373-375 Euston Road

Transport Statement

Prepared by Motion
20 January 2014

Document Control Sheet

Transport Statement

373-375 Euston Road, London

S2 Estates

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
19-12-2013	1st Draft	DL	PS
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Contents

Figures

Appendices

1.0 Introduction

1.1 Motion has been appointed by S2 Estates to advise on highways and transport matters in relation to the proposed refurbishment and extension of 373-375 Euston Road, London.

1.2 The application site is situated on the south side of Euston Road within the London Borough of Camden. The site is bound to the west by Cleveland Road, to the south by Warren Street and to the east by an existing commercial building.

1.3 The existing building on the site provides a total of 1,722 square metres Gross External Area (GEA) of floorspace. The basement and ground floors provide 728 square metres GEA of sui generis car showroom use and the upper floors provide 994 square metres GEA of B1a Office space.

1.4 The current planning application seeks the refurbishment and extension of the existing building at 373-375 Euston Road site to provide a total of 16 residential units and 393 square metres GEA of commercial floor space (Use Class A1/ A3/ B1) with associated cycle parking. No car parking would be provided on site.

1.5 On the basis of guidance set out in TfL's 'Travel Plan Guidance (November 2013)' a Travel Plan is not required to support this application.

1.6 This Transport Statement will consider the suitability of the proposals with regard to accessibility, parking and servicing matters. The remainder of the report comprises the following five sections:

- Section 2 – Policy Context
- Section 3 – Baseline Conditions
- Section 4 – Development Proposals
- Section 5 – Effect of the Development
- Section 6 – Summary and Conclusions

2.0 Policy Context

National Policy

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

2.2 In relation to transport, NPPF states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas".

2.3 When considering the transport effects of a development, NPPF states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.4 In order to promote opportunities for the use sustainable travel, NPPF advises that:

"..developments should be located and designed where practical to

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport."*

Regional Policy

The London Plan: Spatial Development Strategy for Greater London (July 2011)

2.5 The London Plan (2011) is the overall strategic plan for the development of the capital to 2031. Chapter six of the London Plan sets out the context of integrating transport and development. Policy 6.3 informs an assessment of the effects of development on transport capacity and states:

- *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account; and*

- *Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential Travel Plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans."*

2.6 Policy 6.13 relates to parking and states:

- *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycle, walking and public transport use; and*
- *The maximum standards set out in Table 6.2 in the Parking Addendum should be applied to planning applications."*

Local Policy

London Borough of Camden Development Policies

2.7 LB Camden Development Policies documents was adopted in November 2010 and forms part of the Council's Local Development Framework (LDF), the group of documents setting out the planning strategy and policies for the borough.

2.8 Policy DP16 of the Developments Policies states:

"Transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development."

2.9 Policy DP17 states:

"Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers."

2.10 Policy DP 18 states:

"Parking standards and limiting the availability of car parking

The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

a) limit on-site car parking to:

- *spaces designated for disabled people,*
- *any operational or servicing needs, and*
- *spaces designated for the occupiers of development specified as car capped;*

b) not issue on-street parking permits; and

c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2.

The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

e) seek the provision of electric charging points as part of any car parking provision."

3.0 Baseline Conditions

Site Location and Surrounding Area

3.1 The application site is situated on the south side of Euston Road within the London Borough of Camden. The site is bound to the west by Cleveland Road, to the south by Warren Street and to the east by an existing commercial building. A site location plan is attached at **Figure 3.1.**

3.2 The land uses in the vicinity of the site are a mixture of office, retail and residential uses. Many of the buildings in the vicinity of the site provide ground floor retail uses with office and residential uses on the upper floors.

Existing Site Use and Access

3.3 The existing building on the site provides a total of 1,722 square metres Gross External Area (GEA) of floorspace. The basement and ground floors provide 728 square metres GEA of sui generis car showroom use and the upper floors provide 994 square metres GEA of B1a Office space.

3.4 The site benefits from a vehicle access from Warren Street which provides access to a vehicle lift serving a basement car parking area. A further dropped kerb vehicle crossover is provided on the Cleveland Street frontage of the site.

3.5 Pedestrian access to the office space within the existing building is currently gained from Euston Road, with pedestrian access to the ground floor showroom provided at the corner of Euston Road and Cleveland Street. A further service access door is provided on the Warren Street frontage of the site.

