



Cambridge House  
Birkbeck, University of London

## Cycle Parking Strategy

October 2017

## Background

### Development Proposals

The proposal is to convert the existing site, which has a lawful use of car showroom with office above, to Class D1 use associated with student teaching space. The proposals are anticipated to employ 20 staff with a teaching capacity for up to 610 students. The total floorspace provided is 1,847m<sup>2</sup>.

### Existing Site Access

The site is located on Euston Road and has a frontage on Cleveland Street and a servicing access on Warren Street. There is separate pedestrian access for ground floor and the upper floors. Ground floor access is provided at the corner of Euston Road and Cleveland Street, and access to the upper floors is via a lobby accessed from Euston Road. Currently, vehicle access to the site is available from Warren Street, with a vehicle lift providing access to a basement car park. Additionally, a dropped kerb vehicle crossover on the Cleveland Street frontage provides vehicle access to the ground floor. The proposals do not include any car parking for the new use and therefore no vehicle access is to be provided.

It is proposed that pedestrian access will be provided from Cleveland Street and that there will be a separate access to a secure cycle parking area also off Cleveland Street (see ground floor plan in p.6).

# Cycle Parking Requirement

## Relevant Standards

Camden's Local Plan document had replaced Camden's Development Policies document, containing Camden's cycle parking standard in July 2017. The Local Plan relates to the London Plan standards rather than setting out Camden's own cycle parking standards.

According to the London Plan, a total of 123 cycle parking spaces are required, based on the standards set out in Table 1 below.

	Camden Standards	Number of spaces required
Staff	1 space per four staff (long stay)	5
Students	1 space per 20 students (long stay) + one space per seven students (short stay)	31 (long stay) + 87 (short stay)

Table 1: London Plan Cycle Parking Standards (Parking Addendum to Chapter 6)

## The Requirement

The requirement for cycle provision uses London Plan as guidance. It is based on the predicted occupancy noted in the Table 2 on this page. Based on experience of Birkbeck at Malet Street, 80% student occupancy is predicted as the maximum number of students in the building. Occupancy for the lounge space and café has been discounted from this figure and the student social spaces assume a 50% occupancy during teaching hours.

Cycle Parking Requirements based on London Plan D1 Category			
	Staff Predicted Occupancy	Student Predicted Occupancy **	Total *
	20	488	508
<b>Long Stay Cycle</b>	5	25	<b>30</b>
<b>Short Stay Cycle</b>		70	<b>70</b>

\* Lounge space and café discounted in total occupancy - students social spaces assume a 50% occupancy  
 \*\* Student predicted occupancy as 80% to be the maximum number of student in the building

Table 2: Cycle parking requirement for Cambridge House according to London Plan Cycle Parking Standards

## Cycle Parking Strategy

The existing Cambridge House is being retained and refurbished and the site is a constrained one. Therefore achieving the number of cycle parking spaces required by London Plan standards is not possible without losing all of the usable ground floor space. This would have an impact on the efficiency of the building in terms of the provision of teaching space and active learning space, as well as reducing the active frontage of the site onto Cleveland Street and Euston Road.

