



Phase 1A Short-Stay Cycle Parking Strategy

Introduction

The purpose of this note is to support the discharge of Condition 55 and respond to comments received regarding the provision of short-stay cycle parking within the Block D landscape proposals and the wider Phase 1A development. This note demonstrates that the proposed short-stay cycle parking provision forms part of an established Phase 1A strategy developed and assessed through the planning application process and subsequently refined through the detailed design stage.

Policy and Planning Background

The short-stay cycle parking strategy for Phase 1A was established through the approved Hybrid Planning Application, Design and Access Statement (DAS), Transport Assessment and subsequent Transport for London (TfL) consultation process.

The approved Transport Assessment identified a requirement for short-stay cycle parking across Phase 1A residential development and Retained Buildings as follows:

Block A – 0 spaces

Block B – 0 spaces

Block C – 6 spaces

Block D – 7 spaces

Phase 1A Total – 13 spaces

Admin Building – 30 spaces

East Lodge – 4 spaces

Mayfield House – 14 spaces

Mulberry House – 7 spaces

Peace Building – 9 spaces

West Lodge – 5 spaces

Water Tower – 12 spaces

Retained Buildings Total – 81 spaces

The above provision was assessed and accepted as part of the approved planning application.

Approved Site-Wide Strategy

As part of the TfL consultation process, further clarification was requested regarding the location of short-stay cycle parking. In response, the transport consultant confirmed that the locations of short-term cycle parking were established within the approved Design and Access Statement (DAS), with

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short-stay cycle parking distributed throughout the public realm to support visitor and incidental cycle trips across the development.

The approved DAS vol.2 Figure 3.8 illustrates the strategic distribution of short-stay cycle parking throughout Phase 1A and demonstrates that visitor cycle parking was intended to be provided as part of a coordinated site-wide strategy rather than being concentrated within individual residential plots.



Detailed Design Development

The approved strategy has subsequently been developed through the detailed design process and is reflected within the Phase 1A Parking Strategy Plan. The Parking Strategy Plan identifies a total provision of 94 short-stay cycle parking spaces distributed throughout the Phase 1A public realm.

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The locations have been selected to ensure convenient access to residential entrances, communal landscaped areas, public realm routes, visitor destinations and commercial frontages. This approach accords with the principles established through the approved DAS and TfL consultation process.



Block D Provision

The Block D landscape proposals form part of the wider Phase 1A cycle parking strategy. The short-stay cycle parking associated with Block D is located within the public realm surrounding the building and forms part of the integrated Phase 1A network of visitor cycle parking.

The locations have been selected to provide convenient access to building entrances, visibility and passive surveillance, direct connection to pedestrian routes and accessibility for visitors and short-duration users.

Annotated drawings submitted as part of the discharge package identify the exact locations and quantum associated with Block D.

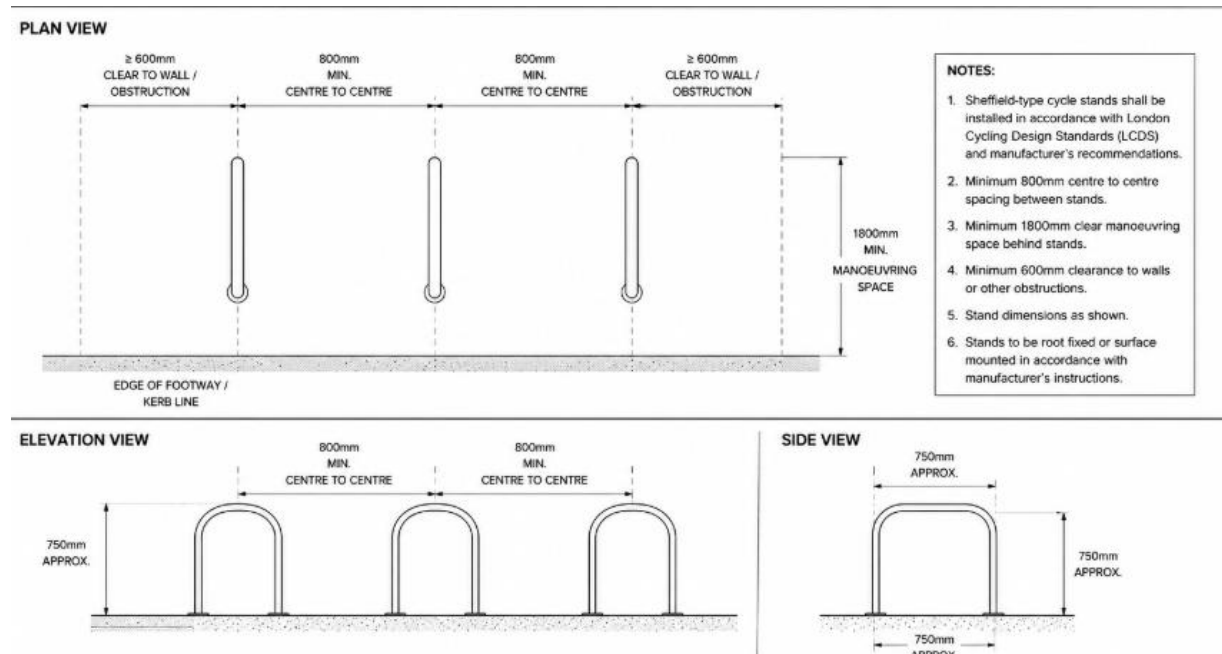
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Cycle Stand Specification

The proposed short-stay cycle parking will comprise Sheffield-type cycle stands (or approved equivalent), installed in accordance with current London Cycling Design Standards and manufacturer recommendations.



Conclusion

The proposed short-stay cycle parking provision is not a new strategy but the detailed implementation of an approach established through the approved Hybrid Planning Application, Design and Access Statement, Transport Assessment and subsequent TfL consultation process.

The discharge submission therefore demonstrates compliance with the approved Phase 1A cycle parking strategy by providing site-wide short-stay cycle parking quantum, Block D short-stay cycle parking locations, cycle stand specifications and layout/spacing details. Accordingly, the proposed arrangements are considered consistent with the approved planning framework and provide an appropriate level of short-stay cycle parking for visitors and users of the wider Phase 1A development.