

Job No: 2020-4359
Job Title: Euston One, William Road, Euston
File Ref: CA4359-N02-DR-Transport Response Note LBC (210518).docx
Date: 18th May 2021

Subject: 2020/5473/P: 17-37 William Road, LB Camden
Response to LB Camden's Highways and Transportation Comments and Queries

Introduction

1. Caneparo Associates (CA) is retained by Euston One Limited, the 'Applicant', to provide traffic and transportation advice in relation to the proposed development at 17-37 William Road, London Borough of Camden (LBC).
2. This note aims to address a number of transport related comments raised by the local planning authority (LBC) in its consultation response to the planning application reference 2020/5473/P.
3. This note follows the submission of a Transport Assessment (TA) dated November 2020 in support of the above planning application. A copy of LBC's consultation response is included at **Appendix A** for reference.
4. This note includes the following:
 - Further information / details relating to the potential trip generation for the proposed uses and existing uses;
 - Further details relating to the types of cycle parking facilities that are proposed;
 - Information relating to the proposed lifts and Stair Ramp;
 - Confirmation that the Applicant is willing to enter a Section 106 Agreement to secure a Construction Management Plan, Delivery and Servicing Plan, a Travel Plan for the student accommodation and a Travel Plan for the affordable workspace; and,
 - Responses to the requested transport and highway Section 106 Agreement financial contributions towards construction, highways and pedestrian and cyclist matters.
5. This note should be read in conjunction with the TA referred to above.

Trip Generation

LBC Comment (page 1, 7th paragraph, final sentence):

The total 12-hour trip generation has not been calculated...

CA Response:

6. It was not considered necessary to calculate the 12-hour trip generation for the proposed development as it is normal practice to assess the effects of a development on the local transport network during the weekday morning and evening commuter peak periods (typically, 08:00 to 09:00 and 17:00 to 18:00, respectively).
7. However, the weekday 12-hour trip generation for the proposed development has been estimated in the table below with reference to the 'Total People' trip rates contained within the TA at Appendix I (TRICS Report for student accommodation) and Appendix J (TRICS Report for Offices).

Table 1: Proposed Development – Weekday 12-Hour Trip Generation Estimates			
Use	Total People 12-Hour Trip Rate (trips per resident)		
	Arrivals	Departures	Total
Student Accommodation	0.689	0.749	1.438
Office Space	9.656	9.481	19.137
Use	Total People 12-Hour Trip Generation		
	Arrivals	Departures	Total
Student Accommodation (239 Bedspaces / Residents)	165	179	344
Office Space (1,255sqm)	121	119	240
TOTAL	286	298	584

8. According to the above assessment, the proposed development is anticipated to generate around 584 trips between 07:00 and 19:00 Mondays to Fridays.
9. In terms of the potential 12-hour trip generation for the proposed development at the weekend, it is likely that the office space would generate a negligible number of trips.

10. There is limited / no weekend trip rate information for student accommodation schemes located in Greater London contained within the TRICS database. Therefore, assuming the student accommodation generates the same number of trips on a Saturday and Sunday as it does the rest of the week the average 12-hour trip generation for the proposed uses can be estimated as follows.

Table 2: Proposed Development – Average 12-Hour Trip Generation Estimates				
Proposed Use	Total People 12-Hour Trip Generation			
	Mondays to Fridays	Saturdays	Sundays	Average
Student Accommodation	344	344	344	344
Office Space	240	0	0	171
TOTAL	584	344	344	515

11. Based on the above assessments, the proposed development is anticipated to generate around 515 trips, on average, between 07:00 and 19:00 Mondays to Sundays.
12. The above trip generation for the proposed uses would be offset by the trip generation associated with the existing / previous uses of the site as demonstrated below.
13. The existing uses on the site comprise of circa 3,693sqm of office / Class E(g) space. Applying the same trip rates as that set out in the table above to the existing office space results in the following trip generation estimates for the existing uses.

Table 3: Existing Office Space - 12-Hour Trip Generation Estimates (07:00-19:00)			
Use	Total People Trip Rate (trips per resident)		
	Arrivals	Departures	Total
Office Space	9.656	9.481	19.137
Use	Total People Trip Generation		
	Arrivals	Departures	Total
Office Space (3,693sqm)	357	350	707

14. The above assessment indicates that the existing office space has the potential to generate around 707 trips (circa 357 arrivals and circa 350 departures) between 07:00 and 19:00 hours Mondays to Fridays.
15. The average 12-hour trip generation for the office space, assuming the space would generate a negligible number of trips at the weekend, is therefore 505 ($707 \times 5 / 7$).
16. Based on the above, the proposed development has the potential to generate around 10 additional trips, on average, over a 12-hour period.
17. The estimated increase in average 12-hour trip generation is therefore negligible, would not be noticeable to other transport users and would not have any effect on the operation of local transport facilities, including the operation of the local road network, public transport services, pedestrian networks and cycling networks.

Car Parking

LBC Comment (page 1, penultimate paragraph, final sentence):

To prevent the future occupants from obtaining on-street parking permits from the Council, the development should be subject to a car free agreement and this should be secured by means of a Section 106 Agreement.

CA Response:

18. The Applicant has confirmed that it is willing to enter into a car free agreement via a Section 106 Agreement.

Proposed Cycle Parking Types

LBC Comment (page 2, penultimate paragraph, final sentence):

The types of cycle storage need to be identified on the drawings.

CA Response:

19. The types of cycle storage that are proposed are shown in the Design and Access Statement (DAS) that was submitted with the planning application. A copy of the relevant page is included in **Appendix B** for ease.
20. The information included in Appendix A demonstrates that the proposals include a wide range of cycle parking facilities that accord with the details included in the TA.

Proposed Cycle Stair Ramp

LBC Comment (page 2, final paragraph, second sentence):

The Stair Ramp needs to be shown on the drawings.

CA Response:

21. **Appendix C** includes a drawing showing the Stair Ramp.

Proposed Lifts

LBC Comment (page 2, final paragraph, last sentence continuing onto page 3):

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.

CA Response:

22. With regard to the dimensions of the lifts, the shafts would have internal dimensions of 1.7m x 2.5m. Whilst the internal dimensions of the lift car have not been confirmed they are expected to be at least 1.1m wide x 2.1m deep, which is wide enough and deep enough for a cyclist pushing a bicycle.
23. With regard to the reference to cycle parking for offices, it is important to note that the proposed office space would not be provided with access to the lifts. The lifts are to be provided as part of the student accommodation uses only.
24. Users of the office space would have access to separate cycle parking facilities which would be located at ground floor level and that would be reserved for staff and visitors associated with the

office space only. The proposed location of the long-stay office cycle parking spaces is highlighted in the figure below which has been extracted from page 140 of the DAS.

Figure 2: Office Standard Long-Stay Cycle Parking Location



25. The accessible and short stay cycle parking spaces for the proposed office use are proposed within the recessed office access located adjacent to the north east corner of the application site.
26. It is clear from the above that users of the office space would not use, or have the need to use, the lifts that are proposed as part of the student accommodation scheme to access any on-site cycle parking facilities.
27. In terms of potential arrival times, given that the students based at the scheme would have varying timetables for lectures and would likely be arriving from different destinations on one or more campuses, there would not be many cyclists arriving at the same time. This is demonstrated by the TRICS data contained within Appendix I of the TA which shows that the number of cycle trips would be low and spread out across the day.
28. In conclusion, it is considered that students based at the proposed scheme would be able to access the basement cycle parking facilities easily by lift.

