



Secure cycle storage in residential front gardens



Requirements for planning permission

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1. INTRODUCTION

- 1.1 This briefing note has been prepared by Ealing Cycling Campaign (ECC) following a meeting with Ealing Council on 29 January 2013 to discuss the provision of secure cycle parking facilities in front gardens at residential properties.
- 1.2 The note does not discuss cycle storage units to the side or rear of a residential property. Such units are normally permitted development under The Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 1 Class E.
- 1.3 The specific issue that gave rise to the meeting on 29 January 2013 is the current policy of the council's planning department to require residents to apply for planning permission for cycle storage units in front gardens. In parallel, the council's transport planning department have a programme of encouraging secure cycle parking in homes. The council's draft SPD "Sustainable transport for new development" issued on 12 October 2012 states at section 6.8: *"Cycle parking should be easily accessible and should be located closer to the main building entrances than car parking."*
- 1.4 Some relevant planning policy considerations are included at Appendix A, which is the planning statement drafted by ECC on behalf of a recent application P/2012/4832 for front garden cycle storage (47 Dorset Road, recently granted).
- 1.5 The issues that need to be addressed are:
 - When is it necessary to obtain planning permission?
 - In cases where planning permission is required, what steps can the council take to mitigate the discouraging effect of the planning application fee (£172 from November 2012), which is high in this context?
 - What guidelines need to be produced to assist planning officers and residents on this topic?
- 1.6 It is ECC's view that the council should be working towards a situation where every resident has a secure cycle parking place at home. The optimum place for this cycle parking is at the front of the building, not the back. This is a key ingredient of any policy to substantially increase the proportion of travel undertaken by cycling, with all the wider benefits this will bring. It is therefore essential that the process of installing such cycle parking is not hampered by unnecessary procedures that have costs both for residents and their council.

2. WHEN IS IT NECESSARY TO OBTAIN PLANNING PERMISSION?

- 2.1 The formal position is that under Town and Country Planning GPDO 1995 Schedule 2 Part 1 Class E, planning permission is required for any "building or enclosure" between the front building line of a residential property and the highway boundary. The only exception to this is for certain "Minor Operations" which have permitted rights under GPDO 1995 Schedule 2 Part 2 Class A. These are discussed later in this note (para 2.8 onwards).
- 2.2 Ealing Council's planners have advised that in their view, cycle storage does not fall into the category of "Minor Operations", and hence planning permission is required in every case.
- 2.3 However, many planning authorities (including Ealing) have in the past chosen not to serve enforcement notices in cases where cycle storage units have been built in front gardens without planning permission, but are otherwise unobjectionable and visually acceptable in the local context. This is because under section 172 of the Town and Country Planning Act 1990, planning authorities are not obliged to issue enforcement notices but may do so where *"it appears to them that it is expedient to issue the notice, having regard to the provisions of the development plan and to any other material considerations."* The corollary is that where it is not expedient to serve an enforcement notice, the council should not spend public money in doing so.
- 2.4 After 4 years an unconsented cycle storage unit will normally acquire deemed consent under TCPA s171B. This gives ample time for a planning authority to reconsider any internal decision that it would not be expedient to issue an enforcement notice in any particular case. However a single or even a small number of third party objections to an unconsented cycle storage unit should not in itself be treated automatically as grounds for issuing an enforcement notice. It is up to the planning authority to decide, having regard to the provisions of the development plan and to any other material considerations, whether it is expedient to serve an enforcement notice.
- 2.5 An example of a local authority who have decided to give guidance as to when they are unlikely to serve enforcement notices for cycle storage is Wandsworth. Wandsworth Council's Decision notice 2010/0861/ENF on 19 September 2012 stated:

"In order to establish a consistent approach on cycle storage sheds in front gardens, discussions have taken place between senior officers and the Executive Member for Strategic Planning and Transportation. It is proposed to include in the Housing Supplementary Planning Document (currently out to consultation) a provision that acknowledges this conflict and states that if cycle storage units in front gardens are of a minimal size for cycle storage, are made of timber or another subservient material to brick and are of a high quality design, then the Council will generally not take enforcement action against such structures. If a storage structure is made of brick and of a size that in excess of the minimum required for cycle storage then enforcement action may be taken."

