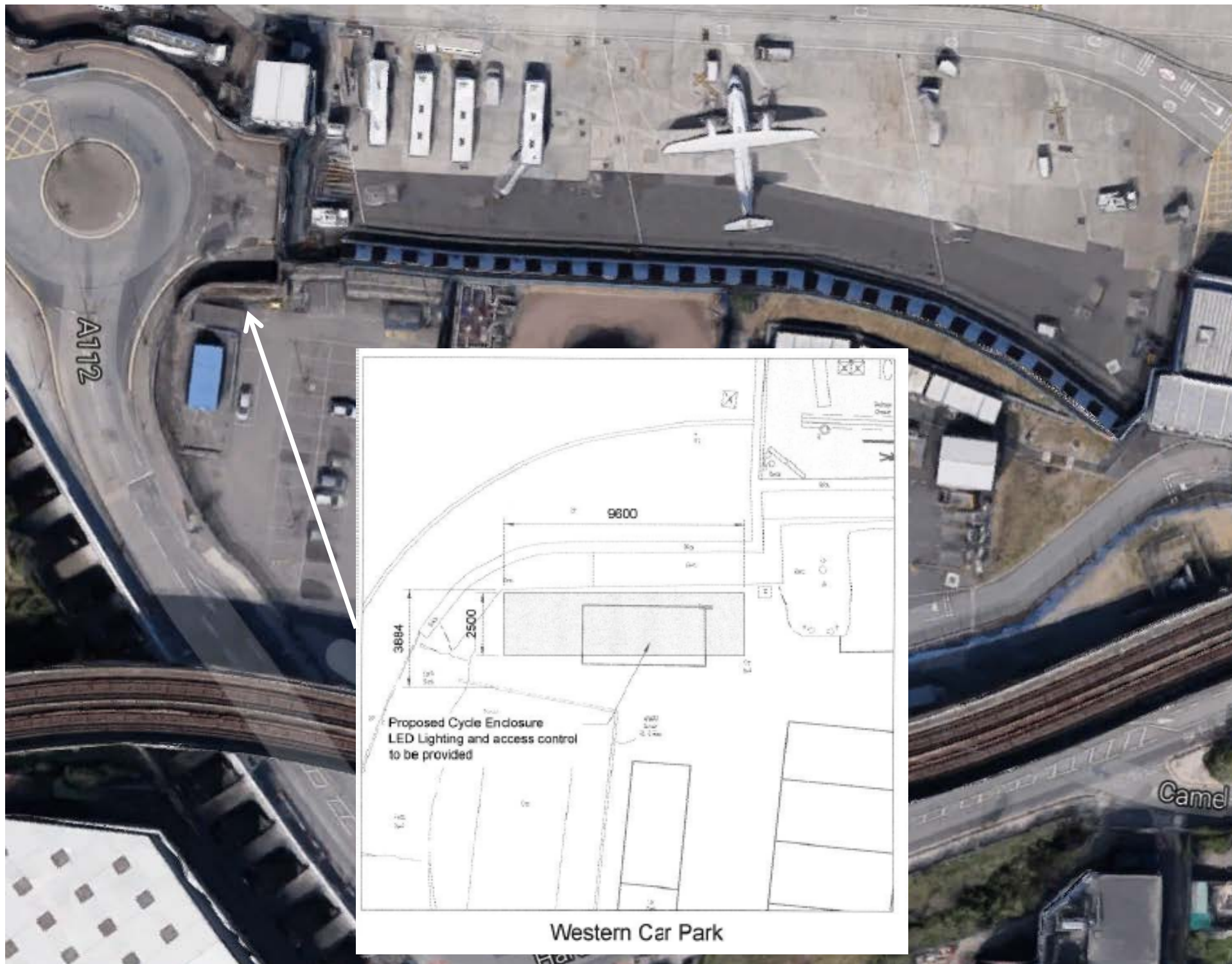
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Approved By MN	Approval Date 01.05.2013	Scale 1:3500 @ A1	

