

Bangor Wharf, Camden

Response to London Borough of Camden Transport Comments

151955/N01

May 2016

Introduction

1. Vectos has been retained by One Housing Group to provide transportation advice in relation to the proposed redevelopment of Bangor Wharf in the London Borough of Camden (LBC).
2. This note has been prepared for the purpose of addressing transport comments by LBC dated 6th May 2016 in relation to the development proposals.

LBC Transport Comments

3. Highway's Officers at LBC have requested further information to be provided from the applicant on a number of points and each of these are considered in detail below.

How will people be prevented from accessing the main forecourt and parking there?

4. The main forecourt will be blocked with bollards and as such no vehicles will be able to access and park in the forecourt to the north of the tunnel.
5. Please see **Appendix A** which shows the indicative location of bollards which will block vehicles entering the courtyard.

How will people be prevented from parking in the area to the north of the gates in the tunnel?

6. The site has been designed to enable the gates to remain open throughout the day. This will ensure that the site is open to the public and accessible to all.
7. However, to mitigate the issue raised by LBC officers it has been agreed that removable bollards will be provided at the southern end of the tunnel to prevent parking within the tunnel and enable emergency access to the site.
8. This is also shown on the drawing included at **Appendix A**.

Cycle Parking

9. The Highways Officer at LBC stated that:

"The cycle parking does not meet design standards, as they appear to be semi vertical stands which we do not accept due to them not being accessible and is not in line with Camden's Core Strategy 11, Camden Planning Guidance 7 and Development Policy16. We only accept

Sheffield Stands of two tier Josta and must meet design standard as set out in CPG7, section 9.”

10. Cycle parking within the site has been designed to maximise the quantum of parking provided. It is worth noting the LBC Cycle Design Guidelines are recommendations and are as stated on Page 49 of the LBC Core Strategy are:

“willing to consider other forms of cycle parking, however you must meet our accessibility and security requirements, details of which can be obtained from the Council’s Public Realm and Transport team.”

11. Given the comments above, four potential options for cycle parking within the site have been devised. This shows that the applicant is willing to work with LBC to achieve the best solution on site within a constrained urban site.

12. All of the options are set out below but the key options are Option 1 and Option 4 and are included at **Appendix B**:

Option 1: Total of 76 cycle spaces – Meets London Plan

13. Option 1 provides 18 no. Josta spaces for the affordable housing in Block A (17 spaces + 1 visitor space as per London Plan) based on the design criteria set out by the designers of Josta Cycle Parking stands. It also provides 14 no. semi-vertical stands in the other Block A bike store. This option also provides 44 no. semi-vertical stands in the tunnel bike store. It should be noted that the semi-vertical stand is not one of LBC’s recommended cycle parking stands but has been shown to be a well-used and efficient storage method.

14. This option meets the London Plan cycle parking standards and the London Borough of Camden cycle parking standards. The option provides a proportion of the stands as per the recommendations set out within LBC Cycle Design Guide. However in a number of the cycle parking stores the dimensions are not available to provide all the spaces as either Josta or Sheffield stands. Where onsite constraints are present the applicant has designed cycle parking solutions which are efficient and maximise the quantum of cycle parking. The semi vertical stands mixed with Josta stands allow all residents accessibility to a range of different cycle parking within the site. This is the preferable approach as it provides the greatest level of cycle parking and as such one would hope that LBC would support the most sustainable option.

Option 4: Total of 50 cycle spaces – Meets LBC Cycle Parking Standards and is fully design compliant with LBC Design Guide

15. Option 4 provides a total of 50 cycle spaces within the site. It proposes 18 no. Josta spaces for the affordable housing in Block A and these are fully compliant with the LBC design guide. It also proposes 4 no. Sheffield stands (8 spaces) in the other Block A bike store and 12 no. Sheffield stands (24 spaces) in the tunnel bike store.

16. This option is fully compliant with LBC cycle parking standards and is also fully compliant with LBC design guide. However due to the quantum of Sheffield stands it would reduce the quantum of cycle parking stands to below the new London Plan level. If LBC prefer this approach then the applicant is willing to provide parking at this level and standard.

Option 2: Total of 54 cycle spaces

17. Option 2 provides 18 no. Josta spaces for the affordable housing in Block A (17 spaces + 1 visitor space as per London Plan). It also proposes 4 no. Sheffield stands (8 spaces) in the other Block A bike stores. In the bike store tunnel, this option proposes 14 no. Sheffield stands (28 spaces) although to provide this level of parking the spaces in the tunnel at the end of the bikes has been reduced by 0.3m which is not as per the LBC design guide.
18. This is one option and at present is not preferred by the applicant however if LBC support this option then the applicant would be willing to implement it.