- 2.6 The final version of the Wandsworth Housing Supplementary Planning Document adopted in December 2012 includes:

"4.26 In view of the contribution of cycling to sustainable travel, bike stores may be acceptable in front gardens providing that they are minimum size necessary and they are located so as to minimise visual impact on the street. They are unlikely to be acceptable in very small front gardens, in conservation areas and where there is an Article 4 direction in place."

- 2.7 Wandsworth Council decided to adopt this approach following an appeal decision on 27 July 2012 (ref APP/H5960/D/12/2177688), attached as Appendix B. In that decision, the Inspector ruled that the sustainability benefits of the cycle storage proposed outweighed the admitted impact on the streetscape.

- 2.8 For cycle storage in Ealing that is being subsidised by the council, in the interests of caution it makes sense for planning permission to be obtained to avoid any possible conflict of interest that might otherwise arise when deciding whether an enforcement notice should be served. This planning permission can be sought on a batch basis for a number of properties, to reduce administration costs. The application fee in such cases should be borne by the council as part of the cycle storage provision programme.

Permitted rights for Minor Operations

- 2.9 The Town and Country Planning (General Permitted Development) Order 1995 classes certain forms of "Minor Operations" as permitted development, as set out in Schedule 2 Part 2 Class A. In particular, permitted development includes *"the erection ofa fence, wall or other means of enclosure"* whose height does not

exceed 2 metres, or 1 metre if adjacent to the highway. An exception is where the Minor Operation would take place within the curtilage of a listed building.

- 2.10 The question that therefore arises is whether a cycle store is an enclosure. There is no definition of "enclosure" given within the Act. There have been test cases including one for an embankment to contain flooding, which was rejected partly because the embankment did not fully surround the relevant area¹. However as far as the writer is aware there has been no test case for an enclosure for cycle storage. The term "enclosure" is grouped together with "building" at GPDO 1995 Schedule 2 Part 1 Class E, but with "walls and fences" at Schedule 2 Part 2 Class A. Until such time as a definitive ruling is made as to whether a cycle storage unit is an enclosure, some doubt must prevail.
- 2.11 Nevertheless, the Oxford English Dictionary (OED) gives the following definitions for "enclose" and "enclosure". The key point to note is that "enclose" is defined as "surround or close off on all sides". The derivation of the words includes "shut in" and "imprison" which implies a roof where relevant.

enclose (also **inclose**) ► **verb** [with obj.] **1** (often **be enclosed**) surround or close off on all sides: *the entire estate was enclosed with walls* | [as adj. **enclosed**] *a dark enclosed space*.

■ historical fence in (common land) so as to make it private property. ■ [usu. as adj. **enclosed**] seclude (a religious order or other community) from the outside world.

2 place (something) in an envelope together with a letter: *I enclose a copy of the job description*.

– **ORIGIN** Middle English (in the sense 'shut in, imprison'): from Old French *enclos*, past participle of *enclore*, based on Latin *includere* 'shut in'.

enclosure /ɪnˈkləʊʒə, ɛn-/ (also **inclosure**) ► **noun**
1 an area that is sealed off with an artificial or natural barrier.

■ Brit. a section of a racecourse for a specified activity or class of people: *the members' enclosure*. ■ an artificial or natural barrier that seals off an area.

2 {mass noun} historical the process or policy of fencing in waste or common land so as to make it private property, as pursued in much of Britain in the 18th and early 19th centuries.

■ the state of being enclosed, especially in a religious community.

3 a document or object placed in an envelope together with a letter.

– **ORIGIN** late Middle English; from legal Anglo-Norman French and Old French, from *enclos* 'closed in' (see **ENCLOSE**).

Thus it would appear from the OED definition that a cycle storage unit is in fact an enclosure. On this basis, provided that it does not exceed 2 metres in height, or 1 metre if adjacent to a highway, it falls within the class of permitted development under the Town and Country Planning (General Permitted Development) Order 1995 Schedule 2 Part 2 Class A.

¹ Decision reference A-PP106-29-qA778725

- 2.12 To put it more simply, a structure whose sole purpose is to fully enclose one or more bicycles is, by definition, an enclosure. The fact that it is also a building as defined by the Act² does not alter this fact.
- 2.13 This situation accords with natural justice, insofar that no planning permission is required to park a motor vehicle in a front garden for extended periods, even if of considerably larger dimensions than a typical cycle storage unit.
- 2.14 In the event that a cycle storage unit is clearly objectionable, it is always open for the local planning authority to issue an article 4 direction under GPDO 1995. When doing so, the planning authority will need to comply with the provisions of Replacement Appendix D to Department of the Environment Circular 9/95: General Development Consolidation Order 1995, issued in June 2012 by Department for Communities and Local Government.
- 2.15 For cycle storage units in excess of 2 metres in height, the permitted development rights referred to above do not apply, and planning permission is required. Planning permission is also required for a storage unit of height between 1 and 2 metres adjacent to the highway boundary. In practice the latter is likely to be the most common occurrence in the case of cycle storage units, given that most cycle storage units are between 1 and 2 metres high.