Building Grid Reference SITE	Client LCY	Originator P+W	Project Ref. 4486	Discipline B	Drawing No. SI20001	Revision -
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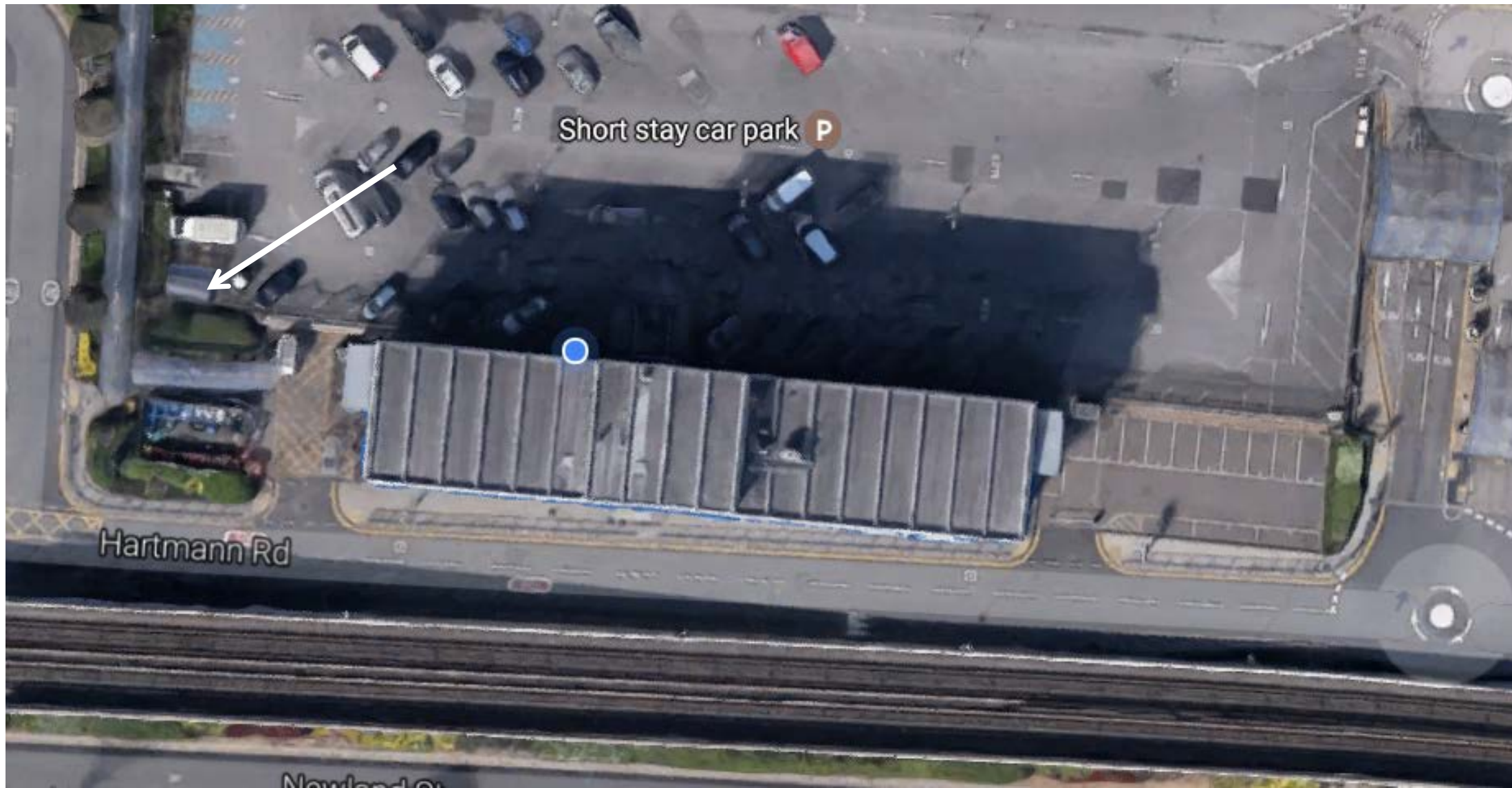


