

PLANNING STATEMENT

In Support of an Application for **“Retrospective application for the installation of a bicycle storage unit to the front elevation”**.

29 Solent Road, London, NW6

August 2026

1. Introduction

1.1 This Planning Statement is submitted in support of a retrospective application for planning permission for the retention of a bicycle storage shed (in situ since 2024), within the front garden of 29 Solent Road, London NW6, within the London Borough of Camden (the "Application Site"). The applicant has been resident at the property since May 2024.

1.2 The proposed development comprises a single, low-level metal bicycle security store (Asgard-type) to be positioned within the front garden curtilage, against the right-hand boundary wall when facing the property, set back from the front boundary line. The store is required to provide safe, secure, weatherproof storage for bicycles used by the occupants of the dwelling as their primary means of sustainable transport. Planning permission is required because the store would be situated on land between the principal elevation of the dwellinghouse and the highway and therefore falls outside the permitted development rights afforded by Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

1.3 For the avoidance of doubt, application 2025/4862/P has already been approved. This application is solely for a retrospective front garden installation, in situ prior to the previous application.

1.4 The Application Site is not within a conservation area or subject to Article 4 Direction related to the works proposed.

1.5 This Statement sets out the planning policy context, assesses the proposal against the likely areas of concern - namely the impact on the street scene, the relationship to the host building character, and visual incongruity - and aims to demonstrate that the proposal is acceptable in planning terms.

1.6 This statement should be read in conjunction with the following documents:

- Location plan
- Existing and proposed site plans

2. Description of the Proposed Development

2.1 The proposed bicycle store is a freestanding, prefabricated security shed: the Asgard Addition Bike Shed (x3 model). Its external dimensions are 1,788 mm wide (5 ft 8 in) x 875 mm deep (2 ft 8 in), with a mono-pitch roof rising from 1,340 mm (4 ft 3 in) at the front to 1,444 mm (4 ft 7 in) at the rear. The store is finished in Ivory powder-coat. The property is constructed of yellow London stock brick, a warm cream-yellow tone to which the Ivory finish closely corresponds. The colour choice is therefore inherently sympathetic to the host building rather than contrasting with it. The store is a low, compact structure and significantly below the established screening. The gentle pitch of the room is designed to soften its visual impact. It will not be attached to, or materially alter, the fabric of the existing dwelling. No planting was removed for the installation, and additional planting is proposed to further soften the visual impact.



Figure 1: Figure 1: Existing bike shed, with additional screening

2.2 The front boundary of the Application Site is defined by a tall, dense, well-established hedge that has been present for well over 20 years. This hedge completely screens the interior of the front garden from the public highway. The proposed store will be located behind this hedge and will not be visible from the street.



Figure 2: Current oblique view of the property showing no change to front view and with bike shed in situ

2.3 As part of this application two additional items are proposed to meet the requirements of Camden:

1) The installation of a green roof to the existing structure to encourage additional wildlife and support biodiversity. Currently the front garden is fully flagged. By getting a green roofed bike shed we would be returning 1.56 sqm of the front garden from hard to soft landscaping.



Figure 3: Example of green roof on Asgard Bike Shed on found elsewhere in London

2) Additional planting /Screening added to ensure minimal visual impact and a second level of screening, beyond the established fence and shrubs.



Figure 4: additional screening proposed



Figure 5: Example of additional planting

2.4 The proposed development is within the 50% curtilage rule as the total area of all buildings and extensions (including previous extensions, outbuildings, sheds, and garages) does not cover more than 50% of the total land area around the "original house" (as it stood in 1948 or when first built). [Appendix I](#)

3. Planning Policy Framework Considered

When preparing this application, a review of the below policies has been undertaken and to ensure that the application meets Camden's sustainability agenda whilst balancing visual impact.

3.1 National Planning Policy Framework (NPPF) December 2024

3.1.1 The NPPF (December 2024) Section 9 (Promoting Sustainable Transport) states that planning should:

- "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling"; and
- "identify and pursue opportunities to promote walking, cycling and public transport use" (para. 115(c)).

