

Phase 1b and 2 Cycle Parking Provision

St Ann's New Neighbourhood

1 December 2023

Prepared for

Peabody Trust, Catalyst by Design and Hill Residential Limited



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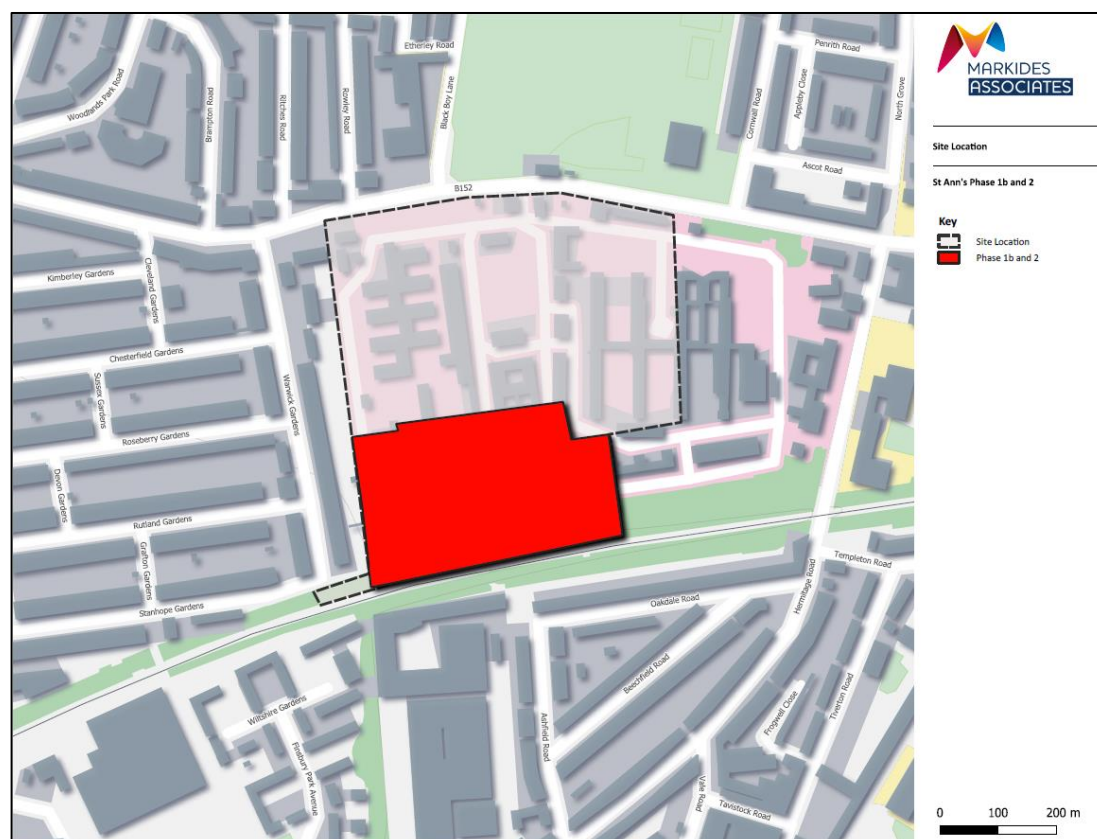
1. Introduction

- 1.1.1 Markides Associates (MA) have been instructed to prepare this Cycle Parking Provision report (CPP) on the cycle parking provision of Peabody Trust, Catalyst by Design and Hill Residential Limited (hereafter referred to as the 'the applicant') in support of a Reserved Matters Application (RMA) regarding the regeneration of part of the St Ann's Hospital site, St Ann's Road, Haringey.
- 1.1.2 The site already benefits from a Hybrid Planning consent for the demolition of a number of existing buildings and their replacement with a mixed-use development of up to 995 homes with 5,000sqm (GEA) of non-residential E / F1 / F2 Use Classes.