3.6 Servicing and deliveries associated with the existing use of the site are currently undertaken on street utilising the kerbside loading opportunities in the vicinity of the site.

Highway Network

3.7 Euston Road is a two-way carriageway providing three lanes of carriageway in each direction and is subject to a 30mph speed limit. Euston Road is part of the TfL red route network is subject to no loading at any time restriction past the frontage of the site.

3.8 Cleveland Street runs on a broadly north-south alignment and operates one-way northbound past the application site. Single yellow line restrictions are in place along both the eastern and western kerbsides of Cleveland Street, past the site and these are subject to no waiting restrictions Monday to Saturday 8:30am to 6:30pm.

3.9 Warren Street runs on a broadly east-west alignment and operates one-way westbound past the application site. Single yellow line restrictions are in place along the northern kerbside, adjacent to the application site and these are subject to no waiting restrictions Monday to Saturday 8:30am to 6:30pm.

Accessibility by Foot

3.10 Policy has traditionally recognised the importance of walking with the potential to replace short car trips, particularly under two kilometres.

3.11 Footways are provided along the Euston Road, Cleveland Street and Warren Street frontages of the site and these provide access to the local pedestrian network. The footways in the vicinity of the site street lit and generally of a good condition, with dropped kerbs and tactile paving provided at crossing points.

3.12 At the junction of Euston Road and Cleveland Street, directly adjacent to the site, a raised table is provided on Cleveland Street to facilitate pedestrians crossing. This is on the route from the site to Great Portland Street station and at the junction between Euston Road and Great Portland Street signalised pedestrian crossing facilities are provided to assist pedestrians accessing the station.

3.13 Adjacent to Great Portland Street station further signalised pedestrian crossing facilities are provided to facilitate pedestrians crossing Euston Road. East of the application site a further signalised pedestrian crossing facility is provided across Euston Road in the vicinity of Fitzroy Street.

3.14 The pedestrian facilities in the vicinity of the site provide access to a range of destinations and connect with the wider pedestrian network. The site is considered to be accessible on foot, with convenient access to local employment, retail and leisure facilities as well as public transport opportunities.

Accessibility by Cycle

3.15 The TfL guide 'Cycling in Central London' identifies Cleveland Street and Warren Street, adjacent to the site, as quieter routes suitable for cycling. These routes connect to signed routes on Maple Street and Charlotte Street which link south towards Oxford Street and Soho.

3.16 North of the site Longford Street is identified as a route suitable for cycling and this route connects east towards London Euston station. North-west of the site there are cycle routes identified by TfL on the Outer Circle of Regents Park which connect west towards Marylebone and north towards Primrose Hill and Camden.

3.17 Barclays Cycle Hire Docking Stations are situated adjacent to Great Portland Street and Warren Street stations, a short walk from the site.

3.18 The cycle facilities in the vicinity of the site provide access to a range of destinations and connect the site with the wider London Cycle Network (LCN). The site is considered to be accessible by cycle, with convenient access to a range of employment, retail and leisure facilities as well as public transport opportunities.

Accessibility by Bus

3.19 The recommended maximum walking distance for accessing bus stops is 640 metres (TfL's Guidelines 'Measuring Public Transport Accessibility Levels' (June 2003)).

3.20 The nearest bus stops to the site are located on Euston Road in close proximity to the application site. The eastbound bus stop provides a shelter, seating and timetable information. Timetable information is provided at the westbound stop. There are further bus stops located on Great Portland Street a short walk west of the application site.

3.21 The stops local to the site provide access to a range of bus services connecting to destinations across London. A summary of bus services local to the site is provided at Table 3.1 below and a map indicating local bus routes is shown at **Appendix B**.

		Frequency (minutes)		
Service No.	**Bus Route**	**Mon-Fri**	**Sat**	**Sun**
18	Euston to Sudbury	2-6	2-5	5-8
27	Chalk Farm to Chiswick Business park	6-10	7-11	10-14
30	Hackney Wick to Marble Arch	7-10	9-12	11-14
88	Camden Town to Clapham Common	5-8	7-10	10-12
205	Bow Church to Paddington	6-10	7-10	10-12
453	Deptford Bridge to Marylebone	4-8	5-9	9-12
C2	Parliament Hill Fields to Victoria	6-10	7-11	9-12

Table 3.1 – Bus Services Operating in Vicinity of Application Site

3.22 Local bus services are frequent and provide access to a range of destinations and provide a link to public transport interchanges such as nearby mainline rail stations.