Longer term proposal for adoption nationally

- 2.16 Given that the requirement for cycle storage in front gardens is likely to increase over time, in line with the government's policy of increasing cycling use, it would make sense for explicit provision for this to be made next time an Amendment is issued to The Town and Country Planning (General Permitted Development) Order. This is something ECC will raise via Cyclists Touring Club and London Cycling Campaign, for discussion with the Department for Communities and Local Government.

² The Town and Country Planning Act 1990 (s366) definition of "building" includes "*any structure or erection, and any part of a building, as so defined, but does not include plant or machinery comprised in a building*".

3. WHAT STEPS CAN BE TAKEN TO REDUCE THE DISCOURAGING EFFECT OF THE APPLICATION FEE?

- 3.1 The fees for planning applications are set down in The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012. For a Householder Application for alterations/extensions to a single dwelling, including works within boundary, the fee is £172. This compares with the price of a typical metal secure cycle store such as the Trimetals store (from £469), or a wooden one such as the 9 different models offered by Homebase (ranging from £160 to £299).
- 3.2 In relation to the overall cost of providing the cycle storage unit, the planning fee is a significant proportion. It is likely to be a deterrent to someone considering installing cycle storage at its optimum location, which is the front of the house.
- 3.3 The simplest way of mitigating this cost would be for the council to establish a Wandsworth-style policy of not generally issuing enforcement notices in cases where an unconsented cycle storage unit conforms to the council's design criteria. This would leave it open for the council to issue an enforcement notice in the event of a design that did not follow the council's guidelines or was clearly objectionable, at any time during the four years following installation.
- 3.4 Failing this, another way in which the council could reduce this disincentive would be to say that subject to the storage unit meeting the council's design criteria (to be discussed below), the council would themselves pay the planning fee from a budget for promoting cycling. The money would in fact simply be an internal transfer of funds within the council, so provided that such minor applications are dealt with expeditiously the real cost to the council could be relatively small.

4. WHAT GUIDELINES NEED TO BE PRODUCED?

4.1 In order to proceed as outlined above, it would be helpful if the council were to produce some simple guidelines to assist both council planning officers and residents.

4.2 The guidelines will need to include:

- examples of cycle storage units that are considered reasonable;
- suggestions as to how any visual impact of units can be minimised, for example by surface treatment or planting;
- clarification of how a storage unit placed at right angles to the highway will be treated for the purposes of height;
- a statement of the legal position, which could be based on this note.

4.3 To assist consideration of these matters, it may be useful to look at the sheets of photographs at the end of Appendix A. Also enclosed as Appendix C is the manufacturer's specification sheet for a typical high security design of metal storage unit (Trimetals).

4.4 A key factor that will affect the appearance of a metal unit will be the colour of paint used. At present only a limited range of colours are available for a Trimetals store. If it is felt that other colours would often be more appropriate, ECC would be happy to take a lead in discussions with one or more manufacturers with a view to increasing the standard range available.

5. SUMMARY

- 5.1 There are strong transport planning reasons for allowing people to provide secure cycle parking at the front of their residences.
- 5.2 In the past, many councils have chosen not to serve enforcement notices where cycle storage is placed in front gardens without planning consent, provided the design is reasonable.
- 5.3 An enclosure at the front of a building is classified as a "Minor Operation" if it does not exceed 2m in height, or 1m if adjacent to a highway, and is not within the curtilage of a listed building. As such, it is permitted development under GPDO 1995 Schedule 2 Part 2 Class A. ECC are not aware of any test case to determine whether or not a cycle storage unit is an enclosure for the purposes of the GPDO.
- 5.4 A planning authority has the power to issue an article 4 direction that withdraws the 'permitted development' rights that would otherwise apply by virtue of the GPDO, if it deems that it is expedient to do so in a particular instance. This power may be used in exceptional circumstances.
- 5.5 It would be helpful if the council prepared guidelines for the provision of secure cycle parking facilities in front gardens, not least to reduce the need for article 4 directions.
- 5.6 Insofar that there will in some circumstances be a requirement for planning permission for secure cycle parking, financial assistance towards the planning application fee would be an appropriate target for the council's funds for encouraging the provision of secure cycle parking.

