

TPHS

TRANSPORT PLANNING
& HIGHWAY SOLUTIONS

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Building Extension of Drury Works, 160-161 Drury Lane, London, WC2B 5PN

Transport Statement

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A report prepared on behalf of McAleer & Rushe Contracts UK Ltd

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A – Site Location

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1 Introduction

1.1 Background

- 1.1.1 This report has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of McAleer & Rushe Contracts UK Ltd, in relation to a planning application for the refurbishment of an existing office building and construction of an additional floor of office space at 160-161 Drury Lane, WC2B 5PN, London.
- 1.1.2 The proposal involves the creation of updated and modernised office space to significantly enhance the building to bring it in line with current market expectations and also to upgrade the building to conform to current environmental performance.
- 1.1.3 The proposals involve the provision of an additional storey to the building at fifth floor level and the reconfiguration of the ground floor (for a small increase in retail / café space) area and partial extensions to other floors.
- 1.1.4 The result of the works will increase the existing floor area of the building by a total of 321 sqm. GEA, split 287 sqm of office space and 34 sqm of additional retail / café space.
- 1.1.5 The scheme will provide internal covered cycle spaces and also the provision of an internal bin storage area.
- 1.1.6 The current accommodation comprises five floors of office space (ground to fourth) and one floor of basement.
- 1.1.7 A similar extension scheme actually for more additional floor area than is being sought now was consented in 2019, but has subsequently lapsed.
- 1.1.8 The building is highly accessible, being classified as a PTAL accessibility level of 6b(b), and provides a range of means of access to the site including a number of London Underground stations, the closest being Covent Garden within around 300m of the site. Twenty-eight bus routes pass within the recommended TfL walk threshold of 640m, with National Rail services available from Charing cross, about 1km from the site.
- 1.1.9 In addition, there is a range of cycle and walking routes available to access the from local desire lines, as well as provision of London Cycle Hire docking stations conveniently located in proximity to the site on Parker Street adjacent to the corner of Parker Street / Drury Lane within a very short walk of the building entrance.
- 1.1.10 The purpose of this report is to demonstrate that there would not be any material impacts on the local travel networks, highways and other modes of travel, as a result of the proposed redevelopment and that the operational requirements of the proposals would be satisfactorily accommodated without any material impact.

1.2 Scope of Report

1.2.1 Pre-application discussions have been held with London Borough of Camden, although this was prior to TPHS appointment. However, as the previous planning application for the larger scheme was considered and approved in 2019, we have taken the principle of development as being sound.

1.2.2 The scope of work generally outlined below forms what is considered to be a fairly robust assessment of the transport aspects of the scheme and should be enough for LB Camden to approve the findings from a highways perspective.

- appraisal of the existing travel conditions and transport opportunities in the local area surrounding the site and in terms of access to / from the current site, review of these for all modes of travel and with an audit of the local area also identifying key desire lines for those travelling to and from the site;
- identification of the 'existing' level of trips to reflect normal and active operation of the current building, then determination of the trips for the proposed refurbished and additional office space,
- assessment of both the 'current' level and proposed level of service activity for the site by delivery vehicles and refuse vehicles, determining generic servicing trip rates appropriate for the land-use(s), as well as details of how the site is currently accessed and laid-out for servicing and how with the proposals the site would be serviced in the future;
- provision of full description of the access arrangements for each mode in terms of accessing the proposed development, including commentary relating to the provision of cycle parking and description of the measures which are proposed to encourage sustainable travel and which would tie in to the travel plan;
- calculation of the likely level of impacts on all modes of travel to the development and servicing and refuse vehicles, with analysis in terms of additional movements by all modes as a result of the additional floorspace coming forward and identifying the corresponding net increase in person movements by mode of travel;
- as the current proposals allow for some small-scale retail at ground floor level, consideration also of the trip potential of this additional non-office floorspace against the background of the differing nature of these trips and also the servicing requirements;
- provision of a separate local-level travel plan for the office building to underpin and encourage the non-car mode access strategy including details relating to servicing, management planning and securing / funding of the framework document.

1.2.3 Against the background of the above agreed scope, the following sections are presented in this report:

- Section 2, which presents commentary relating to the existing travel conditions at and around the current building, considering all modes of travel.
- Section 3, which provides further details of the redevelopment proposals for the site, such as in relation to the internal and external access and servicing arrangements.
- Section 4, which presents the assessment of the likely tripmaking characteristics of the proposed redevelopment, as well as of the extant use, to consider the likely impacts of additional floorspace upon the range of travel networks, to inform the key conclusions.
- Section 5, which presents the conclusions of the assessment.

2 Existing Travel Conditions

2.1 Background

- 2.1.1 The existing principal building entrance to 161 Drury Lane is located on the corner of Drury Lane and Parker Street. There are currently five floors of office accommodation (ground to 4th floor level) and small storage basement, accessed via the corner entrance.
- 2.1.2 Drury Lane is a street on the eastern boundary of the Covent Garden area of London, running between Aldwych and High Holborn. The northern part (in which the site is located) is in the borough of Camden. Drury Lane is part of London's West End Theatreland; it is also subject to a 20mph speed limit in line with LB Camden's policy for main roads.
- 2.1.3 To the north-east, the site is bounded by Parker Street, which is a two-way single carriageway within controlled parking zone Ca-C and subject to a 20mph speed limit. There are double yellow lines on both sides of the carriageway with intermittent resident permit only parking. Parker Street provides access to a number of office and residential blocks as well as the Gillian Lynne Theatre and an underground carpark (NCP Covent Garden). Servicing access to 161 Drury Lane is undertaken from Parker Street, near the junction with Drury Lane.
- 2.1.4 There are currently two Zipcar car club vehicles available via spaces along Parker Street, around 40m from the site, adjacent to a designated loading bay with a 40-minute time restriction from Monday to Saturday between 08:30 and 18:30.
- 2.1.5 Solo motorcycle parking is available on Parker Street and Great Queen Street.
- 2.1.6 The area within which the site is located is highly accessible by public transport, being located in an area designated with a PTAL level of 6(b), which is the highest category for accessibility.
- 2.1.7 The site benefits from access to several London Underground stations within approximately 960m of the site entrance, the PTAL threshold equivalent to walk typically of twelve minutes. The closest London Underground Station is at Covent Garden which is no more than a 300m walk (equivalent to just under four minutes) to the south-west of the site. Other London underground and national rail stations (providing different services and/or routes) within the desirable walk distance of the site include Holborn, Tottenham Court Road, Temple, and Charing Cross, which is around 1km from the site, but considered close enough to the nominal threshold for the additional distance not to be an issue, as can be seen from the mode share of 34% of the local workforce using the train as their main method of travel to work.
- 2.1.8 Twenty-eight (28) different bus routes are accessible within a 640m walk from the current entrance on the corner of Drury Lane and Parker Street, providing access to and from a range of destinations via stops around Aldwych, Covent Garden, and Tottenham Court Road.
- 2.1.9 A comprehensive route network of footpaths and at-grade crossings is to be found on Drury Lane and the surrounding area.

- 2.1.10 Cycle facilities in the vicinity are good with one docking station for the London Cycle Hire scheme present immediately outside the site, along the Drury Lane frontage. so a walk of between two and three minutes, a further docking station within 300m of the site, a walk approaching four minutes. Both Tabernacle Street to the immediate east and Leonard Street form part of a signed local on-street cycle network away from the busier roads such as City Road and Old Street.
- 2.1.11 A site plan illustrating the location of the property in the context of the surrounding area is included at **Appendix A**.