Accessibility by London Underground

3.23 Great Portland Street station is situated approximately 70m west of the application site and is served by the Circle, Metropolitan and Hammersmith and City lines. Regents Park station is situated approximately 275m west of the application site and is served by the Bakerloo line. Warren Street station is located an approximate 340m walk east of the application site and provides access to the Victoria and Northern lines.

3.24 The London Underground stations in the vicinity of the site provide access to a wide range of destinations and provide connections to a number of mainline train stations.

Accessibility by Train

3.25 London Euston Station is located an approximate 900m walk east of the site and provides access to mainline rail services to a variety of destinations including regional services towards Watford Junction and national services towards Birmingham, Manchester Piccadilly and Glasgow Central.

Public Transport Accessibility Level (PTAL)

3.26 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest.

3.27 The TfL PTAL calculator indicates a PTAL of 6b. The accessibility of the site is therefore considered to be excellent. A copy of the TfL PTAL summary report is provided at **Appendix C**.

Car Club

3.28 Car clubs can help to relieve parking pressures and reduce reliance on the private motor-vehicle by residents and visitors to the development.

3.29 There are two car club bays situated on Park Crescent approximately 150 west of the application site. An additional two car club bays are located on Weymouth Street approximately 400m south west of the application site. Each of these car clubs bays is operated by ZipCar. Further car club bays operated by CityCarClub are located on Conway Street an approximate 250m south of the site.

4.0 Development Proposals

4.1 The current planning application seeks the refurbishment and extension of 373-375 Euston Road to provide a total of 16 residential units and 393 square metres GEA of commercial floor space (Use Class A1/ A3/ B1).

4.2 The 16 residential units will comprise:

- 6 x 1-bedroom flats;
- 7 x 2-bedroom flats; and
- 3 x 3-bedroom flats.

4.3 The current site layout plans are attached at **Appendix C**.

Car and Cycling Parking

4.4 No on-site car parking would be provided as part of the development proposals. The existing car parking within the basement of the building and the associated car lift would be removed. The development proposals therefore result in a reduction in car parking in comparison with the existing use of the building.

4.5 It is envisaged that residents of the proposed flats would not be eligible to apply for parking permits within the local controlled parking zone and this would be secured by way of an appropriate legal agreement.

4.6 Cycle parking for 19 cycles would be provided within the basement for residents, accessible via the main lift and a bicycle wheeling channel on the side of the stairs to the basement.

4.7 The proposed car parking and cycle parking provision are considered appropriate to meet the needs of the development and is in accordance with local parking standards.

Servicing and Deliveries

4.8 Servicing and deliveries associated with the application site would continue to be undertaken on street, utilising the kerbside loading opportunities in the vicinity of the site.

5.0 Effect of the Development

5.1 It is difficult to quantify the likely change in trip attraction/ generation of the site as a result of the development proposals as the TRAVL database does not offer many comparably sized/ located developments.

5.2 However, it is considered that the existing office floorspace would attract peak trip activity during the traditional weekday morning and evening peak period. It is expected that the proposed 16 residential apartments will result in a lower trip generation during these periods than the existing office use.

5.3 The proposed retail space is considered unlikely to attract person trips to the local area in its own right and instead person trips to the proposed retail space are likely be drawn from existing visitors to the local area. It is considered that the proposed retail space is unlikely to result in a material change in person trips to the site in comparison with the existing sui generis car showroom use on the site.

5.4 On that basis the development proposals are unlikely to result in a material change in person trips to the site in comparison with the existing uses. It is acknowledged that the introduction of residential use will change the pattern of movement during the traditional peak periods, with residential use traditionally resulting in person departing in the morning peak and arriving in the evening peak hour, however this is not expected to result in a material impact on the operation of the highway network local to the site.

5.5 The proposed residential use of the building also has the potential to generate trips outside of the traditional working day although this is highly unlikely to be at a level which would have an adverse effect on local infrastructure.

5.6 The development would be car-free and residents of the proposed apartments would not be eligible to apply for a parking permit within the local controlled parking zone. On that basis it is considered that the majority of trips to and from the site would be undertaken by sustainable modes including walking, cycling and public transport.