Proposed cycle storage unit at 47, Dorset Road, London W5 4HX Planning Statement

The application is for a cycle storage unit for up to four cycles, to replace a slightly smaller cycle store that had established use. The replacement will increase the footprint area of the structure by 0.94 m², and the average height by 0.14m.

National planning policy

The proposal accords with the new National Planning Policy Framework published in March 2012. The Framework states at section 14:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development except when any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in this Framework indicate development should be restricted.”

One of the twelve Core Planning Principles set out at section 17 of the Framework is that planning should

*“actively manage patterns of growth to make the fullest possible use of public transport, walking and **cycling**”.*

Local planning policy

Ealing is one of London's "Biking Boroughs" in which the policy is to increase cycle mode share from the current 1.6% to 2.6% by 2014, and to 5% by 2026 (Ealing LIP 2011 para 3.99). On 11 October 2012 LB Ealing was awarded the "Achievements in Cycling" award at the National Transport Awards 2012, for the council's Direct Support for Cycling programme, which includes assistance in providing secure residential cycle parking.

Ealing Council's Cycling Strategy 2010-2016 Action Plan (section 7, page 15) opens with the following words:

“A successful Biking Borough must combine a number of different measures to overcome barriers to cycling, and any programme must address both service quality and information, marketing and promotion.

We appreciate that cycling requirements are not just about having safe and convenient access to destinations on the public highway and off-road routes.

Cyclists also require:

- *Convenient and secure home parking....”*

The last point "convenient" is of particular importance in the case of a terraced house (such as this house) where the only access to the rear garden is via the hallway and kitchen. Unless the cycle parking is genuinely easy to access, compared with using a car parked outside the house, the choice of mode will be less favourable towards cycle use. The council's draft SPD "Sustainable transport for new development" issued on 12 October 2012 states at section 6.8: *“Cycle parking should be easily accessible and should be located closer to the main building entrances than car parking.”*

Ealing's DPD Development Management Policy incorporates a required minimum cycle parking standard for new residential development, which for a house with 3 or more beds is 2 spaces. The property that is the subject of this application has 8 beds, so a higher provision is appropriate. There are four regular cycle users in the dwelling.

Also included in the DPD DMP is the London Plan's policy 7.3 "Designing out crime" which states:

*"Strategic - Boroughs and others should seek to create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion.
Planning decisions - Development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating."*

A securely chained but visible cycle was stolen from the front garden about a year ago, and another has been vandalised within the last six months. As a result of this our insurance company will no longer insure our cycles at an economic premium.

Precedent

Planning permission is required for development in a front garden. However, in many instances planning authorities choose not to take enforcement action in the case of cycle storage facilities installed without planning permission. This is because under section 172 of the Town and Country Planning Act 1990, planning authorities may issue an enforcement notice where *"it appears to them that it is expedient to issue the notice, having regard to the provisions of the development plan and to any other material considerations."*

In this part of Ealing there are many examples of cycle storage facilities erected in front gardens that did not have planning consent when erected, and which have not been subject to enforcement notices. The cycle store formerly on this site was one such example. It would therefore appear that the council did not consider it expedient to issue enforcement notices in these other cases.

Planning issues relevant to this case

From the policies quoted above there is strong planning support for the principle of providing secure and convenient cycle parking here, provided any adverse impacts of doing so do not significantly and demonstrably outweigh the benefits.

The only impact that might be adverse is the visual one. Visibility from the public highway is not in itself a valid reason for refusal – as evidenced by the fact that fences of up to 2.00m height can be erected without planning permission provided they are not adjacent to the road (TCPO 1995 Schedule 2, Part 2 class A). In this case, because there is dense conifer screening already in place between most of the unit and the road any visual impact is minimal. From the road the proposed increase in size of unit is barely visible (see attached photos). The footprint area of the new unit is 3.56 m² (2.12m x 1.68m) as compared with the previous 2.60 m² (2.00m x 1.30m). The average increase in height is 0.14m. At the apex of the roof the new unit is 1.62m high, and it is not adjacent to the road.