1 EXISTING SITE PLAN
1:3500

Western Car park - 24 space enclosure



CAH - x2 12 space enclosures



Public cycle parking south of forecourt

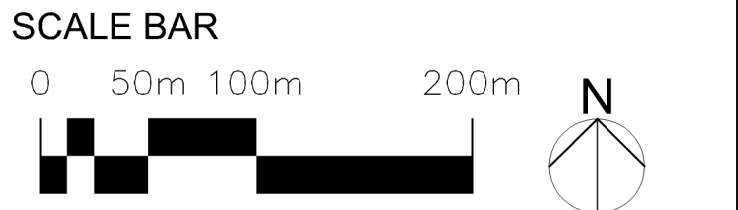


**APPENDIX B REPLACEMENT AND ADDITIONAL CYCLE
PARKING FACILITIES**

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- Base building survey information by LCY and MSA



- LEGEND
- EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - AREA OF WORKS OVER DOCK
 - EXISTING DLR VIADUCT
 - PROPOSED CADP BOUNDARY LINE

-	MN	01.07.13	Issued for Planning
Rev	Dn	Date	Description

FOR INFORMATION

LondonCityAirport

London City Airport Limited City Aviation House Royal Docks London E16 2PB

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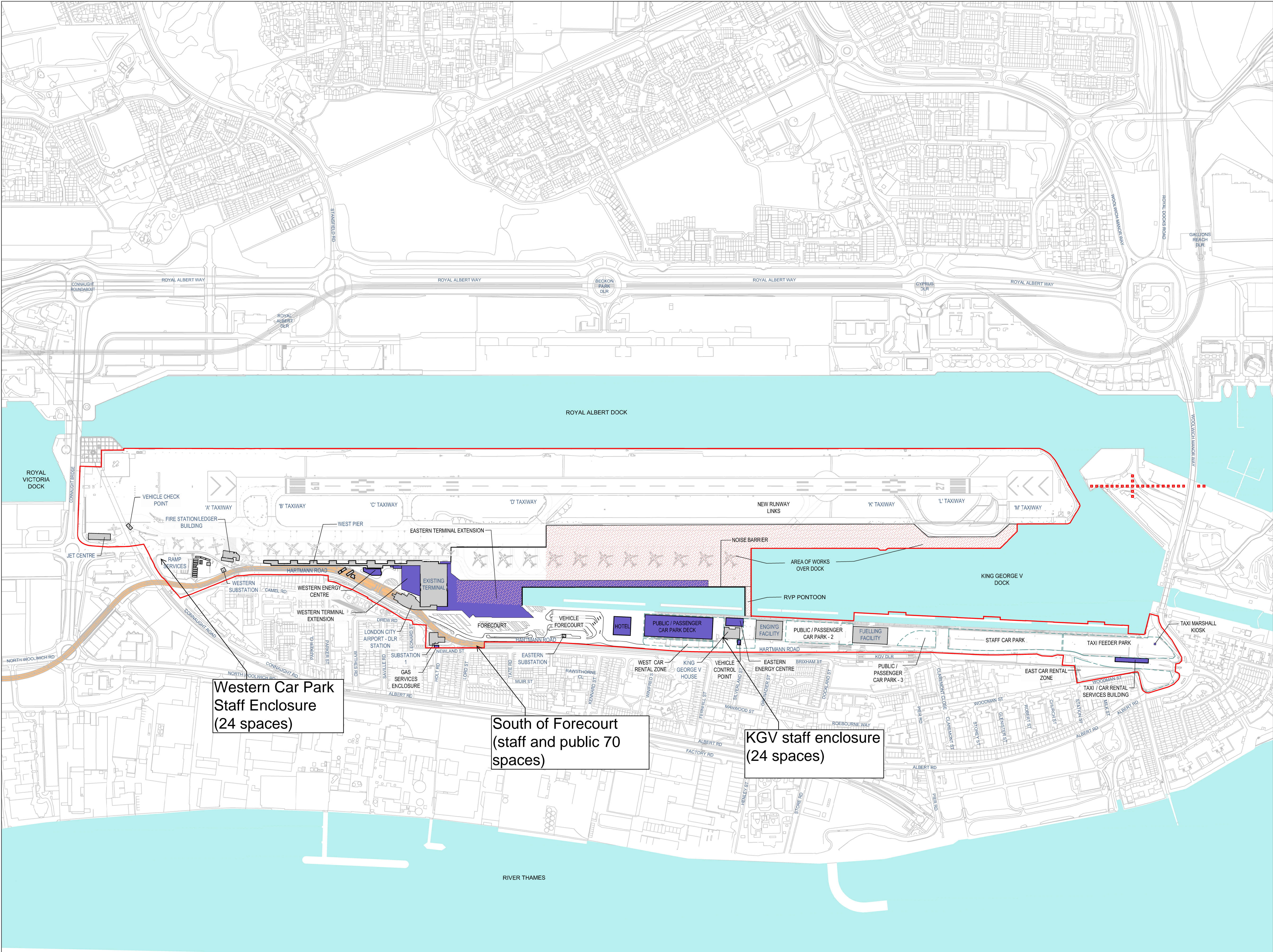
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Client
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Project Name
CITY AIRPORT DEVELOPMENT PROGRAMME

