

Oriel

Response to Technical Queries on Cycle Provision

March 2021



Oriel
Creating the centre for
advancing eye health



Moorfields
Eye Hospital
NHS Foundation Trust



Moorfields
Eye Charity



Report

Oriel Planning

(Application Ref: 2020/4825/P)

Cycle Parking provision

16 March 21

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1 Long-stay cycle provision

1.1 Location & provision

The long-stay cycle parking store for building staff is located on the lower ground floor, with level access from the southeast entrance, alongside the southeast elevation colonnade. The area is sheltered by the building overhang above, brightly lit and covered with CCTV. The route to the long-stay cycle store is entered via an automated access-controlled gate to demarcate public/ private space. Beyond the external entrance gate, there are two sets of external doors with automated access-control for entry and security.

Currently 390no. long-stay bicycle spaces, with a mix of two-tier Josta stands and CaMden M/ Sheffield stands, are provided. This provision is above the London Plan 2021 requirement but below the 20% uplift requirements for LB Camden. Based on the following occupancy level for staff and building GEA (in the table below), 406no. long-stay spaces are required.

Minimum Cycle Parking Standards (Ref: London Plan Table 10.2)

Land Use	Long-stay	Short-stay
Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
B1 R&D	1 space per 250sqm GEA	1 space per 1,000sqm GEA
Education (D1 Other)	1 space per 8 FTE staff	1 space per 100sqm GEA
A3-A5 café / restaurant / take away	From a threshold of 100sqm, 1 space per 175sqm GEA	From a threshold of 100sqm, 1 space per 20sqm GEA

Cycle parking requirements

Land Use	GEA (sqm)	Staff	London Plan Standards			LB of Camden 20% Uplift		
			Long-Stay Spaces	Short-Stay Spaces	Total	Long-Stay Spaces	Short-Stay Spaces	Total
Hospitals		1490	298	50	348	358	60	417
B1 R&D	8510		34	9	43	41	10	51
Education (D1 Other)	2057	38	5	21	25	6	25	30
A3-A5 café/restaurant/take away	224		1	11	12	2	13	15
TOTAL			338	90	428	406	108	514

Figure 01: Cycle parking requirements (AECOM)

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1.2 Planning submission

The cycle store layout submitted as part of the Planning application (16th October 2020) was developed in conjunction with 'cycle-works', the UK's exclusive distributor of the Josta 2-tier rack system, using the high-capacity racks. This rack type is custom made for specific sites and the recommended spacing is 2000mm min for optimal operation (loading/ off-loading from the top tier between rows of stands). The racks are set 300mm from adjoining walls or columns for handlebars and racks spaced at a minimum of 400mm centres for ease of use. A minimum of 2600mm clear headroom is required and the store ceiling height is 3900mm.