2.2 Existing Pedestrian Environment

- 2.2.1 The streets within the vicinity of the site are supported by a network of footways running along both sides of the roads, supporting pedestrian connectivity around the site and the surrounding local area. The footways appear to be generally well-maintained and in good condition, as would be expected of a well-established area in a central location
- 2.2.2 In particular, footpaths on Drury Lane are of a generally good standard, wide and able to accommodate significant flows of pedestrians per hour. The footway width along Drury Lane is typically no less than 3m, thus in line with current design guidance such as the standards put forward within '*Manual for Streets*' which suggests a typical minimum width of 2m, and also supporting acceptable pedestrian comfort levels in terms of general movement.
- 2.2.3 Tactile paving and dropped kerbs are provided at the junction of Parker Street and Drury Lane. The nearest formal pedestrian crossing to the site is a zebra crossing located approximately 40m south of the site adjacent to the junction between Drury Lane and Great Queen Street.
- 2.2.4 For the purpose of commuting which is the key travel purpose particularly during peak periods, the 'acceptable' walking distance as guided by the IHT is defined as 1 kilometre, but with a threshold of 2 kilometres considered to be a 'preferred maximum'.
- 2.2.5 The 1-kilometre catchment includes the central London area to the south through Covent Garden to Trafalgar Square, Strand and Waterloo Bridge; Soho to the west and Holborn to the east; to the north, this initial catchment extends towards Bloomsbury. This catchment also includes Charing Cross railway station, numerous local bus stops and several underground stations.
- 2.2.6 The wider catchment of two kilometres extends further across the central London area through to Marylebone and Mayfair to the west and southwards to Waterloo. To the east, parts of The City, Farringdon and Barbican are accessible, while Clerkenwell and King's Cross lie to the north.

2.3 Existing Cyclist Environment

- 2.3.1 Cycling has been seen as an increasingly important mode of travel especially for commuting journeys over the last 10 years. This mode has the scope to be used to undertake shorter-distance journeys otherwise undertaken by public transport or by car.
- 2.3.2 There are currently three Sheffield stands (for six cycles) installed on the Drury Lane footway immediately in front of the site. Additionally, within 50m of the site on Drury Lane there is a London Cycle Hire docking station and, subject to availability, up to 27 cycles.
- 2.3.3 On Newton Street, within 200m of the site a further London Cycle Hire docking station has the capacity to accommodate 24 cycles. Eight (8) additional Sheffield stands are located at the Drury Lane/Great Queen Street/Long Acre junction, with parking for E-Scooter and E-Cycle hire vehicles at the Drury Lane/Great Queen Street junction, all within about 80m from the site.
- 2.3.4 There are several TfL advisory cycle routes in the vicinity of the site, including Drury Lane, Shelton Street Long Acre, Bow Street and Endell Street which are all marked as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'.
- 2.3.5 National Cycle Network (NCN) Route 4 runs from Greenwich through central London to Lambeth Palace on the south side of the Thames. Crossing Lambeth Bridge the route continues on the north side of the river passing through Pimlico, Chelsea and Fulham before crossing over Putney Bridge to Putney, Barnes and Richmond. It can be accessed via Waterloo Bridge and Upper Ground, approximately 1.3 km to the southeast of the site.
- 2.3.6 Based on earlier guidance presented in the superseded Planning Policy Guidance 13 '*Transport*', an acceptable travel time considered practical to cycle on a regular basis is within fifteen minutes (or about a distance of 5 kilometres. Subsequent literature published by Sustrans suggests a sound guide for a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period.
- 2.3.7 Situated within the five-kilometre threshold are Vauxhall, Battersea Park and Nine Elms to the south, parts of Bayswater and South Kensington to the west; King's Cross, Camden Town, Clerkenwell and Islington to the north, with the entire City of London area and Whitechapel to the east.
- 2.3.8 Within the extended threshold of eight kilometres the cycle catchment would extend northwards to Archway and Finsbury Park; eastwards to Dalston, Hackney and Canary Wharf; southwards to Clapham, Camberwell and Brixton; and westwards to Kensington, Holland Park and Shepherd's Bush. This cycle catchment area would encompass a large number of residential areas, retail outlets and leisure/entertainment facilities

2.4 Existing Public Transport Environment

2.4.1 Public transport routes, by bus, underground and rail, provide a significant, realistic and viable means of travel to and from the site for commuting purposes. The measured public transport accessibility level (PTAL) for the site has a score of 6b, which is considered to represent excellent accessibility by public transport. This is referenced by TfL's online calculator also.

2.4.2 The accessibility index which has supported the 6b designation is of such a significant magnitude that if there are minor variations to the range and/or frequencies of services, this would not impact upon the site's designation being in one of the most accessible locations in this area of London by public transport.

London Underground

2.4.3 As referenced previously in this report the current provision for public transport in the immediate vicinity of the site includes access to several London underground lines via stations at Covent Garden, Holborn, Tottenham Court Road, Temple, and Charing Cross.

2.4.4 The closest underground station to the site is that of Covent Garden, which is a walk of approximately 300m south-west of the site (a typical walk time of just under 4 minutes) and is served by the Piccadilly Line.

2.4.5 Holborn station, which is approximately 450m to the north-east of the site (a typical walk time of between five and six minutes), is served by the Central and Piccadilly Lines. Tottenham Court Road station, which is approximately 650m to the west of the site (a typical walk time of just over 8 minutes), is served by the Central, Northern, and Elizabeth lines. Temple station, which is approximately 900m to the south-east of the site (a typical walk time of just over 11 minutes), is served by the Circle and District lines. Finally, Charing Cross station, which is approximately 1km to the south of the site is served by the Bakerloo and Northern lines.

2.4.6 The provision of London Underground services that provide access to the site is considered to be excellent, with seven (7) different lines from and to a number of origins and destinations throughout north, east, south and west London.

2.4.7 A summary of the routes and typical hourly frequency of the London Underground services that serve the area surrounding the site are included in Table 2.1.

Station	Route Summary	Line	Typical Hourly Freq.
Covent Garden	Heathrow Terminals 1,2,3, & 5 – Hammersmith – Hyde Park Corner – Covent Garden – Holborn – King's Cross St Pancras International – Finsbury Park – Cockfosters	Piccadilly	21
	Uxbridge – Ealing Common – Hammersmith – Hyde Park Corner – Covent Garden – Holborn – King's		

	Cross St Pancras International – Finsbury Park – Cockfosters		
Holborn	Ealing Broadway – Shepherd’s Bush – Bond Street – Tottenham Court Road – Holborn – Liverpool Street – Stratford – Epping	Central	24
	West Ruislip – Shepherd’s Bush – Bond Street – Tottenham Court Road – Holborn – Liverpool Street – Stratford – Epping		
Tottenham Court Road	Battersea Power Station – Waterloo – Charing Cross – Tottenham Court Road – Euston – Hampstead – Edgware	Northern	20
	Battersea Power Station – Waterloo – Charing Cross – Tottenham Court Road – Euston – Highgate – High Barnet		
	Morden – Balham – Waterloo – Charing Cross – Tottenham Court Road – Euston – Highgate – Mill Hill East		
	Abbey Wood – Liverpool Street – Tottenham Court Road – Paddington – Ealing Broadway – Heathrow Terminal 5	Elizabeth	16
	Abbey Wood – Liverpool Street – Tottenham Court Road – Paddington – Ealing Broadway – Slough – Maidenhead – Reading		
	Shenfield – Romford – Stratford – Liverpool Street – Tottenham Court Road – Paddington		
Temple	Hammersmith – Paddington – Baker Street – King’s Cross St Pancras – Liverpool Street – Temple – Victoria – Paddington	Circle	6
	Richmond – Hammersmith – Victoria – Westminster – Temple – Mile End – Barking – Upminster	District	18
	Wimbledon – South Kensington – Victoria – Westminster – Temple – Mile End – Barking – Upminster		
Charing Cross	Elephant & Castle – Waterloo – Charing Cross – Marylebone – Paddington – Willesden Junction – Wembley Central – Harrow & Wealdstone	Bakerloo	16
CUM. HOURLY FREQ.			121

Table 2.1: Summary of Local Underground Services

- 2.4.8 The summary table provides details of the range of underground services accessible via the five stations local to the site. With a cumulative hourly frequency of service of typically 121 services, this equates to an average of at least a service every thirty (30) seconds, this clearly demonstrates that this mode of travel is a highly practical and convenient mode of travel to the site, with regular high-frequency services to and from many parts of the Greater London conurbation.

National Rail Services

- 2.4.9 Charing Cross station is closest to the site, being located approximately 1km to the south-east, a typical walk of around 12 minutes. Services running from this station are operated by Southeastern rail. There are cumulatively sixteen different routes which operate via this station.
- 2.4.10 Table 2.2 presents a summary of the National Rail routes operating within an acceptable walk distance of the site, again equivalent to a walk time of no more than 12 minutes, via Charing Cross identifying typical daytime frequencies as well a summary of the corresponding route.