Option 3: Total of 71 cycle spaces

19. Option 3 provides 18 no. Josta spaces for the affordable housing in Block A (17 spaces + 1 visitor space as per London Plan). It also provides 4 no. Sheffield stands (8 spaces) in the other Block A bike store which is in line with the LBC design guide. A further 45 no. semi-vertical stands are provided in the tunnel bike store which are not recommended within LBC design guide but present an efficient and effective method of cycle parking within a constrained site.
20. Option 3 is an efficient solution and looks to provide a range of options including Josta, Sheffield and semi vertical stands. This offers future residents with a range of cycle parking stands to use and makes cycle parking accessible to all residents of all levels of accessibility.
21. In summary, there are a range of options available for cycle parking and each has its own benefits and advantages. The applicant is willing to work with LBC to establish the best option available and as such would welcome LBC's views on which option is best for all parties and provides the most acceptable option.

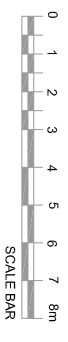
APPENDIX A

Ground Floor Plan Showing Bollards

- General:
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Landscape Materials Key:

1. Retaining wall to canal (if renewed) faced in blue engineering brickwork and capped with matching bull-headed brick on edge
2. Two courses of salvaged granite sets along perimeter to canal
3. Permeable concrete block paving such as Marshall's Tegula Proa
4. Two courses blue engineering brick laid flush between permeable paving
5. 600mm high blue engineering brick walls with double bull-headed brick on edge coping
6. Rain garden
7. Hardwood slatted privacy screen 1.8m high
8. Blue engineering brick boundary wall 1.8m high
9. Facing brick boundary wall 1.8m high
10. Feature tree in Cast Iron tree guard
11. Steel Entrance gates
12. Salvaged granite kerbs to steps
13. Stainless steel shierfield cycle stands
14. Cast stone bench
15. Raised planter
16. Flush recessed wall-mounted washer downlights
17. Flush recessed ground washer lights to canal edge
18. External lamp standard with cowl
19. Flush recessed uplighters to Entranceway
20. Spot-mounted downlights
21. Stainless steel bollard
22. New brickwork boundary wall to match existing
23. Brickwork planter wall 0.9m high with translucent screen 0.9m high
24. Timber planter 0.9m high
25. Feature tree in planter
26. Planting bed
27. New steps and cycle ramp
28. Horizontal steel railings to canal edge 1m high
29. Removable bollard



Removable bollards added to site entrance
 NORTH POINT ADDED
 PLANNING APPLICATION ISSUE
 News Chkd Date Rev