3.1.2 Provision of secure, covered cycle parking at residential properties is a direct enabler of cycling as a mode of transport. Refusing such provision runs contrary to the NPPF's modal-shift

objectives. On design, the NPPF at paragraph 135 requires decisions to be proportionate and grounded in the actual character of the locality.

3.2 London Plan 2021

3.2.1 London Plan Policy T5 (Cycling) requires that development proposals provide cycle parking that is sheltered and secure. The proposed bicycle store directly fulfils this requirement.

3.3 Camden Local Plan 2017

Policy D1 - Design

3.3.1 Policy D1 applies a contextual test: development is resisted where it causes harm to the character, appearance, or amenity of the area. A modest, low-level bicycle store that is completely screened from public view by an established hedge, secondary planting and a green roof does not meet the threshold of "harm" required for refusal under Policy D1.

Policy T2 - Sustainable Transport

3.3.2 Policy T2 supports sustainable modes of transport including cycling. Provision of secure cycle storage directly advances the objectives of Policy T2 by removing a key practical barrier to cycling. The proposal should attract positive weight under this Policy.

3.4 Camden Planning Guidance: Altering and Extending Your Home (March 2019)

3.4.1 This CPG is a formal Supplementary Planning Document and is therefore a material consideration. **Paragraph 5.5 of the CPG explicitly acknowledges and anticipates the presence of bike stores in front gardens.** It states that front gardens should:

- "integrate planting into front garden structures where possible, e.g. bin and bike stores".

We will add a green roof and additional planting. Camden's own SPD guidance does not treat bicycle stores in front gardens as inappropriate or exceptional - it treats them as a normal feature of the front garden environment and provides guidance on how to manage them well.

Our application is made with this guidance's full consideration.

3.5 Government Consultation: Proposed PD Rights for Bicycle Stores (February 2024)

3.5.1 In February 2024 the Government published a consultation titled "Changes to various permitted development rights" which proposed new permitted development rights to allow the erection of bin and bicycle stores in the front gardens of dwelling houses in England. The proposed rights were subject to size parameters of no more than 2 m in width, 1 m in depth, and 1.5 m in height. Notably, the Government expressly proposed that these rights would apply

even in conservation areas and Areas of Outstanding Natural Beauty. In application is within neither of these areas and is not under an Article 4 directive either.

3.5.2 Whilst that consultation has not yet resulted in enacted legislation at the date of this application, it constitutes a clear statement of national policy direction. The Government regards bicycle stores in front gardens as acceptable in principle in residential areas across England, including the most sensitive designations. This policy intent is a material consideration the Council must weigh.

3.5.3 The proposed size parameters (no more than 2 m wide x 1 m deep x 1.5 m high) are directly analogous to the scale of the store proposed in this application.

4. Notes for Planning Assessment

4.1 Effect on the Street Scene / Uncharacteristic of the Host Building

The Council has raised informal concerns that the proposed metal store will have an adverse effect on the street scene. We aim to demonstrate these are not concerns for this application.

4.1.1 Scale and subordinacy: The proposed store is a low-level structure and significantly lower than the Victorian terrace it is situated in.

4.1.2 Existing screening (Appendix A): The front boundary hedge is a long-established, tall, and dense landscape feature that fully screens the interior of the front garden from the public highway. Confirmed by Street View imagery from at least 2008 to 2022, this screening is a permanent site condition. The bicycle store will be positioned against the right-hand boundary wall and set back from the front boundary line, it is already entirely concealed behind this hedge when viewed from the public highway. This is an existing, long-established condition of the site.

4.1.3 Reversibility: The structure is freestanding and not fixed to the main building. It is not a permanent alteration to the property and can be removed at any time without trace. The proposed store does not alter, extend, attach to, or in any way affect the fabric or architectural character of the Victorian terrace. The test for ancillary garden structures is not stylistic match with the host building but whether the structure causes unacceptable harm to the character and appearance of the wider area. For the reasons set out in section 4.1, it does not.

