

Cycle Parking Design Note

89 Holmes Road, London Borough of Camden

Introduction

1. This note has been prepared by TTP Consulting on behalf of the Applicant for the proposed development at 89 Holmes Road. The development proposal seeks to provide a roof extension to accommodate 8 new 1 bedroom, 1 person HMO units. There is an existing public house at ground level and there are 14 existing HMO units on the upper floors, which not part of the proposal. There is no outdoor space associated with the site. This note relates to cycle parking for the proposed development only.

Policy and Guidance Review

London Plan (2021)

2. The minimum standards set out in Table 10.2 of the London Plan require 1 long-stay cycle parking space per 1 bed, 1 person unit (C3 – C4 Use Class). In addition, 2 spaces are required for visitors when proposals provide between 5 – 40 dwellings.

Camden Local Plan (2017)

3. Policy T1 'Prioritising walking, cycling and public transport' describes that the Council will seek to ensure that development provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and with regard to design requirements outlined within the supplementary document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development.

Camden Planning Guidance: Transport (2021)

4. The key messages regarding provision of cycling facilities as set out in Chapter 8 of the planning guidance document is that:
 - *"The Council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.*
 - *Applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan; and*

- *Applicants will provide cycling facilities that are fully inclusive and accessible by step free access.*
5. The supporting text at Para 8.6 states that the Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden.
 6. Para 8.29 describes that the Council requires CaMden M or Sheffield stands but that they are willing to consider other forms of cycle parking.
 7. Bike hangars are discussed at Para 8.45.
“Bike hangars provide a covered and secure solution to long-term cycle parking and an effective way to protect bikes from tough weather conditions and vandalism. The Council will always seek to secure long stay cycle parking provision within buildings. However, the provision of bike hangars within sites will be considered in exceptional circumstances (e.g. if step-free access to a potential bike store at basement level cannot be provided). The Council may also seek financial contributions from developers towards the provision of bike hangars on the public highway where long stay cycle parking cannot be provided on site. This would however be a last resort as the Council expects all long stay cycle parking to be provided within site boundaries.”

London Cycle Design Standards

8. Chapter 8 of the LCDS focuses on the planning and design of cycle parking facilities. Cycle hangars / shelters are described to provide additional securing for longer-stay cycle parking at locations such as high density residential dwellings. Access can be enabled by fob or swipe card. Considerations include maintenance and operational costs.

Development Proposal

9. There are no major changes proposed to the ground floor public house nor the existing HMO units on the upper floors. The Applicant has active commercial engagement with pub operators and therefore the space at ground floor level cannot be redeveloped to provide cycle parking. There are also concerns that the provision of areas of cycle parking within a suitable part of the building, i.e. the ground floor which is the only reasonable area accessible to cycles, would occupy invaluable space and frontage for the public house use, and would be considered to undermine the viability of the pub which is an ongoing concern.
10. The proposal will provide 8 new 1 bedroom, 1 person HMO units within the roof. There is no external space and the site is relatively constrained. There will be no lift access and no wheelchair accessible homes, therefore there will be no cycle parking facilities provided for non-standard bicycles.

11. Camden's planning guidance describes that the Council will seek to ensure developments provide 20% on top of the London Plan minimum standards. Therefore a provision will be made for 10 cycle spaces (8 spaces as per the minimum requirement plus an additional 2 spaces). The proposal will provide storage for bikes through a 6 space bike hangar and a 4 space bike hangar.
12. Bike hangars provide accessible, secure, weather resistant and insurable cycle parking spaces.
13. The bike hangars are proposed to be located on Holmes Road. Two options are proposed, either on the carriageway in front of the site or on the footway opposite the site, as shown on the plan in Annex A. The exact location will be subject to agreement with the Council with costs paid for by the Applicant.
14. It is proposed that a single Camden M or Sheffield stand is provided on the footway on Holmes Road opposite the site to cater for the short-stay cycle parking requirement for the development. The location of this would be subject to agreement with the Council.

Summary

15. Whilst cycle parking would ideally be provided within the building at ground floor level, this is not possible due to the requirement to retain this space for the public house in order for it to remain viable. The strategy proposed is considered appropriate to ensure cycle parking provision is made for the development. Furthermore, the provision of bike hangars is supported through the Camden Planning Guidance in exceptional circumstances and will provide a secure and accessible storage solution.