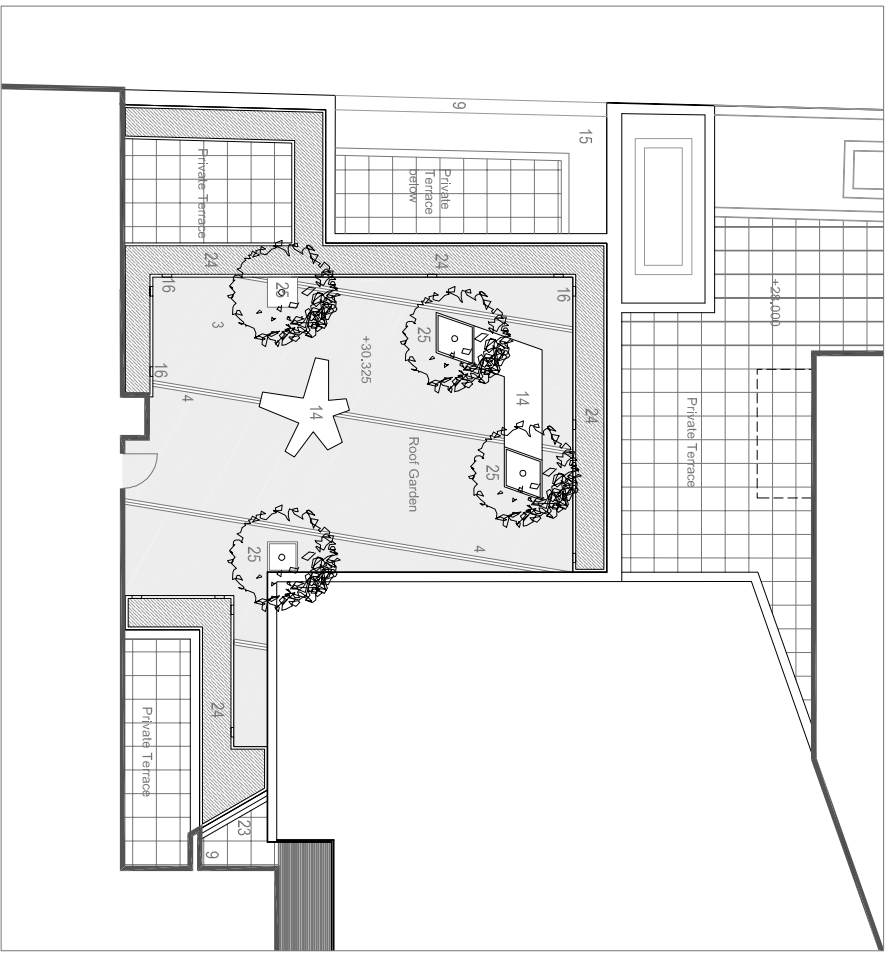
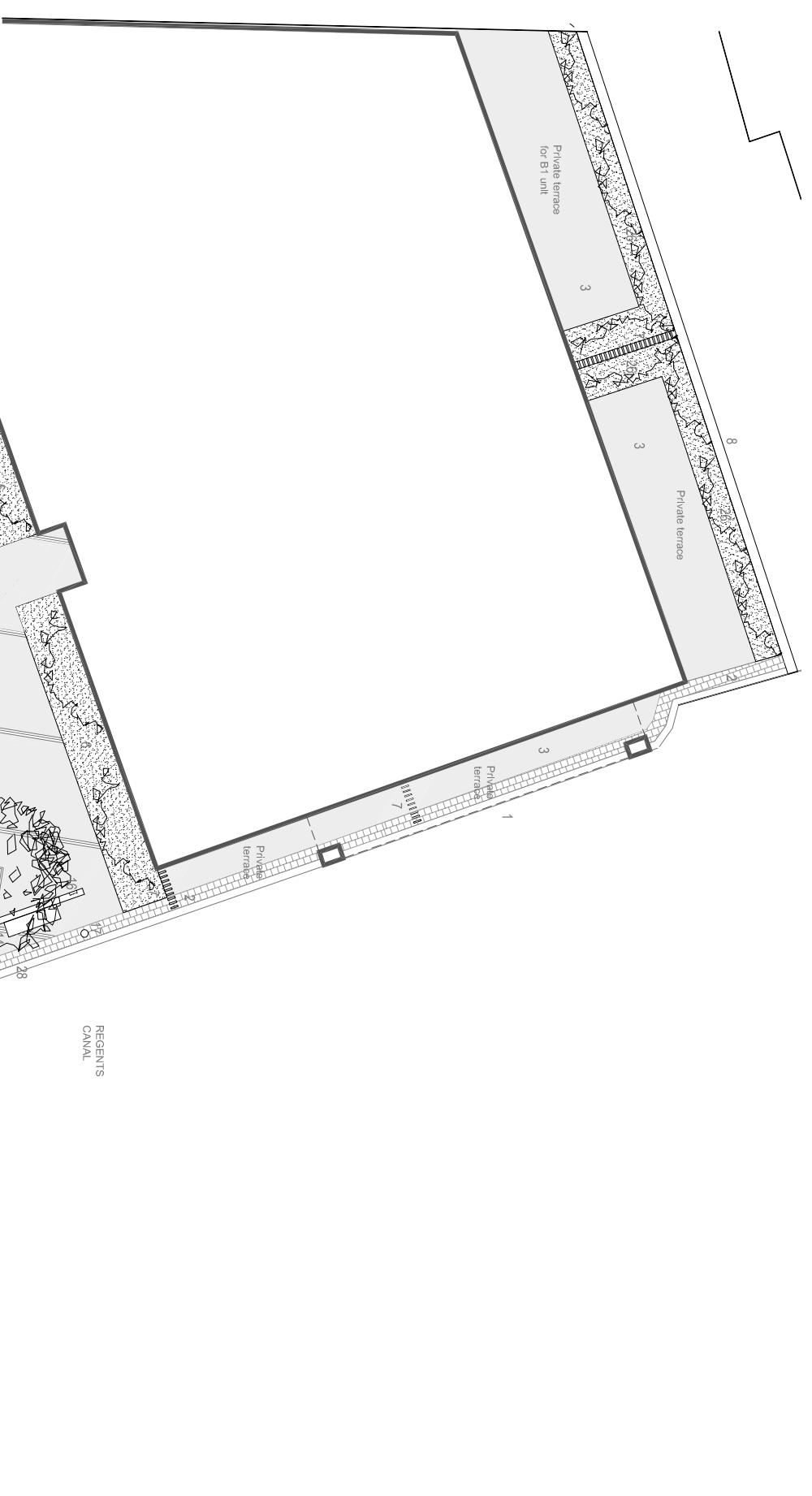
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 London N5 2EF T: 020 35671508

Bangor Wharf
 London NW1 0QS

Landscape Proposals

Scale : 1:100 @ A1; 1:200 @ A3

Job Ref Dwg No Rev
194 / PL16 / P3



1st Floor Shared Roof Garden (Residential Block A)