4.1.4 Established street pattern (Appendix B – Solent Road & Appendix C – Roads within 100Meter Radius): Front garden bicycle storage structures form an established pattern on Solent Road: visible metal stores are confirmed at nos. 4, 54, 59 and 70 Solent Road. Whilst other types of bicycle storage units are visible at 8, 46, 48, 51 and 66 Solent Road. These have various levels of screening and can be seen in plain public view. The proposed store at 29 Solent Road will be behind an established hedge, secondary planting and a green roof cover, thus having no impact on the street pattern.

All other structures are significantly more prominent in the public view than the proposed store at 29 Solent Road, which will be entirely concealed behind the Application Site's well-established front boundary hedge.

4.1.5 Historical Front Garden Structure (Appendix G - Examples): It is a matter of historic record that the Victorian terraced houses on Solent Road, and across Camden, were originally

built with coal storage structures in their front gardens as an integral and deliberate design feature. Coal was delivered by cart to the street frontage and stored in bunkers or sheds within the front garden curtilage including 29 Solent Road. Front garden utility storage was therefore not an afterthought but a designed-in characteristic of these properties from the outset. A bicycle store is the direct modern and sustainable-transport equivalent of this original feature: it stores the means of daily transport in the front garden substituting a fossil fuel with a zero-emission mode of transport.

4.1.6 Camden Guidance: The Camden Planning Guidance: Altering and Extending Your Home (March 2019) indicates photos of bike stores in front gardens; paragraph 5.5 demonstrates that Camden does not regard such structures as generically uncharacteristic within the Borough's predominantly Victorian residential areas.

4.1.7 Functional necessity: The occupants rely on cycling as their primary mode of sustainable transport. The absence of safe, secure, weatherproof home storage is one of the principal barriers to cycling uptake. There is a legitimate and pressing functional need for the structure.

4.1.8 Terrace house layout: The physical layout of a Victorian mid-terrace house makes internal bicycle storage impractical to the point of impossibility. The property has no side access or rear lane: bicycles can only enter through the front door. A mid-terrace hallway is narrow, typically less than a metre wide, with stairs, doors, and furniture immediately adjacent. Carrying a bicycle through the front door, along the hallway, and into the rear of the property on every journey, and back out again, causes damage to walls and fittings, creates a safety hazard, and is wholly impractical for a household that cycles regularly. The specific building type to which this application relates, a Victorian mid-terrace with no side access, is precisely the type of dwelling for which external front garden cycle storage is not a preference but a necessity.

4.1.9 Proportionate response: A security bicycle store is the most effective and widely-used solution to secure cycle storage in residential contexts. Its appearance reflects its functional purpose. In this case the Ivory powder-coat finish has been specifically selected because it closely matches the warm cream-yellow tone of the yellow London stock brick of the host building. Far from being incongruous, the store is colour-matched to the principal building material of the terrace a deliberate and considered design choice. It will be further concealed with planting and a green roof.

4.2. Neighbour Amenity

In terms of neighbour amenity, the storage unit would be located against the side boundary of the garden adjacent to No 31 but is situated behind an adjoining hedge and tree and therefore is not anticipated to have any material negative impact on daylight and sunlight to habitable rooms. Due to the nature of the works, the proposal is not expected to have a negative impact on the amenity of neighbouring sites in terms of overlooking, daylight/sunlight or outlook.

4.3 Neighbour Support: The application has received positive support from multiple immediate and nearby neighbours including Council Officers. These neighbours are directly familiar with the site, the established screening provided by the front boundary hedge, and the pattern of similar structures along the road.

4.4 No Reasonable Alternative: Camden Cycle Hangars (Appendix D/E)

The Council may suggest that the applicant should rely on Camden's publicly provided cycle hangar (on-street "cycle hanger") scheme as an alternative to a private bicycle store in the front garden.

As of July 2026, Camden's data shows that in the West Hampstead and Fortune Green area, the locality directly relevant to this application, there are just 9 cycle hangars in total, against a published waiting list of 468 people. This represents a demand-to-supply ratio of more than 50 applicants per hangar, making the realistic prospect of obtaining a Council hangar place within any reasonable timeframe effectively nil. The waiting list represents a chronic and well-documented failure of public cycle storage provision to keep pace with demand.

