

628-634 Commercial Road

Statement on Cycle Parking Storage and Access on behalf of the Appellant

1. Notwithstanding the fact that Transport for London who produced the London Cycling Design Standards (LCDS) raised no concerns with regard to the cycle parking provision for the appeal scheme, the Appellant has sought to reach agreement with LB Tower Hamlet on the number of cycle parking spaces and access arrangements.
2. Drawing no. 189-CDA-A2-B1-DR-A-05-0099-REV 12 showing the Lower Ground Floor Layout demonstrates how the required no. of cycle parking spaces sought by LBTH can be provided within the appeal scheme. This includes a mix of two-tier cycle racks and semi-vertical cycle racks in the cycle store and additional semi-vertical cycle racks in the lower ground floor courtyard. These cycle storage areas are both covered and in secure, in line with design requirements for long stay cycle parking, as set out in various design guides including the LCDS.
3. In line with policy and design requirements the cycle parking also allows for a minimum of 5% of the total provision being suitable for non-standard cycles such as cargo bikes and adapted cycles for people with mobility problems. This cycle parking is provided in the form of Sheffield stands within an external store which is again covered with access controls for security, in line with policy and design requirements. The store is situated along the Island Row elevation of the building as shown in dwg no. 189-CDA-A2-B1-DR-A-05-0100-REV 08: Ground Floor Layout.
4. The Supplementary Note on Cycle Storage and Access by LB Tower Hamlets raises concerns about the distance to the cycle store and convenience of the access proposal, in particular the inconvenience arising from the need to pass through a number of doors on the lower ground floor to access the cycle storage. However, the simple remedy to address this concern is to have powered doors which open automatically with the detection of a person or which opens when triggered by a push button, as recommended within the LCDS which can be readily implemented.
5. LB Tower Hamlet's note raised concerns regarding the distance to the external store from the main entrance, however the distance at only 35m is unlikely to be considered inconvenient by cyclists and there is no guidance which suggests a limit in terms of distance to external stores. It is noted that a similar concern could not be raised regarding the distance to the disabled parking bay situated adjacent to the external cycle store, as this is within the recommended guidance for people with disabilities.
6. LB Tower Hamlet's note also raises a concern that there is no staff cycle parking with changing / washing facilities. However, for the proposed sui-generis use there are no specific requirements for these facilities, and in practice the small number of staff at the development will have access to the cycle parking facilities.
7. In conclusion, the Appellant has demonstrated how the appeal scheme can be adapted to meet all of the reasonable requirements of LB Tower Hamlet. The cycle parking and access arrangements proposed are considered appropriate for the users of development and are in line with relevant policies and design guidance.