Deliveries and Other Servicing Activities

LBC Comment (page 3, first full paragraph, second and third sentences):

Adjacent to the site, in William Road, there is a section of single yellow line road marking about 38m in length. This should be sufficient to cater for the delivery demand of the proposal.

CA Response:

29. Noted and agreed.

Delivery and Servicing Plan

LBC Comment (page 3, second full paragraph):

A draft Delivery and Servicing Plan (DSP) has been submitted with the application and this is welcomed. A DSP would need to be secured by a section 106 agreement if the application were to be approved.

CA Response:

30. The Applicant has confirmed that it accepts a DSP would need to be secured via a Section 106 Agreement if the application was to be approved.

Student Management Plan

LBC Comment (page 3, final paragraph, final sentence):

The Student Management Plan would need to be amended in line with the TA and the document would need to be covered by a Section 106 Agreement if the application were to be approved.

CA Response:

31. The Applicant has confirmed that the Student Management Plan would be amended in line with the measures for managing student arrival and departure periods (at the start and end of term) set out in the TA.
32. The Applicant has also confirmed that the Student Management Plan can be secured via a Section 106 Agreement.

Highway Works Contribution

LBC Comment (page 4, first paragraph):

The carriageway and footway directly adjacent to the site on William Road and Stanhope Street is likely to sustain significant damage because of the proposed demolition and construction works required. The Council would need to undertake remedial works to repair any such damage following completion of the proposed development. A cost estimate for the works has been requested from the Council's Transport Design Team.

CA Response:

33. The intention is for the Applicant to appoint a LBC approved contractor to undertake any / all necessary and related works that are within the adopted highway (should planning permission be granted).
34. The approved contractor would undertake a highway condition survey that records the condition of the adjacent highway before and after the implementation of the development. The appointed contractor would monitor the condition of the highway throughout the construction programme and liaise with LBC as required. It is proposed that this process is secured via the Construction Management Plan and / or a suitably worded planning condition.
35. If necessary / required by LBC, the Construction Management Plan can include a clause that requires all / any damage to the local highway to be repaired by the approved contractor at the Applicant's / Developer's expense.
36. In any event, the development proposals include improvements to the footways that front the site. These works would likely be carried out towards the end of the construction programme. These works would cover any / all repair works that are required.

Excavation in Close Proximity to the Public Highway

LBC Comment (page 4, 3rd paragraph, final sentence):

The AIP ['Approval in Principle'] and an associated assessment fee of £1,584.01 + VAT would need to be secured as a section 106 planning obligation if planning permission is granted.

CA Response:

37. The Applicant confirms it is willing to enter into a Section 106 Agreement to cover LBC's fee of £1,584.01 + VAT to assess the AIP, should planning permission be granted.

Travel Planning

LBC Comment (page 4, 5th and 6th paragraphs):

For the student accommodation, a strategic travel plan and associated monitoring and measures contribution of £9,762 should be secured as a section 106 planning obligation if planning permission were granted.

For the affordable workspace, a Local Level Travel Plan and associated monitoring and measures contribution of £4,881 should be secured as a section 106 planning obligation if planning permission were granted.

CA Response:

38. The Applicant confirms it is willing to provide a financial contribution towards the monitoring of the student accommodation travel plan and the affordable workspace travel plan, subject to receiving a breakdown of how the contributions have been calculated.
39. If the contributions are to cover a range of measures, these measures should be specified and fully costed.
40. As highlighted earlier in this note, in the context of the existing uses that are on-site, the proposed development has the potential to generate around 10 additional trips on the local transport, pedestrian and cycling networks. The effect of the development would therefore be negligible.
41. Against this background, any requests for financial contributions should be fully justified to ensure they are necessary, and fairly and reasonably related in scale and kind to the development in the context of the Community Infrastructure Levy (CIL) Regulations and, in particular, Regulation 122 (as amended).

Managing and Mitigating the Impacts of Construction

LBC Comment (page 5, second paragraph, second, third and fourth sentences):

While the information provided in draft [within the framework Construction Management Plan (CMP)] is useful, a more detailed CMP would be required if planning permission is granted. The final

CMP would require significant input from Council officers, Transport for London, local residents and other stakeholders before being approved. We would seek to secure a CMP, a CMP implementation support contribution of £28,520 and a Construction Impact Bond of £30,000 as section 106 planning obligations in accordance with Policy.

CA Response:

- 42. The Applicant has confirmed that the finalised CMP can be secured via a Section 106 Agreement.
- 43. The Applicant requires justification for a / the requested CMP implementation support contribution and Construction Impact Bond before commenting further on these two requested contributions.

Pedestrian, Cycling and Environmental Improvements

LBC Comment (page 5, third paragraph, first sentence):

The development would introduce a substantial increase in new office related trips to the area, as detailed in the Trip Generation section above.

LBC Comment (page 5, fourth paragraph, first and second sentences):

The Council will seek to secure an additional contribution for Pedestrian, Cycling and Environmental (PCE) improvements if planning permission is granted. A preliminary estimate of this is £239,000.

CA Response:

- 44. As highlighted earlier in this note, the trip generation associated with the proposed development would be almost entirely offset by the potential trip generation associated with the existing uses. In other words, there would be a negligible number of new / additional trips on the local pedestrian, cycling and / or transport networks. As such, there will be no material impact on the local pedestrian or cycle or public transport facilities. Therefore, the request for an additional contribution is considered not to be necessary or fairly and related in scale or kind to the development in the context of the CIL Regulations and, in particular, Regulation 122 (as amended).
- 45. The request is therefore not agreed unless it can be adequately justified and / or demonstrated that the proposed development would have a significant adverse impact.

Summary and Conclusion

46. With reference to the final paragraph on page 5 of LBC's highways consultation response and the bullet point list below the paragraph, the following items are agreed or currently not agreed as highlighted.

- Car-free development applying to all land uses – **Agreed**
- Delivery and Servicing Management Plan – **Agreed**
- Plan for managing student arrival and departure periods (at the start and end of term) – **Agreed**
- Highways contribution – **Not Agreed**
- Approval in Principle (AIP) and associated fee of £1,800 per report – **Agreed**
- Strategic Level Travel Plan for student accommodation and associated monitoring fee of £9,762 – **Amount Not Agreed**
- Local Level Travel Plan for the affordable workspace and associated monitoring fee of £4,881 – **Amount Not Agreed**
- Construction Management Plan (CMP) – **Agreed**
- CMP implementation support contribution of £28,520 – **Amount Not Agreed**
- Construction Impact Bond of £30,000 – Amount Not Agreed
- Pedestrian, Cycling and Environmental Improvements contribution – **Not Agreed**

N01 APPENDIX A

LB Camden's Highways Consultation Response

Table 3.3: Proposed Cycle Parking Provisions		
Use	Proposed Number of Spaces	Type and Location
Offices / Affordable Workspace (1,338sqm)	16 Standard Long-Stay Spaces	Two-Tier Racks at Ground Floor Level
	3 Long-Stay Fold Up Cycle Lockers	Ground Floor Level Cycle Store
	1 Long-Stay Accessible Space	Sheffield Stand in Recessed Entrance
	20 Long-Stay Spaces in Total	
	3 Standard Short-Stay Spaces	Sheffield Stands in Recessed Entrance
	3 Short-Stay Spaces in Total	
Student Accommodation (239 Bedspaces)	178 Standard Long-Stay Spaces	Two-Tier Racks at Basement Level accessed via Lift or Stair Ramp
	2 Long-Stay Accessible Spaces	Sheffield Stand in Courtyard at Ground Floor Level
	180 Long-Stay Spaces in Total	
	8 Standard Short-Stay Spaces	Sheffield Stands at Ground Floor Level in Recess Adjacent to Student Access
	8 Short-Stay Spaces in Total	

The above table gives 200 Long-Stay and 11 Short-Stay Spaces but includes the reprovision of 12 cycle spaces for existing residents. The proposed cycle provision for the uplift exceeds the London Plan standards and is accepted.