5.7 Servicing activity associated with the site would continue to be undertaken on-street, utilising the existing kerbside loading opportunities in the vicinity of the site. Servicing activity associated with the proposed retail unit would be dependent on the final occupier of the unit, but this is expected to comprise a small number of delivery movements each day. The proposed residential use is not expected to attract a significant number of servicing trips and these would typically comprise package deliveries or home deliveries of food shopping. It is considered the development proposals are unlikely to result in material change in servicing trips in comparison with the existing uses on site.

6.0 Summary and Conclusions

6.1 Motion has been appointed by S2 Estates to advise on highways and transport matters in relation to proposals to redevelop the site at 373-375 Euston Road, London.

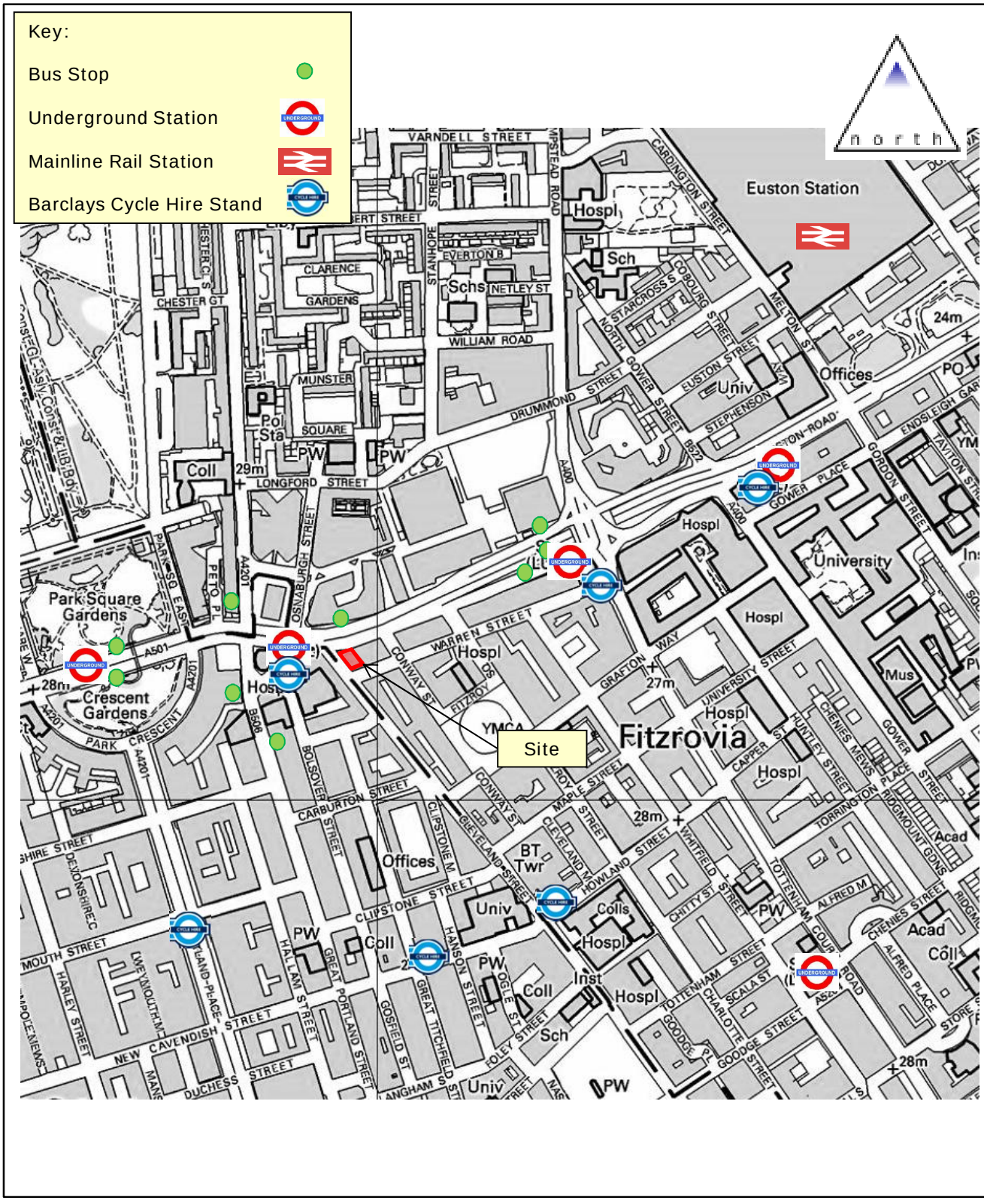
6.2 The current planning application seeks the refurbishment and extension of 373-375 Euston Road to provide a total of 16 residential units and 393 square metres GEA of commercial floor space (Use Class A1/ A3/ B1).