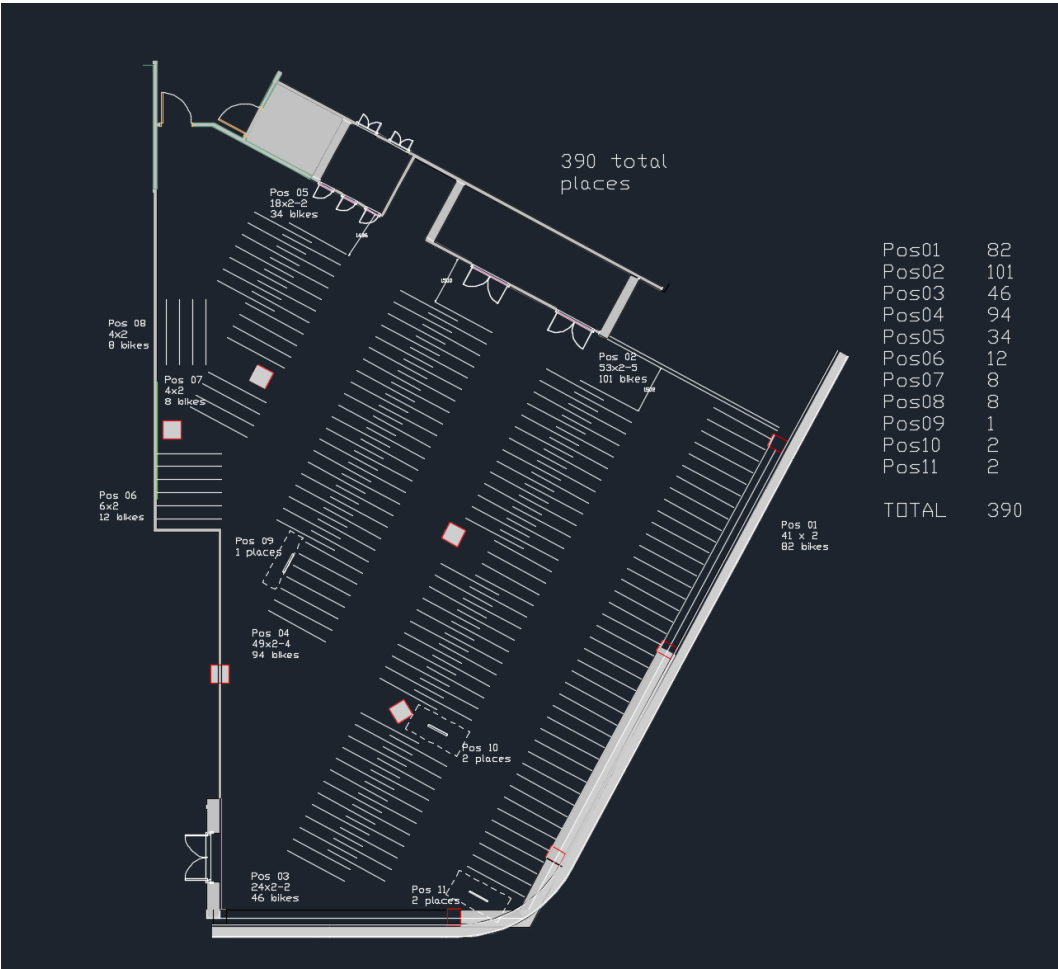