Station	Route Summary	Typical Hourly Freq.
Charing Cross	London Charing Cross – London Waterloo East – London Bridge – Sevenoaks – Tonbridge – Ashford International – Canterbury West – Ramsgate	1
	London Charing Cross – London Waterloo East – London Bridge – Sevenoaks – Tonbridge – Ashford International – Dover Priory	1
	London Charing Cross – London Waterloo East – London Bridge – Otford – Maidstone East	1
	London Charing Cross – London Waterloo East – London Bridge – Sevenoaks – Tonbridge – Tunbridge Wells – Hastings	2
	London Charing Cross – London Waterloo East – London Bridge – Sevenoaks – Tonbridge	1
	London Charing Cross – London Waterloo East – London Bridge – Hither Green – Sidcup – Dartford – Gravesend	2
	London Charing Cross – London Waterloo East – London Bridge – Hither Green – Sidcup – Dartford	2
	London Charing Cross – London Waterloo East – London Bridge – Lower Sydenham – Hayes	4
	London Charing Cross – London Waterloo East – London Bridge – Lewisham – Orpington – Sevenoaks	2
CUM. HOURLY FREQ.		16

Table 2.2: Summary of Local National Rail Services

- 2.4.11 The summary table provides details of the range of national rail services from Charing Cross. It clearly demonstrates that this mode of travel can complement the underground / overground services by being a highly practical means of travel for both short-distance and longer-distance journeys for a number of purposes.

- 2.4.12 For the purpose of staff commuting the range of rail services practically connect the site area with the population centres and residential neighbourhoods of south-east London, as well as key population centres within East Sussex and Kent. With a cumulative hourly frequency of service of 32 services, this equates to an average of one service around every two minutes into and out of Charing Cross.

Bus Services

- 2.4.13 A review of bus services listed in the TfL PTAL report indicates that, of the 37 routes used for calculation, 9 have either been removed from service or had their routes changed so they no longer serve the site area.
- 2.4.14 There are currently twenty-eight (28) different bus routes that operate services within a walk of 640m of the site entrance, equivalent to a walk typically of eight minutes, via stops around Aldwych, Covent Garden, Tottenham Court Road and Lancaster Place/Waterloo Bridge.
- 2.4.15 Table 2.3 presents a summary of the bus routes operating within a 640m walk of the site entrance, identifying typical daytime frequencies and the nearest stops as well as a summary of the route, with the TfL spider map for the Holborn area which illustrates a number of these routes attached for reference at **Appendix B**.

Route Number	Route Summary	Closest Bus Stop(s)	Typical Hourly Freq.
521	Holborn Station – Chancery Lane Station – City Thameslink Station – Cannon Street Station – London Bridge Station	Holborn Station/Kingsway	8
55	Walthamstow Bus Station – Clapton – Hackney Central Station – Hoxton – Shoreditch – Old Street Station – Clerkenwell – Tottenham Court Road – Oxford Circus	Museum Street	8
98	Willesden Bus Station – Kilburn High Road – Edgware Road – Marble Arch – Oxford Circus – New Oxford Street – Holborn/Red Lion Square		7
1	Canada Water Bus Station – Surrey Quays Station – Elephant & Castle / New Kent Road – Waterloo Bridge / South Bank – Aldwych Kingsway – Tottenham Court Road	Kingsway	6
59	Telford Avenue – Brixton Station – Lambeth North Station – Waterloo Station/ Tenison Way – Aldwych Kingsway – Holborn Station – Russell Square Station – Euston Bus Station		7
68	St Julian’s Farm Road – Tulse Hill Station – Herne Hill Station – Elephant & Castle Station – Waterloo Station / Tenison Way – Aldwych Kingsway – Holborn Station – Russell Square Station – Euston Bus Station		7
91	Tottenham Lane YMCA – Caledonian Road Station – King’s Cross Station – St Pancras		6

	International Station – Russel Square – Aldwych Kingsway – Trafalgar Square / Charing Cross Station – Whitehall / Trafalgar Square		
168	Dunton Road – Elephant & Castle / New Kent Road – Waterloo Station / Tenison Way – Aldwych Kingsway – Holborn Station – Russell Square Station – Euston Station / Eversholt Green – Camden Town Station – South End Green		6
188	North Greenwich Station – Deptford High Street – Surrey Quays Station – Canada Water Bus Station – Bermondsey Station – Elephant & Castle / New Kent Road – Waterloo Station / Tenison Way – Aldwych Kingsway – Holborn Station – Russell Square		6
X68	West Croydon Bus Station – West Norwood Station – Waterloo Station / Tenison Way – Aldwych Kingsway – Holborn Station – Russell Square		3*
11	Primrose Street – Liverpool Street Station – Bank Station / Queen Victoria Street – Aldwych Drury Lane – Trafalgar Square / Charing Cross Station – Westminster Station / Parliament Square – Victoria Station – Sloane Square Station – Fulham Town Hall	Aldwych/Drury Lane	6
15	Blackwall Station – Limehouse Station – Aldgate Station – Cannon Street Station – Aldwych Drury Lane – Charing Cross Station		6
8	Bow Church – Medway Road – Bethnal Green Station – Shoreditch High Street Station – City Thameslink Station – Holborn Station – Drury Lane – St Giles High Street		7
6	Bertie Road – Kensal Rise Station – Queen’s Park Station – Warwick Avenue Station – Edgware Station – Green Park Station – Piccadilly Circus – Charing Cross Station / Trafalgar Square – Aldwych Bush House	Aldwych/Bush House	7
9	Hammersmith Bus Station – High Street Kensington Station – Hyde Park Corner Station – Green Park Station – Piccadilly Station – Charing Cross Station / Trafalgar Square – Aldwych Bush House		6
87	Wandsworth Plain – Clapham Junction Station – Wandsworth Road Station – Vauxhall Bus Station – Westminster Station / Parliament Square – Charing Cross Station / Trafalgar Square – Aldwych Bush House		7
98	Pound Lane / Willesden Bus Garage – Kilburn High Road Station – Edgware Road Station – Marble Arch Station – Tottenham Court Road Station – Red Lion Square	Tottenham Court Road Station	8

19	Battersea Bridge – Duke of York Square – Knightsbridge Station – Hyde Park Corner Station – Green Park Station – Piccadilly Circus Station – Denmark Street – Angel Station – Finsbury Park Interchange	Denmark Street	6
24	Grosvenor Road – Victoria Station – St James's Park Station – Westminster Station / Parliament Square – Leicester Square Station – Denmark Street – Tottenham Court Road Station – Warren Street Station – Camden Town Station – Royal Free Hospital		6
29	Trafalgar Square / Charing Cross Station – Leicester Square Station – Denmark Street – Tottenham Court Road Station – Warren Street Station – Camden Road Station – Finsbury Park Station – Haringay Green Lanes Station – Turnpike Lane Station – Wood Green Station		9
38	Victoria Bus Station – Hyde Park Corner – Green Park Station – Piccadilly Circus – Denmark Street – Angel Station – Essex Road Station – Hackney Central Station – Lea Bridge Roundabout		10
26	Waterloo Station / South Bank – Lancaster Place – Mansion House Station – Bank Station / Queen Victoria Street – Liverpool Street Station – Shoreditch High Street Station – Hoxton Station – Cambridge Heath Station – St Mary of Eton Church	Lancaster Place/Waterloo Bridge	8
76	Baylis Road / Lower Marsh – Waterloo Station / Waterloo Road – Lancaster Place – St Paul's Station – Moorgate Station – Dalston Junction Station – Stoke Newington Station – Seven Sisters Station – Tottenham Hale Bus Station		6
139	Waterloo Station / Tenison Way – Lancaster Place – Charing Cross Station – Piccadilly Circus – Baker Street Station – West Hampstead Station – Golders Green Station		8
172	Brockley Rise / Chandos – Crofton Park Station – Brockley Station – New Cross Gate Station – Elephant & Castle / New Kent Road – Waterloo Station / Waterloo Road – Lancaster Place – Aldwych Drury Lane		6
176	Penge / Pawleyne Arms – Sydenham Station / Kirkdale – Dulwich Library – East Dulwich Station – Denmark Hill Station – Elephant & Castle Station – Waterloo Station / Tenison Way – Lancaster Place – Charing Cross Station – Leicester Square Station – Tottenham Court Road Station / Great Russell Street		6
243	Waterloo Station / Tenison Way – Lancaster Place – Holborn Station – Old Street Station –		7

	Dalston Junction Station – Stoke Newington Station – South Tottenham Station – Seven Sisters Station – Bruce Grove Station – Wood Green Station		
341	Waterloo Station / Waterloo Road – Lancaster Place – Farringdon Station – Angel Station – Essex Road Station – Manor House Station – Harringay Green Lanes Station – Bruce Grove Station – Northumberland Park – Meridian Water Station		5
		CUM. HOURLY FREQ.	188

Table 2.3: Summary of Local Bus Services

- 2.4.16 During a typical daytime hour there are around 188 services operating within the vicinity of the site, equating to around three (3) bus services every minute, illustrating that this mode of travel is both practical and convenient for those travelling to and from the site.