6.3 In summary:

- The site is in a highly accessible area with very convenient access to shops, employment, leisure and public transport opportunities. As such it is considered a suitable location to live a car-free lifestyle;
- No car parking is provided on site and residents would not be eligible to apply for resident parking permits in the local controlled parking zone;
- Cycle parking is provided in accordance with local standards;
- Servicing activity will continue to be undertaken on street using the kerbside loading opportunities adjacent to the site; and
- The development proposals are expected to result in material change in person trips to the site in comparison with the existing use of the site and as such the proposals would not result in demonstrable harm to operation of the highway network local to the site.

6.4 It is therefore concluded that the proposals are acceptable in traffic and transport terms.

Figures



373-375 Euston Road, London

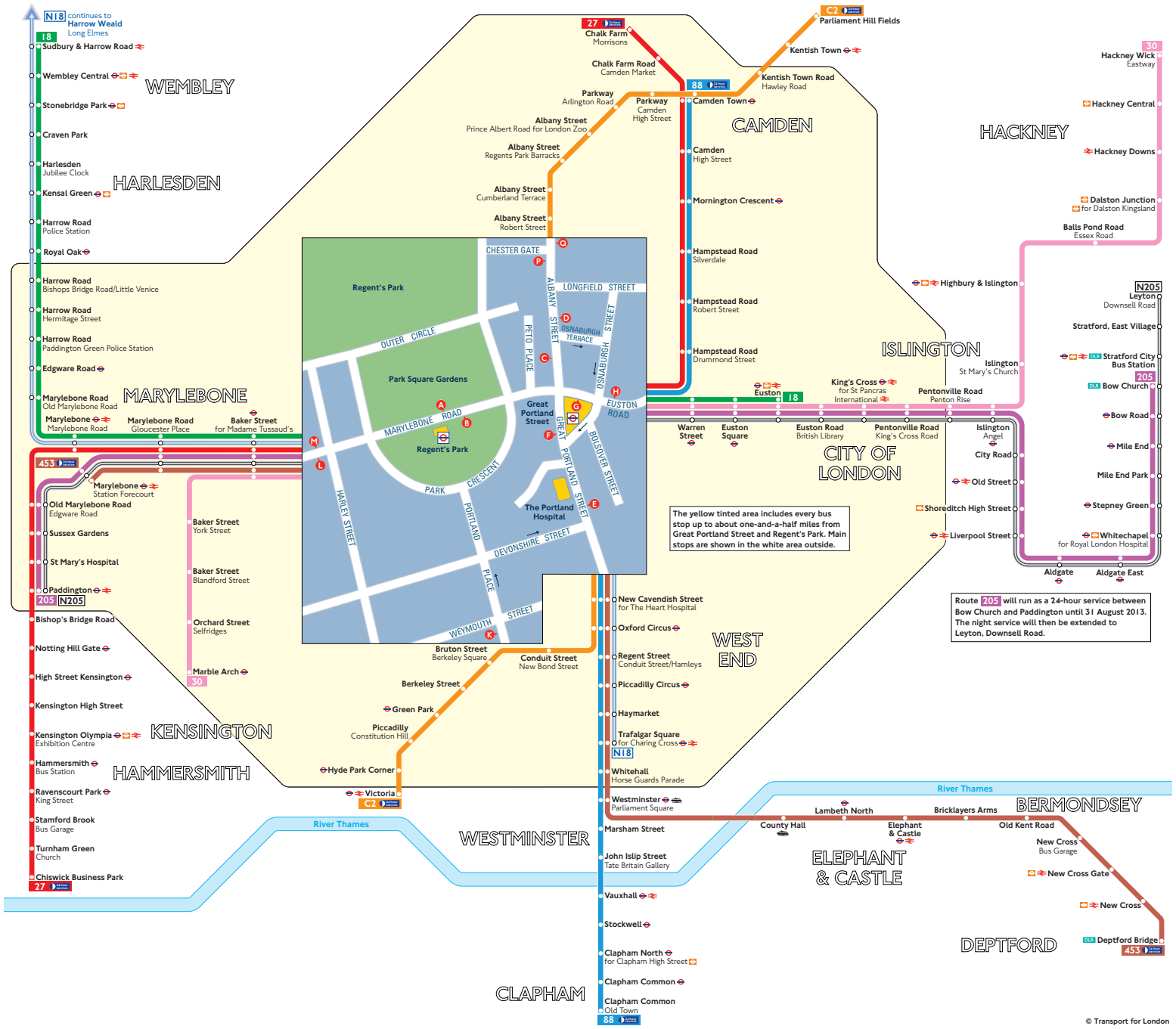
Figure 3.1: Site Location Plan

Not to Scale

Appendix A

Bus Route Map

Buses from Great Portland Street and Regent's Park



Key

- 18 Day buses in black
- N18 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- DLR Connections with Docklands Light Railway
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour services

Bus route		Towards	Bus stops
18		Euston	A H M
		Sudbury	B G L
27	24 hour service	Chalk Farm	A H M
		Chiswick Business Park	B G L
30		Hackney Wick	A H M
		Marble Arch	B G L
88	24 hour service	Camden Town	F H K
		Clapham Common	E
205		Bow Church	A H M
		Paddington	B G L
453	24 hour service	Deptford Bridge	A E M
		Marylebone	B F K L
C2	24 hour service	Parliament Hill Fields	C F K P
		Victoria	D E Q

Night buses

Bus route	Towards	Bus stops
N18	Harrow Weald	B F K L
	Trafalgar Square	A E M
N205	Leyton	A H M
	Paddington	B G L

TFL26820.07.13 (P)

Appendix B

PTAL Report

PTAI Study Report File Details

Date	12/12/2013 15:44
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 528951, 182178

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop NUMBER NOT USED
Walk time to stop from POI is 1.82 minutes
Walk distance to stop from POI is 145.53 metres
** NO route data found for stop
Stop GREAT PORTLAND ST STN
Walk time to stop from POI is 1.74 minutes
Walk distance to stop from POI is 139 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop PORTLAND PL NEW C'DISH S