1.2 The Proposed Development

- 1.2.1 RMA 1 seeks detailed approval of the appearance, landscaping, layout and scale of Phases 1b and 2 of the outline component of the hybrid consent at St Ann's Hospital, which covers Plots E – J on the illustrative masterplan. Access for the whole site has already been approved in detail under the Hybrid application.
- 1.2.2 **Figure 1.1** shows the sites location.

Figure 1.1 Site Context Plan



- 1.2.3 The Site occupies a 2.39ha parcel of land with a number of buildings that used to form part of the St Ann's Hospital site. The buildings, the majority of which are no longer in active use, vary in style from pre-war to refurbished post war buildings. Building heights across the site range from 2-3 storeys.
- 1.2.4 Vehicular access to the site is from St Ann's Road only, with pedestrian and cycle access from St Ann's Road as well as a new pedestrian / cycle connection to Warwick Gardens / Stanhope Gardens and St Ann's Hospital (subject to the agreement of the NHS Trust).

2022 Hybrid Planning Consent

- 1.2.5 Consent was granted in 2022 (HGY/2022/1833) for the following:
1. Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces;
 2. The demolition of existing buildings and structures in Phases 1b, 2 and 3 (in accordance with the demolition plan);
 3. Outline planning permission (with all matters reserved except for access) for Phases 1b, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.

1.3 Phase 1b and 2 Reserved Matters Application

- 1.3.1 This RMA is for the following:

"The approval of reserved matters in respect of appearance, landscaping, layout and scale relating to Phases 1b and 2 associated with the outline component of planning permission HGY/2022/1833 for "Outline planning permission (with all matters reserved except for access) for Phases 1b, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces."

- 1.3.2 This Report sets out the cycle parking provision in support for RMA 1 for Phases 1b and 2 as required under Condition 66 of the Hybrid planning permission. Condition 66 states that:

“Each reserved matters application shall include details of long and short stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021) standards and the London Cycle Design Standards (except aisle width requirements which may be deviated from with reasonable justification).

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards”.

- 1.3.3 **Figure 1.2** shows the extent of Phases 1b and 2 in relation to the wider site.

Figure 1.2 Extent of Phases 1b and 2



Source: KCA

1.4 Other Transport Related Supporting Documents

- 1.4.1 The following transport related documents are also submitted in support of the RMA for Phases 1b and 2:

- Travel Plan (TP) as required by Annex 1 of the Planning Permission.
- Delivery and Servicing & Refuse Plan (DSRP) as required by Annex 1 of the Planning Permission.
- Car Park Management Plan (CPMP) – Discharge of Condition 71.

1.5 Report Structure

1.5.1 This report is structured as follows:

- **Chapter 2** – reviews relevant cycle parking policy.
- **Chapter 3** – summarises the development proposals.
- **Chapter 4** - provides details of the residential cycle parking provision across the development site.
- **Chapter 5** – provides details of the non-residential cycle parking provision across the development site.
- **Chapter 6** – summarises and concludes.

2. Planning Policy

2.1 Overview

- 2.1.1 This section identifies planning policy that is relevant to the application and describes how they are relevant to the proposed development.

2.2 National Planning Policy

- 2.2.1 The National Planning Policy Framework (NPPF) as of July 2021 sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.
- 2.2.2 Paragraph 106 requires that planning policies:

“d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking.”

2.3 Regional Planning Policy

The London Plan 2021

- 2.3.1 The London Plan sets out the integrated economic, environmental, transport and social framework for the development of London over the next 25 years. The London Plan was published in March 2021.
- 2.3.2 **‘Policy T5 – Cycling’** states that parking should be provided in accordance with minimum parking standards as set out in Table 10.2 and Figure 10.3 of the London Plan.
- 2.3.3 The London Plan also requires cycle parking to be designed in accordance with the London Cycle Design Standards (LCDS).

2.4 Local Planning Policy

Haringey Development Management Document (DPD)

- 2.4.1 **Policy DM32: Parking** states that cycle parking should be provided in accordance with the London Plan.