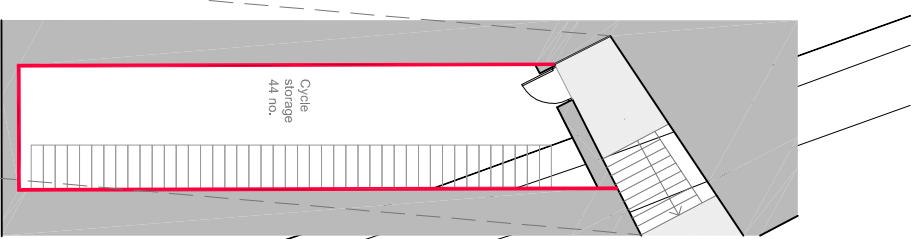
Ground Floor Landscape Proposals

APPENDIX B

Cycle Parking Options

Notes

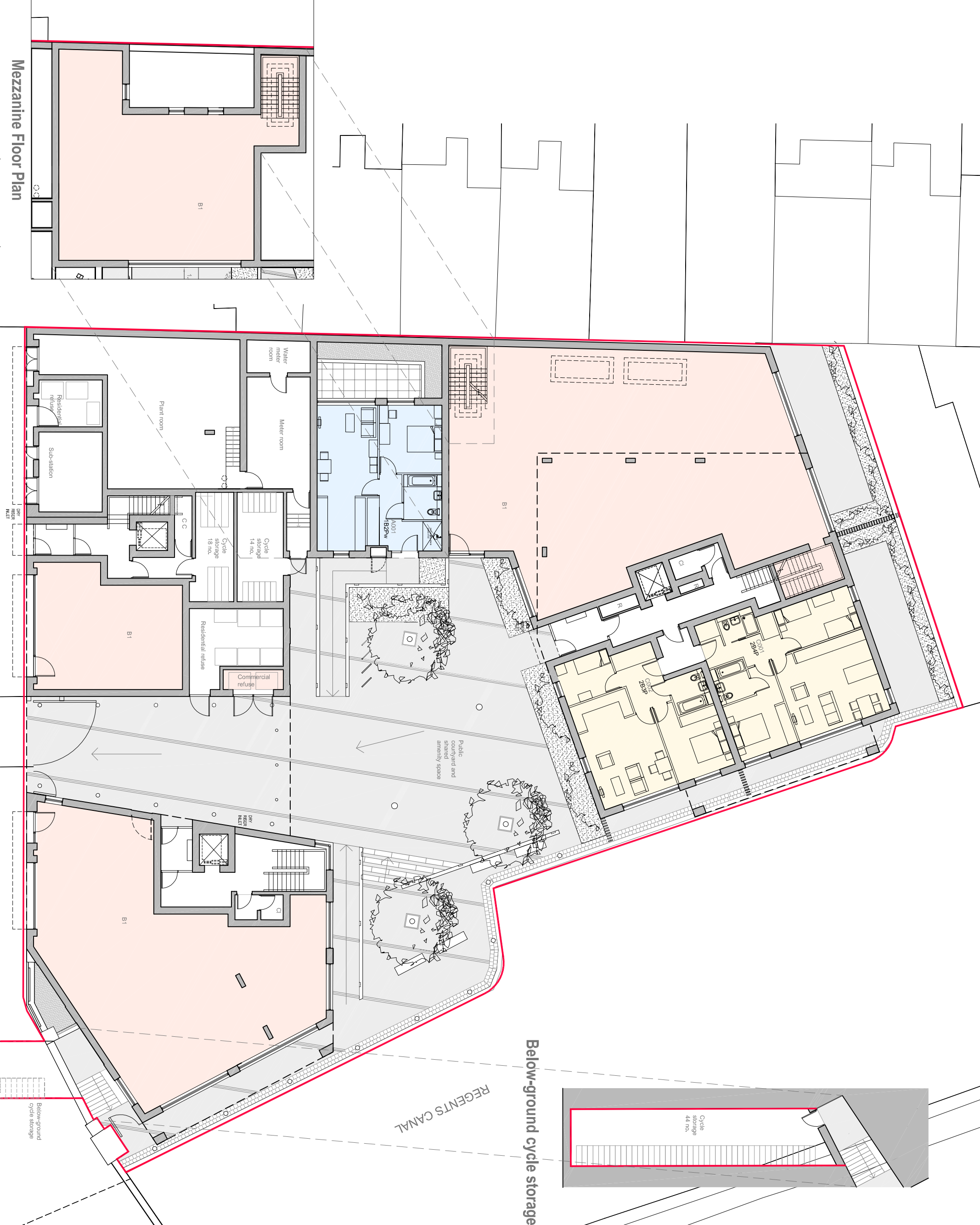
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Below-ground cycle storage

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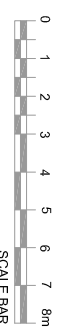
Public courtyard and shared amenity space



Mezzanine Floor Plan

Tenure

- Affordable
- Private / Intermediate
- Commercial



For information: ML 12/05/16 P1
Notes: CHM Date: Rev

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Proposed Ground Floor Plan Option 1 (76 Spaces)