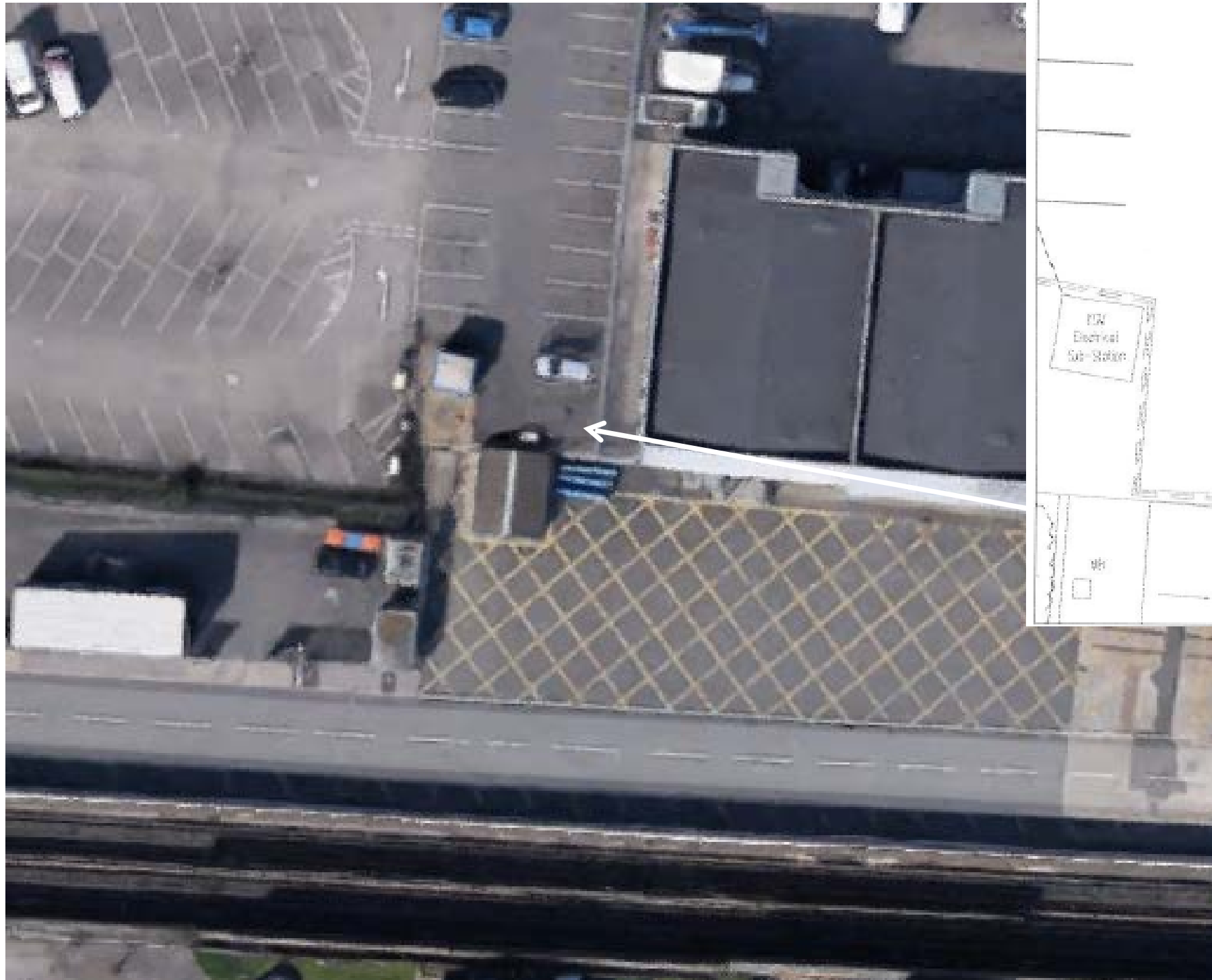
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4 - ILLUSTRATIVE SITE PLAN