Annex A

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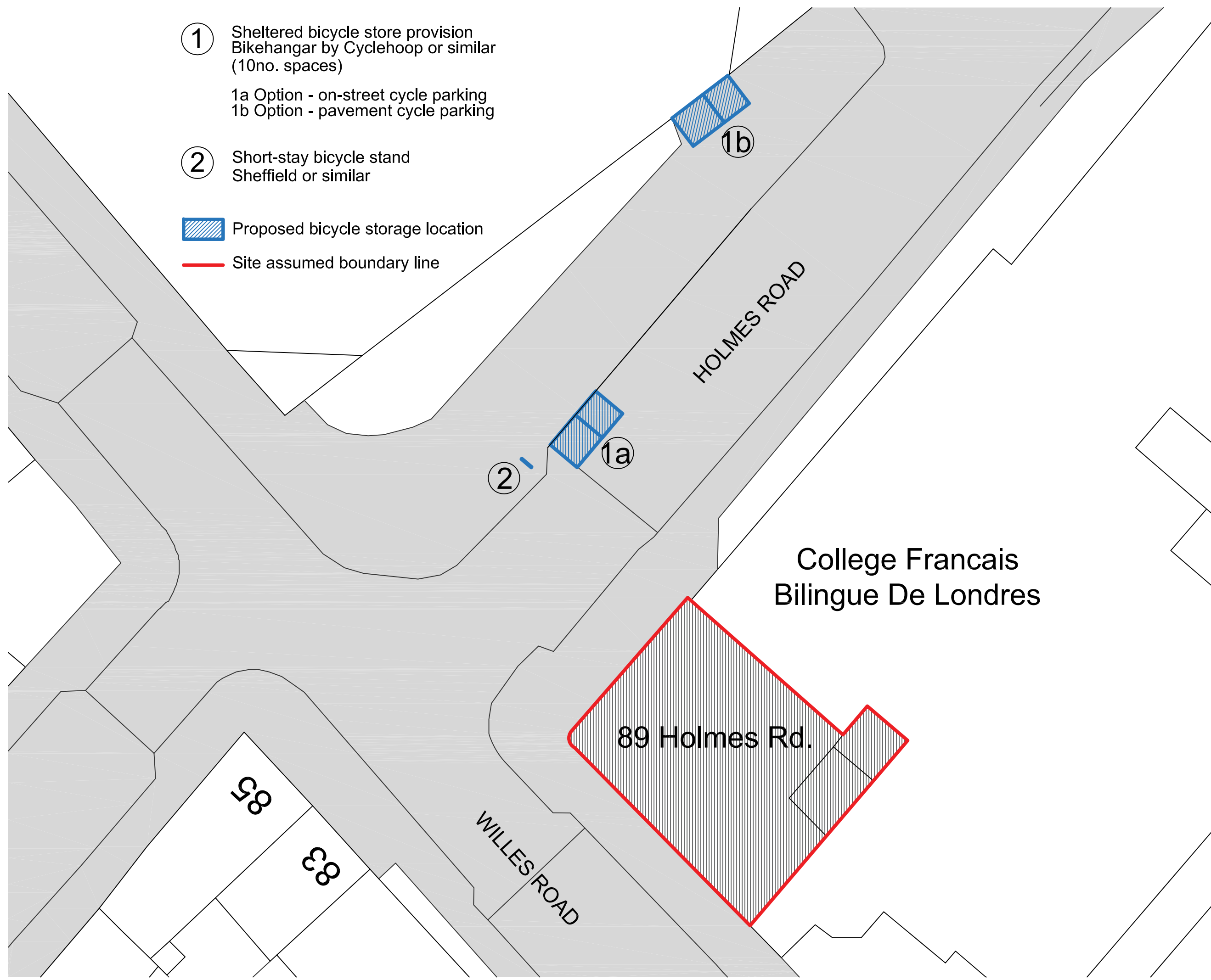
① Sheltered bicycle store provision
 Bikehangar by Cyclehoop or similar
 (10no. spaces)

1a Option - on-street cycle parking
 1b Option - pavement cycle parking

② Short-stay bicycle stand
 Sheffield or similar

 Proposed bicycle storage location

 Site assumed boundary line



College Francais
 Bilingue De Londres

89 Holmes Rd.

85

83

WILLES ROAD

HOLMES ROAD

Rev	Description	Date	By

PLANNING

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