4.5 Similar Applications Approved by Camden (Appendix G)

2026/1127/P

114 Highgate Road London NW5 1PB

Installation of a bike shed in the front garden

Granted 17-06-2026

2024/4571/P

78 Bartholomew Road London NW5 2A

Replacement of existing bike shed

Granted 03-01-2025

2023/1941/P

46 York Rise London NW5 1SB

Installation of metal bike shed in front garden

Granted 09.04.2024

2021/1680/P

56 South Hill Park London NW3 2SJ

Erection of bike shed within the front garden

Granted 24-09-2021

2020/1385/P

35 Swain's Lane, London, N6 6QL

Granted 12.08.2020

2016/6888/P

14 Bartholomew Villa, London, NW6 2LL: Asgard Metal

Bicycle Store in Front Garden

Granted 07.03.17

29 Goldhurst Terrace, London, NW6 3HB

Ref: 2016/6882/P

Granted 27.03.17

5. Conclusion

5.1 This Planning Statement aims to demonstrate that the proposed bicycle storage shed meets Camden's planning terms. In summary:

- Camden's own CPG (para. 5.5) shows images of bicycle stores in front gardens and we aimed to follow these requirements
- The front boundary hedge that has been established for over 20 years and confirmed by Street View imagery from 2008 to 2022 completely screens the front garden from the street. The store will not be visible from the public highway. There is no street scene impact.
- The Victorian terraces on Solent Road were originally built with coal storage structures in their front gardens as a designed-in feature. A bicycle store is the modern sustainable-transport equivalent of that original utility storage, therefore front garden storage is characteristic of this building type, not contrary to it.
- Front garden bicycle storage structures form an established pattern on Solent Road: visible metal stores are confirmed at four other houses in Solent Road. Whilst other types of bicycle storage units are visible at a further five Solent Road properties. These have various levels of screening and can be seen in plain public view.
- The proposed store at 29 Solent Road will be completely invisible behind an established hedge, secondary planting and include a green roof. It will be wholly consistent with the accepted character of the street.
- The NPPF 2024, London Plan Policy T5, and Camden Local Plan Policy T2 all strongly support the provision of secure, covered cycle parking. Significant positive weight must be given to this public benefit in the planning balance.
- The Government's February 2024 consultation confirms that national policy regards bicycle stores in front gardens as acceptable in principle.
- Any minor visual impact from the structure is clearly and proportionately outweighed by the policy benefits of enabling cycling as a sustainable mode of transport. The structure is in any event invisible from the street.
- The application is likely to receive active support from neighbouring households including those immediately adjacent to the site and local community groups.

5.2 It is respectfully submitted that there is no reasonable or proportionate planning basis on which to refuse this application, and that the Council should grant planning permission accordingly.

Tanya Gibson/Elizabeth Seward

August 2026

Appendix A: The Application Site 29 Solent Road

The following images confirm the character of the Application Site: the yellow London stock brick Victorian terrace and the long-established front boundary hedge that completely screens the front garden from the public highway.



Figure A1: 29 Solent Road - front boundary hedge, Google Street View 2008, confirming the hedge was well-established over 17 years ago