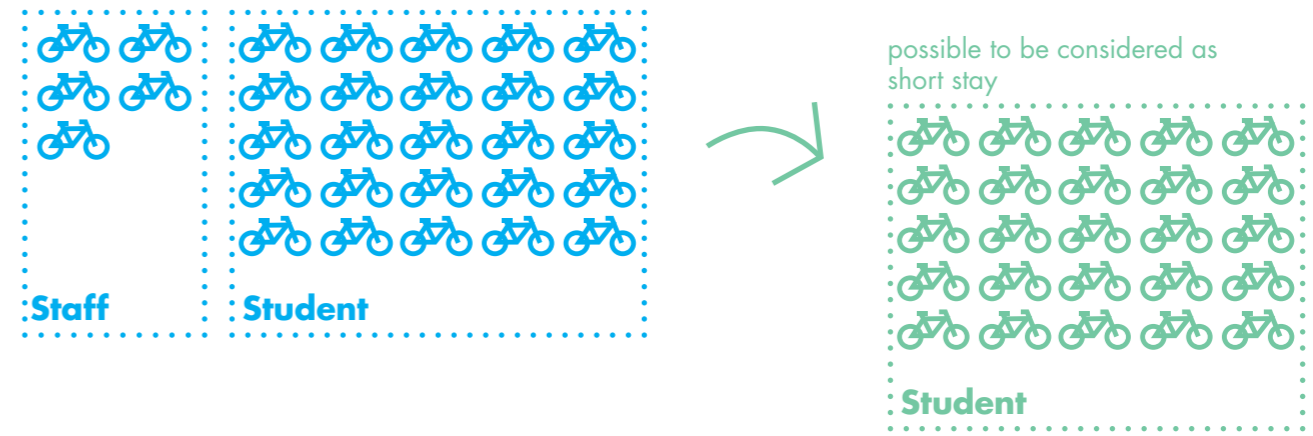
Given that it is not possible to meet the London Plan standards on this constrained site without compromising the function of the building, the overall strategy is to meet the long stay staff demand on-site with student parking provided on-street. A total of five long stay staff spaces will be provided on-site. This meets the London Plan standard for staff. This parking will be attractive to use as it will be provided in a secure store accessed directly off Cleveland Street (see ground floor plan in p.6). This will allow teaching staff, who will be at the building throughout the day, to park their bikes securely. A shower will be provided in the basement for staff use in order to make cycling to the site as attractive as possible (see basement floor plan in p.7).

For students, a further five cycle parking spaces will be provided within the private forecourt of the site on Cleveland Street. This parking will allow students who visit the site for only part of the day to park close to the site. Although not secure, the cycle parking will be adjacent to the glazed façade of the building onto Cleveland Street. This location is overlooked by the reception and café having a high level of natural surveillance.

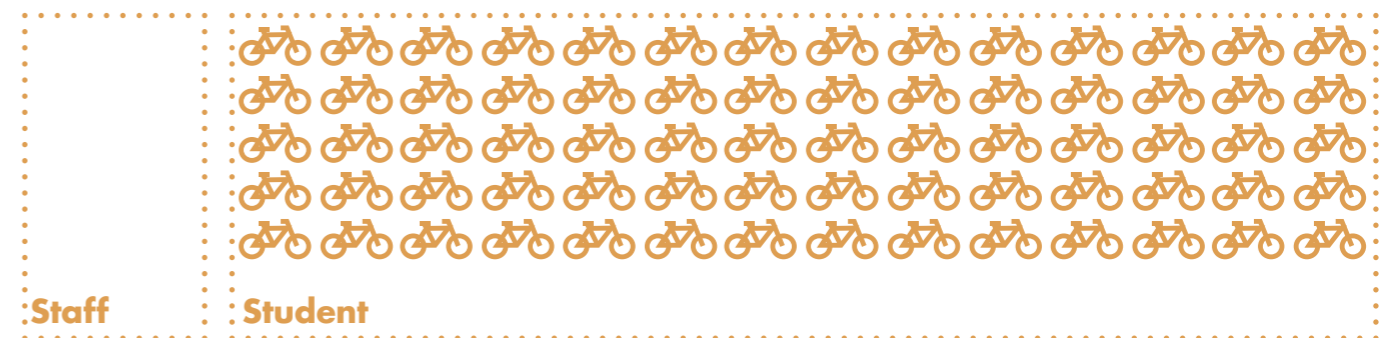
It is acknowledged that this strategy results in a significant shortfall in comparison to the London Plan standards. As set out above it is not possible given the constrained nature of the site to provide any additional cycle parking on-site. Therefore a contribution is proposed in order to provide additional cycle parking on-street. This could be provided in the form of Sheffield stands on Euston Road and / or an in carriageway cycle parking bay on Cleveland Street. This would be broadly in the location of the existing dropped kerb in front of the building.