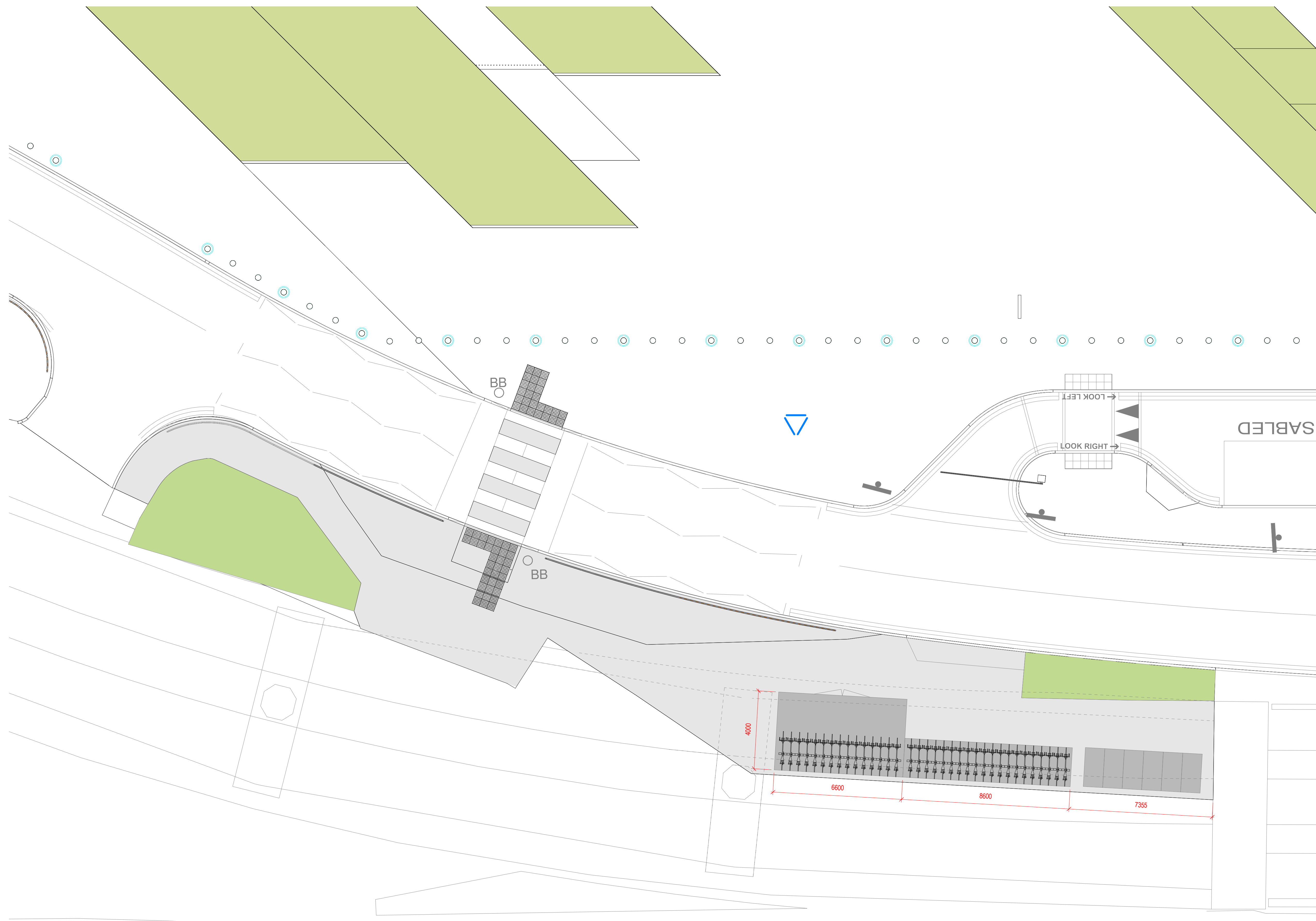
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Approved By MN	Approval Date 01.05.2013	Scale 1:3500 @ A1	