It is not clear from the drawings how these requirements are satisfied; the drawings just show rectangles. CPG Transport clause 8.11 requires: *Details of all cycle parking and associated facilities must be submitted at the pre-application stage and the full application stage in order for the Council to fully assess the transport implications of the proposals.* The types of cycle storage need to be identified on the drawings.

The TA refers to: *Two-Tier Racks at Basement Level accessed via Lift or Stair Ramp.* The Stair Ramp needs to be shown on the drawings. It should be noted that the dimensions of the proposed lifts fall short of the requirements of CPG Transport clause 8.16: *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.

Deliveries and other servicing activities

The TA has made an estimate of the number of deliveries that would be made on a typical day: 4 deliveries per day for the student accommodation and 2 to 3 deliveries per day for the affordable workspace, giving a total of 6 to 7 deliveries per day. Adjacent to the site, in William Road, there is a section of single yellow line road making about 38m in length. This should be sufficient to cater for the delivery demand of the proposal.

A draft Delivery and Servicing Plan (DSP) has been submitted with the application and this is welcomed. A DSP would need to be secured by a section 106 agreement if the application were to be approved.

Start and End of Term / Year - Student Accommodation

The TA refers to a procedure for managing student arrival and departure periods (at the start and end of term). Various measures are given, as quoted below.

8.9 The move in process would be managed to ensure that not all students arrive at once; this would minimise the impact on the surrounding public highway network.

8.10 The move in process would be spread over two weekends each academic year in order to stagger arrivals. Each student would be advised of a date and time to take up occupancy of their room. Information packs relating to loading arrangements and relevant public transport routes, as well as room location would be distributed to students prior to the start of term.

8.11 During 'move in' days student resident management presence would be increased. Staff would seek to minimise disruption by directing students and associated persons to the relevant unloading locations and to the correct part of the building.

8.12 If students and associated persons choose to ignore these timings the on-site team would reserve the right to refuse access.

8.13 Each student would be required to provide their intended method of transport for move-in day, so that time slots can be allocated to minimise impact on both public transport services, as well as the local highway network.

8.14 The move-out process would be managed in a similar manner; students would be required to provide their intended mode of departure and be allocated a departure time slot. These time slots may be longer than on move-in arrangement as departures would naturally be more spread out with courses finishing at various times.

8.15 Overall, the potential effect of the proposed development at the start and end of term would be negligible / minimised.

A Student Management Plan has been submitted with the application however, the measures for managing student arrival and departure are somewhat lax when compared to the measures quoted in the TA. The Student Management Plan would need to be amended in line with the TA and the document would need to be covered by a section 106 agreement if the application were to be approved.

Highway works contribution

The carriageway and footway directly adjacent to the site on William Road and Stanhope Street is likely to sustain significant damage because of the proposed demolition and construction works required. The Council would need to undertake remedial works to repair any such damage following completion of the proposed development.

A highways contribution would need to be secured as a section 106 planning obligation if planning permission is granted. This would allow the Council to repave the carriageway adjacent to the site, provide new footways along the eastern and western frontage of the building and repair any other damage to the public highway in the general vicinity of the site. The highway works would be implemented by the Council's highways contractor on completion of the development. A cost estimate for the highway works has been requested from the Council's Transport Design Team.

Excavation in close proximity to the public highway

The existing subsurface retaining walls would be reused but would require an appropriate temporary works strategy to ensure ground movements due to construction are within acceptable tolerances. We must ensure that the stability of the public highway adjacent to the site is not compromised by the proposed works. The applicant would be required to submit an 'Approval in Principle' (AiP) report to our Highways Structures & Bridges Team within Engineering Services as a pre-commencement obligation. The template for the AIP is found in the British Standard CG300. The AIP would need to include structural details and calculations to demonstrate that the proposed development would not affect the stability of the public highway adjacent to the site. The AIP would also need to include an explanation of any mitigation measures which might be required. The AIP and an associated assessment fee of £1584.01 + VAT would need to be secured as a section 106 planning obligation if planning permission is granted.

Travel planning

As detailed previously, there would be many predicted trips associated with the development. A Student Travel Plan and a Framework Commercial Travel Plan have been submitted in support of the planning application. This is welcomed as it demonstrates a commitment to encouraging and promoting trips by sustainable modes of transport.

For the student accommodation, a strategic travel plan and associated monitoring and measures contribution of £9,762 should be secured as a section 106 planning obligation if planning permission were granted.

For the affordable workspace, a Local Level Travel Plan and associated monitoring and measures contribution of £4,881 should be secured as a section 106 planning obligation if planning permission were granted.

The Travel Plans would encourage students/staff to make walking, cycling and travel by public transport the natural choice for day-to-day trips.

Managing and mitigating the impacts of construction

Construction management plans (CMPs) are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). Our primary concern is public safety, but we also need to ensure that construction

traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g., noise, vibration, air quality, temporary loss of parking, etc.). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.

A framework CMP has been submitted in support of the planning application. While the information provided in the draft is useful, a more detailed CMP would be required if planning permission is granted. The final CMP would require significant input from Council officers, Transport for London, local residents and other stakeholders before being approved. We would seek to secure a CMP, a CMP implementation support contribution of £28,520 and a Construction Impact Bond of £30,000 as section 106 planning obligations in accordance with Policy.

Pedestrian, cycling and environmental improvements

The development would introduce a substantial increase in new office related trips to the area, as detailed in the *Trip Generation* section above. The Council, through its policies and strategies aims to encourage active travel such as walking and cycling as the primary mode of transport for short journeys within the borough and is committed to improving cycling and pedestrian routes in the area.

The Council will seek to secure an additional contribution for Pedestrian, Cycling and Environmental (PCE) improvements if planning permission is granted. A preliminary estimate of this is £239,000. It would be used by the Council alongside contributions secured from other major developments and funding provided by other sources to transform the public realm in the general vicinity of the site for the benefit of cyclists and pedestrians. The contribution would most likely be focussed towards improving cycling and walking routes, thereby helping to encourage staff and visitors to cycle and walk to the site.

Summary and conclusions

Further information and clarification is required to demonstrate adequacy of the cycle parking strategy, as noted above. Subject to satisfactory resolution of the preceding, the proposals are acceptable in transport terms and we recommend approval as long as the following obligations and conditions are met:

- Car-free development applying to all land uses.
- Delivery and Servicing Management Plan.
- Plan for managing student arrival and departure periods (at the start and end of term).
- Highways contribution (to be confirmed).
- Approval in Principle (AIP) and associated fee of £1,800 per report.
- Strategic Level Travel plan for the student accommodation and associated monitoring fee of £9,762.
- Local Level Travel plan for the affordable workspace and associated monitoring fee of £4,881.
- Construction management plan (CMP) and CMP implementation support contribution of £28,520.
- Construction Impact Bond of £30,000.
- Pedestrian, Cycling and Environmental Improvements contribution of £239,000.