2.5 Existing Highways Environment

- 2.5.1 Drury Lane is a one-way single carriageway road which runs in a north-westerly direction from Aldwych (A4) to High Holborn (A40). To the north of the Gillian Lynn Theatre Drury Lane becomes part of Camden controlled parking zone Ca-C operational Monday to Saturday from 08:30 to 18:30 and subject to a 20mph speed limit. Parking is severely restricted.
- 2.5.2 In the southern section of Drury Lane, which lies within the City of Westminster, there is a mix of residents only parking and pay by phone parking with a 4-hour maximum stay and no return within 1 hour.
- 2.5.3 To the north-east, the site is bounded by Parker Street, which is a two-way single carriageway within controlled parking zone Ca-C and subject to a 20mph speed limit. There are double yellow lines on both sides of the carriageway with intermittent resident permit only parking. Parker Street provides access to a number of office and residential blocks as well as the Gillian Lynne Theatre and an underground carpark (NCP Covent Garden). There are currently two Zipcar car club vehicles available via spaces along Parker Street, around 40m from the site, adjacent to a designated loading bay which has a 40-minute time restriction from Monday to Saturday between 08:30 and 18:30. At other times the loading bay is available for use by blue badge holders.
- 2.5.4 Solo motorcycle parking is available on Parker Street and Great Queen Street.
- 2.5.5 Along Parker Street directly opposite the site there is a kerbside facility dedicated for loading Monday to Saturday between the hours of 08:30 and 18:30, with duration of stay limited to 40 minutes. Outside of these hours loading continues to be permitted by means of this kerbside facility, again with duration of stay limited to forty (40) minutes, but with registered disabled badge holders also permitted to make use of this area without duration restriction.

- 2.5.6 This facility measures at around 12.5m in length. Based on typical parameters put forward within TfL's *'Kerbside Loading Guidance (January 2017)'*, such a length typically has the scope to accommodate servicing and deliveries vehicles up to around 8m in length, commensurate with typical light goods vehicles (LGVs) utilised for day-to-day servicing. With some limited additional to and fro within the space, the facility should also accommodate typical heavy goods vehicles (HGVs) up to around 10m in length.
- 2.5.7 The kerbside stretch along Parker Street immediately adjacent to the site is subject to double yellow line restrictions, precluding street parking at any time but with no preclusion to short-term loading / unloading activity. The carriageway width along this stretch is sufficient to accommodate typically a light goods vehicle (LGV) kerbside by the site and kerbside within the demarcated facility opposite whilst maintaining a running lane in one direction.
- 2.5.8 Elsewhere along Parker Street, the kerbside stretch along the site-side is subject to a mix of double yellow line and single yellow line restrictions, but with no restrictions to short-term loading / unloading activity other than where there are dropped kerbs in place. Similar double yellow line restrictions are in place along the Drury Lane frontage of the site.
- 2.5.9 Against this context, the current site is serviced from on-street either from the current loading bay along Parker Street or from along either the Drury Lane or Parker Street frontages. This includes for refuse collection, with the placement of bags on-street for collection. General deliveries and servicing comprise daily deliveries of office supplies, stationery and parcels. There is currently no dedicated servicing arrangements internal to the site.

2.6 Proximity to Local Amenities

- 2.6.1 There are significant catchments accessible from the site through the use of the full range of non-car modes of travel. Within these catchments there are a number of key local facilities and amenities which are practically accessible for a number of trip purposes, be they for work or for non-work opportunities.
- 2.6.2 The Building Research Establishment (BRE) has developed the Home Quality Mark (HQM) to form part of the BREEAM group of quality and sustainability standards. Assessment under the HQM measures a range of issues, including a number relating to *'Our Surroundings'*, which considers site context and movement and connectivity, with a key factor within the latter being the range of local amenities accessible of the site.
- 2.6.3 The *'Home Quality Mark – Technical Manual'* identifies the range of key local amenities which should be targeted to be within a walking distance of 500m of a site, via a safe pedestrian route. These include administrative services (such as post office, bank and cash point), health services (such as GP surgery / medical centre or pharmacy) and food retail (such as supermarket or grocer). The assessment only requires for three different types of these facilities to be within the defined walk distance to achieve the criteria.

- 2.6.4 Table 2.4 lists the full range of key and beneficial local amenities referenced in the ‘*Home Quality Mark – Technical Manual*’, demonstrating whether or not these are within the travel distance and/or travel time thresholds of the site.

	Distance / Time	Supporting Commentary
	500m / 6.25mins	
Food Outlet	Yes	There is a Sainsbury’s Local along Kingsway some 350m north-east of the site, a typical walk time of just over 4 minutes. It is worth noting that there are ample artisan and independent food outlets closer to the site.
Cash Point	Yes	There is a cash point at the Sainsbury’s Local along Kingsway some 350m north-east of the site, a typical walk time of just over 4 minutes.
Public Park	Yes	Lincoln’s Inn Field sits 400m to the site’s east, a typical walk time of approximately 5 minutes.
Leisure Centre	Yes	Oasis Sports Centre sits 350m to the site’s north-west, a typical walk time of just over 4 minutes.
Post Office	Yes	Holborn Post Office along High Holborn sits 250m to the site’s north-west, a typical walk time of just over 3 minutes.
Pharmacy	Yes	Essentials London on Drury Lane sits 50m to the site’s north-west, a typical walk time of under a minute, and offers various services including prescriptions and over-the-counter purchases.
Child Care Facility	Yes	Turtles Nursery Covent Garden on Short’s Gardens sits 180m to the site’s west, a typical walk time of just over 2 minutes.

Table 2.4: Summary Assessment of Proximity to Key & Beneficial Local Amenities

- 2.6.5 This assessment demonstrates that all of the seven key local facilities fall within the threshold of 500m of the site, equivalent to a walk of around six minutes.
- 2.6.6 As such, it is evident that a full range of key and beneficial local facilities and amenities are accessible of the site by non-car modes, in the first instance by foot and not requiring the additional use of public transport or the car.

3 Description of Development Proposals

3.1 Background

- 3.1.1 The development proposals involve works to provide a new fifth storey office floorspace, an extension to the rear at 1st floor level and the provision of a small extension to the existing café / retail space at ground floor. The additional development floorspace comprises 321 sqm GEA, split 287 sqm office space and 34 sqm of retail / café space.
- 3.1.2 As part of the ground floor arrangements the development would also provide a total of 23 parking spaces for cycles including 22 standard spaces and 1 accessible space to meet London Plan Standards. As the building currently has no formal provision for cycle spaces for the existing office space then the provision of such cycle spaces (reflecting the pre-application response) is considered to be a benefit for the whole building and not just the small extension.
- 3.1.3 In addition, there would be space allocated for on-site storage of refuse and recycling, again noting that the current building does not have any dedicated service / refuse storage which again is a positive benefit of the scheme.
- 3.1.4 Both above will be accessed via a separate door onto Parker Street.
- 3.1.5 The ground floor proposals are presented on Ben Adams Architect Drawing No. A200, attached at **Appendix C** for reference, which shows the provision of each of the above, as well as the remodelled reception area and showers / lockers for staff.
- 3.1.6 Servicing and deliveries will be as per the existing building from on-street. Bins will be moved by the collection operatives on the day of collection directly between the internal storage facility and the collection vehicle on-street by the service access door, as this will be undertaken by private contractors and or Camden representatives under a private contract.
- 3.1.7 A draft workplace Travel Plan has also been prepared to support the proposed development, to include a series of measures and incentives which would be brought forward to actively sustain and promote sustainable travel behaviours by the occupiers of the building, particularly the active modes of travel, walking and cycling.