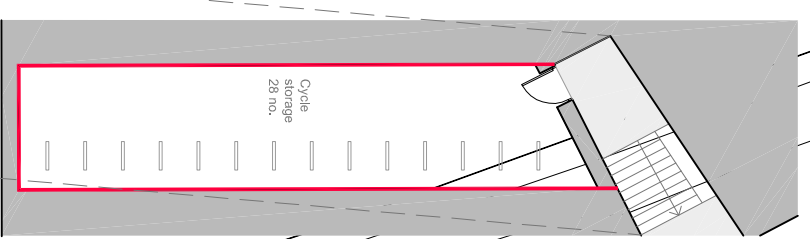
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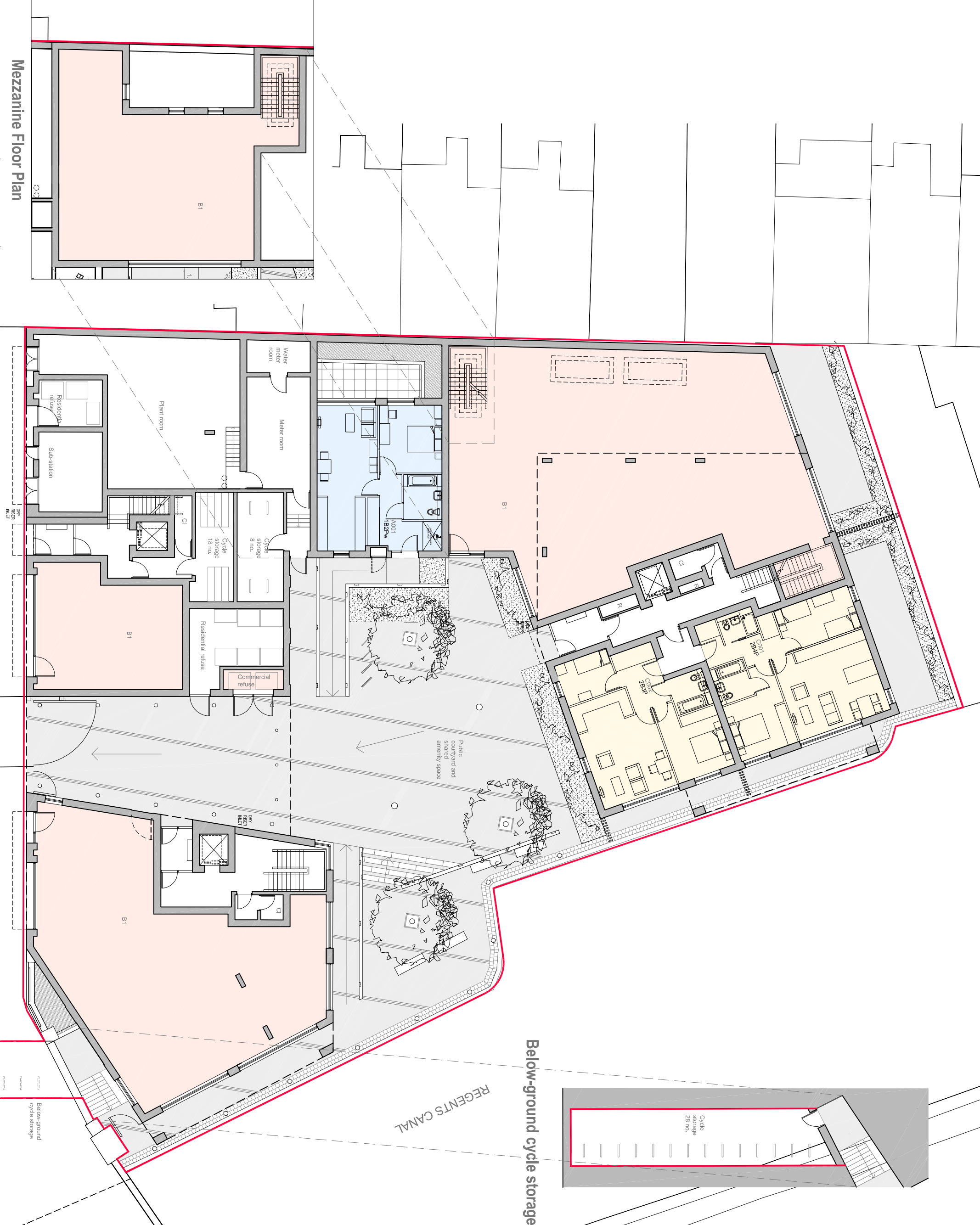
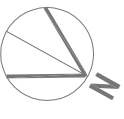
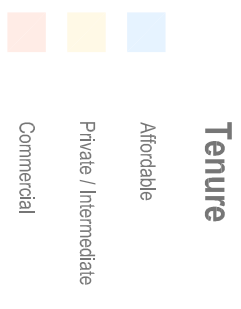
194 / SK119 / P1