N01 APPENDIX B

DAS Cycle Parking Extract

12. Access Proposals

12.6.Cycle provision

Overview

This strategy put forward by Morris + Company sets out the cycle provision and access for *A295 William Road* for RIBA Concept Design Stage 2, and is based on guidance from TFL’s London Cycling Design Standards (2016) and the London Borough of Camden’s Planning Guidance on Transport (March 2019).

The scheme provides cycle provision for the following programmes and spaces

- + 1140sqm NIA of affordable workspace provision
- + 239 student accommodation rooms
- + 444 sqm amenity area
- + 79 sqm external amenity area

Cycle Provision

Based on the above uses, the scheme follows the cycle provision set out by the ItP London Plan (Dec 2019) minimum requirements as follows:

Cycle Parking Numbers (minimum requirement)

Use	Quantum	Long-Stay Cycle Parking		Short-Stay Cycle Parking	
		Standards/ Requirements	Number Required	Standards/ Requirements	Number Required
Student Accommodation	239 Bedrooms	0.75 spaces per bedroom	180 (including 9 accessible bays @5%)	1 space per 40 bedrooms plus 20%	8 (including 1 accessible bay @5%)*
Offices	1338sqm GEA	1 per 75sqm	18 (including 1 accessible bay @5%)	1 space per 500sqm	3 (including 1 accessible bay @5%)*

*Note it may be possible to agree with TfL and Camden that the proposed development does not require any short-stay accessible parking bays provided that we meet the minimum requirements for standard short stay spaces.

Cycle provision for the proposed scheme is provided as follows:

- Student accommodation - 180 long-stay spaces and 8 short-stay spaces
- Affordable workspace - 20 long-stay and 3 short-stay spaces
- Existing residential provision - 12 long stay spaces (based on replacing 14m2 of cycle provision as per existing residential cycle store)



12. Access Proposals

12.6.Cycle provision

Accessible and Adaptable Cycle Provision

Based on advice from our Building Control consultant on provision for accessible and adaptable units in the scheme, we have taken a reasonable reduction in the % of base build accessible units. On this basis we propose a like-for-like reduction in adaptable cycle space in the long-stay student cycle store to 1% of the overall. This is an overall reduction from 9 spaces to 2 spaces for student accommodation. Office accessible long-stay spaces remain as per TfL’s recommendations of 1 space. Based on a note from our Transport Consultant highlighting that short-stay accessible units may be omitted providing the scheme still meets the minimum requirements for standard short-stay spaces, the proposed scheme will not propose any short-stay accessible spaces.

Accessibility

The scheme proposes for all accessible cycle spaces to be located on the ground floor with step-free access. Where accessible spaces are reached through sets of doors, these are all >2m wide. The proposed location for the 2 long-stay accessible spaces for student accommodation is located in an overlooked courtyard, level with the ground floor entrance and FFL. The location of the 1 long-stay accessible space for affordable workspace is in the overlooked recessed office entrance, level with the street. The proposed 178 standard long-stay spaces for student accommodation are located in the basement and will be accessed via a cycle channel installed on the stair and power assisted 1250mm leaf doors. Office long-stay standard spaces and existing residential spaces are accessed in step-free cycle stores with power assisted 1250mm leaf doors.

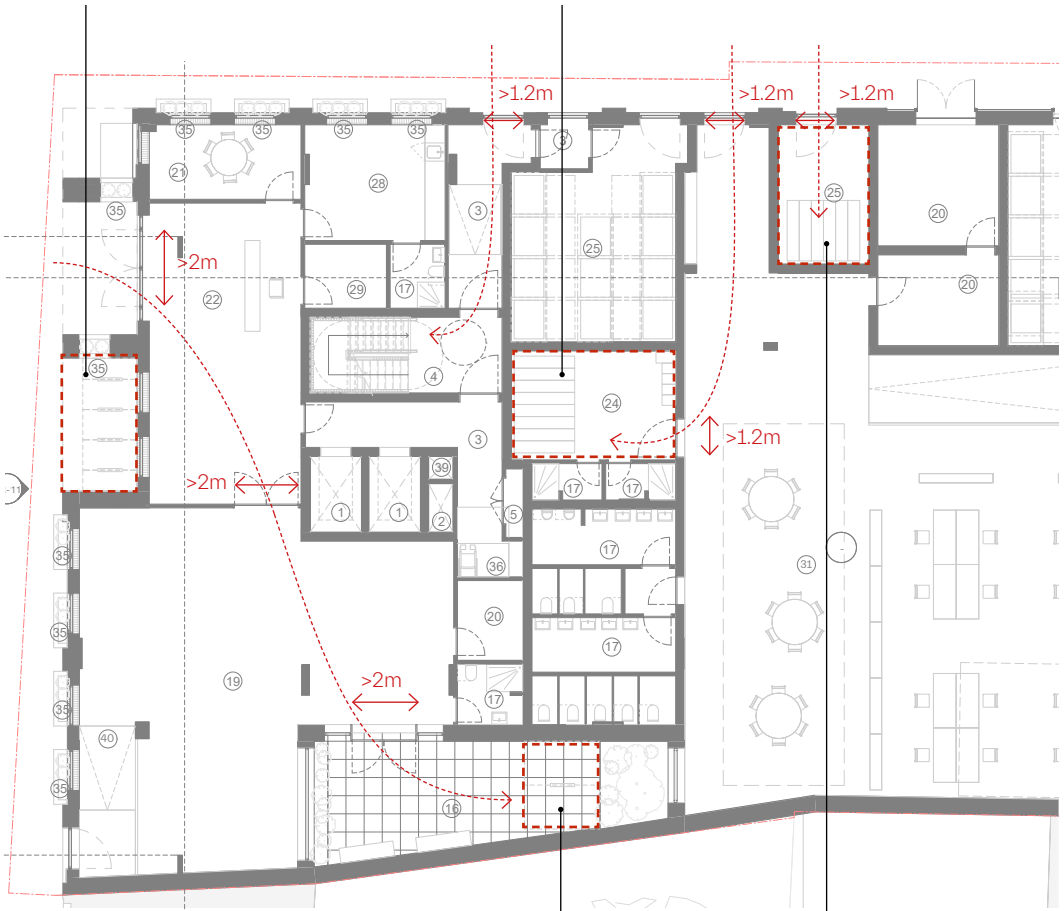
Folding Cycle Provision

As a scheme within the CAZ, and to meet the increasing demand for folding cycles and in accordance with Camden’s CPG guidance, the scheme proposes that up to 10% of its affordable office long-stay cycle provision is for folding cycles. 1 of the 18 required spaces is therefore a folding cycle space, and an additional 2 are provided over the minimum required, providing three folding bike lockers in total.