2.5 Compliance with Policy

- 2.5.1 This RMA 1 for Phases 1b and 2 provides a total of 853 cycle parking spaces, which meets the level required by the London Plan. The LCDS has also been complied with the exception of aisle widths where both LBH and TfL have approved a reduced width.

3. Development Proposals

3.1 Proposed Schedule

3.1.1 **Table 3.1** shows the Proposed Development for Phases 1b and 2 in greater detail, consisting of the construction of 464 residential dwelling and the provision of 99.3sqm of non-residential floorspace (Use Class E / F1 / F2).

Table 3.1 Development Proposals

Phase	Block	No Homes	Commercial (GIA)
Phase 1b	E	14	
	F	113	
	G	67	99.3sqm
Phase 2	H	156	
	J	114	
Total		464	99.3sqm

3.1.2 **Figure 3.1** shows an extract of the General Arrangement plan for Phases 1b and 2.

Figure 3.1 Site Plan (General Arrangement)



Source: A+S PH1 +2 General Arrangement

4. Residential Parking

Residential Cycle Parking

4.1.1 Cycle parking will be provided in accordance with the London Cycle Design Standards through the provision of:

- 5% of spaces to accommodate larger cycles - large enough to accommodate cargo bikes.
- 20% of Sheffield Stands (with no tier above).
- 1m between Sheffield Stands.
- No more than 2 sets of Doors.
- 2.5m aisle widths (in agreement with LBH & TfL at the Hybrid Application Stage (HGY/2022/1833)).
- Josta (gas assisted) two tier for remaining stands (See **Figure 4.1**), with:
 - 400mm spacing between racks.
 - 2.6m floor to ceiling height.

Figure 4.1 Example of Josta Two Tier Cycle Storage



Source: <https://josta.de/en/bicycle-parker-double-parker/>

Cycle Parking for Houses

- 4.1.2 Block E contains 14 houses. Two cycle parking spaces will be provided in the rear garden of each dwelling. **Figure 4.3** (and **Appendix A**) shows the location of the cycle stores for the proposed houses.

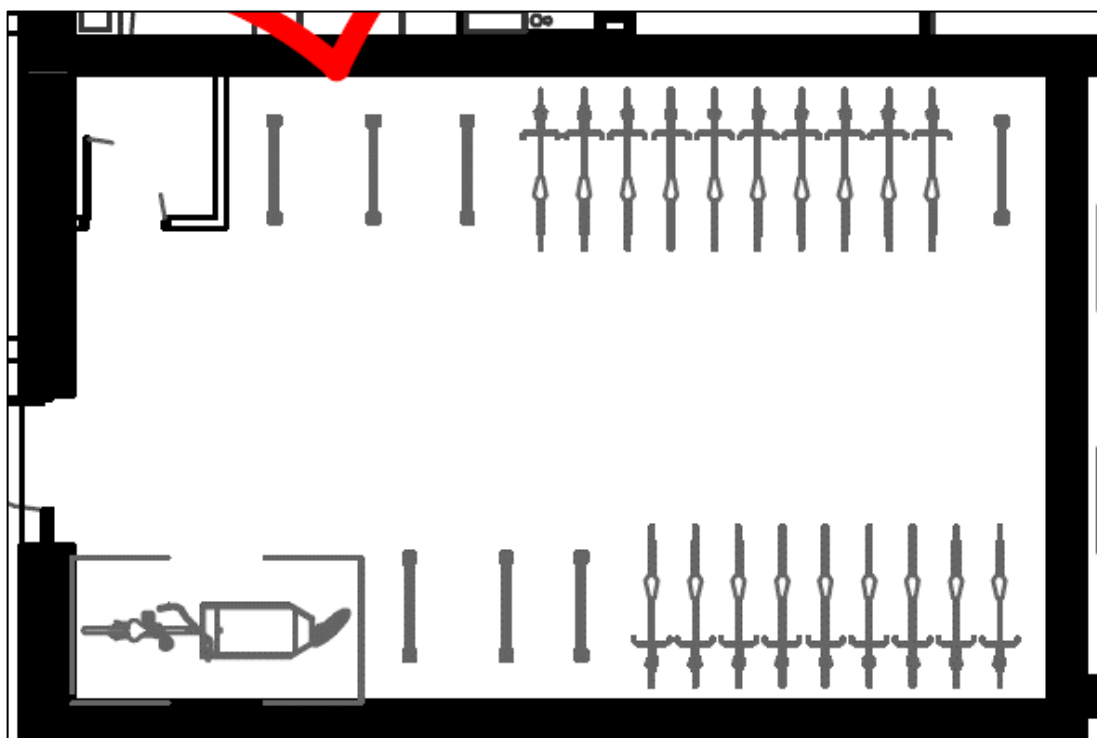
Long Term Cycle Parking for Blocks of Flats