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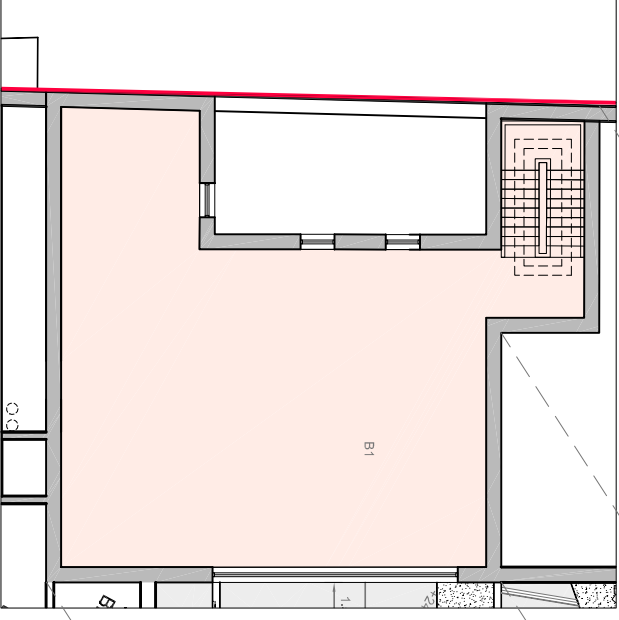
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Below-ground cycle storage



Mezzanine Floor Plan



Proposed Ground Floor Plan

Option 2 (54 spaces)

Scale : 1:100 @ A1: 1:200 @ A3

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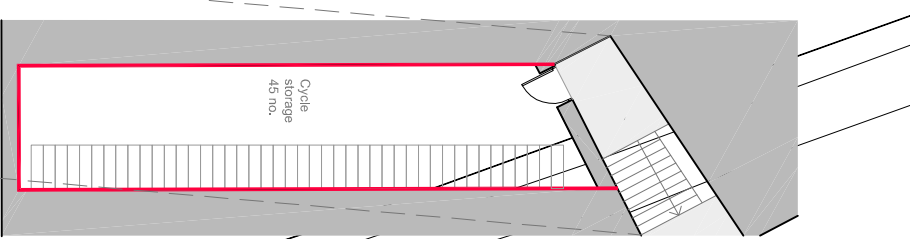