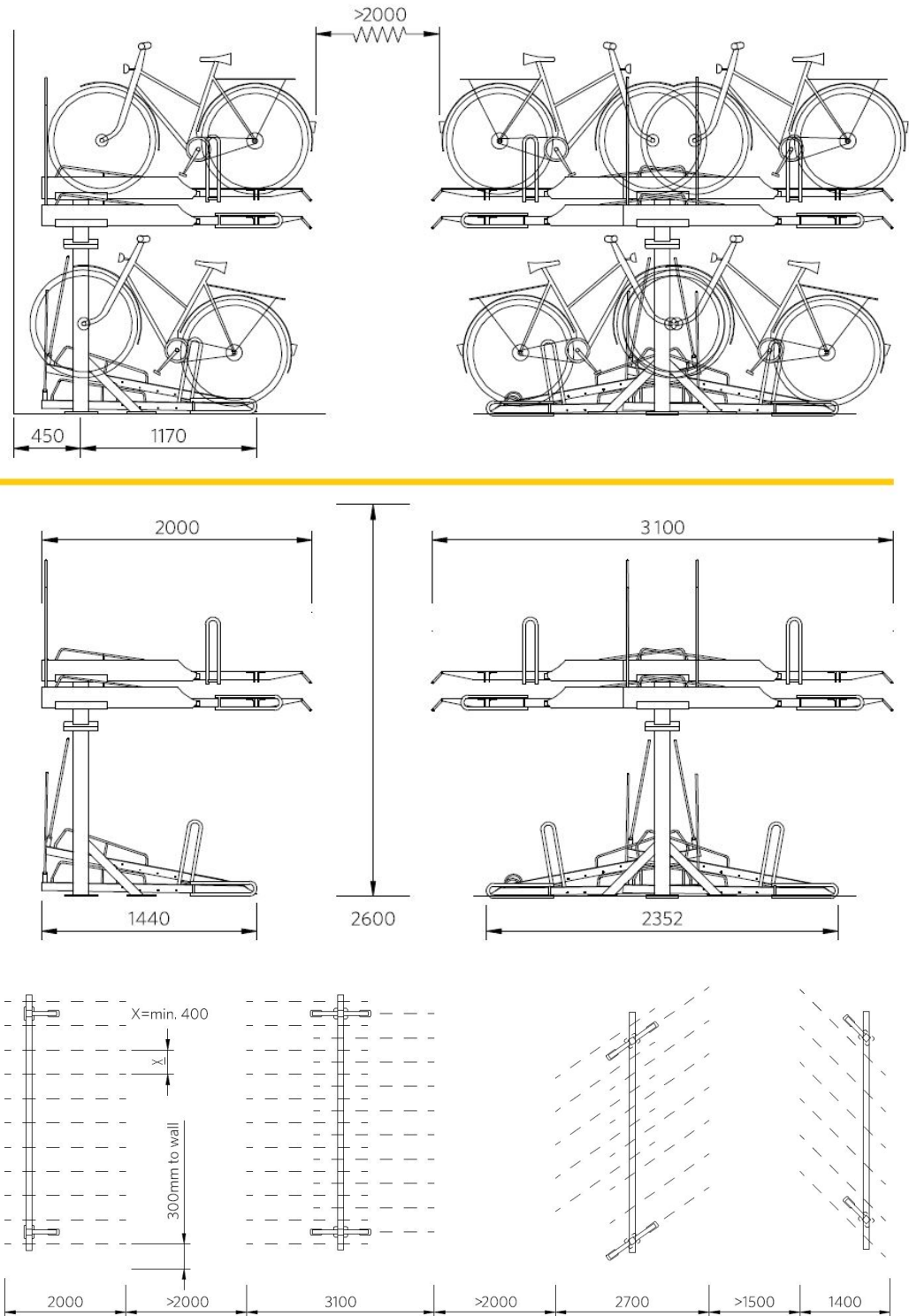