The contribution is proposed to be made on the basis of £100 per user (staff and students) that does not have access to a cycle parking space, based on the London Plan standards. This is in line with the payment in lieu that was agreed with LBC under application reference number 2015/6719/P for a proposed Class D1 use at 190 High Holborn. Our proposals include provision of 11 spaces out of a total requirement of 123. This equals 9% of the policy requirement, or a shortfall of 91%. Therefore a contribution of £57,330 is proposed.

### Long Stay Cycle Parking Provision (As required in London Plan)



### Short Stay Cycle Parking Provision (As required in London Plan)



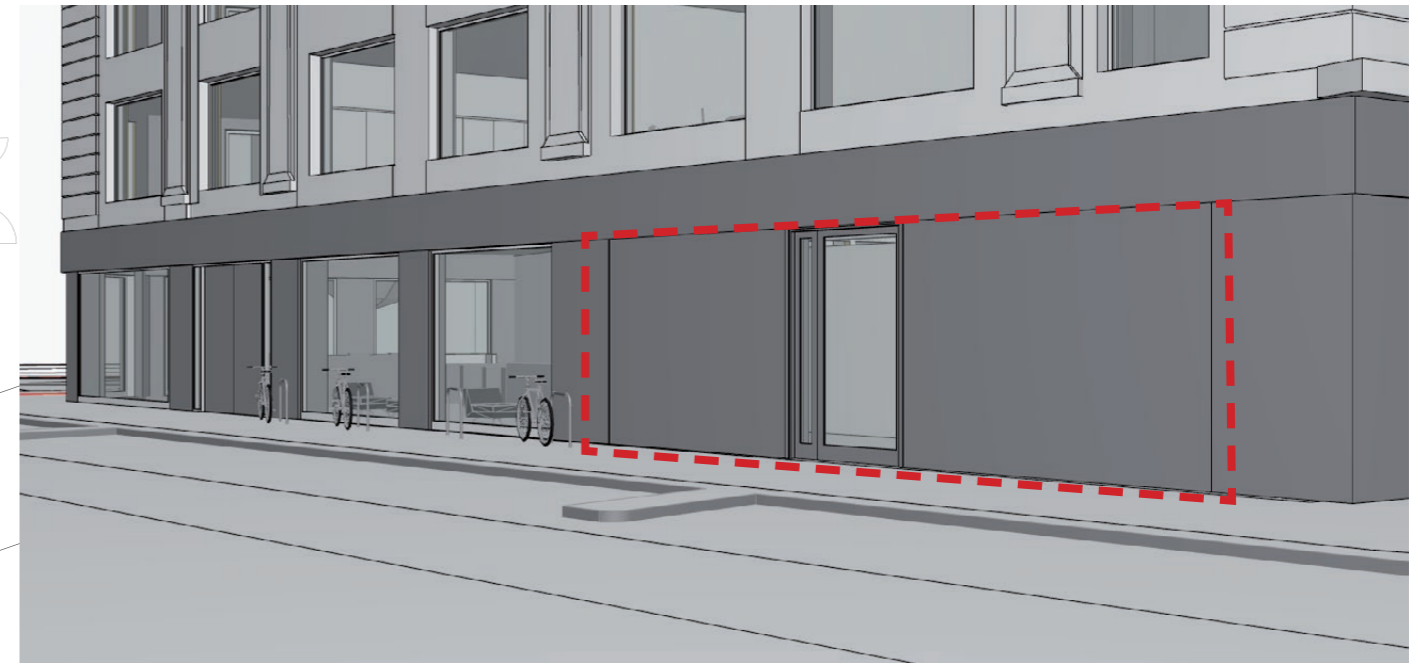
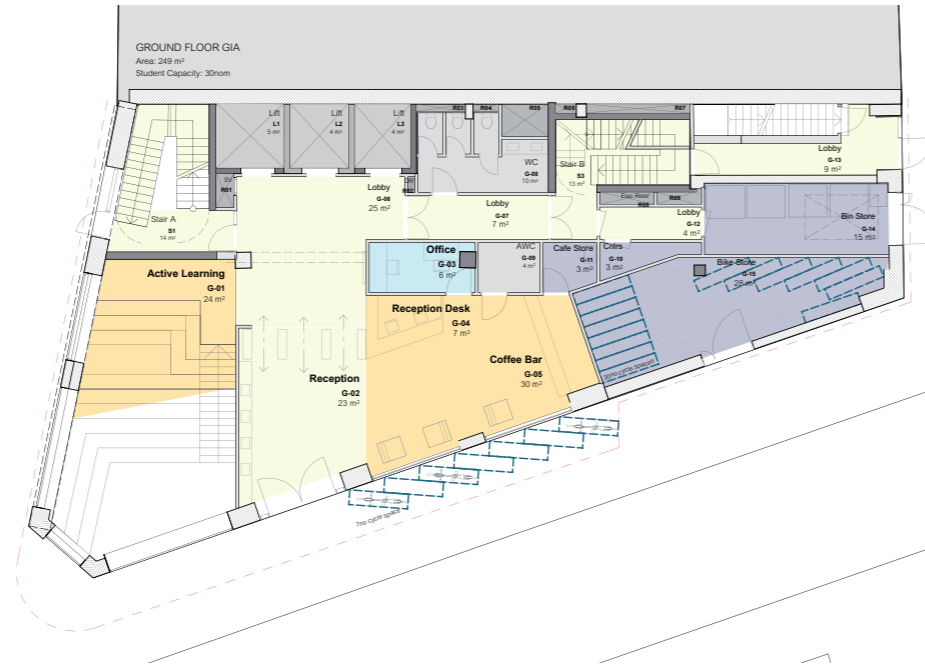
# Cycle Parking within Site Boundaries