- 4.1.3 Long stay cycle parking is spread out across the site as follows:

- At ground floor level.
- Divided between communal cycle stores within each core.
- A number of larger bikes spaces provided within dedicated courtyard stores.
- All cycle stores are accessed externally in line with the agree fire strategy.
- With a mix of stands provided in each store.

- 4.1.4 **Figure 4.2** shows a typical layout within Block F2.

Figure 4.2 Typical Cycle Store Layout



Source: KCA - Ground Floor Plan

- 4.1.5 **Figure 4.2** shows that sufficient space between stands is provided with space for oversized cycles and a larger single leaf door. **Appendix A** contains the Ground Floor plans showing the layout of all the cycle parking stores across Phases 1b and 2.
- 4.1.6 **Table 4.1** shows the breakdown of long stay cycle parking for each block within Phases 1b and 2.

Table 4.1 Cycle Parking per Block of Flats (Long Stay)

Breakdown %	Number of Cycles Req'd			No of stands required	Stands Located Internally	Stands in the Courtyard
	5%	20%	75%			
Block F						
Larger Cycles	10	0	0	10	0	10
Cycles in Sheffield Stands	0	41	0	20	20	0
Cycles in Stacked Stands	0	0	152	76	76	0
Total	203			107	97	10
Block G						
Larger Cycles	6	0	0	6	6	0
Cycles in Sheffield Stands	0	26	0	13	13	0
Cycles in Stacked Stands	0	0	96	48	48	0
Total	128			67	67	0
Block H						
Larger Cycles	14	0	0	14	6	8
Cycles in Sheffield Stands	0	58	0	29	24	5
Cycles in Stacked Stands	0	0	212	106	106	0
Total	284			149	136	13
Block J						
Larger Cycles	11	0	0	11	5	6
Cycles in Sheffield Stands	0	45	0	22.5	22.5	0
Cycles in Stacked Stands	0	0	165	83	83	0
Total	221			116.5	110.5	6
Total						
Larger Cycles	41	0	0	41	17	24
Cycles in Sheffield Stands	0	170	0	84.5	79.5	5
Cycles in Stacked Stands	0	0	625	313	313	0
Total	836			438.5	409.5	29

4.1.7 **Table 4.1** shows that a total of 836 long term cycle parking spaces will be provided for the apartment blocks.

4.1.8 **Figure 4.3** shows the location of the cycle stores for each block across phases 1b and 2.

Phase 1b and 2 Cycle Parking Provision
St Ann's New Neighbourhood

Figure 4.3 Cycle Store Locations



- Key
- ← Cycle Store Access
 - Communal Cycle Stores
 - Domestic cycle stores

Source: Chapter 3, DAS (KCA)