Figure 02: Bicycle store layout by 'cycle-works'

Figure 03: Extract from Josta 2-tier High Capacity Racks PDF for Site Requirements



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1.3 Design development

Following recent design development, we have adjusted the adjacent plant room, increased the area of the store, and amended the cycle layout to achieve the LB Camden long-stay spaces required.

The layout now includes 406no. secure cycle parking spaces, consisting of 368no. Josta 2-tier stands; 24no. folding cycle lockers; 12no. Sheffield stands and 2no. non-standard cycle bays. The Sheffield or CaMden M stands are positioned close to the cycle store entrance to accommodate the required circulation. This also reduces the distance for cyclist to travel off the bicycle within the store. The circulation space beyond the 2no. non-standard cycle spaces is 2000mm between the Josta 2-tier rows and 1800mm alongside the ends.

To achieve the maximum capacity of spaces, the access route between rows of double-stacked cycle stands is set out in the stand's specification at 2000mm. The access spines between the double stacked rows do not follow the Camden Planning Guidance – Transport (March 2019: para. 8.43 / January 2021: para. 8.44) as 2500mm clearance to access the top tier spaces significantly reduces the number of cycle parking spaces.

1.4 Cycle Parking layout for discussion

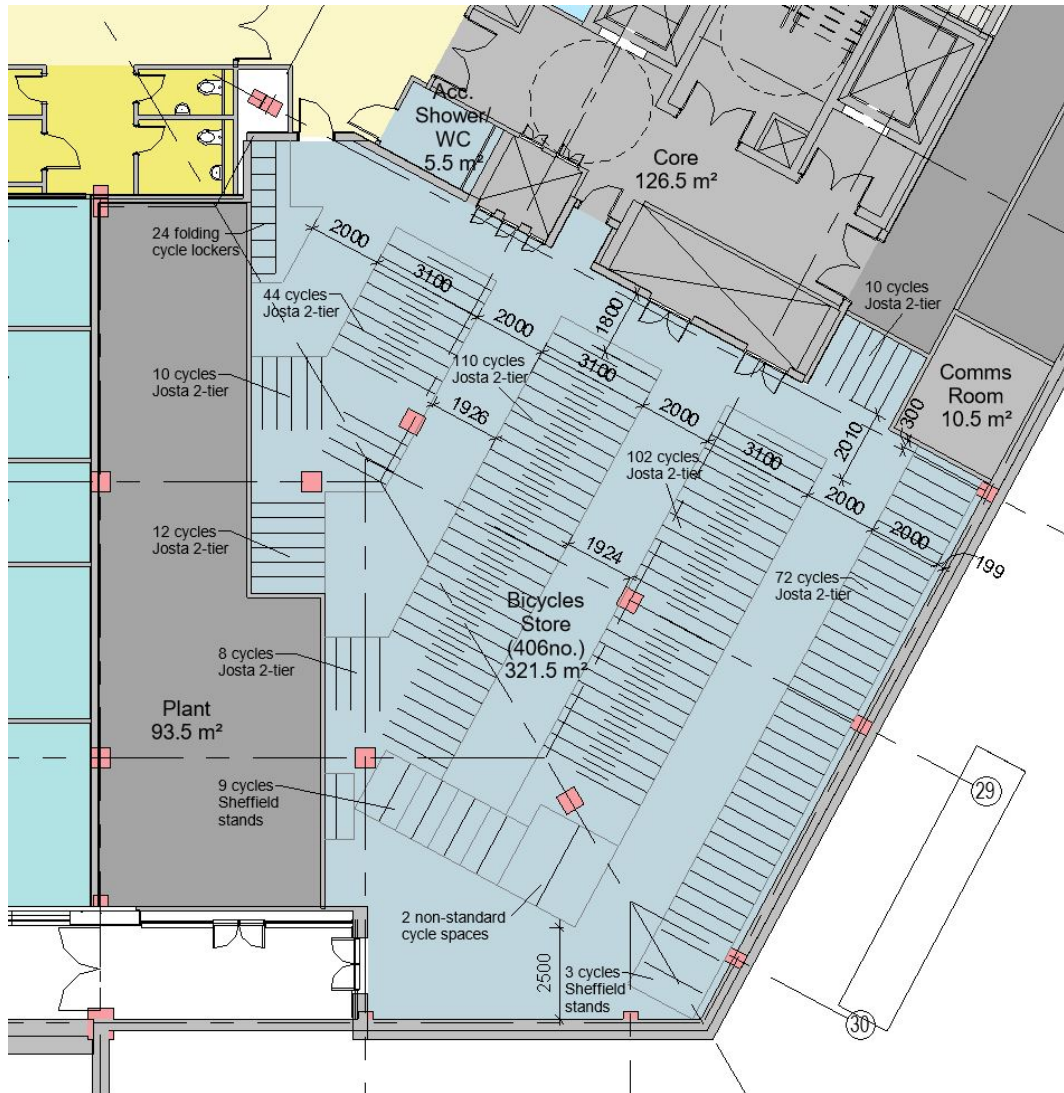


Figure 04: Lower Ground Floor Plan – updated bicycle store layout (P&P)

1.5 Folding bicycles

Due to the full LB Camden 20% uplift provision not currently being met, we are proposing to provide space for folding bicycles to be stored. Based on the location of Oriel, near national and international railway hubs, on the edge of the Central Activities Zone (CAZ) SPG (March 2016), we would like to request an exception to be applied to introduce foldable cycle storage as part of the provision over and above the London Plan 2021 provision.

The building is not defined as an 'office development' but is classed as a workplace for clinical, research and educational staff. The folding bicycle storage provision would only be applied for up to 10% of long-stay spaces, over and above the London Plan (2021) requirement and as the full provision could not otherwise be provided.

To be discussed with LBC:

London Plan = 336no. long-stay spaces, allowing max. 34no. folding cycle lockers.

1.6 Alternative provision

An alternative option would be to provide covered, lit, and secure long-stay cycle parking within the public realm. However, the surrounding area adjacent to the building entrances is constrained and aims to create high-quality public realm. Any permanent structures in the landscape will significantly impact on the accessible routes and views around the site.

1.7 References

Post submission of the Oriel planning application (16.10.20) a new revision of the Camden Planning Guidance (CPG) – Transport was published. Between the 2019 and 2021 version the paragraph numbers have changed, but the guidance is still the same in both with regards to the cycle provision (paras. 8.13 and 8.42 to 8.44 in the 2021 version versus paras. 8.12 and 8.41 to 8.43 in the 2019 version).

Josta 2-tier rack details and sites:

<https://cycle-works.com/products/josta-2-tier-rack/>