

Orms

Project

Tavis House

Title

Planning Response 01
- Camden Cycling Campaign

Client

H.I.G. Capital International
Advisors LLP

Date

9th February 2022



Executive Summary

This document has been prepared by Orms on behalf of H.I.G. Capital International Advisors LLP and aims to respond to comments posted on Camden Planning Portal by Camden Cycling Campaign on 6th January 2022.

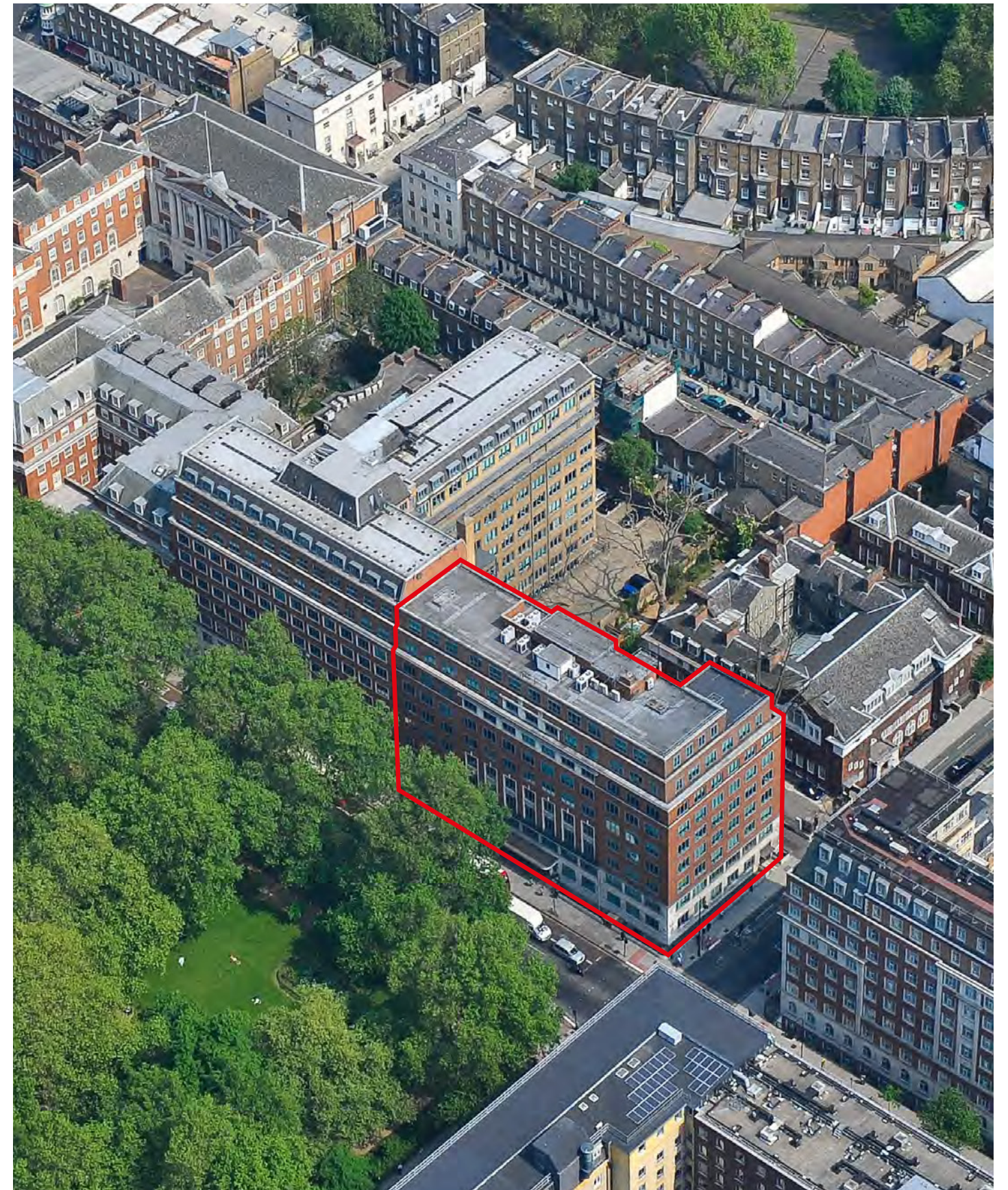
This document highlights the following updates to the Transport and Cycling provisions :