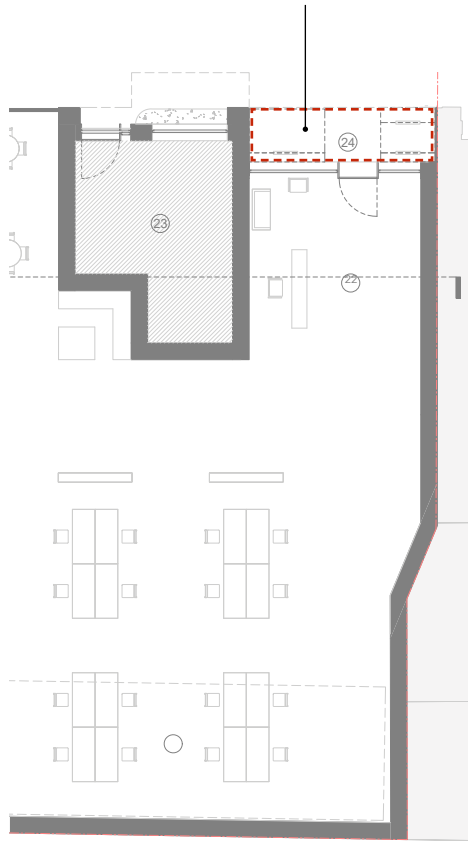
Standard Sheffield stands in an overlooked recess level with street

Standard two-tier racks and folding bike lockers in cycle store level with street

Accessible and standard Sheffield stands in overlooked recess level with street

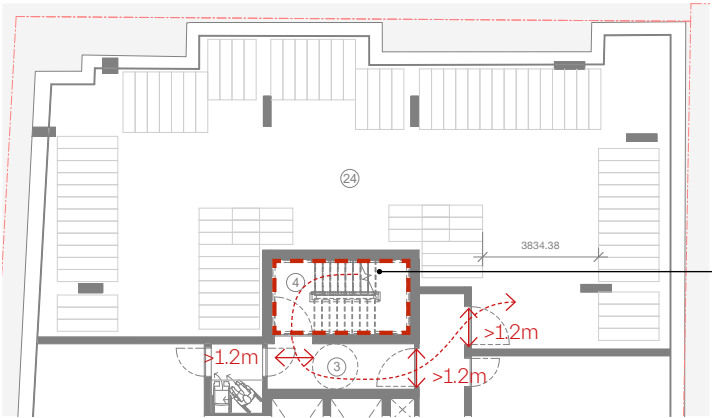


Ground Floor



Standard two-tier racks in cycle store level with street

Accessible Sheffield stand in courtyard level with street



Basement

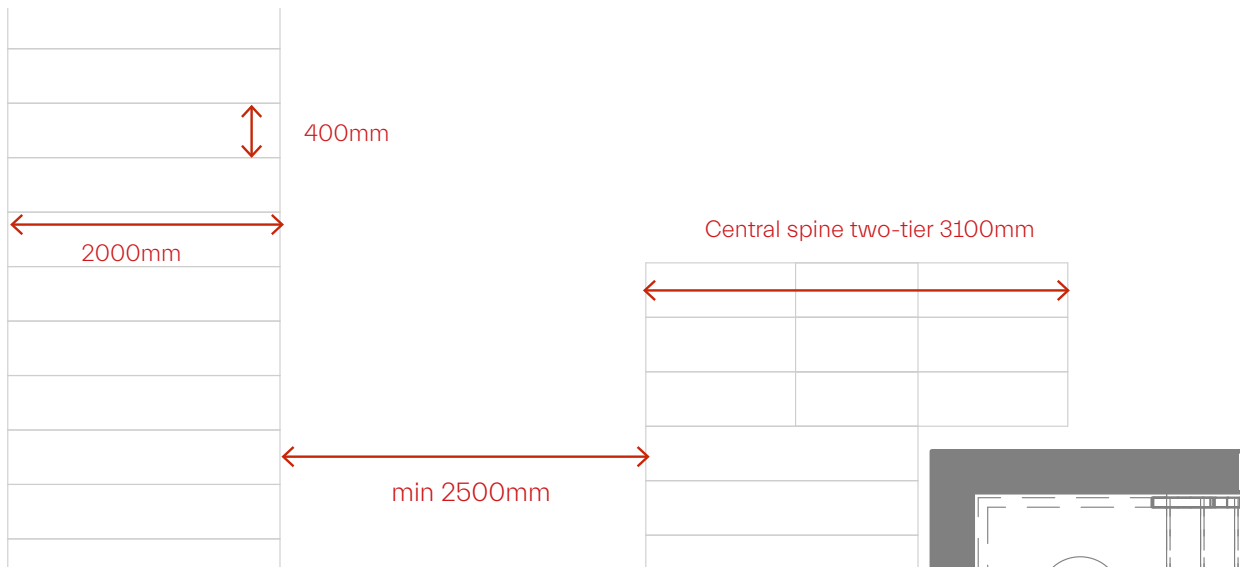
Standard two-tier racks in basement accessed via cycle channel installed on stair and power-assisted 1250mm leaf doors

12. Access Proposals

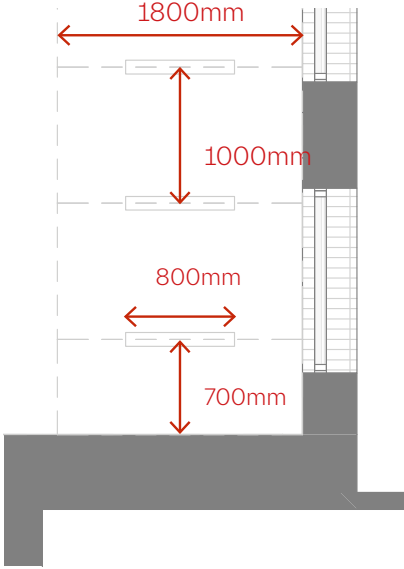
12.6.Cycle provision

Two-Tier Cycle Rack Setting Out

Long-stay standard spaces are provided with two-tier racks. Various conflicting advice is available across TfL’s LCDS and LB Camden’s Transport Planning Guidance. As a base position we propose that given we are in Camden LA, the more recent Camden guidance will supersede that of the London Cycling Design Standards, which shows in pictures that appears to relate to high density city centre cycle stations and not private stores within buildings. We anticipate that given the manufacturers guidance and Camden having provided their own more recent guidance, this should be sufficient. Racks are therefore set out with 2500mm circulation space between rows of facing racks and 300mm between a rack and an adjoining wall, and dimensioned at 2000mm x 400mm x 2600mm high or 3100mm long for two racks accessed with a central spine.