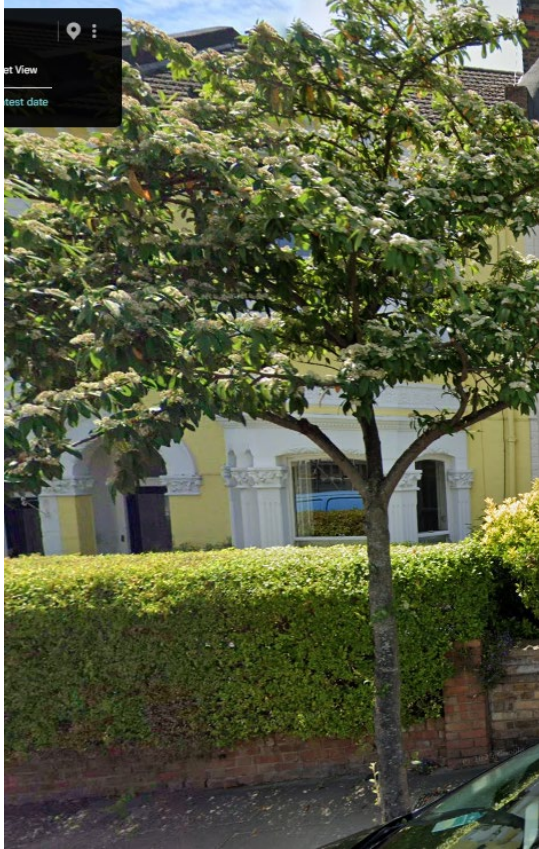


Figure A2: 29 Solent Road - front boundary hedge, Google Street View 2022, confirming the hedge remains tall, dense and continuous

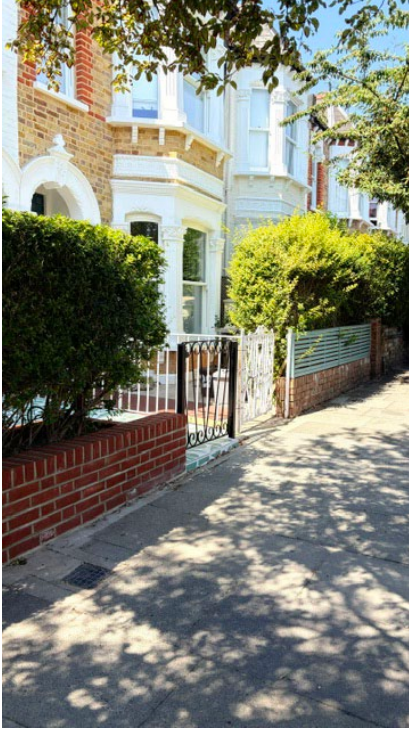


Figure A3: 29 Solent Road –July/August Street scene with bike shed in situ



Figure A4: 29 Solent Road –July/August street scene with bike shed in situ

Appendix B: Precedent Properties: Front Garden Storage on Solent Road

The following images confirm that front garden storage structures are an established and recurring feature of Solent Road, with visible unscreened structures. These structure all have minimal concealing and all are more visible from the public highway than the Application, as the proposed store at 29 Solent Road will be entirely hidden behind the established front boundary hedge.



Figure B1: 4 Solent Road - metal Asgard-type bicycle storage unit visible in the front garden (Google Street View)



Figure B2: 8 Solent Road - green shed in front garden, directly comparable in type, scale and finish to the proposed Asgard-type store (Google Street View)



Figure B3: 46 & 48 Solent Road - timber-clad bin and bike stores, fully visible and unscreened in the front garden (Google Street View)



Figure B4: 51 Solent Road – Wooden Bike Shed, with green roof. Same Size and Scale as proposed application (Google Street View)



Figure B5: 66 Solent Road - green-roofed bicycle storage unit at the front of the property. Same Size and Scale as proposed application (Google Street View)



Figure B6: 75 Solent Road - bin storage shed clearly visible in the front garden (Google Street View)



Figure B7: 54 Solent Road - beige metal Asgard-type bicycle storage unit visible in the front garden. Same Size and Scale as proposed application (Google Street View)