Short Stay Cycle Parking

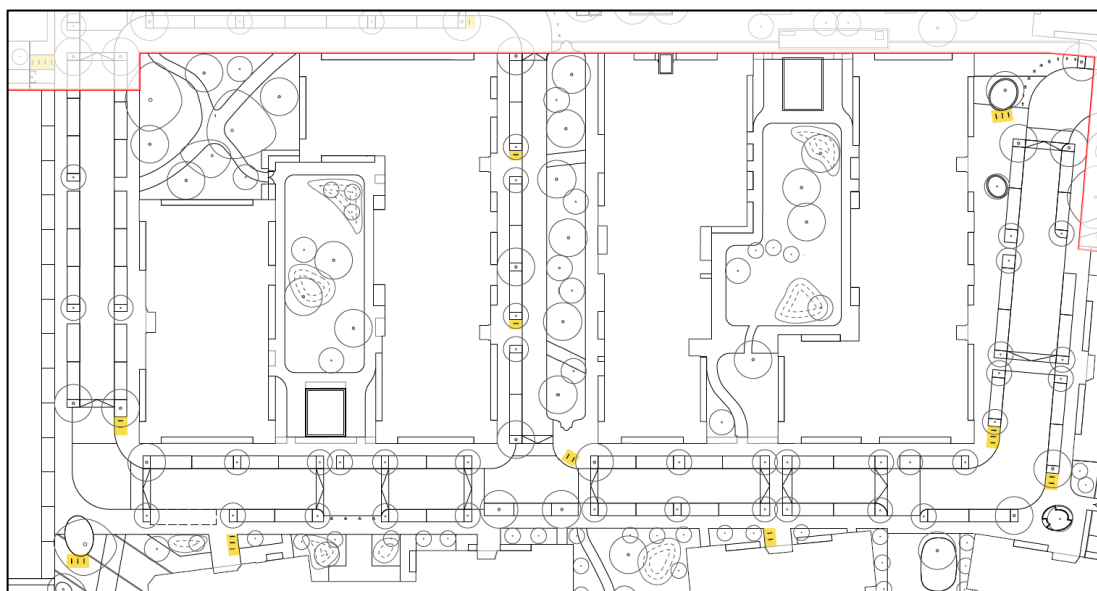
- 4.1.9 Short stay cycle parking is also provided throughout the site in the form of Sheffield Stands. **Table 4.2** shows the breakdown of short stay cycle parking required for each block.

Table 4.2 Short Term Cycle Parking

Block	Short Stay Cycle Provision
E	2
F	7
G	5
H	10
J	7

- 4.1.10 **Table 4.2** shows that a total of 31 short stay cycle parking spaces will need to be provided in Phases 1b and 2 to comply with the London Plan policy.
- 4.1.11 **Figure 4.4** shows the location of the short term residential (and commercial) cycle parking across the site, with the plan in full provided in **Appendix C**.

Figure 4.4 Location of Short Stay Cycle Parking (Residential & Commercial)



Source: A+S Short Stay Cycle Plan

- 4.1.12 **Figure 4.4** shows that the cycle parking is distributed appropriately across Phases 1b and 2.

5. Non-Residential Cycle Parking

- 5.1.1 Non-residential cycle parking will be provided in accordance with the London Plan, with long stay cycle parking provided in safe, secure and covered, areas. Short stay cycle parking will be provided within the public realm in close proximity to each non-residential unit.
- 5.1.2 **Table 5.1** summarises the cycle parking for Phase 1b and 2.

Table 5.1 Phase 1b Cycle Parking Provision

Location	Long Stay	Short Stay
Block G	1	3

- 5.1.3 The figures shown in **Table 5.1** are based upon the use class which results in the highest number (short and long stay added together) of cycle parking spaces, in this case Food retail or a Café. gives the highest total number of cycle parking spaces
- 5.1.4 Short stay cycle parking will be spread out across the masterplan within the public realm as shown in **Figure 4.4** and **Appendix C**. Long stay will be provided within the demise of each unit/building.