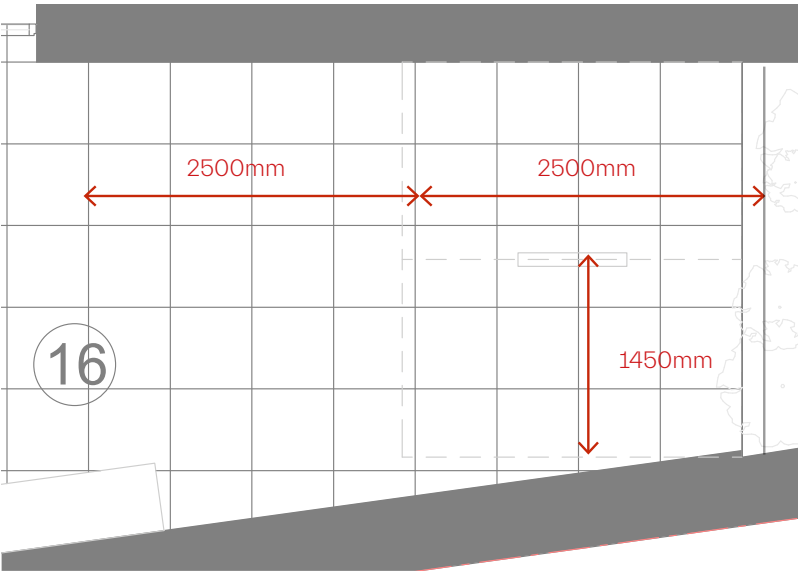
Standard two-tier bay



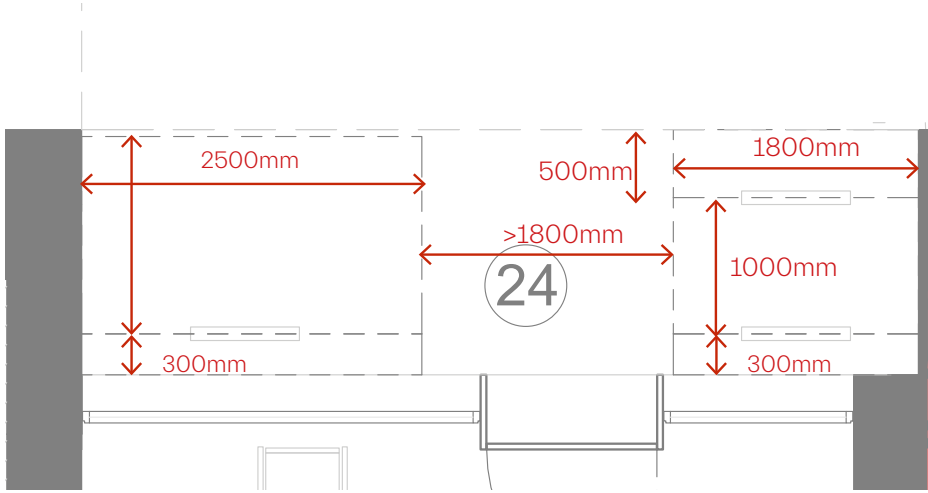
Standard Sheffield Stand

Sheffield Stand Rack Setting Out

Short-stay standard spaces and long-stay accessible spaces are provided with Sheffield stands. Sheffield stands are dimensioned at 800mm long x 750mm high and 50mm diameter tube. For standard spaces, stands have 1000mm clearance between adjacent stands (measured centre to centre). Standard spaces are provided with 1800mm clearance along the length of the stand and 700mm clearance to any adjacent walls where the side of the stand closest to the wall is to be used. Accessible cycle stands have 1450mm clearance to adjacent walls or clear of the pavement line where the side of the stand closest to the wall is to be used, and 2500mm clearance along the length of the stand and an additional 2500mm clearance either to the front or side of the stand for manoeuvring the bike cycle into place.



Sheffield Stand used for Accessible Spaces



Sheffield Stand used for Standard and Accessible Spaces

Folding Bike Lockers

Folding bike lockers are dimensioned at 400mm x 650mm and stacked three units high.

N.B. The above dimensions conform to LB Camden Transport Planning Guidance (March 2019) with the exception of the 700mm clearance to adjoining walls for standard stands where the side of the stand closest to the wall is to be used, which conforms to LCDS 8.4.4.(2016).

N01 APPENDIX C

Cycle Stair Ramp Drawing

Sweepth path diagram taken from Transport Initiatives LLP / Cambridge City Council 'Cycle Parking Guide For New Residential Developments' - Feb 2010

