

CYCLE STORAGE PROPOSALS

for:

**New Premises for The London
School of Business & Finance**

**76-78 Red Lion Street
London
WC1R 4NA**



Ref:1357/cg/Cycle Storage Proposals

13th December 2013

LDA
Chartered Architects

1.0 BACKGROUND

1. At the request of Shrimplin Brown, Planning Consultants, LDA (Architects) Ltd were asked to identify a solution for the storage of seven bicycles at 76-78 Red Lion Street, London.
2. The building in question was granted full planning permission on the 17th August 2012, London Borough of Camden reference 2012/3000/P, for education use and will be used as an English Language School. Condition 5 of the consent requires the provision of a cycle storage area for seven cycles.
3. The proposals were prepared following a site visit on Tuesday 3rd December 2013 and subsequent discussions with the Head of Operations & Resource Planning for the school over a location which would be least disruptive to their operations.

2.0 SITE CONTEXT

1. It should be noted that there are no external areas to the building so any potential option for on-site cycle storage needs to be based on internal cycle storage.
2. In terms of access there are only two access points to the property both from street level on the Red Lion Street frontage (1 and 2 on the image below).

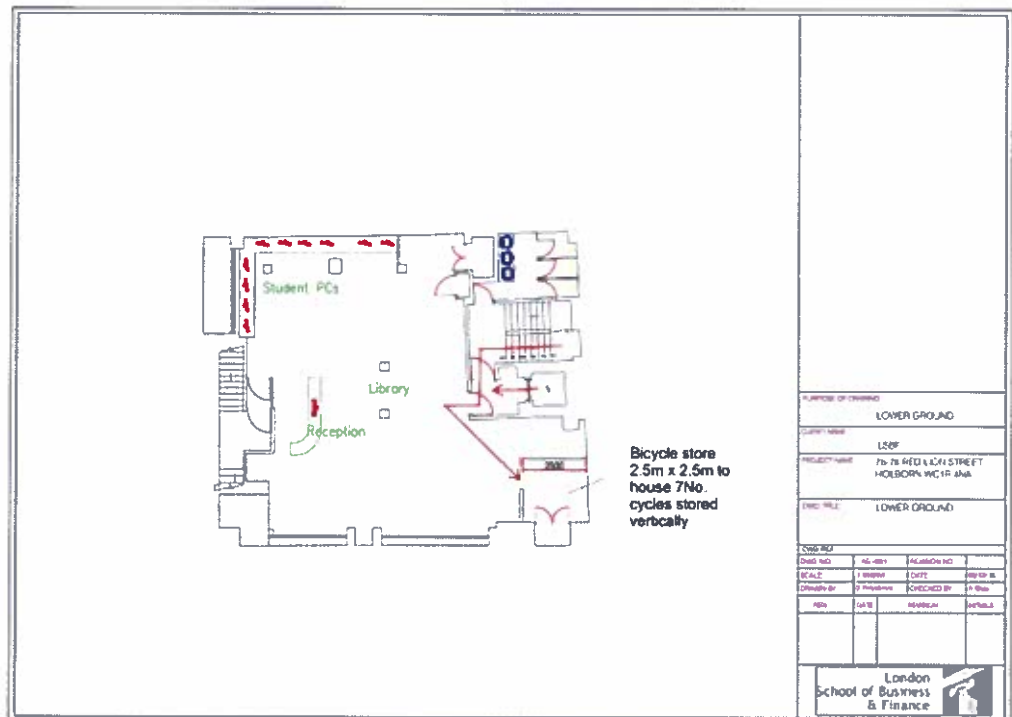


3. Access point 1 provides access to the lower ground floor and access point 2 provides access to the raised ground floor lobby and reception area. Storage at lower ground floor level via access point 1 has been discounted as any store would conflict with the planning of the student resource area proposed for this side of the building. In addition the existing stair is too narrow.

3.0 PROPOSAL

1. The cycle storage area needs to be within a location which is accessible but which will also not interrupt the flow of pedestrians into the building. The potential to incorporate cycle storage in the reception area was also considered, however, this was not felt to be feasible given the configuration of the reception space, stairs and lift core and in particular the need to provide a reasonably sized reception area for an educational establishment to avoid students and staff blocking the main entrance and possibly spilling out onto the public highway. The basement was considered to be too remote and upper floors unrealistic.
2. The selected option therefore involves a cycle store at lower ground floor level as illustrated on the plans and photograph below. The enclosure would be made of stud partitioning extending from floor to ceiling with a door for security purposes and would occupy a redundant corner of the aforementioned resource area adjacent to the core of the building.





Plans of Ground Floor and Lower Ground Floor plus photograph of location for proposed cycle store at lower ground

Cycles could be stored vertically, to minimise the space required, using simple hanging wall type cycle racks at appropriate centres as illustrated below.



Wall racks shown by Bike Dock Solutions

Access to the store would be via the existing entrance steps (Access point 2) which leads via an automatic sliding entrance door to the main core. Access down a level to the cycle store would involve carrying cycles down a flight or using the passenger lift which is sized for disabled access and therefore suitable for this purpose. The route is shown on the plans above and illustrated in the images below.



L to r: Steps leading to main entrance, opaque glazed screen to side of steps, automatic door viewed from the entrance itself.

4. If considered necessary an assistive cycle track of the type illustrated below could be installed on the staircases subject to building regulation approval.