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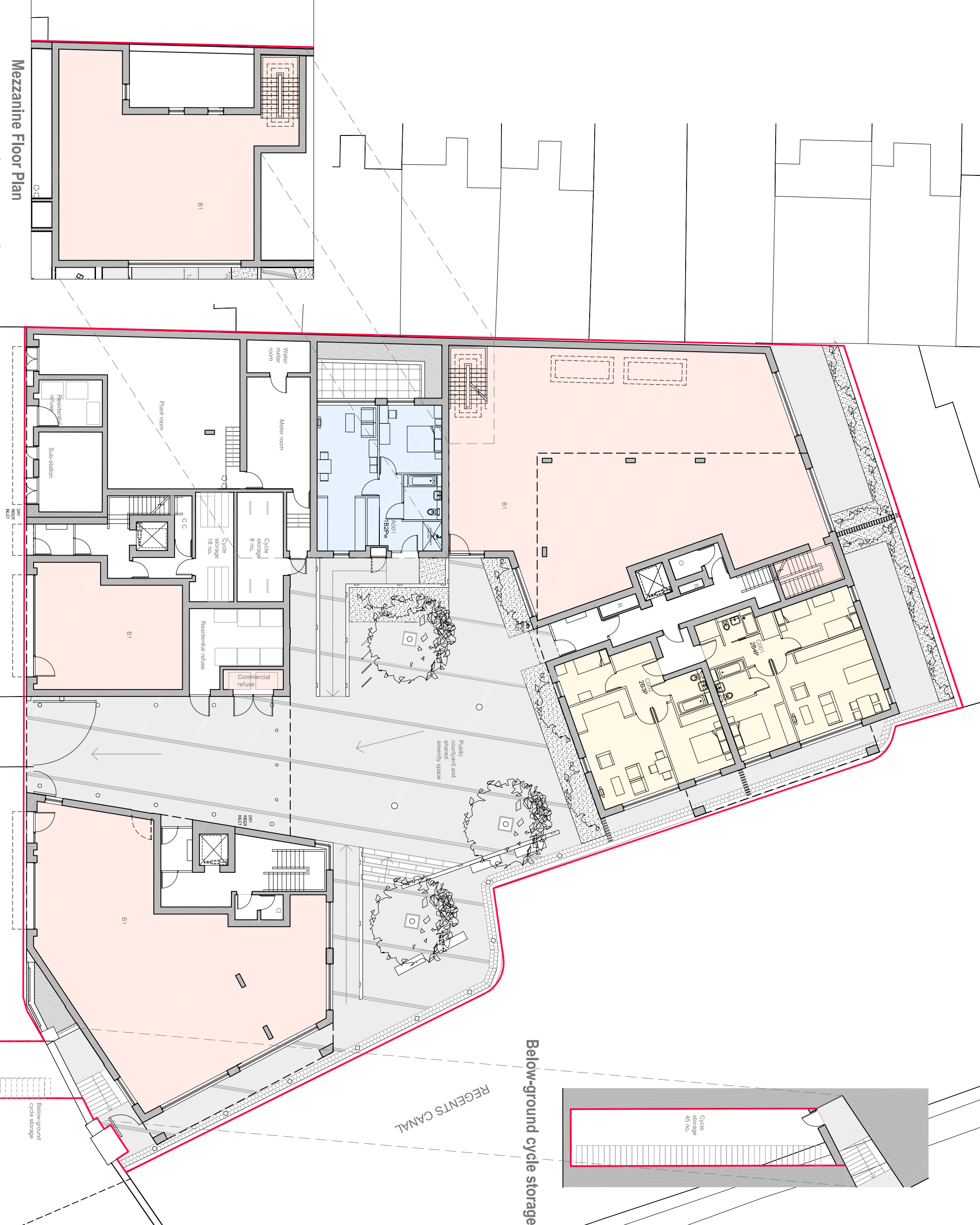
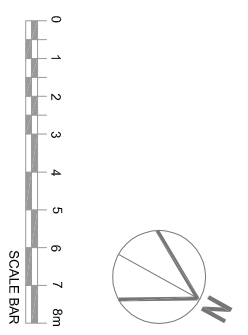
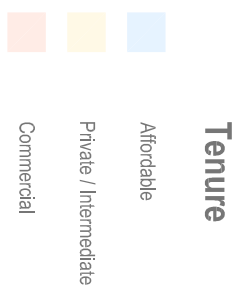
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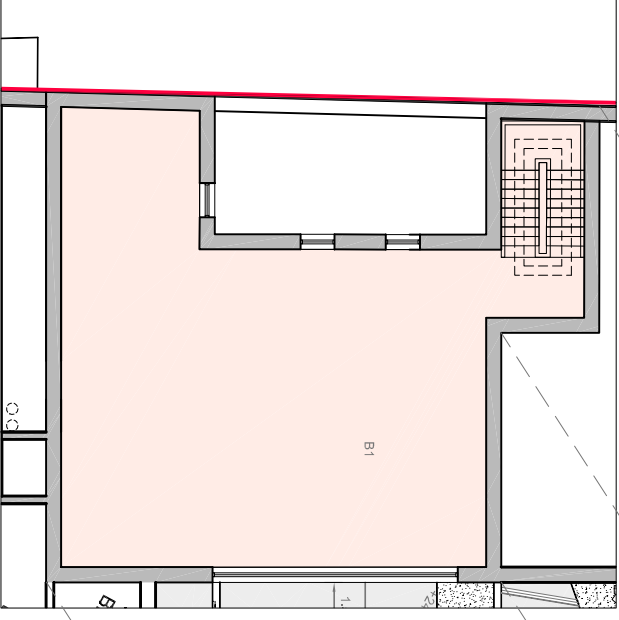
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Below-ground cycle storage