Walk time to stop from POI is 7.93 minutes
Walk distance to stop from POI is 634.24 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop MARYLEBONE RD HARLEY ST
Walk time to stop from POI is 6.41 minutes
Walk distance to stop from POI is 513 metres
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Stop REGENT'S PARK STATION
Walk time to stop from POI is 3.68 minutes
Walk distance to stop from POI is 294.11 metres
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 453 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Stop WARREN STREET STATION
Walk time to stop from POI is 5.01 minutes
Walk distance to stop from POI is 400.66 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop HAMPSTEAD RD EUSTON ROAD
Walk time to stop from POI is 5.71 minutes
Walk distance to stop from POI is 457.17 metres
Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop WARREN ST STATION MAPLE STREET STAND
Walk time to stop from POI is 6.11 minutes
Walk distance to stop from POI is 488.58 metres
Stop ALBANY ST OSNABURGH ST
Walk time to stop from POI is 2.47 minutes
Walk distance to stop from POI is 197.85 metres
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop GREAT PORTLAND ST STN
Walk time to stop from POI is 0.67 minutes
Walk distance to stop from POI is 53.4 metres
Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes

Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop EUSTON RD WARREN ST STN
Walk time to stop from POI is 5.07 minutes
Walk distance to stop from POI is 405.84 metres
Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop GRAFTON WAY
Walk time to stop from POI is 6.64 minutes
Walk distance to stop from POI is 530.83 metres
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop EUSTON SQUARE STATION
Walk time to stop from POI is 7.71 minutes
Walk distance to stop from POI is 616.85 metres
Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop WARREN STREET STATION UCL STAND
Walk time to stop from POI is 5.88 minutes
Walk distance to stop from POI is 470.72 metres
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Stop ALBANY ST CHESTER GATE
Walk time to stop from POI is 7.78 minutes
Walk distance to stop from POI is 622.56 metres
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Stop ALBANY ST POLICE STATION
Walk time to stop from POI is 6.02 minutes