Building Grid Reference SITE					
Client LCY	Originator P+W	Project Ref. 4486	Discipline B	Drawing No. SI20002	Revision -



KGV - New 24 space enclosure to be constructed

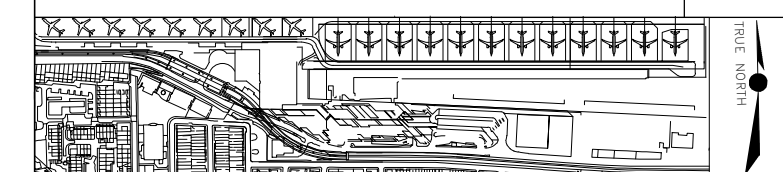




Note:
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Read in conjunction with relevant specification clauses and other consultants drawings and specifications. This drawing shows the general principles of design intent. The contractor is required to survey and take relevant dimensions and produce workshop drawings for fabrication and construction. Intrusive survey subsequent to demolition may be required to inform the design.

Rev	Dm	Chk	Date	Description
Purpose of information				
				Status



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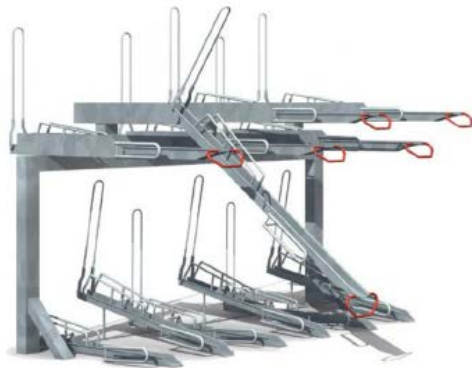
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Project Name	CADP
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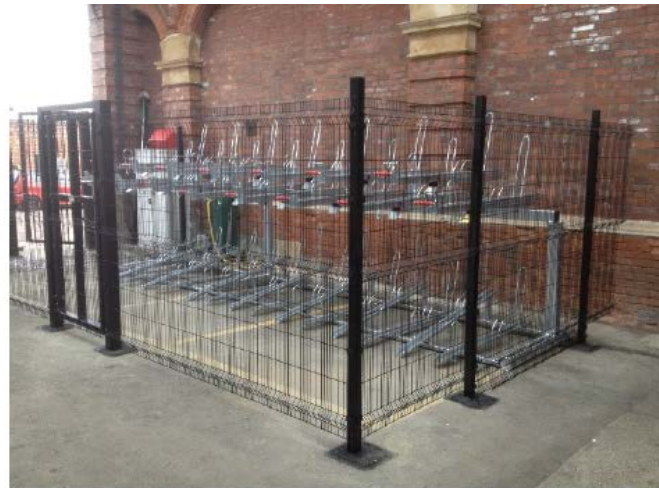
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Client London City Airport		Drawing Originator Pascal+Watson		Discipline Architecture
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Scale @ A1 1 : 100	Designed Date	Drawn Date	Checked Date	Approved Date

Proj Code	Orig.	Disc. Zone	Level	Title	Type	Subtype Series / Number	Rev.	Status
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Two Tier Bike Rack System



Example of cycle enclosure