The shed has been moved 0.45m away from the boundary with no 49 Dorset Road at the request of the previous owner, to allow working space for the erection of a higher fence which he was then mindful of erecting. A pitched roof has been chosen to match other cycle stores in the vicinity, and to improve water run-off (the flat roof of the 1994 store had to be replaced when it rotted).

Thus there are no adverse impacts that would significantly and demonstrably outweigh the benefits. The only specific policies in the National Planning Policy Framework that might indicate that development should be restricted are those relating to design, in Section 7. However in this case the proposals are of a style compatible with other similar units in the immediate area, and in any event are well screened. Accordingly, the development should be permitted.



Examples of cycle parking in nearby front gardens— a common feature of this part of Ealing

Right – example of cars parked in a nearby front garden, for which planning permission is not required in spite of the comparable visual intrusion to that of a bike store.



Below – the application site 47 Dorset Road. The cycle store for which planning permission is sought is barely visible from the road, because of the dense evergreen planting.



Right – the previous shed that has been at 47 Dorset Road since 1994 and thus has established use rights.
(Photo retouched to remove children)





Appeal Decision

Site visit made on 19 July 2012

by R P E Mellor BSc Dip TRP DipDesBEnv DMS MRICS MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 27 July 2012

Appeal Ref: APP/H5960/D/12/2177688
132 Engadine Street, London SW18 5DT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Miss C Mabon against the decision of London Borough of Wandsworth.
 - The application Ref 2012/0573, dated 13 December 2011, was refused by notice dated 5 April 2012.
 - The development proposed is the erection of a metal bicycle shed in the front garden.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of a metal bicycle shed in the front garden at 132 Engadine Street, London SW18 5DT in accordance with the terms of the application, Ref 2012/0573, dated 13 December 2011, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The shed shall be installed only in conformity with the unnumbered location drawing and technical specification that was submitted with the planning application.
 - 3) All external surfaces of the shed shall be finished in a green colour before it is first brought into use and shall be retained in that condition thereafter.

Main issues

2. The main issues are considered to be: the effect of the development on the character and appearance of its surroundings; and whether there are any benefits to weigh against any identified harm.

Reasons

Character and Appearance

3. Statute requires that the appeal is to be determined in accordance with the provisions of the local development plan unless material considerations indicate otherwise. The development plan here includes the Development Management Policies Document (2012) (the DMPD). Policy DMS1 sets out 15 criteria to grant planning permission which include '(b) ensure that the scale, massing and appearance of the development provides a high quality, sustainable design and layout, that contributes positively to local spatial character.' The

supporting text includes the statement that: 'new development will be expected to reflect the nature and character of an area, taking account of local distinctiveness'. Reference is also made to national design advice in the former Planning Policy Statement 1 that has since been replaced by the National Planning Policy Framework (the Framework) and which is a material consideration.

4. Engadine Street is an attractive tree-lined road fronted by well-maintained late 19th or early 20th century terraced houses with small enclosed front gardens, many of which are paved. Both sides of the road are lined with parked cars. A significant minority of the houses in this long street already have low sheds in their front gardens, similar to that proposed here. Indeed the Appellant has submitted evidence that there are already some 20 identical metal bicycle sheds to that proposed in the appeal of which 8 are close to the appeal property. There are also a variety of similar structures in this and adjoining streets in a variety of other materials including brick and wood.
5. The metal sheds are obviously modern functional structures in a style that is not in keeping with the architecture of the houses. Some of the brick-built structures are more appropriate in that regard. However the visual impact of the metal sheds is partially mitigated by their low height, which does not significantly obstruct views of the houses or views along the street, and their typical green colouring which blends with the surviving vegetation and complements the orange/red brick of the houses. Few sheds are visible from any one point in the street because low level views along the street are obstructed by walls, fences, hedges and parked vehicles. The consistent use of sheds of similar design and colour is also appropriate in a street of regular terraced houses.
6. The Council's Officer Report states that none of the sheds have been granted planning permission and that a number have been opened as enforcement cases. However the Appellant's search of Council records suggests that no enforcement action has been taken in Engadine Street and that, in the surrounding Southfields grid of similar streets, there have been only 4 cases opened of which only 1 case proceeded to the issue of an enforcement notice, in 2008. It is likely, as the Appellant suggests, that at least some of the sheds are now immune from enforcement action due to the passage of time.
7. The presence of so many similar sheds, the lack of concerted enforcement action, and the lack of local representations against the subject development, all suggest that the sheds have become an accepted local feature in the streetscene.
8. It is concluded overall on this issue that the proposed shed would cause some harm to the character and appearance of its surroundings because its modern functional appearance and materials are not in keeping with the architecture of the host dwelling and its neighbours in the streetscene. There would be a literal conflict with Policy DMS1(b) in that this would not be a high quality development that would contribute positively to local spatial character. However the impact is partially mitigated by the factors referred to above.