- 1 passive electric vehicle charging point (EVCP) to the disabled parking bay
- 1 active EVCP to the servicing bay
- An overprovision of 3 short stay cycle spaces on the ground floor, including 3 non-standard spaces
- 'Reduce Speed' or similar paved text located at entrance of shared surface rear yard.
- Omission of all vertical cycle parking in the basement in lieu of two-tier racks and sheffield stands.

It also seeks to clarify the following :

- Dashed building outline includes projecting balconies above
- Basement cycle amenities (long stays only) accessed via straight flight stairs with bike channel
- Secure gates on automated push button provide security to the rear yard. This is in addition to proposed CCTV surveillance.
- Location of short stay spaces on the ground floor located in the furthest / most secure point from the main roads.

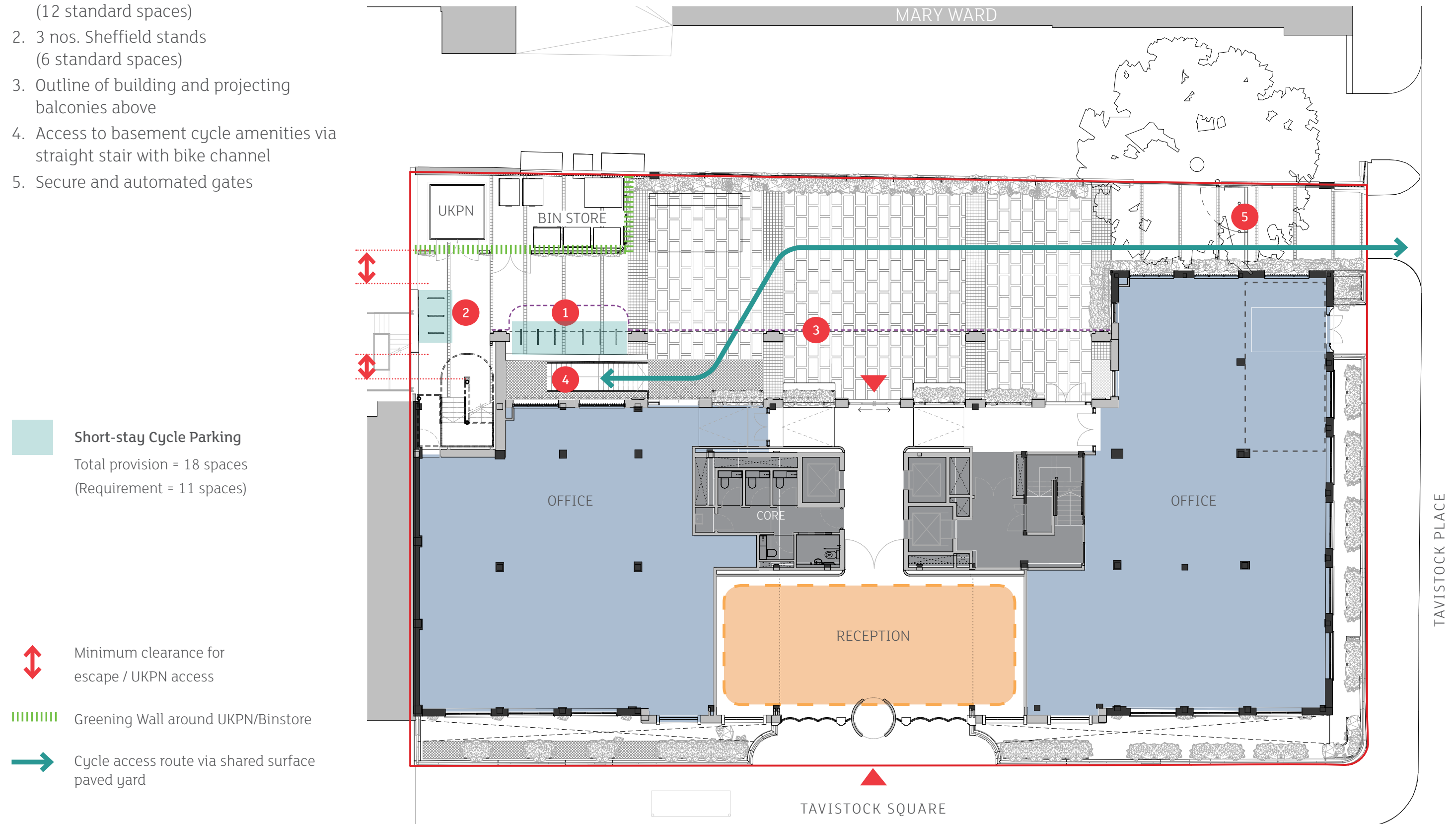
For full details, this document should be read in conjunction with Transport Consultant's , Motion Transport, technical note TN03 issued 9th February 2022.