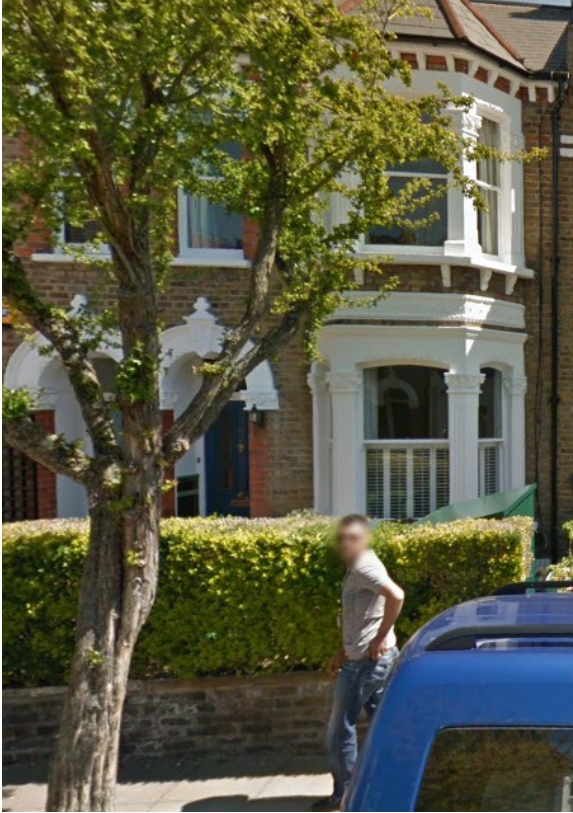


Figure B8: 70 Solent Road - green metal Asgard-type bicycle storage unit visible behind the front boundary hedge (Google Street View)



Figure B8: 59 Solent Road - Beige metal Asgard-type bicycle storage unit visible behind the front boundary hedge. Same Size and Scale as proposed application (Photo)

INSERT PHOTO

Figure B9: 30 Solent Road Wooden bicycle storage unit visible behind the front boundary hedge. Same Size and Scale as proposed application (Photo)

Other Properties in Solent Road with Bin Stores, all similar size to proposed application and visible from the street:

10 Solent Road

14 Solent Road

20 Solent Road

18 Solent Road

20 Solent Road

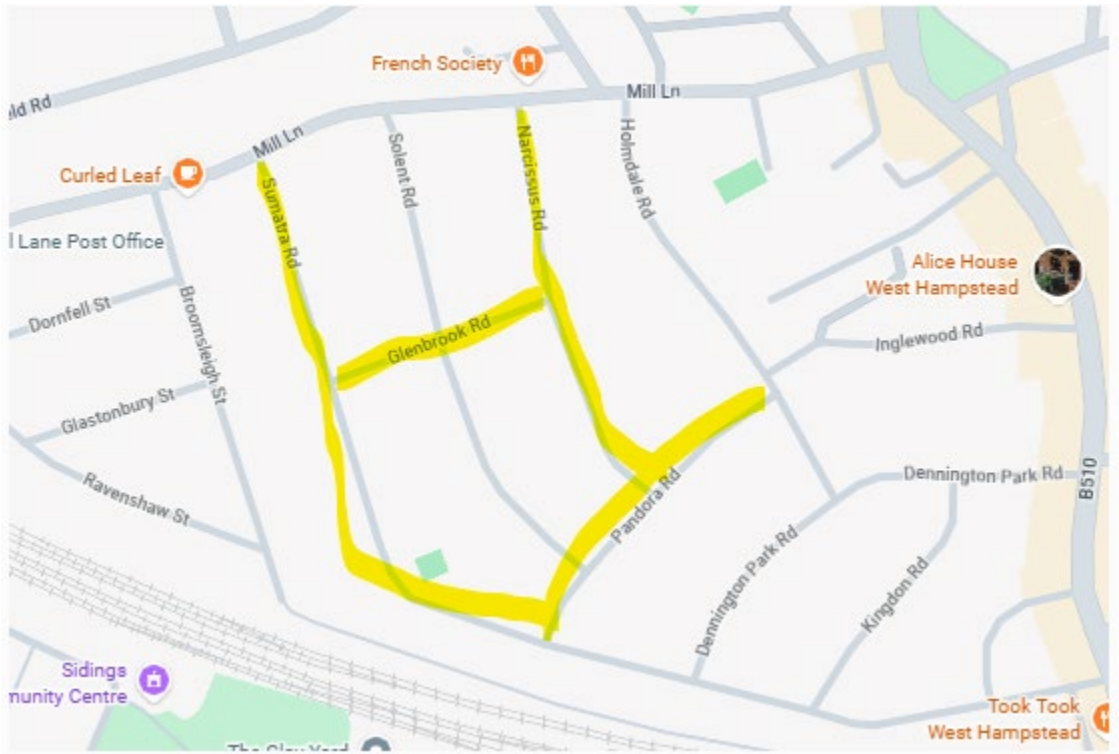
39 Solent Road

51 Solent Road

58 Solent Road

65 Solent Road

Appendix C: Properties on Surrounding Streets (under 100meter radius) with Front Garden Storage Similar / Metal Bicycle Unit



The following images and list of sites have a number of similar items as proposed by this application, most can be seen from the street scene, on the immediately surrounding streets. All examples are within 100 meters radius for the application site.