Benefits?

9. The Appellant has pointed to several other criteria of Policy DMS1 that should be taken into account in the planning balance. In particular DMS1(g) requires

that developments: 'are designed to reduce the need to travel and minimise car use'. DMS1(j) provides amongst other things that developments 'are designed ... to minimise the opportunities for crime ...'. DMS1(m) seeks that development should contribute towards a healthy neighbourhood.

10. Whilst the recently adopted DMPD merits full weight, it is also material that paragraph 65 of the Framework includes the statement that: 'Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design ...'. (The latter advice is qualified by reference to designated heritage assets such as conservation areas which however does not apply here).
11. Cycle use is a highly sustainable form of travel that helps to minimise car use, reduce associated carbon emissions, and promote healthy lifestyles. The shed would provide enhanced weather protection and security for the cycles compared to keeping them in the open or under a rain cover. The cycles would also be more readily accessible than if they were kept in the house or rear garden. Bicycles are more likely to be kept and used regularly if they are stored in an easily accessible position that is protected from the weather and secure from theft. Thus the development would encourage a sustainable form of travel which also has health benefits.
12. It is concluded on this issue that there are significant benefits to sustainable travel, crime opportunities reduction, and health which accord with the above criteria of DMPD Policy DMS1.

Conditions

13. Should the appeal be allowed the Council has suggested only the application of the standard time condition. However as some other sheds in the street have unpainted galvanised back panels which are unsightly and because the back of the subject shed is likely to be visible, a further condition should be applied to require that all external surfaces of the shed have a green finish and be retained in that condition. For the avoidance of doubt a condition is also needed to require compliance with the submitted drawing and supporting information.

Conclusions

14. The overall conclusion is that the identified benefits of the proposal accord with relevant development plan and national policy objectives and here outweigh the slight identified harm and the associated conflict with another development plan objective. Having regard also to all other matters raised, which do not override these conclusions, the appeal should be allowed.

RPE Mellor

INSPECTOR



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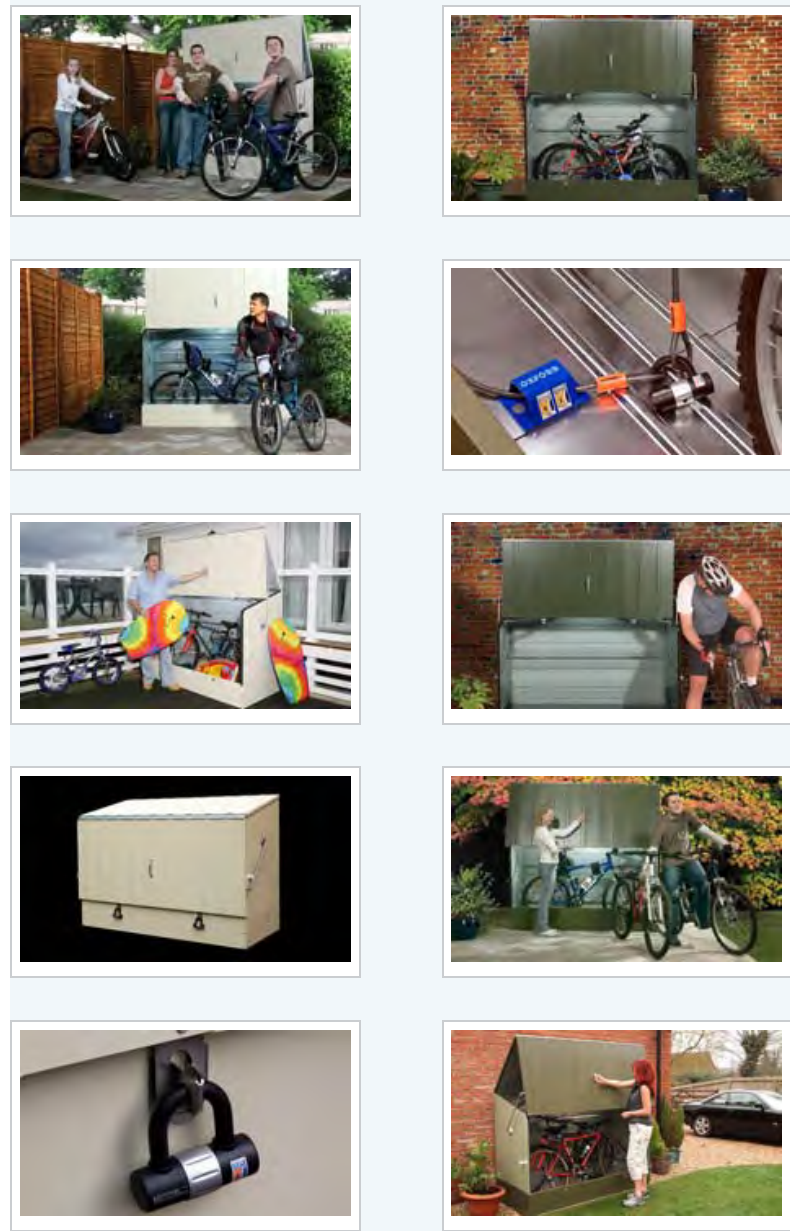
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Police preferred specification
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Loss prevention certification board
Protect a Cycle has passed the Loss Prevention Certification Board LPS1175: Issue 6 testing, achieving a Security Rating 1.