Where we were

Proposed Ground Floor Plan - Submitted Dec 2021







1. Covered 6 nos. Sheffield stands (12 standard spaces)
2. 3 nos. Sheffield stands (6 standard spaces)
3. Outline of building and projecting balconies above
4. Access to basement cycle amenities via straight stair with bike channel
5. Secure and automated gates

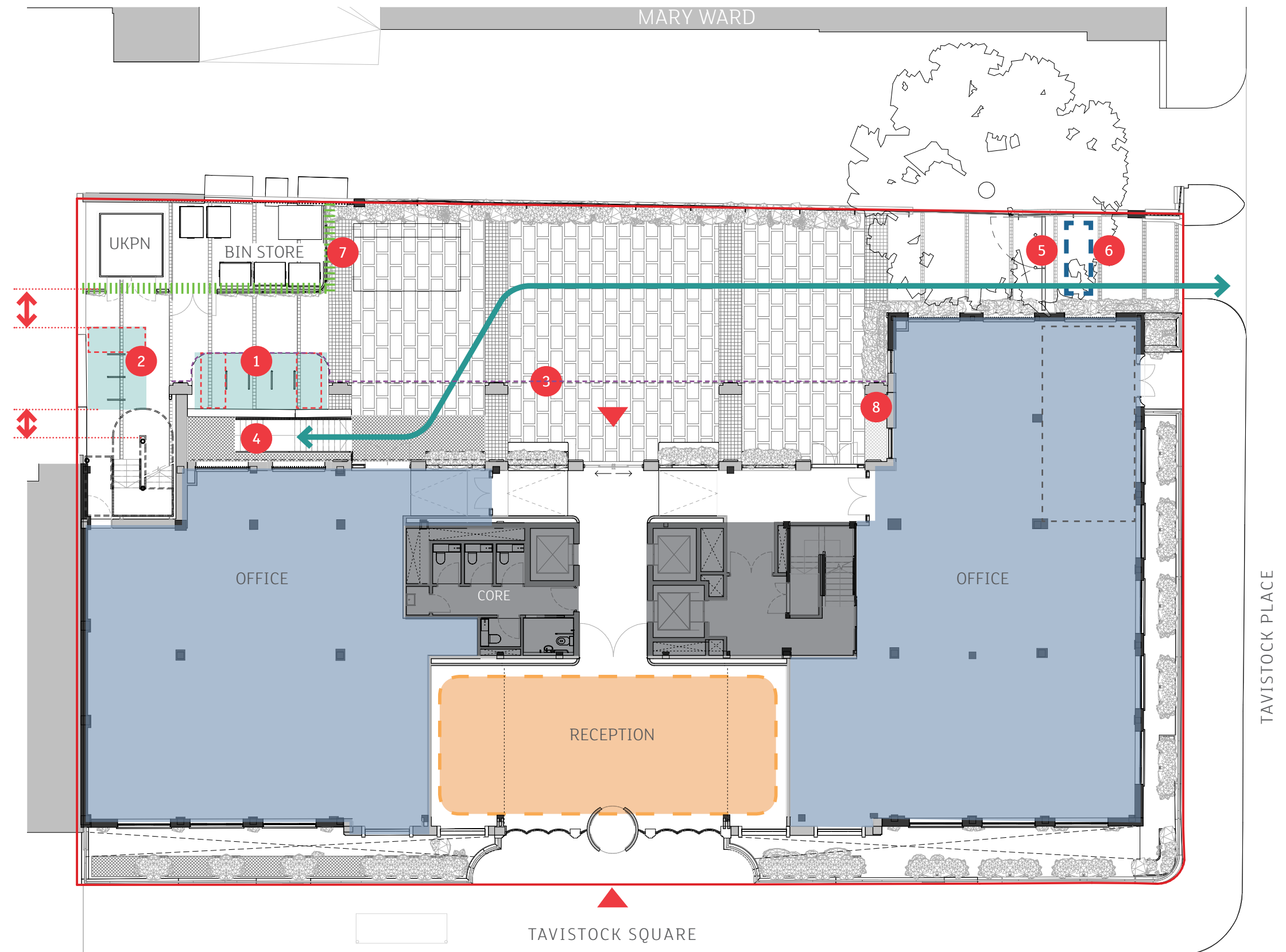


Planning Response

Proposed Ground Floor Plan - Feb 2022

1. Covered 4 nos. Sheffield stands (6 standard, 2 non-standard spaces)
2. 3 nos. Sheffield stands (5 standard, 1 non-standard spaces)
3. Outline of building and projecting balconies above
4. Access to basement cycle amenities via straight stair with bike channel
5. Secure and automated gates
6. 'Reduce Speed' or similar text integrated into paving
7. 1 passive EVCP provision
8. 1 active EVCP wall-mounted

-  **Short-stay Cycle Parking**
Total provision = 14 spaces
(Requirement = 11 spaces)
-  Non-standard cycle space
-  'Reduce Speed' or similar paved text
-  Minimum clearance for escape / UKPN access
-  Greening Wall around UKPN/Binstore
-  Cycle access route via shared surface paved yard