## As required in London Plan

indoor cycle parking: 30  
 outdoor cycle parking: 7

Disadvantages:  
 Restricted active frontage, half of Cleveland Street's frontage is made solid as a result, isolating Cambridge House from pedestrians, going against planning recommendation of providing visual connection to Cleveland Street.

External cycle parking protrudes into Cleveland Street, providing the minimum required clear width of 2m for pedestrians, reducing pedestrian comfort level.



(plan + view) cycle parking arrangement within site boundary as required by London Plan

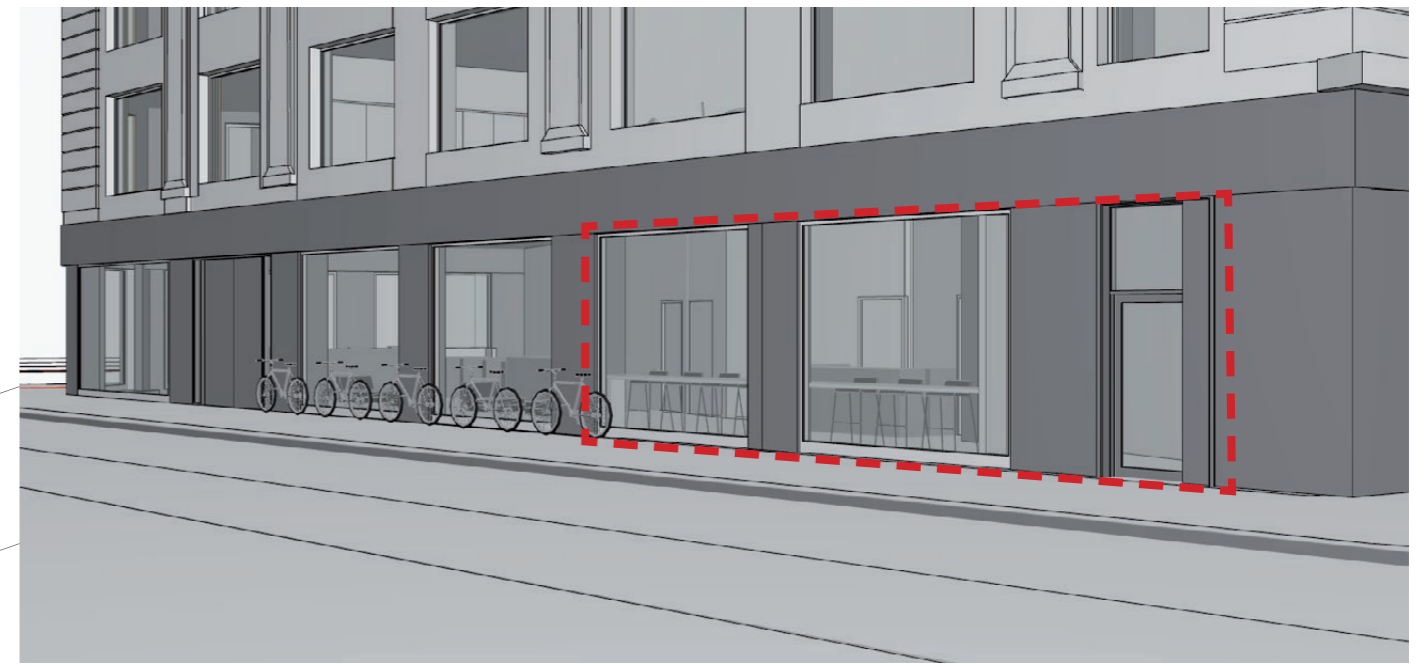
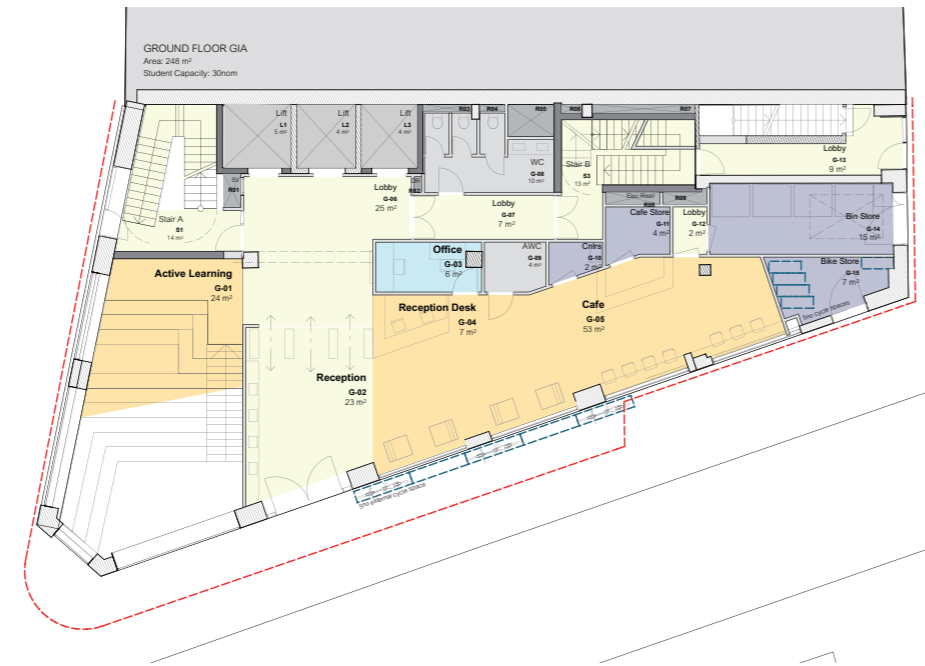
## Proposed Scheme

indoor cycle parking: 5  
 outdoor cycle parking: 5

Advantages:  
 Improved street scape. This scheme keeps an active frontage along Cleveland Street, providing a view into active learning and cafe space, enlivening the street scape.

Essential secured long stay cycle parking for staff is provided within the building.

External cycle parking parallel to facade, leaving more room (2.5m) for pedestrians along Cleveland Street, ideal width according to TfL's pedestrian comfort level guidance.



