

Technical Note 4: 2nd Response to Camden Cycle Campaign

Site: Tavis House, Tavistock Road
Prepared by: GR/PdeJ
Approved by: PdeJ
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1.0 Introduction

- 1.1 Motion has been instructed by Tempus Reality Holdings to prepare this Technical Note (TN) to accompany a proposed redevelopment of the Tavis House, in the London Borough of Camden (LBC). This TN provides a follow-up response to comments provided by Camden Cycling Campaign set out in an e-mail dated 18th February 2022. A provisional technical note to address the Camden Cycle Campaign comments was prepared by Motion on 9th February 2022 and this set out the initial consultation responses. For ease of reference the follow-up comments from Camden Cycling Campaign are in italics, with the Motion response provided below.

2.0 Comment from Camden Cycling Campaign

Cycle Parking and Access

"They appear to have reduced the amount of ground floor cycle parking from 18 to 14 to give space for non-standard cycles but their updated ground floor plan shows space for only 3 non-standard cycles whereas their text (section 2.4) states that they will provide 6 (which is what the planning guidance of 5% requires).

In reply to my question about access to the basement cycle store they appear to rule out use of a lift. In the Transport Statement Appendix I (Travel Plan) section 4.11 page 17 they state "The long-stay cycle parking spaces will be provided in the basement in a dedicated cycle store with access via goods lift located at the rear of the service bay (see Figure 4.1)". But in the response they state that "There will be no mechanical ramp or lift provided" and "A straight stair with bike channel will be in place to allow for ease of access to the basement cycle store." This discriminates against people who use a conventional bike but have balance issues or lack upper-body strength. Access via a lift should be provided for people in this category.

In summary - I do not find the response acceptable in terms of (a) amount of parking for non-standard cycles and (b) access to the basement cycle store."

Motion Response

- 2.1 The submitted scheme has included some changes from those set out in the Transport Statement and Travel Plan which were based on a previous iteration of the scheme. The current proposals have been summarised in a Planning Response document to Camden Transport dated 9th February 2022 where a total of 14 cycle parking spaces are proposed at ground level made up of long-stay and short-stay spaces. A minimum of 11 short-stay spaces will be provided to reflect the requirements of the London Plan. The details in this report have now been accepted by the London Borough of Camden.
- 2.2 The updated ground floor general arrangement of the site proposal is presented in **Figure 2.1**.

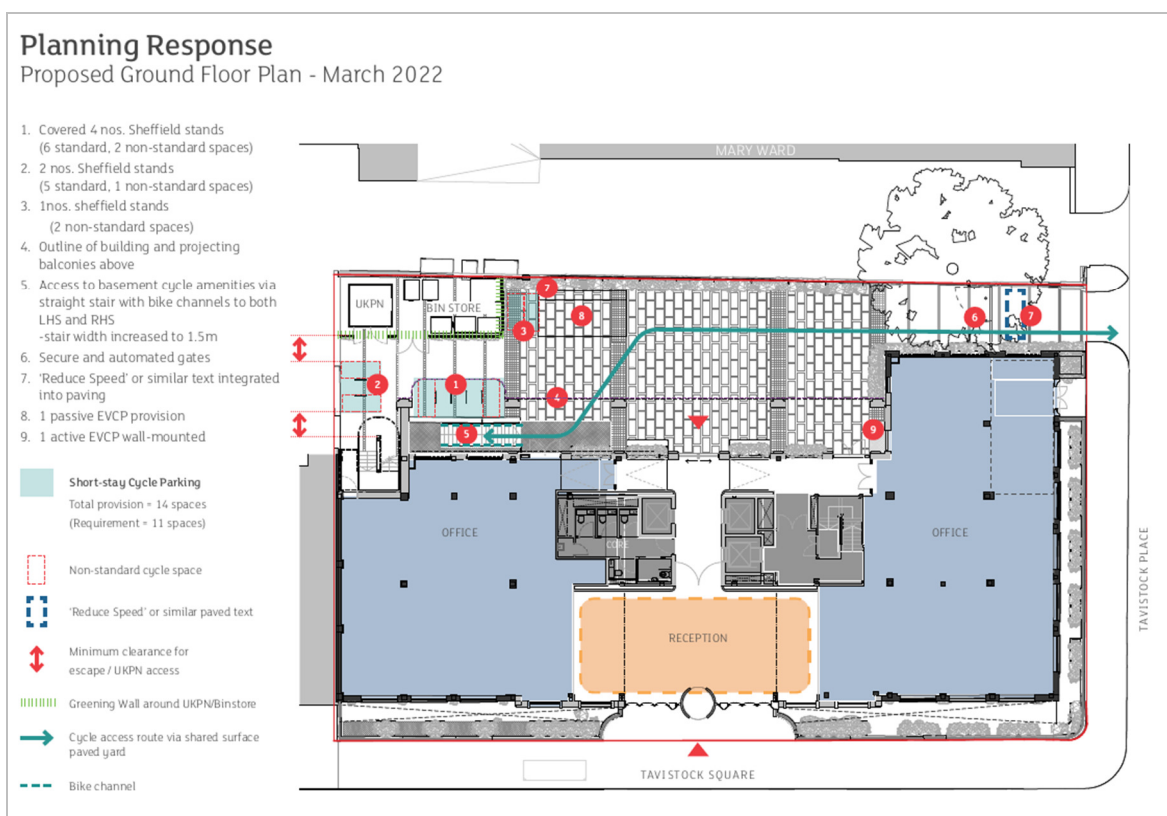


Figure 2.1 – Updated Ground Floor layout – Extract from Camden transport response document

- 2.3 The updated arrangement provides a total of 6 no. non-standard cycle parking spaces further to changes to the layout at ground level. Two of the non-standards spaces (wider Sheffield stands) will provide secure, undercover long-term cycle parking and be available for employee cycle parking (long-stay), particularly for those cyclists who are less able and would prefer not to access the basement cycle store via the dedicated stairway. Short-stay parking for both standard and non-standard cycles will also be provided at ground level for visitors. Employees and visitors who are less able, will be able to park cycles on the site without the need to access the basement but can access the cycle facilities/shower easily via the main lifts/core to the basement accessed directly from the rear yard.
- 2.4 The revised layout provides the full complement of non-standard (6) spaces which will be available for either long-term or short-term parking. It may be noted that the visitor cycle parking provision exceeds the London plan requirement by providing 14 cycle parking spaces (11 short-stay spaces required).
- 2.5 The proposed stairway design has been carefully considered within the limitations of the existing building structure. The proposals are a refurbishment utilising lightwells and building heights and therefore the inclusion of a lift is not possible within the existing constraints. The width of the stairway will be increased to 1500mm and will connect the external yard to the rear of the building and the basement area. The stairway will be straight with a mid-landing, constructed with a favourable gradient being Part M compliant and will be suitable for access with a cycle. The stairway will be provided with an additional standard cycle wheel channel further to consultation in March 2022 to offer one channel on either side of the stairs to facilitate cycle movement between basement and ground floor from either the left or the right side of the cycle.
- 2.6 As mentioned in paragraph 2.4 of the response dated 9th February, there will be no mechanical cycle ramp or lift provided with the development and any less able cyclists will be able to park their cycles in a secure and covered location at ground level.

Summary

- 2.7 In our view, the cycle parking arrangement provides a range of cycle parking access and parking for all and does not discriminate against any future employees or visitors who are less able from cycling to and from the development.