B
24401

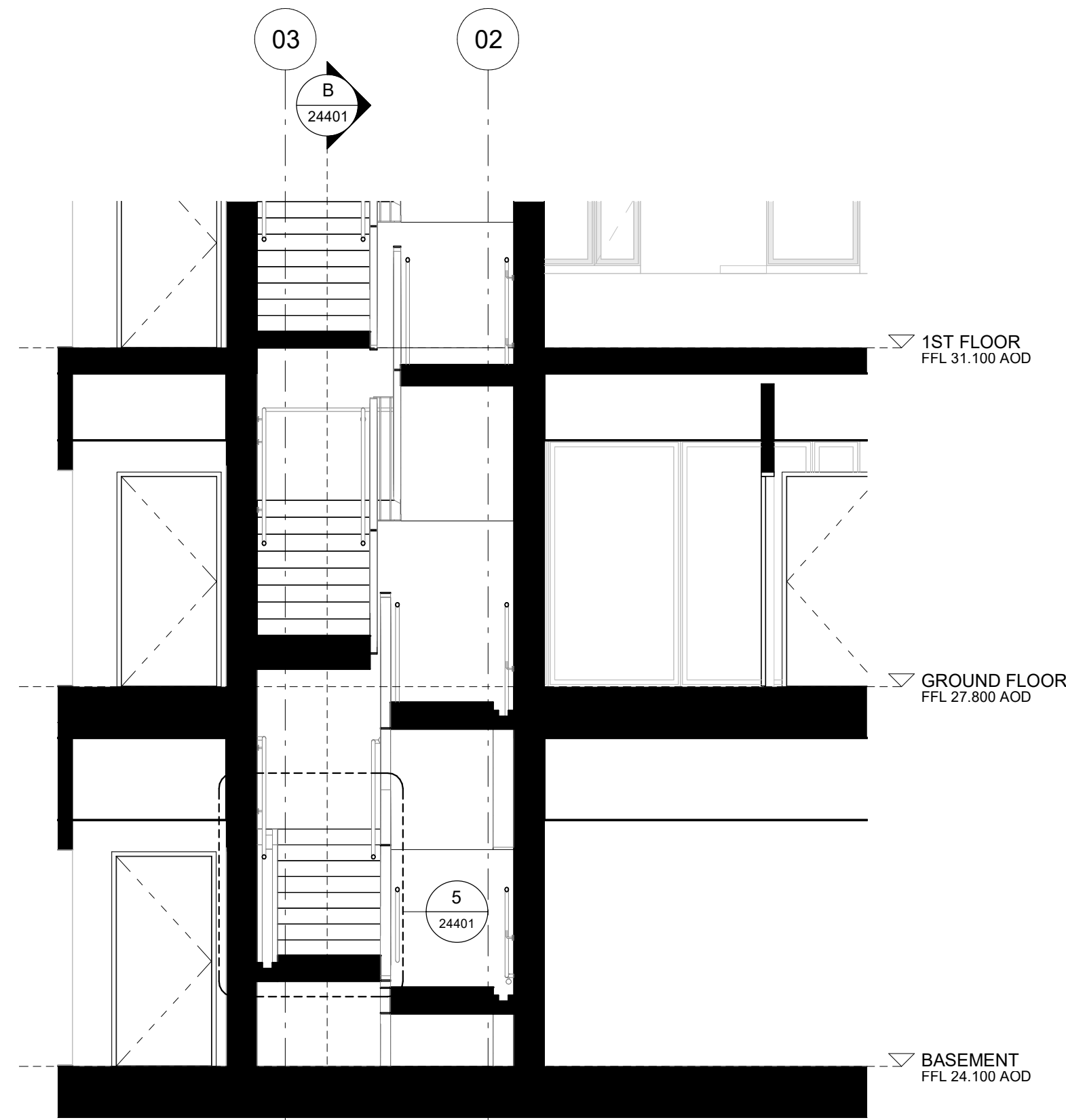
A
24401

Stair Core - Ground Floor Plan
1:50

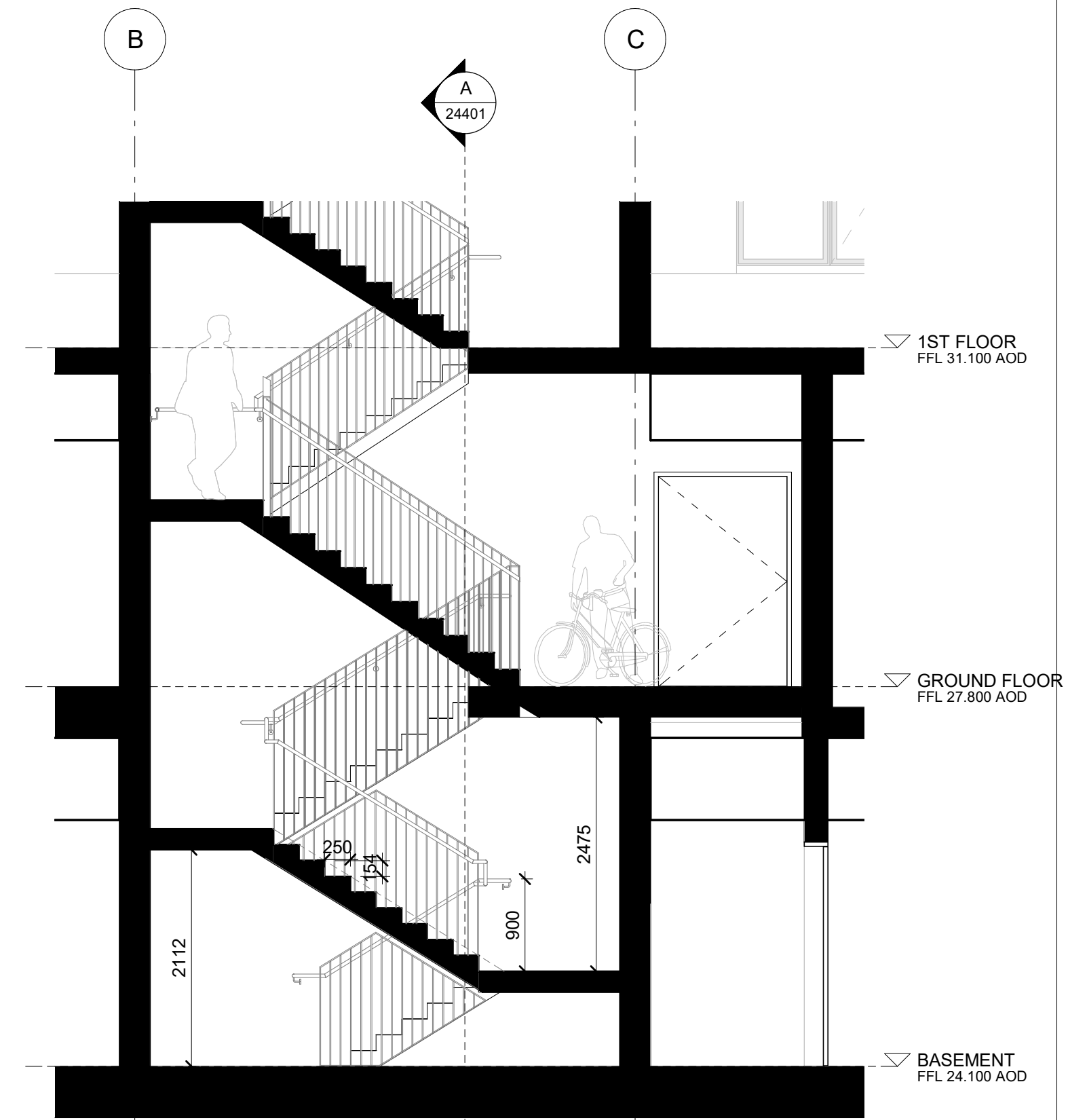
B
24401

A
24401

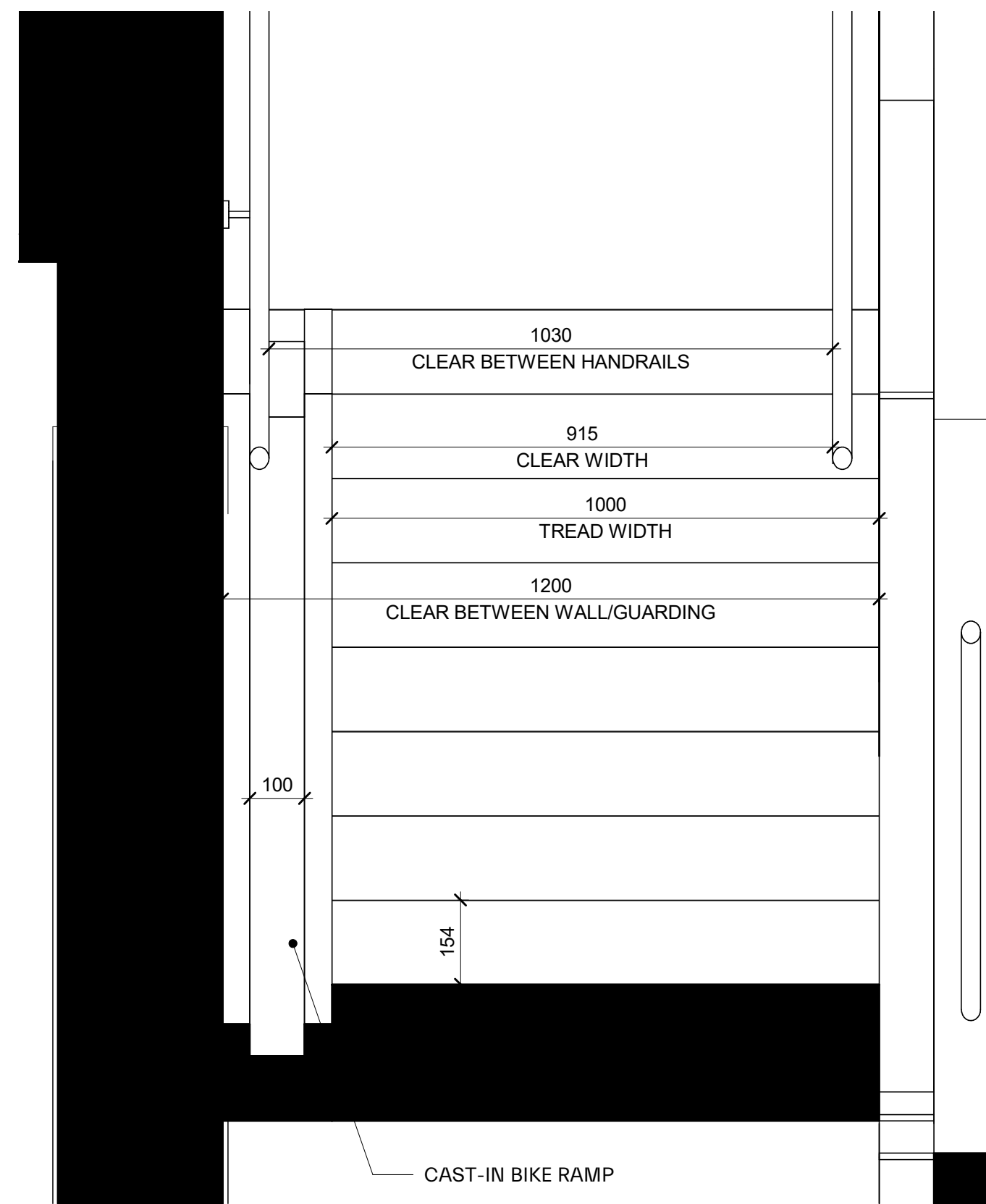
Stair Core - Basement Floor Plan
1:50



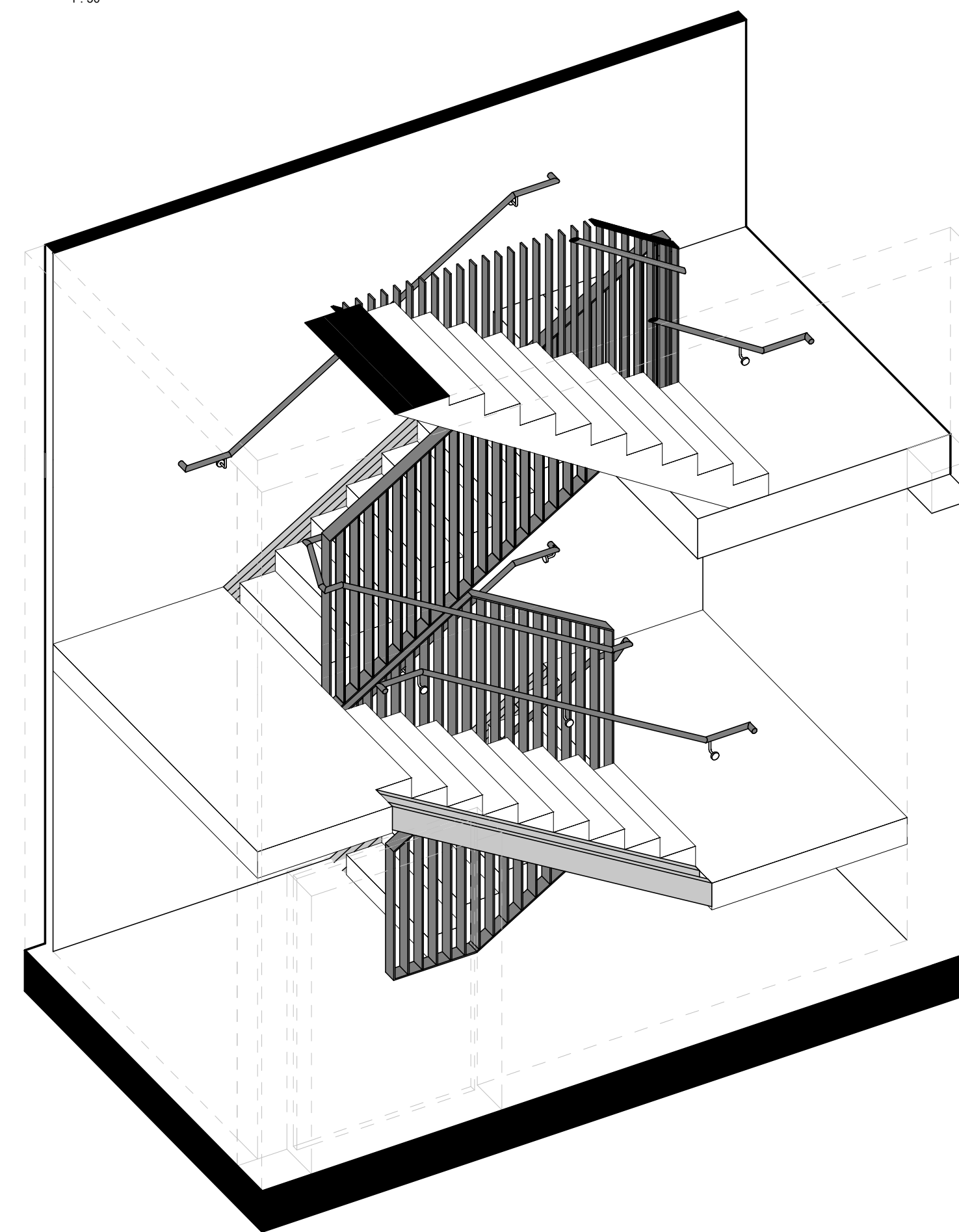
Stair Section A
1:50



Stair Section B
1:50



Stair Ramp Detail
1:10

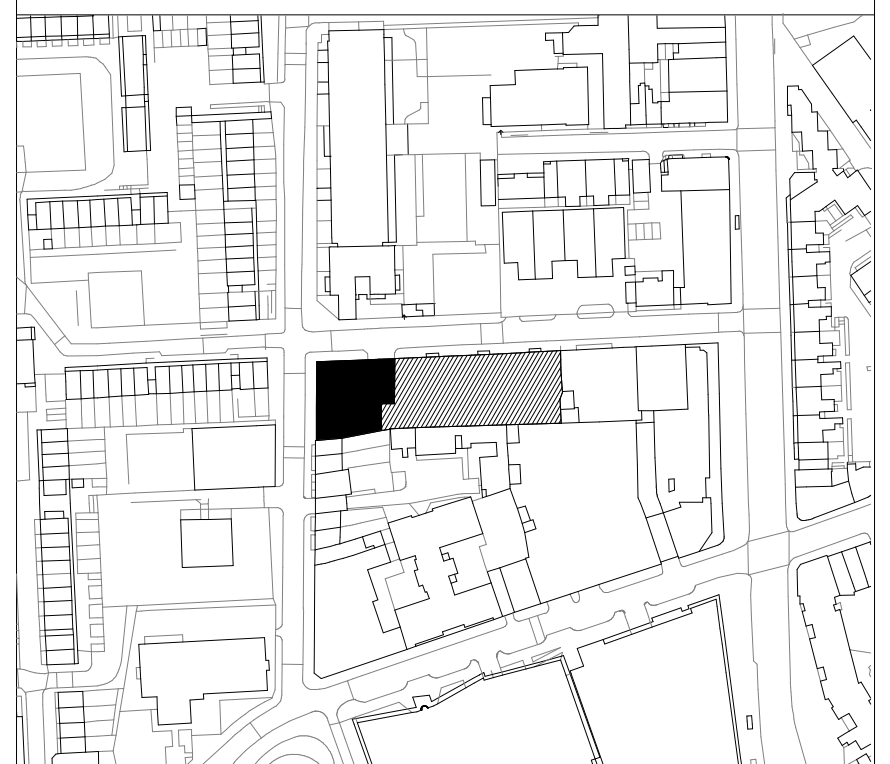


Stair Isometric (NTS)

NOTES:

P01 12.05.21 Planning
revision date amendment

SCALE BAR
0 500 1000 2500 5000 mm



MORRIS+COMPANY
Unit 7, 16-24 Underwood Street, London N1 7JQ
Tel: +44 (0)20 7566 7440 Fax: +44 (0)20 7014 3119
www.morrisandcompany

- Do not scale from this drawing
- All dimensions to be checked on site by the Contractor
- And such dimensions to be their responsibility
- Report all drawing errors and omissions to the Architect
- All dimensions in millimeters unless noted otherwise
- If in doubt ask Contract Administrator

job title
WILLIAM ROAD

drawing title / location
BASEMENT STAIR WITH CYCLE RAMP

status	PLANNING						
date	13/05/2021						
scale	As indicated @ A1						
project	originator	zone	level	type	role	number	status - revision
A295	MCO	XX	ZZ	DR	A	24401	P01