3.2 Parking Provisions

- 3.2.1 In line with the current arrangements, other than for cyclists, there would be no on-site parking facilities provided. This approach accords with Policy T2 'Parking and car-free development' of Camden's Local Plan, which references that *'The Council will limit the availability of parking and require all new developments in the borough to be car-free'*.
- 3.2.2 With regard to cycle parking, there would be the provision of 23 cycle storage spaces at ground floor level, accessed from the Drury Lane frontage, which by design would be both secure and covered. This would include a single space for a non-standard cycle type.

- 3.2.3 The majority of this cycle parking (22 spaces) would come forward by means of an easy-lift gas assist two-tier bike rack, with the remainder (1 spaces) to come forward by means of a single Sheffield stand with the scope for a non-standard cycle type to be accommodated along one side of this stand – representative of 5% of the total internal cycle parking provision.
- 3.2.4 The provision of dedicated cycle parking reflects the requirements of Policy T1 '*Prioritising walking, cycling and public transport*' of Camden's Local Plan, which links with the London Plan, then also of Policy T5 '*Cycling*' of the current London Plan (March 2021).
- 3.2.5 Additionally, it can be confirmed that the applicant would be willing to put forward a financial contribution, secured by Section 106 Agreement, for installation of three externally located Sheffield stands (or equivalent) to provide an additional six short-term cycle parking spaces within the local area, in line with the requirements again of borough and London-wide policy.

3.3 Refuse, Recycling and Servicing

- 3.3.1 In terms of the collection of general refuse and recyclables, the additional minor increase in floorspace is not considered to generate a significant level of additional waste. Similarly, it is also the case that the provision for general deliveries and other service activity would not be significantly impacted upon as a result of the additional floorspace.
- 3.3.2 The site currently as with many other similar buildings in the vicinity operates a service strategy by placing rubbish on street to be collected from the pavement, with no formal dedicated storage on site. These arrangements would be modified as part of the proposed ground floor plan, as the rear area would be given over to an internal storage bin area. Bins would be collected by contractors directly from the bin store on the day(s) of collection and replaced following emptying.
- 3.3.3 This represents a significant benefit to the existing arrangements as part of the scheme.
- 3.3.4 The internal waste storage area would accommodate 4 x 660l bin receptacles, one for each of the general waste, paper and cardboard, dry mixed recyclables, and food waste. Typical office waste arisings could equate to between 3,000l and 4,000l equivalent and typical café / retail waste arising could equate to between 400l and 500l equivalent.
- 3.3.5 With such arisings this could require 3-4 collections weekly for general waste and for paper / cardboard recycling, but weekly collections only for the other recycling waste streams.
- 3.3.6 Additionally, though on-street, the number and types of deliveries and servicing associated with the site would be supported and monitored by means of the Servicing and Deliveries Management Plan to ensure that servicing and deliveries are managed as much as practicable. A copy of this report, as draft, is included as part of the planning application submission.

4 Development Trips Characteristics & Impacts

4.1 Background

- 4.1.1 This section of the report considers the likely trip patterns and impacts of the proposed extension at 160 - 161 Drury Lane, WC2B 5PN.
- 4.1.2 To undertake the appraisal of the likely trip patterns and related impacts of the extension, an assessment of the current likely full occupation of the existing building (as it is currently not fully occupied) has been undertaken to provide the benchmark from which to assess the impact of the additional floor area.
- 4.1.3 A multi modal survey has been undertaken of the existing portion of the building that is occupied. This was undertaken between the hours of 07.00 – 19.00 on Thursday 9th March 2023. This counted arrivals and departures at the building. This survey is attached for reference at **Appendix D**.
- 4.1.4 At the time of the survey only one floor was occupied, however a pro rata increase has been applied to the subsequent existing floorspace based on the survey to represent an assessment of the current extant use if the building was fully occupied.
- 4.1.5 The trips for the proposed redevelopment are then calculated as a proportion of the calculated fully occupied building and an objective assessment can be undertaken as to the net changes in trip making behaviour associated with the proposed increase in office floorspace area compared with the extant position.

4.2 Trip Generation – Proposed Development

- 4.2.1 The proposed extension would bring forward an additional floor of office space and other alterations to the building, resulting in an increase of 321 sqm. in GEA; the overall GEA would be increased from 1,340 sqm. to 1,661 sqm. (an increase of 24%).
- 4.2.2 As discussed earlier in this section, in terms of calculating the additional number of person trips that this floor area is likely to generate, it is considered appropriate and robust to utilise the trip rates and mode share information from the calculations which were undertaken for the existing occupied floor area and extrapolated for the full extant use of the current floorspace.
- 4.2.3 The trip generation as identified for the occupied floor of the building along with the extrapolated trip generation for the whole of the extant floorspace is presented below in Table 4.1:

Extant Trips	DAILY			A.M. PEAK HOUR 08:00-09:00			P.M. PEAK HOUR 15:00-16:00		
	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.
Currently occupied floorspace – 2 nd floor (252 sqm)	24	24	48	8	0	8	0	4	4
Per 100sqm. GEA	9.524	9.524	19.048	3.175	0	3.175	0	1.587	1.587
Drury Works, 161 Drury Lane (1340 sqm)	128	128	256	43	0	43	0	21	21

Table 4.1 Trip Generation for Occupied and Extant Building

- 4.2.4 Therefore, based on the calculated trip generation of the extant use, a pro rata increase can be applied to the extant trips to provide a generation level for the additional floor space.
- 4.2.5 As the current extant permission provides some floorspace for Café –even though it may not be in use at the present time. Given the small increase in overall trips to the café permission sought (34sqm) as a robust assessment the uplift in trips has been based on the current occupation and thus taken as office use only.
- 4.2.6 Table 4.2 presents the daily and peak period trips (all modes) for the proposed additional floor space of 321 sqm (taken as a robust case as only being office trips for this assessment).

Proposed Additional Trips	DAILY			A.M. PEAK HOUR 08:00-09:00			P.M. PEAK HOUR 15:00-16:00		
	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.
Per 100sqm. GEA	9.524	9.524	19.048	3.175	0	3.175	0	1.587	1.587
Additional floor space (321 sqm)	31	31	62	10	0	10	0	5	5

Table 4.2: Summary of Proposed Development Person Trips (additional floor area) – All Modes

- 4.2.7 In order to provide analysis of the mode share and impacts on each mode of travel for the increase in floor area, the 2011 Census has been interrogated for Travel to Work for the Workplace population.
- 4.2.8 The data has been derived from the Camden 028 Super output middle layer from the 2011 census and Table 4.3 below presents the corresponding trips by mode for the proposed increase in floor area to give a total level of trips by mode for the redeveloped site.

Proposed Development Trips	MODE SHARE	DAILY		A.M. PEAK HOUR		P.M. PEAK HOUR	
		ARR.	DEP.	ARR.	DEP.	ARR.	DEP.
Car Driver	5%	2	2	1	0	0	0
Car Passenger	1%	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0
Bus	12%	4	4	1	0	0	1
Underground	37%	11	11	4	0	0	2
Rail	34%	10	10	3	0	0	2
Cycle	6%	2	2	1	0	0	0
Walk	5%	2	2	0	0	0	0
TOTAL	100%	31	31	10	0	0	5
<i>NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally.</i>							

Table 4.3: Summary of Proposed Development Person Trips by Mode

4.3 Assessment of Impacts

- 4.3.1 The calculations presented in the preceding sub-sections of this report identify that the current occupied office floorspace (2nd floor only) of the building results in 48 daily person trips (two-way), with 8 two way movements in the am peak and 4 in the PM peak hour.
- 4.3.2 Extrapolating the data collected to arrive at the total extant trip generation for the existing floorspace in the building arrives at a figure of 256 two way person trips over the 12 hour period 07.00 19.00. Peak period movements are calculated to be 43 in the AM peak and 21 in the PM peak hour.
- 4.3.3 The level of increase for the 321 sqm of additional floorspace the building is proposed to increase to would result in an additional 62 person trips daily (two-way). The peak period increase would result in 10 two way person trips in the AM peak period and 5 two way person trips in the PM peak period.
- 4.3.4 Table 4.4 below summarises the result above.

