

Plot A (North Island) Condition A11 Cycle Parking Responses – 09.03.23

Ref	LBH Comment (21/02/23)	Responses
1	Clarification regarding the approved development (number and size of dwellings) and the corresponding London Plan requirement for cycle parking (long stay and short stay). Details regarding non-residential use and corresponding cycle parking requirements / provision should also be provided.	The breakdown of requirements are shown in the table in attachment (TH-IS_03_001_A_20117_(70)_750). The 18 short-stay cycle spaces are to be provided in the public realm adjacent to the plot but to be delivered by LB Haringey as per the extract of the Section 278 agreement in Annex 1, which shows their location.
2	The aisle width adjacent to two-tiered cycling parking does not meet London Cycling Design Standards. The submitted manufactures documents recommends 1.5m aisle width – this is not acceptable and the layout should meet London Cycling Design Standards requirements. Please amend accordingly.	Most two-tiered cycle parking spaces (76%) have an aisle width wider than 2500mm, with the vast majority having a space of c.3300mm. Variations: • 6 two-tier racks (12 spaces) have an aisle width of 2090mm (<i>Cycle store Level 03 Plan Drawing TH-IS_03_001_20117_(70)_1031</i>). • 18 two-tier racks (36 spaces) have an aisle width of 1500mm (<i>see Level 04-07 Plans on Drawings ending in 1041, 1051, 1061 and 1071</i>). In summary, 48 spaces (24%) have an aisle width under 2500mm and this is proposed on the basis that the 1500mm is in line with the manufacturer's recommendations provided in submitted Drawing NMDT 01_375 Double Stacker. LCDS Sub-section 8.2.3 (efficient use of space) provides some indicative space requirements in figure 8.1, based on the Sheffield stand. However, it goes on to state here are many other products on the market, particularly those that private owners may consider within their property, and space requirements will need to be calculated based on the characteristics of each type explains that space requirements for cycle parking systems will need to be calculated based on the characteristics of each type. Therefore, whilst there are instances where aisle widths fall below the LCDS guidance due to the constrained layout of the building, these are limited to a minority of spaces, with all aisle widths meeting the manufacturers recommendations.

3	Details of access lift size to cycle storage should be provided and meet London Cycling Design Standards requirements.	One of the lift cars (PL8) has been designed to meet the requirements in Section 8.2.1 of the LCDS, which require: ▪ A minimum door opening of 1m; and ▪ Minimum dimensions of 1.2m x 2.3m. Dimensions from the subcontractor's drawing showing compliance to these requirements are showing in Annex 2.
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Annex 1 – Short Stay Cycle Space Location (Extract from Section 278 Plan)



Architectural drawing of the car and shaft plan for a lift system. The drawing shows a rectangular shaft with a car at the bottom. Key dimensions include a total width of 2300 mm (2300 WW) and a total height of 2750 mm (2750 WD). The car has a width of 1000 mm (1000 LL) and a height of 800 mm (800x500). The shaft walls are 495 mm thick. The drawing includes various callouts for components like the car, shaft, and electrical terminal. A note indicates "ELECTRICAL TERMINAL N+E SUPPLY AND 1m ABOVE TOP REFER TO ELECTRICAL DRAWING". The drawing is labeled "CAR AND SHAFT PLAN" and "44613324 PL8".

CH = CLEAR INTERNAL CAR HEIGHT
DD = CLEAR INSIDE CAR DEPTH
BB = CLEAR INSIDE CAR WIDTH
HH = CLEAR OPENING HEIGHT
HR = STRUCTURAL OPENING HEIGHT
LL = CLEAR OPENING WIDTH
LR = STRUCTURAL OPENING WIDTH
PH = CLEAR PIT DEPTH
SH = CLEAR HEADROOM
WD = CLEAR PLUMB WELL DEPTH
WW = CLEAR PLUMB WELL WIDTH