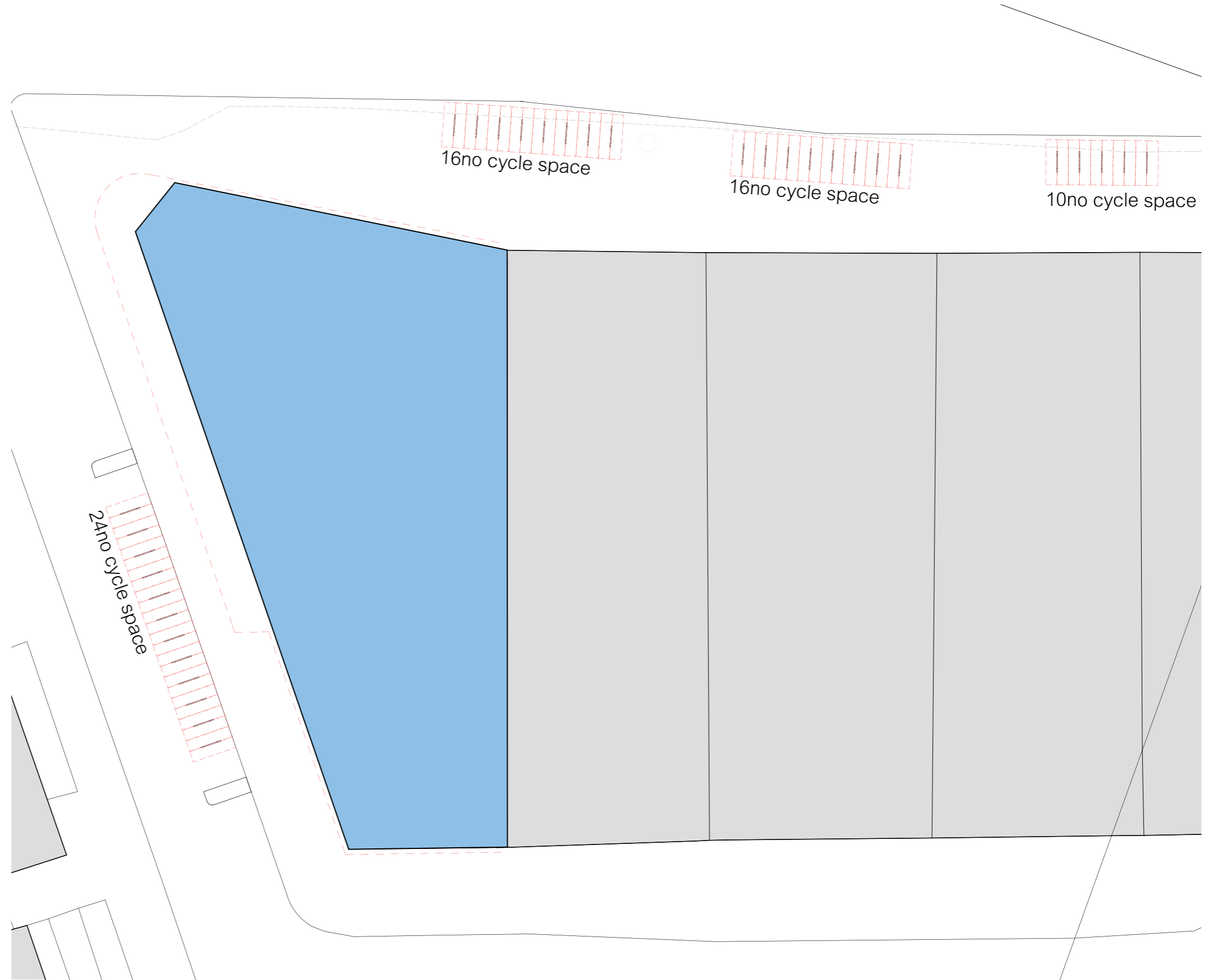
(plan + view) proposed cycle parking arrangement within site boundary