Narcissus Road, NW6, London:



Figure C1: 3 Narcissus Road Metal bike storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)



Figure C2: 27 Narcissus Road Metal bike storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)



Figure C3&C4: 19 & 21 Narcissus Road storage unit not visible behind the front boundary. Same Size and Scale as proposed application (Photo)



Figure C5: 47 Narcissus Road storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)

Pandora Road, NW6

Other Bin Storage units; similar size/scale and visible from street at:

- 2a Pandora Road, NW6, has a storage shed,
- 3 Pandora Road, NW6, has a Storage Shed
- 6 Pandora Road, NW6, has a Storage Shed
- 15 Pandora Road, NW6, has a Bin Shed
- 18 Pandora Road, NW6, has a Bin Shed
- 15 Pandora Road, NW6, has a Bin Shed



Figure C6: 7 Pandora Road, storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)



Figure C7: 14 Pandora Road, storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)

Sumatra Road, NW6

Other Bin Storage units; similar size/scale and visible from Sumatra Road, are:

Sumatra Road

2a Sumatra Road, NW6, has a Bin Shed

6 Sumatra Road, NW6, has a Bin Shed

26 Sumatra Road, NW6, has a Bin Shed

29a Sumatra Road, NW6, has a Bin Shed

41 Sumatra Road, NW6, has a Bin Shed

47 Sumatra Road, NW6, has a Bin Shed

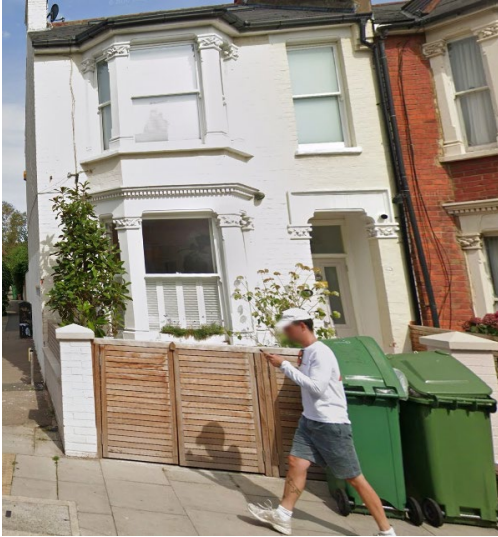


Figure C7: 38 Sumatra Road, NW6,, storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)



Figure C8: 66 Sumatra Road, NW6,, bike storage unit visible behind the front boundary. Same Size and Scale as proposed application (Photo)

Glenbrook; Road, NW6

Other Bin Storage units; similar size/scale and visible from Glenbrook Road, are at properties 4,5,6 and 8.

Appendix D: Camden Cycle Hangar Provision - West Hampstead Area

The following map shows the Camden cycle hangars in the West Hampstead and Fortune Green locality. As at July 2026 just prior to this application, there are 9 hangars in the area with 468 people on the waiting list; confirming that public provision is wholly inadequate and that a Council hangar is not a realistic alternative for the applicant especially when storing 4 bicycles in a private hanger.