Certificate Number : 899a/01




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Protect a Cycle™ Benefits

- Tested and certified by the Loss Prevention Certification Board (awarded the LPS1175 Security Rating 1)
- The first and only "Secured By Design - Police Preferred Specification" cycle store.
- Padlocks, ground anchor and security cable included.
- Easy to use - patented spring assisted opening action.
- Integral metal base included complete with fixings for securing to concrete.
- PVC coated galvanised panels - 25 year guarantee.
- Generous size - stores up to 3 adult bikes.
- Quality build - all stainless steel fasteners.
- Easy assembly - main components are factory assembled.
- Simple instructions - clear step by step illustrated instructions.
- Maintenance free - lasting good looks (no painting).
- Fire resistant - complies with National Building Regulations.
- Choice of colours - either two tone green or all cream.





Note

Protect a Cycle is designed to be bolted down onto a hard (concrete) base which must be flat and level.

Dimensions

Internal	Metric (metres)	Imperial (inches)
Height (front)	1.09	43
Height (back)	1.29	53
Width	1.80	71
Depth	0.84	33
External	Metric (metres)	Imperial (inches)
Height (front)	1.33	52.5

[Click here](#) to see how to gain 'Code for Sustainable Homes' credits with Trimetals approved products



Police preferred specification


Protect a Cycle is the first and only secure bicycle store that has achieved the Secured by Design mark - the Police Preferred Specification.

Loss prevention certification board

Protect a Cycle has passed the Loss Prevention Certification Board LPS1175: Issue 6 testing, achieving a Security Rating 1.

Certificate Number : 899a/01

Trading Standards Approved Trader



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Cycling Weekly

The Bicycle Store is robust enough to deter anyone breaking in and is a sound investment. - HIGHLY RECOMMENDED

Cycling World

Top marks for design and ease of use and we recommend that readers put one on the top of their wish list.

FEATURES

☒ Secure

☒ Unique patented design

Width	1.96	77
Depth	0.89	35

Protect-a-Cycle™ Free Alarmed Cable Lock worth £25 (whilst stocks last)



Alarmed Cable Lock (8ft – 2.4 metres) – Ultra hard steel cable (plastic coated) specially constructed to help resist cutting and sawing.

Alarm sounds if cable is cut or lock is attacked – loud 120 decibel alarm.

Battery powered – battery fits inside tamper proof compartment.

Highly durable outer casing with steel inner chassis.

The unique patented design of the cable is such that when the cable is cut through by 50% or more the alarm will activate.

Suitable for internal or external use.

Batteries last on average between 6 - 12 months (battery not supplied).

Incorporates a flashing red LED to deter thieves

Buy a unit today

- Convenient
- Choice of colours
- Easy To Use
- Stores up to three adult bikes
- Fire Resistant
- Police Preferred Specification

ASSEMBLY INSTRUCTIONS

- Download our assembly instructions