Trips Comparison	DAILY			A.M. PEAK HOUR 08:00-09:00			P.M. PEAK HOUR 15:00-16:00		
	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.	ARR.	DEP.	TOT.
Extant Office Floorspace	128	128	256	43	0	43	0	21	21
Proposed Floorspace	31	31	62	10	0	10	0	5	5

Table 4.4: Summary Comparison of Site Person Trips – All Modes

- 4.3.5 Without disaggregating the additional trips to and from site between the different modes, it is evident that an additional ten trips during the morning and an additional five trips during the early evening peak hours respectively, as well as around 62 additional trips over the course of the day, would not represent a significant increase in trips as a result of the additional floorspace proposed at the site.

- 4.3.6 However, In order to separate the assessment of impact to various modes of travel to present a comprehensive impact, Table 4.5 below shows the comparison of trips by mode between the extrapolated extant total office floorspace and the proposed development floorspace, as daily totals and then as peak hour totals.

Trips Comparison	DAILY (TOTAL)	A.M. PEAK (TOTAL)	P.M. PEAK (TOTAL)
Car Driver	4	0	0
Car Passenger	0	1	0
Taxi	0	0	0
Bus	8	1	1
Underground	22	4	2
Rail	20	3	2
Cycle	4	1	0
Walk	4	0	0
TOTAL	62	10	5
<i>NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally.</i>			

Table 4.5: Summary impact of Site Person Trips by Mode

- 4.3.7 The results presented in the table above, whilst not considered to be significant are further examined in terms of the magnitudes of additional trips by each mode of travel for completeness.

Public Transport

- 4.3.8 Based on the fact that the current site benefits from access to a significant level of service by London Underground services via five stations, National Rail services via one station and up to twenty-five bus routes, the proposed increase in trips calculated as a result of the minor extension would have no significant or material impact on the level of service afforded to existing users on the networks.
- 4.3.9 Indeed, a total increase of up to an additional eight persons by public transport modes (combined) overall over a period of the AM peak hour, is not likely to impact the current level of service of existing users.
- 4.3.10 As can be seen from the current frequency of services of the underground / overground lines being around 120 services per hour, the increase in trips as a result of the minor development will be negligible.
- 4.3.11 Allowing for flexibility in the choice of public transport mode, with 16 rail services arriving into and departing from the local area during the peak period, the additional trips by public transport during each peak would equate to no more than an additional three persons for the entire peak period.

- 4.3.12 Similarly, with the bus infrastructure an additional one person per hour in each of the peak periods over the 25 bus routes, and a combined frequency of 165 buses in each direction per hour, would not cause any detriment to the current levels of service enjoyed by the current users of the buses, with again any impact less with some public transport trips being undertaken by underground or rail.
- 4.3.13 Thus, both overall and by mode, the additional trips to and from the 160 – 161 Drury Lane site by public transport would not materially affect the current levels of service on each of the public transport travel networks, be it underground, rail or bus.

Pedestrians

- 4.3.14 Pedestrian impacts would also not be discernible. As has been shown, the Drury Lane area in particular is linked by a good network of footpaths which connects the site to various underground lines, bus stops and also retail opportunities. These footways are considered to be more than satisfactory enough to cater for the increased small demands of users generated by the extension.
- 4.3.15 The increase in people using the footways or crossings to cross the road as a result of the development, would not add any pressure whatsoever to the existing network or capacity of the footways that is currently enjoyed by existing users.
- 4.3.16 The quality of the network of footways has also been assessed in the vicinity of the site and the desire lines for additional staff using the networks. Based on existing observations it is highly likely a majority will be to the north and south of the site to and from Holborn and Covent Garden station (respectively) to the underground services.
- 4.3.17 There are no discernable gaps in the pedestrian network that would need any mitigating works as a result of the minor increases in pedestrian use due to the additional floor area.

4.4 Servicing & Deliveries

- 4.4.1 As has been indicated earlier in this report, the proposals provide for a dedicated bin store located within the new layout of the building. This is a positive benefit over and above the extant floorspace on site which currently does not provide this facility.
- 4.4.2 With regard to projected servicing and deliveries events for the full building extent to come forward at the Drury Works site, these are detailed further in the '*Servicing & Deliveries Management Plan (SDMP)*' prepared as a separate report for this application. Table 4.6 presents an overview of the servicing and deliveries events projected to be associated with the full extent of the building following the proposed further development works.

	SERVICING & DELIVERIES EVENTS		
	LGVs	HGVs	TOTAL
OFFICE	5	1	6
CAFÉ / RETAIL	2	1	3
BUILDING TOTAL	7	2	9

Table 4.6: Summary of Projected Servicing & Deliveries (Full Building)

- 4.4.3 These projections for the full building following the scheme works would not be materially different to those which could be attached to the extant office and café / retail floorspace at the site, with the additional floorspace to come forward corresponding with only a single servicing and delivery event for each of the office floorspace and the café / retail floorspace.
- 4.4.4 As such, there would be no material or discernible change in the correspond impacts associated with servicing and deliveries attached to the building as a result of the scheme.

5 Conclusions

- 5.1.1 This report has been prepared on behalf of McAleer & Rushe Contracts UK Ltd in support of a planning application for the refurbishment and small extension of an existing office building and construction of an additional floor of office space at 160–161 Drury Lane, London, WC2B 5PN.
- 5.1.2 The building is highly accessible and benefits from a PTAL rating of 6(b) which provides a full range of means of access to the site including direct access to 7 London underground lines and 16 London Overground network service.
- 5.1.3 The site is also in proximity to a considerable number 28 bus routes, providing up to 165 services per hour in each direction.
- 5.1.4 These access opportunities are in addition to a range of cycle and walking routes and supporting infrastructure available in the area.
- 5.1.5 The current accommodation comprises five floors of office space (ground to fourth) and one floor of basement level, with a corresponding gross floorspace of 1,340 sqm. The proposed accommodation would comprise extending the first floor level and an additional floor at fifth floor level, with a corresponding gross floorspace of 321 sqm.
- 5.1.6 As assessment of the tripmaking characteristics of both the extant office floorspace and the proposed development floorspace has identified up to an additional 62 person movements during the course of a typical day, with around 10 additional two-way person trips during the morning peak and 5 two-way person trips during the early evening peak hours.
- 5.1.7 An assessment has been undertaken of the servicing characteristics which has identified that the increase in floorspace would result in no more than two additional servicing and deliveries vehicles during the course of a typical day generally – one each for office and for retail.
- 5.1.8 As part of the scheme provision will be made for on-site storage of bins and a cycle store to meet London Plan standards, with 23 spaces and including 1 space for a non-standard cycle.
- 5.1.9 The refurbishment will also provide the building with showers and lockers for staff who chose to cycle to the site.
- 5.1.10 The above is a considerable improvement on the extant provision for the current building and significantly enhances the offer at the site.
- 5.1.11 The above impacts can, it is considered, be accommodated without any undue affect to the existing modes of travel to the site. Notwithstanding this, a Servicing & Deliveries Management Plan would be developed which would control these activities to the site. This document accompanies the planning application.