6. Summary

- 6.1.1 The proposed development at St Ann's Hospital intends to provide:
- The number of cycle parking spaces is in accordance with the London Plan policy.
 - Designed to be fit-for-purpose, secure and well located.
 - 5% larger cycle parking spaces in accordance with the LCDS.
 - 20% Sheffield Stands for those with non-standard cycles or those who struggle with two tier systems.
 - Making best use of space by providing two-tier racks.
 - Providing aisles wide enough to allow access to the upper tier of the stands being proposed (as agreed with both LBH and TfL during the Hybrid Application).
- 6.1.2 The proposed solution maximises space and efficiency for the development as a whole without compromising quality and accessibility.

APPENDIX A – GROUND FLOOR PLANS (CYCLE PARKING)

4.3 Cycle Parking

Cycle parking spaces are provided in line with The London Plan (March 2021) standards.

	Long Stay Standards	Short Stay Standards
C3 - Residential	1.5 spaces per 1B2P; 2 spaces all other dwellings	5 to 40 dwellings: 2 spaces; thereafter 1 space per 40 dwellings

As agreed during the Hybrid application, long stay cycle parking will be secure, sheltered, accessed externally, and will comprise the following:

- 5% of spaces have been designed specifically to accommodate larger cycles, with these spaces all being large enough to accommodate cargo bikes.
- 20% of cycle parking is Sheffield stands for people with non-standard bicycles and those that struggle to use two tier systems.
- The remainder of the spaces are proposed as gas-assisted two tier racks.

Residential long-stay cycle storage is located at ground floor and divided between secure communal cycle stores within each core. A number of larger bike spaces are located within dedicated courtyard stores. All cycle stores are accessed externally in line with the agreed fire strategy. For houses, cycle storage is located within the curtilage of each dwelling.

Short-stay cycle parking is located within Sheffield stands integrated into the public realm proposals.

Please refer to Markides' Technical note for more information.

Key

←

Cycle Store Access

●

Communal Cycle Stores

■

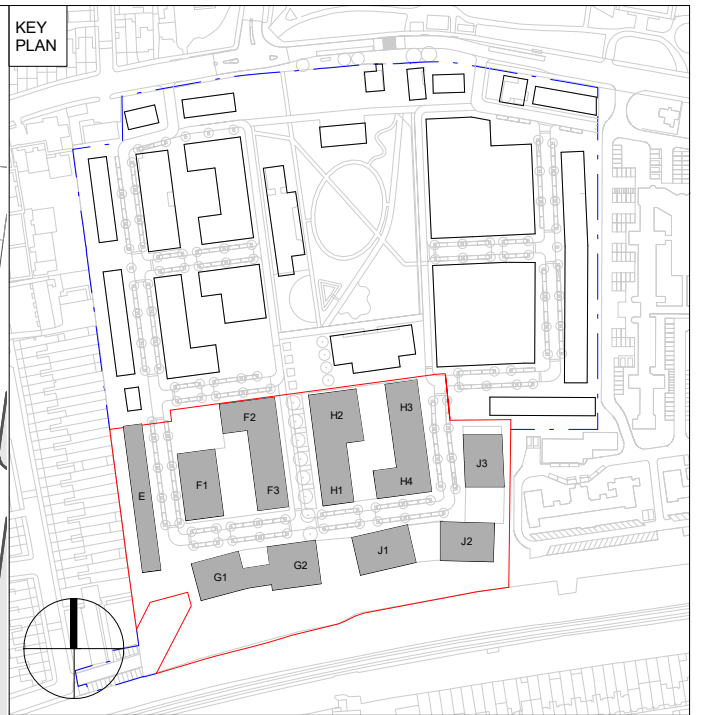
Domestic cycle stores



Cycle Storage Strategy



APPENDIX B – LONG STAY CYCLE PARKING (DAS EXTRACT)