## Cycle Parking outside Site Boundaries

### Proposed Scheme

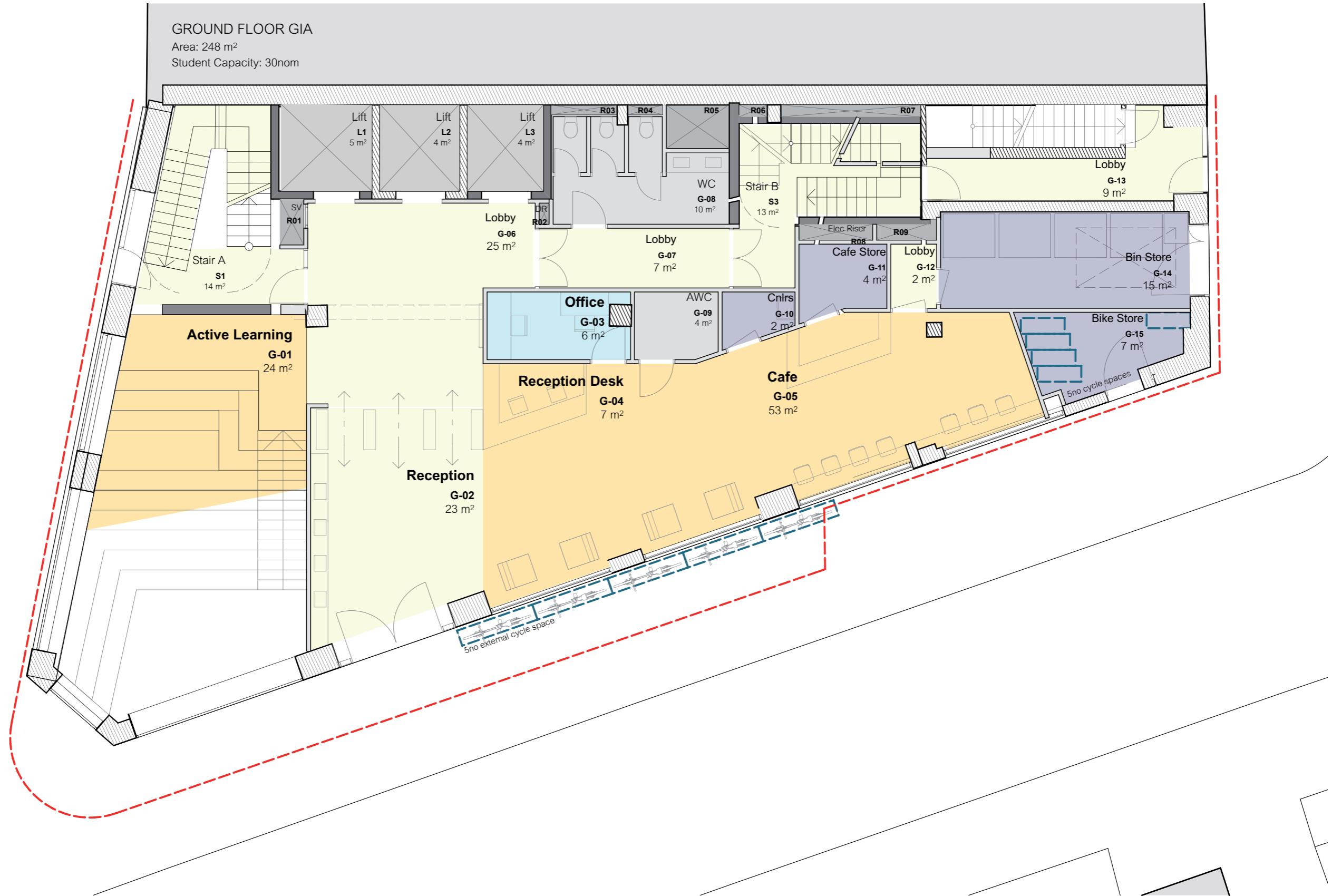
66 external parking spaces are shown on the sketch opposite, together with 5 external cycle parking space provided within the site boundary, achieving a total of 71 external cycle parking space, meeting the requirement of 70 as set out in the London Plan.

Although out with the site boundary, this proposal indicates a solution where the provision of the London Plan can be achieved with the contribution we propose to compensate the lack of cycle parking space provided in the scheme.



(plan + view) proposed cycle parking arrangement outside site boundary

# Proposed Ground Floor Plan



# Proposed Basement Floor Plan