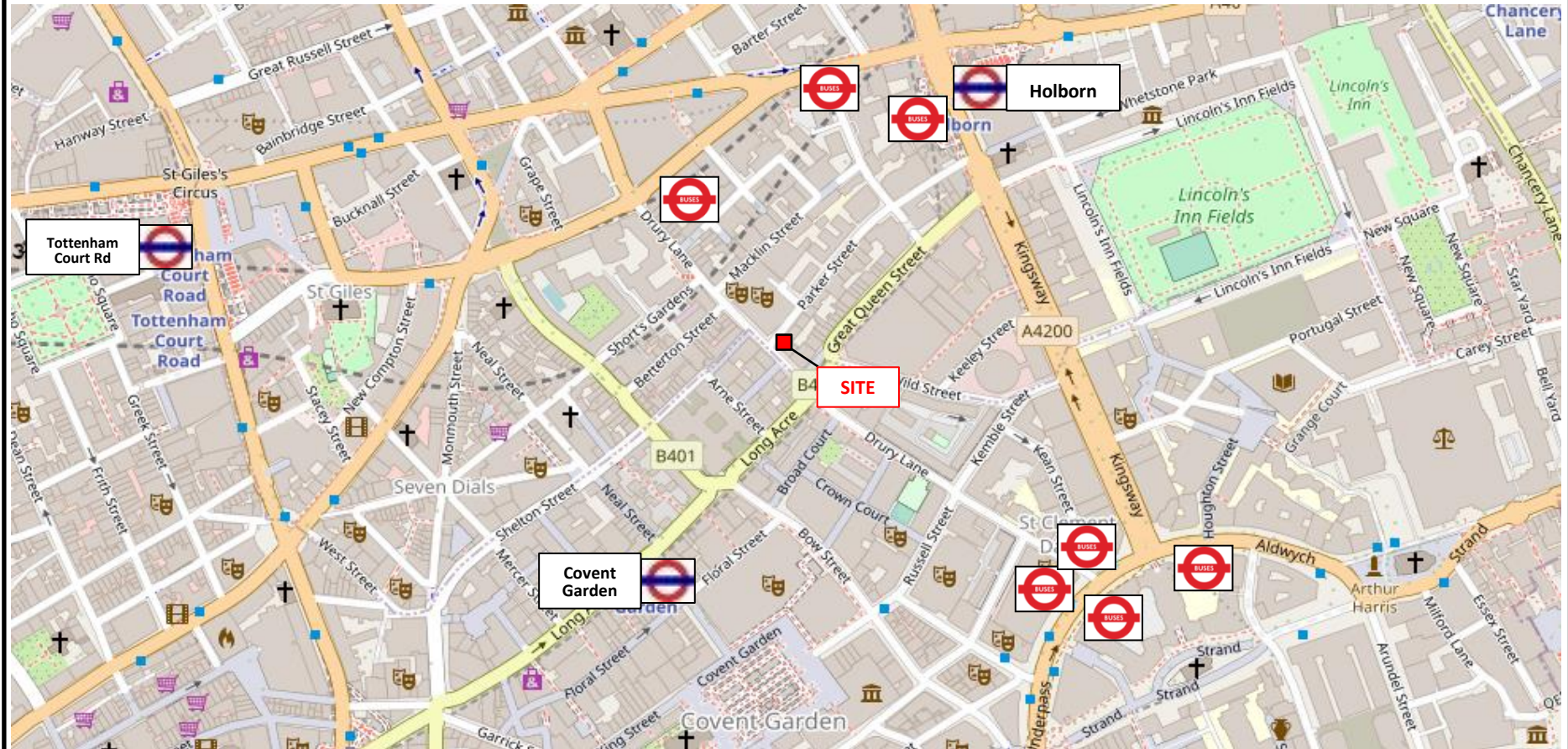
- 5.1.12 A Workplace Travel Plan has been developed for the building to accompany the application to ensure that sustainable modes of travel are promoted and included as part of the ongoing strategy for the building. This will be particularly emphasised by encouraging the slower modes of access such as walking and cycling.
- 5.1.13 Therefore, against this background, it is considered that there would be no highway and transport reasons to refuse the application for the redevelopment to bring forward a further 321 sqm. of floorspace at 160 – 161 Drury Lane.



APPENDICES



APPENDIX A



SITE LOCATION

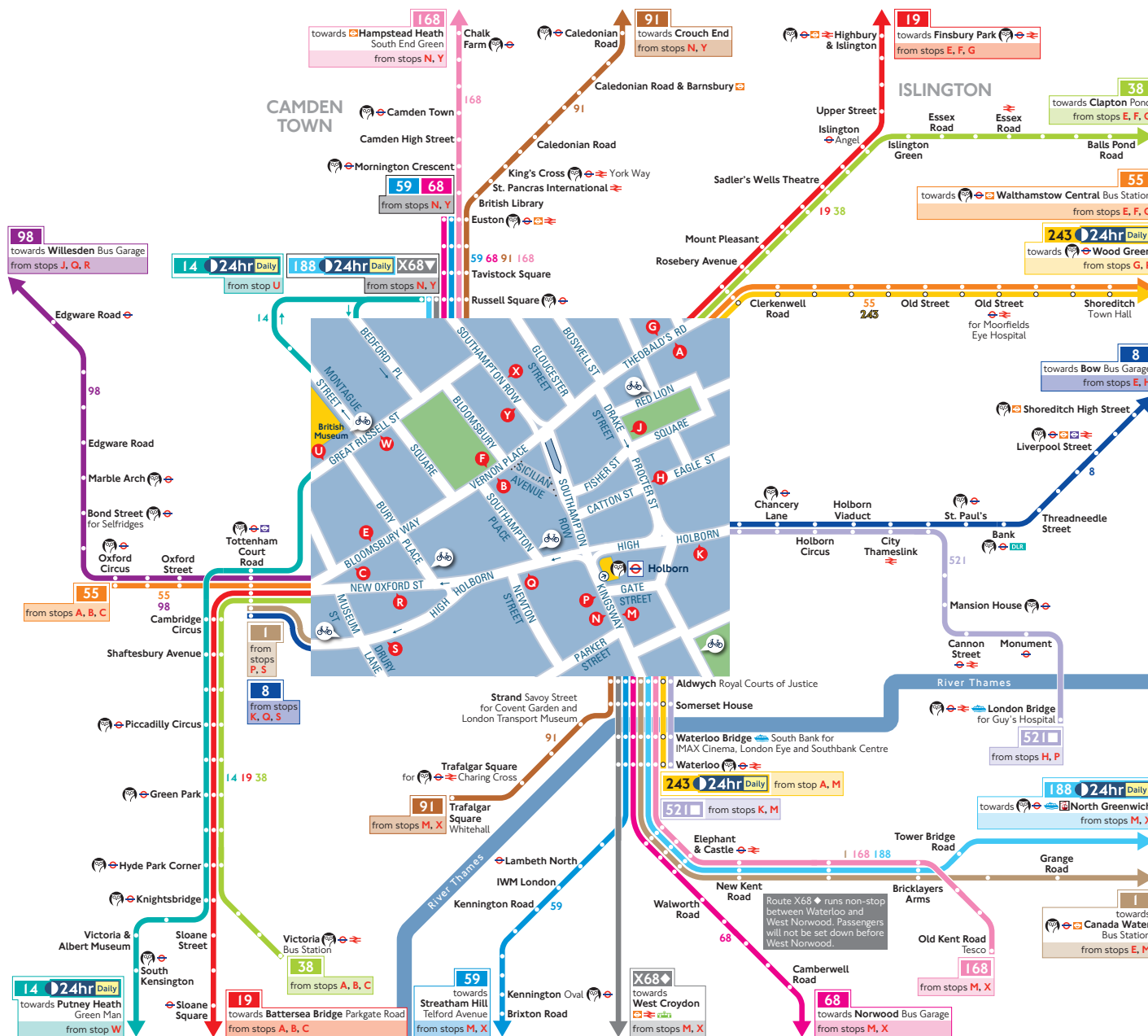
Local Bus Stops
Local Underground Stations





APPENDIX B

Buses from Holborn

















How to use this map



- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)