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— SITE BOUNDARY OF PHASE 1B & 2 APPLICATION
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P03	S2	Planning Design Freeze	Rev2	10/07/23
P02	S2	Planning Design Freeze		25/06/23
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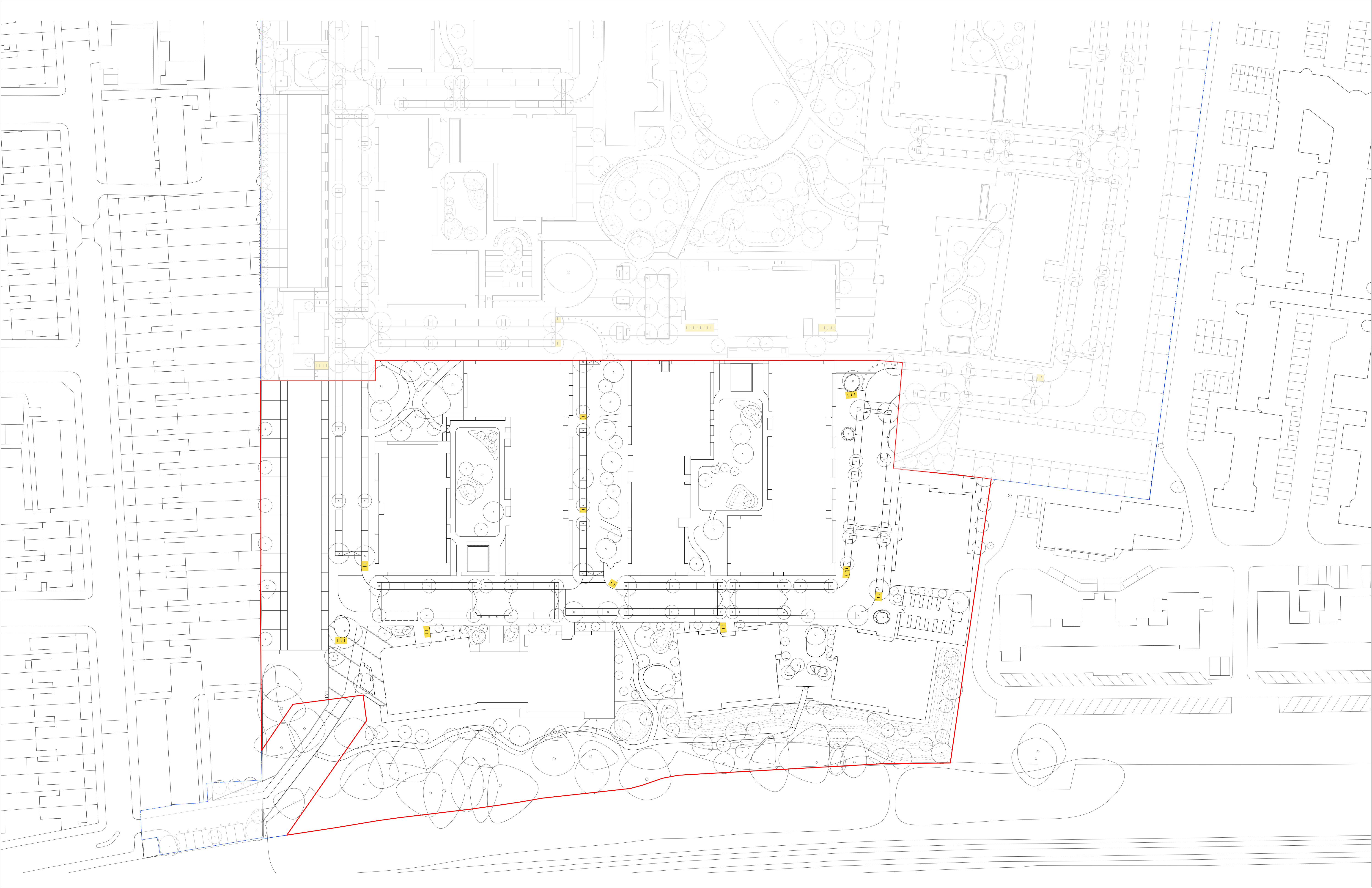
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St. Ann's New Neighbourhood Phase 1B & 2

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Ground Floor Plan, Proposed

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APPENDIX C – SHORT STAY CYCLE PARKING



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Short stay cycle parking

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Phases 1B + 2

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