Where we were

Proposed Basement Plan - Submitted Dec 2021

1. TOTAL 115 long-stay cycle spaces

- 70 Two-tier stacked
- 30 Vertical spaces (staggered)
- 15 Foldable cycles

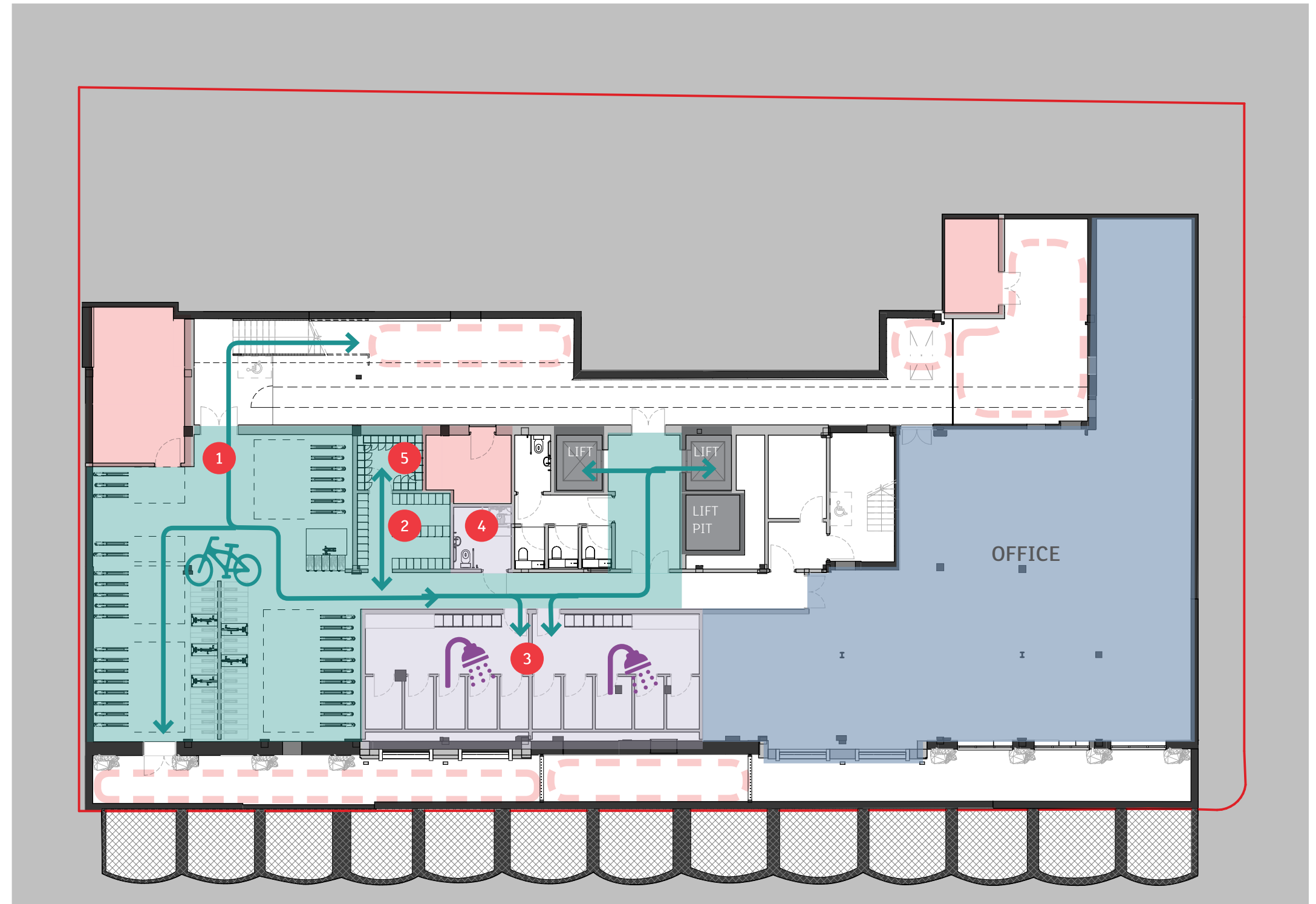
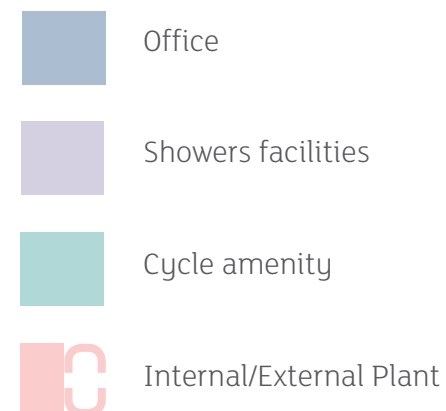
2. 114 lockers (BCO:1 per 10 staff)

3. 10 x showers

- 50% ratio Male/ Female
- BCO: 1 shower per 100 staff

4. 1 X Part M WC and Shower

5. 1 x Drying room



Planning Response

Proposed Basement Plan - Feb 2022

1. TOTAL 115 long-stay cycle spaces

- 94 Two-tier stacked
- 6 Sheffield spaces
- 15 Foldable cycles

2. 114 lockers (BCO:1 per 10 staff)

3. 10 x showers

- 50% ratio Male/ Female
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4. 1 X Part M WC and Shower

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