Key

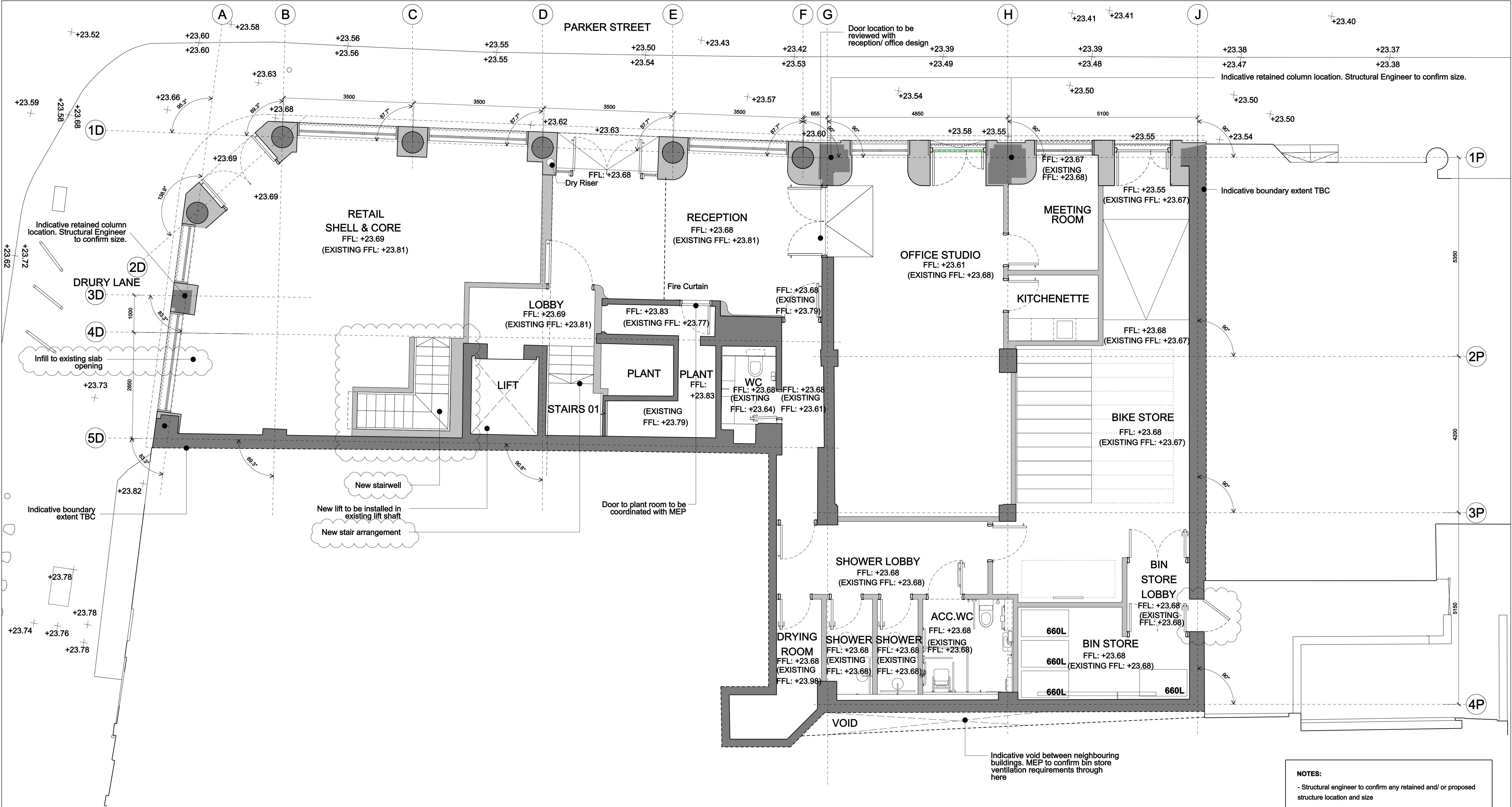
	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with London Cable Car
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Limited stop, Mondays to Fridays afternoon peak hours only
	Mondays to Fridays morning peak hours only
	Mondays to Fridays only

Ways to pay

- | | |
|--|--|
|  | <p>Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up</p> |
|  | <p>Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster.
Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station</p> |
| | <p>The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour.
Always use the same card or device to touch in</p> |
| <p>If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.</p> | |



APPENDIX C



REV.	DATE	DESCRIPTION
-	14.10.2022	FIRST ISSUE
A	28.10.2022	BACK OF HOUSE UPDATED, SMOKE SHAFT ADDED
B	30.01.2023	OF FACADE UPDATED, SMOKE SHAFT AMENDED, PLANT SHOWN
C	09.02.2023	UPDATED TO ALIGN TO SURVEY RECEIVED FROM POINT 2 DATED DECEMBER 2022
D	09.03.2023	UPDATED TO ALIGN TO AMENDED SURVEY, GRID UPDATED, KEY UPDATED, STAIR/LIFT LOBBY UPDATED, DOOR TO PLANT UPDATED, DOOR TO OFFICE ADDED
E	14.04.2023	LEVELS UPDATED, INTERNAL LAYOUT UPDATED ETC, BACK OF HOUSE ARRANGEMENT UPDATED ETC, WINDOW/DOOR OPENINGS ADJUSTED, NOTES UPDATED.
F	28.04.2023	ISSUED FOR INFORMATION

REV.	DATE	DESCRIPTION

NOTES:

- ALL DIMENSIONS IN MM UNLESS OTHERWISE STATED
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTS
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S DRAWINGS
- DO NOT SCALE FROM THIS DRAWING
- REPORT ANY ERRORS, CONTRADICTIONS, & OMISSIONS TO THE ARCHITECT AS SOON AS POSSIBLE
- WHEN THIS DRAWING IS ISSUED IN DWG FORMAT IT IS AN UNCONTROLLED VERSION ISSUED TO ENABLE THE RECIPIENT TO PREPARE THEIR OWN DRAWINGS FOR WHICH THEY ARE SOLELY RESPONSIBLE. IT IS BASED ON BACKGROUND INFORMATION CURRENT AT TIME OF ISSUE. BEN ADAMS ARCHITECTS ACCEPTS NO LIABILITY FOR ANY SUCH ALTERATIONS OR ADDITIONS TO OR DISCREPANCIES ARISING OUT OF CHANGES TO SUCH BACKGROUND INFORMATION WHICH OCCUR AFTER IT IS ISSUED BY BEN ADAMS ARCHITECTS.

KEY:

0 0.5m 2.5m 5m
Scale Bar

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DRAWING NAME: **Proposed Ground Floor Plan**

PROJECT NAME: **Drury Lane - MRP**

DRAWING NO: **A200/F**

JOB NO: **22-034**

SCALE: **1:100 @ A3 1:50 @ A1**

STAGE: **STAGE 2**



APPENDIX D

DATE: 9th MARCH 2023

LOCATION: DRURY WORKS, 161 DRURY LANE, LONDON WC2B 5PN

	IN HEADING N. FROM S. DRURY LN	IN HEADING S. FROM N. DRURY LN	IN HEADING S. FROM PARKER STR.	IN HEADING N. FROM DRYDEN STR.
	PEDS	PEDS	PEDS	PEDS
07:00 - 07:15				
07:15 - 07:30	1			
07:30 - 07:45	1			
07:45 - 08:00				
08:00 - 08:15			1	
08:15 - 08:30		1		
08:30 - 08:45				
08:45 - 09:00	2	1	3	
09:00 - 09:15				
09:15 - 09:30	1			
09:30 - 09:45				
09:45 - 10:00		1		
10:00 - 10:15				
10:15 - 10:30				
10:30 - 10:45				
10:45 - 11:00				
11:00 - 11:15				
11:15 - 11:30	1			
11:30 - 11:45			1	
11:45 - 12:00				
12:00 - 12:15				
12:15 - 12:30	2	1		
12:30 - 12:45				
12:45 - 13:00			1	
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13:30 - 13:45		1	1	
13:45 - 14:00	1		1	
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18:15 - 18:30				
18:30 - 18:45				
18:45 - 19:00				
07:00 - 19:00	10	6	8	0

	IN HEADING N. FROM S. DRURY LN	IN HEADING S. FROM N. DRURY LN	IN HEADING S. FROM PARKER STR.	IN HEADING N. FROM DRYDEN STR.
	PEDS	PEDS	PEDS	PEDS
07:00 - 07:15				
07:15 - 07:30				
07:30 - 07:45				
07:45 - 08:00				
08:00 - 08:15				
08:15 - 08:30				
08:30 - 08:45				
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09:15 - 09:30				
09:30 - 09:45				
09:45 - 10:00				
10:00 - 10:15				
10:15 - 10:30				
10:30 - 10:45		1		
10:45 - 11:00				
11:00 - 11:15				
11:15 - 11:30		1		
11:30 - 11:45				
11:45 - 12:00				
12:00 - 12:15				
12:15 - 12:30				
12:30 - 12:45	3		2	
12:45 - 13:00				
13:00 - 13:15				
13:15 - 13:30	1		1	
13:30 - 13:45		2		
13:45 - 14:00	1			
14:00 - 14:15				
14:15 - 14:30				
14:30 - 14:45				
14:45 - 15:00				
15:00 - 15:15	1		1	
15:15 - 15:30				
15:30 - 15:45		1		
15:45 - 16:00		1		
16:00 - 16:15			2	
16:15 - 16:30				
16:30 - 16:45				
16:45 - 17:00	1			
17:00 - 17:15				
17:15 - 17:30				
17:30 - 17:45	1	1	1	
17:45 - 18:00				
18:00 - 18:15				
18:15 - 18:30				
18:30 - 18:45				
18:45 - 19:00	1	1		
07:00 - 19:00	9	8	7	0