Mezzanine Floor Plan



Proposed Ground Floor Plan

Option 3 (71 spaces)

Scale : 1:100 @ A1: 1:200 @ A3

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London NW1 0QS

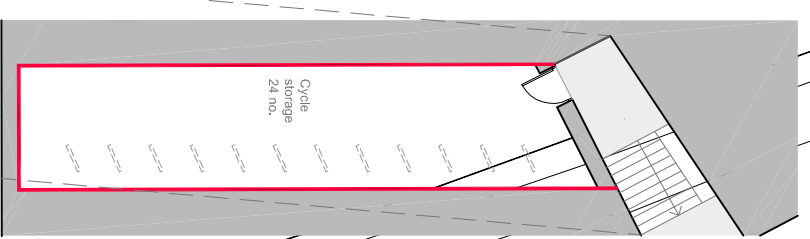
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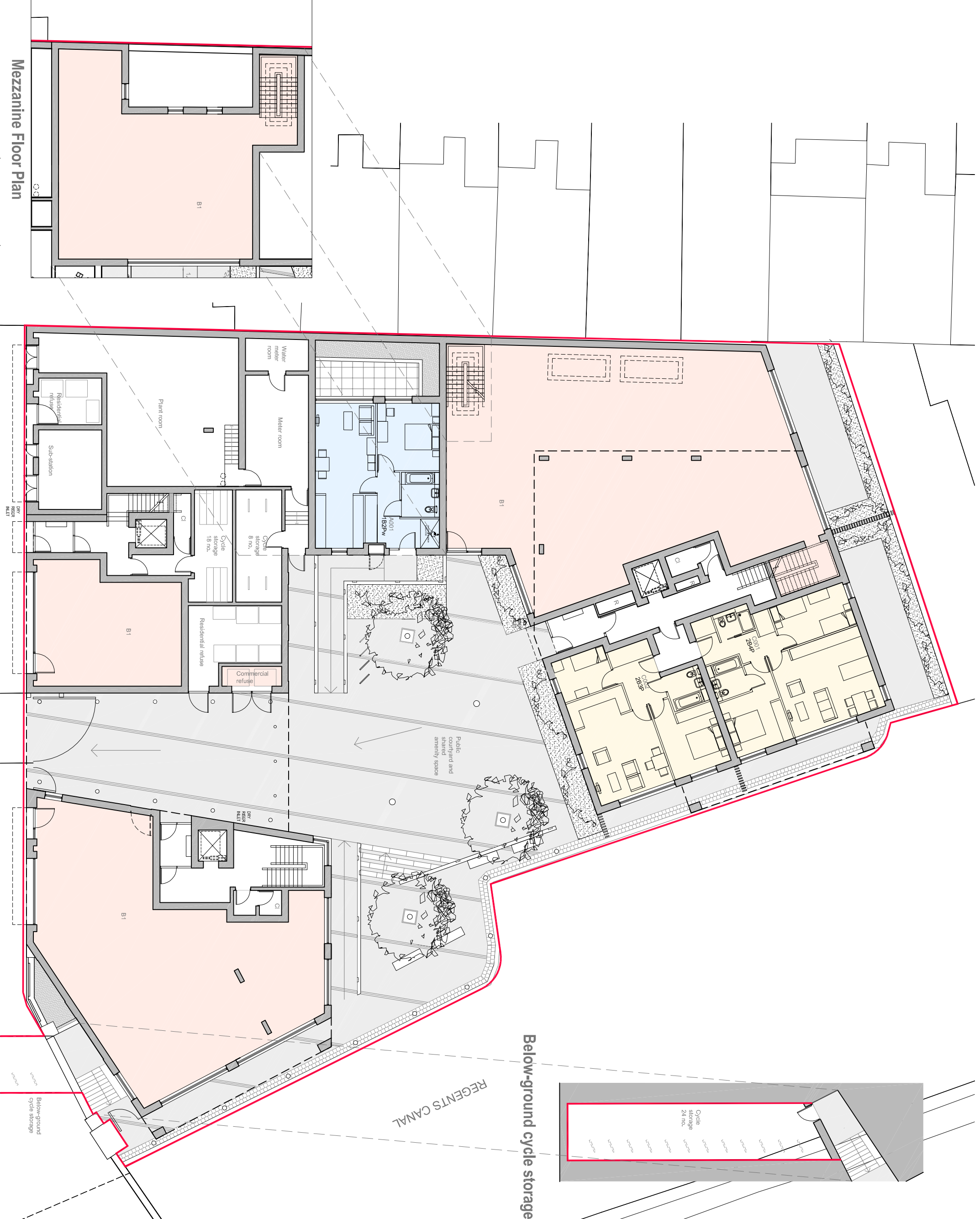
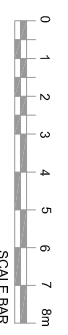
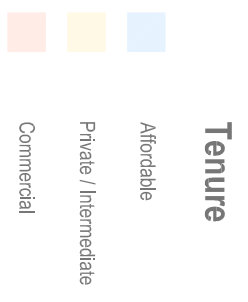
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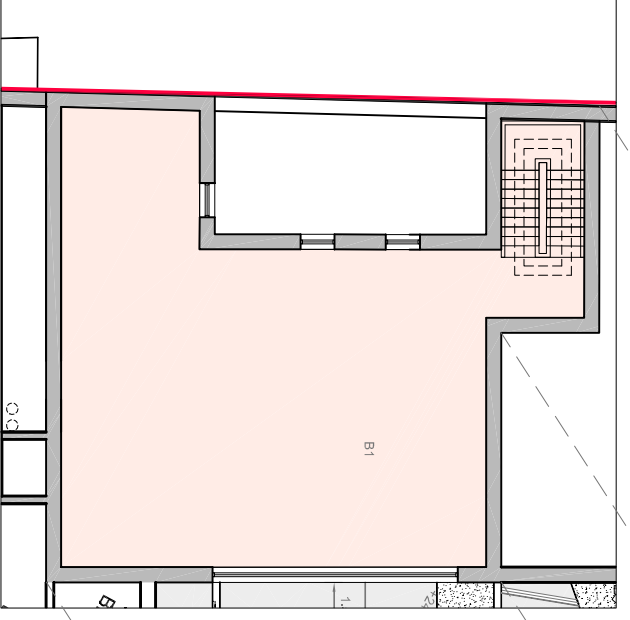
Below-ground cycle storage

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Public courtyard and shared amenity space



Mezzanine Floor Plan



Proposed Ground Floor Plan Option 4 (50 cycle spaces)

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London N5 2EF / T: 020 3667 1508

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194 / SK122 / P1