

**INFORMATION TO DISCHARGE PLANNING CONDITION 7: CYCLE STORAGE AREA****Location of cycle storage area**

The location of the cycle storage area - off-street and within the boundary of the site - is to be retained as previously shown on the proposed plan Dwg No. PL 102. The storage area has direct access to the Cliff Villas roadway through a lockable sliding gate set into the front brick boundary wall and is conveniently located near to the entrance gates to the development.

Camden transport has confirmed that this location is acceptable (Transport Strategy report dated 20 December 2013).

We have revised the original planning drawing PL 102 to show a sliding gate (instead of a hinged gate) and re-located the gate location. These amendments are shown on the attached part proposed ground floor plan PL 600 at scale 1:50.

**Number of cycles**

The cycle store contains accommodation for 10 bicycles – one for each of the upper floor flats. The ground floor wheelchair accessible flats have their two cycles stored within the communal entrance hall just inside the glazed entrance door.

**Design of cycle storage area**

The design of the cycle storage area, in two rows of 5 bicycle lockers, means that floor space in the store is optimised and using lockers the common problem of bikes leaning against each other and causing damage is avoided. The storage area will be well lit at night time.

**Locker design**

Each flat can store a cycle in their own personal robust 1.5mm thick galvanised steel bicycle locker of dimensions 1150 x 680w x 1950h mm; see elevation and plans below. These secure high quality lockers are the “Warrior” item manufactured by BikeAway Ltd. Designed to hold one bicycle in the upright position the compact weatherproof lockers have an innovative mounting hoop and easy-access guide ramp so bicycles are tilted into place; the bikes are stored safely and securely in seconds with no metal to metal contact.

The quality galvanised steel has a lifespan of over 35 years and is protected by polyester powder coating. The lockers are attached together for increased strength and stability and bolted to a concrete base.

The residents also benefit from additional storage – cyclists can safely store wet weather gear, helmet, spare parts and other personal belongings alongside their bike in the locker.

**Bicycle security**

The locker system addresses the critical concern of security in cycle parking: each locker has an individual 3-point locking system with a pick and drill resistant euro cylinder lock; residents therefore benefit from both a secure storage area and a lockable unit. The parking system will be installed so that the building’s management team, if necessary for any reason, will be able to open the lockers and to provide ongoing maintenance.

Each locker is lockable and has achieved the Sold Secure Gold Standard (the highest industry standard) approved by Association of Chief Police Officers and Secure by Design (with a higher attack standard than LPS1175 Level 1).

**Policy**

We believe that this location, design and enclosure of the cycle parking complies with Camden’s policy requirements CPG7: 9.8.

The design also addresses the TfL’s issues, described in the London Cycling Design Standards June 2014, of:

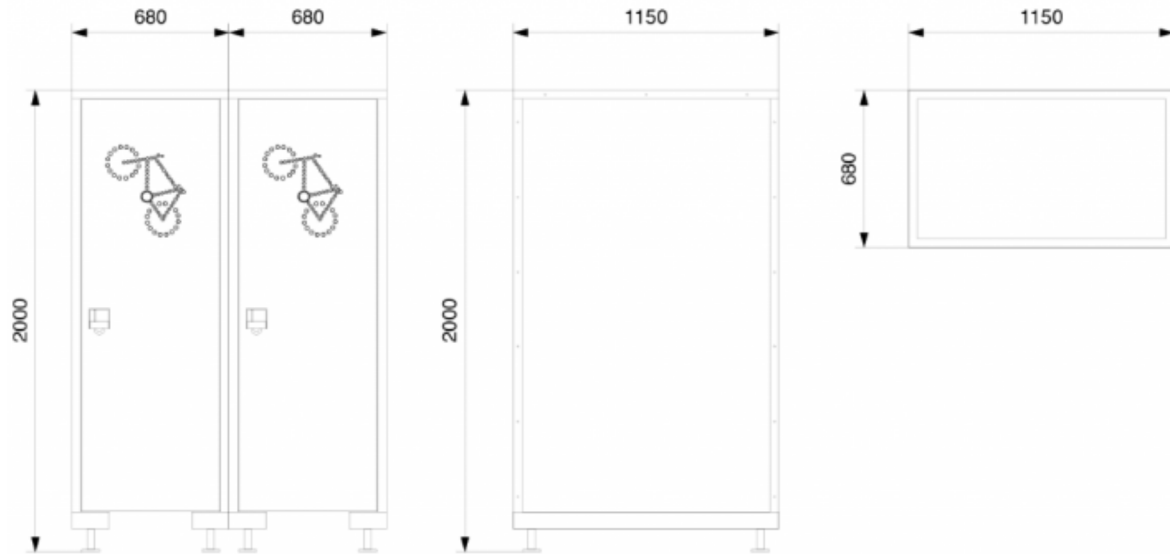
- **cycle theft** by providing fit-for-purpose secure cycle parking spaces (section 8.1.6)
- **long-stay high quality cycle parking** by providing entrance hall location and a secure and controlled access external location that is visible and overlooked by natural surveillance from the flats adjacent and above (sections 8.1.9, 8.2.18, 8.5.15)
- **security and support of bicycles** by providing secure locking of any type of bicycle in an individual locker to prevent damage in a location that does not obstruct pedestrian movement (section 8.2.19)
- **principles of good parking design** by proposing fit-for-purpose, well located and secure cycle parking (8.3.1)
- **good design of cycle lockers** by proposing lockers that occupy a small footprint (1150 x 680 x 2000 h mm) to suit the space available but are large enough to suit any type of bicycle, are conveniently located and accessible and are suitably managed (8.3.12).
- **location of long-stay cycle parking** by installing bespoke cycle lockers on site (8.5.2, 8.5.18)
- **compliance with the London Housing Supplementary Planning Guidance (Nov 2012)** which states that “individual or communal cycle storage outside the home should be secure, sheltered, and adequately lit with convenient access to the street” (8.5.16)
- **good design of residents parking in new developments** by complying with the guidance (8.5.17) :
  - secure with access for residents only – *cycle storage area*
  - stands/racks allowing both frame and one wheel to be secured - *lockers allow total security of the whole bicycle by external lock*
  - well located: close to the entrance of the property – *the cycle storage area is located a few metres from the communal block entrance*
  - covered – *each locker is fully enclosed*
  - managed – *building management will administer access and provide ongoing maintenance*

### Precedents

Many local authorities and organisations have successfully implemented cycle locker storage systems. BikeAway Ltd, the specialist supplier of the “warrior” lockers specified above, have installed lockers in many London boroughs including LB Camden and LB Islington.



Lockers installed in LB Islington



Elevation and plans of the bicycle locker



View of the proposed bicycle locker

#### **INFORMATION TO DISCHARGE PLANNING CONDITION 11: REFUSE STORAGE AREA**

The bin store doors, shown on planning drawing PL 102 ground floor plan, have been revised from outward opening hinged doors to a lockable sliding external door that does not encroach on the public highway. This addresses the issued raised in the Transport Strategy report dated 20 December 2013. The proposed door can be seen in the attached part ground floor plan PL 600.

The communal brick bin store has a metal clad roof over and the solid sliding door will be fabricated from steel and timber to compliment the building entrance gates and steel boundary railings.