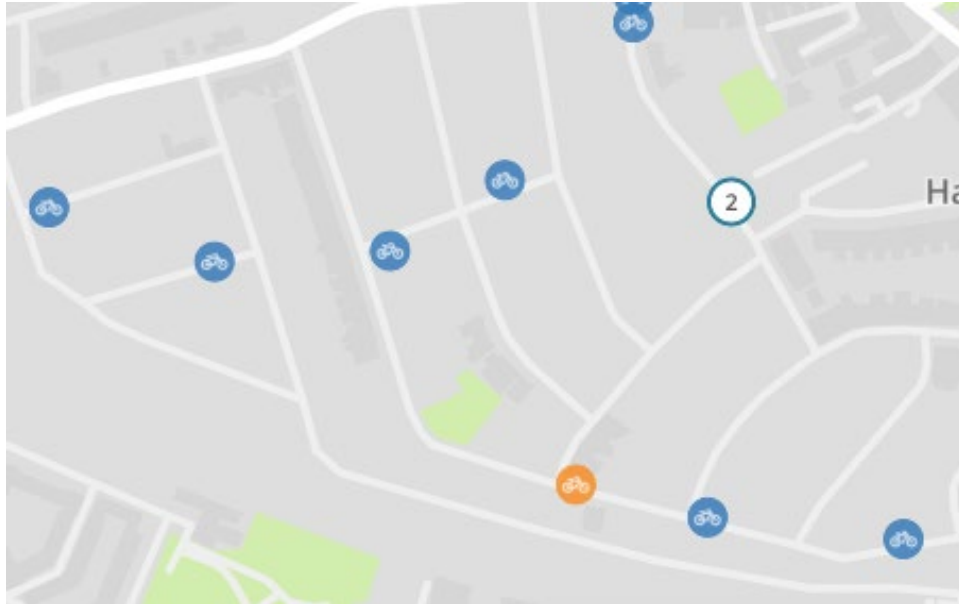


Figure D1: Camden cycle hangars in the West Hampstead and Fortune Green area (source: Camden Council cycle hangar booking system). 9 hangars, 468 on waiting list.

Appendix E: Camden Cycle Hangar Provision - West Hampstead Area



Figure E1: Camden cycle hangars in the West Hampstead and Fortune Green area (source: Camden Council cycle hangar booking system). 9 hangars, 468 on waiting list.

Camden implement similar height, metal storage units within the street scene - one exists in Solent Road today and is part of the street scene.

Appendix F: Historical Coal Storage (Front Garden)

Examples of Coal Storage:



Figure G1: 42/40 Solent Road – Two Historical Coal Storage Units.



Figure G2: 38 Solent Road - Historical Coal Storage Unit



Figure G2: 48/50 Sumatra Road – Two Historical Coal Storage Units

Appendix G: Approved Applications / Examples

46 York Rise, London, NW5 1SB: 2023/1941/P: Granted (09-04-2024) - Householder Application

Installation of metal bike shed in front garden.



Figure H1: 46 York Rise, Approved Metal Unit

210 Iverson Road, London, NW6 2HL: Ref: 2016/3530/P: Granted 03.08.2016

Installation of metal bike shed in front garden



Figure H2: 210 Iverson Road, Approved Metal Unit

78 Bartholomew Road London NW5 2AL (2024/4571/P): Granted (Jan 3 2025) - Householder Application

Installation of metal bike shed in front garden



39 Rochester Road London NW1 9JJ (2023/0543/P): Granted (Jun 22 2023) - Householder Application



Appendix I: Current Development

The existing outdoor structures and previously approved developments undertaken total 16.95 sq m (10.75 sq m + 6.20 sq m) against an original outdoor footprint of 87 sq m. With the addition of a small bicycle storage locker (1 m x 2 m), we are comfortably within the 50% permitted development threshold.

SOLENT ROAD

Approximate Gross Internal Area
 Ground floor = 708 sq. ft. (65.8 sq. m.)
 First floor = 609 sq. ft. (56.6 sq. m.)
 Second floor = 204 sq. ft. (18.9 sq. m.)
 Total = 1521 sq. ft. (141.3 sq. m.)
 Outbuilding = 109 sq. ft. (10.1 sq. m.)



First Floor



Second Floor



Ground Floor

This plan is for layout guidance only. Not drawn to scale unless stated. Windows and door openings are approximate. Whilst every care is taken in the preparation of this plan, please check all dimensions, shapes and compass bearings before making any decisions reliant upon them.
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