

Application No:	Consultees Name:	Received:	Comment:	Response:
2020/1673/P	[REDACTED]	12/05/2020 14:31:14	OBJ	<p>Planning Application 2020/1673/P</p> <p>This response to the application to discharge condition 10 (cycle storage) of planning application 2016/6311/P (a variation of 2014/4385/P) for new buildings with employment space, residential units and associated works at 101 Camley Street London N1C 4PF is from [REDACTED]</p> <p>We object to the details of the plan, specifically the substandard access to the proposed basement cycle parking.</p> <p>Camden's Planning Guidance Transport, section 8.15, states that</p> <p>"The route to cycle parking from street level must be step free. If level access is unachievable, the cycle parking must be accessible via a ramp or a lift that is adequate in size to accommodate a cycle and its user. Lifts should measure a minimum of 2m x 2m, although where many users are likely to arrive at a similar time, for example at a large office development, lifts will not be an acceptable option, as convenient access would be compromised."</p> <p>The cycle parking was originally to be on the ground floor as per guidelines. In 2016 a variation was allowed that moved the cycle parking into the basement. Although not ideal, in principle this could work if there was adequate access. I note that there are to be 278 cycle parking spaces served by a single lift and I see no evidence of any study been done to show whether this is adequate. If a significant number of people try to leave or return at typical commuter/office times one lift will be completely insufficient and there does not seem to be a convenient alternative route.</p> <p>Before approving this condition the developer should be required to show a study of likely peak numbers wanting to access the cycle storage and an estimate of the maximum waiting time. A second lift and/or a ramp may be required to keep the delay to a reasonable level bearing in mind the likely large increase in cycling already predicted and expected to be enhanced by modal shift following the Covid-19 pandemic. The location of the building in proximity to excellent cycle routes, railway stations and the City of London will make cycling an extremely attractive transport mode and this would be compromised if the access is inadequate.</p>