Walk distance to stop from POI is 481.97 metres
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode
Route 88 Stop GREAT PORTLAND ST STN TAT 6.0 minutes EDF 5.0
Route C2 Stop GREAT PORTLAND ST STN TAT 7.49 minutes EDF 4.01
Route 453 Stop GREAT PORTLAND ST STN TAT 6.24 minutes EDF 4.81
Route 27 Stop GREAT PORTLAND ST STN TAT 6.42 minutes EDF 4.67
Route 18 Stop GREAT PORTLAND ST STN TAT 4.17 minutes EDF 7.2
Route 30 Stop GREAT PORTLAND ST STN TAT 6.67 minutes EDF 4.5
Route 205 Stop GREAT PORTLAND ST STN TAT 6.42 minutes EDF 4.67
Route 73 Stop WARREN STREET STATION TAT 8.67 minutes EDF 3.46
Route 29 Stop WARREN STREET STATION TAT 9.01 minutes EDF 3.33
Route 10 Stop WARREN STREET STATION TAT 10.01 minutes EDF 3.0
Route 24 Stop WARREN STREET STATION TAT 9.51 minutes EDF 3.16
Route 390 Stop WARREN STREET STATION TAT 10.76 minutes EDF 2.79
Route 134 Stop WARREN STREET STATION TAT 9.51 minutes EDF 3.16
Route 14 Stop WARREN STREET STATION TAT 9.32 minutes EDF 3.22

Best EDF is 7.2
Half of all other EDFs is 24.88

AI for this mode is 32.08

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Euston Square
Walk time to stop from POI is 7.11 minutes
Walk distance to stop from POI is 568.45 metres
Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes

Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
Stop Goodge Street
Walk time to stop from POI is 10.62 minutes
Walk distance to stop from POI is 849.67 metres
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Stop Great Portland Street
Walk time to stop from POI is 1.66 minutes
Walk distance to stop from POI is 132.67 metres
Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
Stop Regent's Park
Walk time to stop from POI is 3.66 minutes
Walk distance to stop from POI is 292.43 metres
Route Bakerloo Line Waterloo to Queen's Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Bakerloo Line Elephant & Castle to Stonebridge Park Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Bakerloo Line Elephant & Castle to Harrow & Wealdstone Direction N/B Frequency 5.7 giving AWT of 5.26 minutes
Route Bakerloo Line Stonebridge Park to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes
Route Bakerloo Line Elephant & Castle to Queen's Park Direction N/B Frequency 10.3 giving AWT of 2.91 minutes
Route Bakerloo Line Harrow & Wealdstone to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes
Route Bakerloo Line Waterloo to Harrow & Wealdstone Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Bakerloo Line Queen's Park to Elephant & Castle Direction S/B Frequency 11.0 giving AWT of 2.73 minutes

Stop Warren Street
Walk time to stop from POI is 4.58 minutes
Walk distance to stop from POI is 366.58 metres
Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
Route Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes

TATs for this mode
Route Metropolitan Line Croxley to Aldgate Stop Great Portland Street TAT 102.41 minutes EDF 0.29
Route Metropolitan Line Aldgate to Wembley Park Stop Great Portland Street TAT 32.41 minutes EDF 0.93
Route Metropolitan Line Uxbridge to Aldgate Stop Great Portland Street TAT 7.17 minutes EDF 4.18
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Stop Great Portland Street TAT 7.41 minutes EDF 4.05
Route Metropolitan Line Aldgate to Watford Stop Great Portland Street TAT 9.91 minutes EDF 3.03
Route Metropolitan Line Amersham to Aldgate Stop Great Portland Street TAT 12.41 minutes EDF 2.42
Route Hammersmith and City Hammersmith (H&C Line) to Barking Stop Great Portland Street TAT 7.41 minutes EDF 4.05
Route Metropolitan Line Watford to Aldgate Stop Great Portland Street TAT 15.45 minutes EDF 1.94
Route Metropolitan Line Chesham to Aldgate Stop Great Portland Street TAT 45.27 minutes EDF 0.66
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Stop Great Portland Street TAT 15.45 minutes EDF 1.94
Route Northern Line Edgware to Morden Stop Warren Street TAT 8.95 minutes EDF 3.35
Route Northern Line High Barnet to Kennington Stop Warren Street TAT 10.89 minutes EDF 2.76
Route Northern Line Kennington to Edgware Stop Warren Street TAT 11.33 minutes EDF 2.65
Route Northern Line Morden to Mill Hill East Stop Warren Street TAT 35.33 minutes EDF 0.85
Route Northern Line Mill Hill East to Kennington Stop Warren Street TAT 12.31 minutes EDF 2.44
Route Northern Line Morden to High Barnet Stop Warren Street TAT 13.44 minutes EDF 2.23
Route Bakerloo Line Waterloo to Queen's Park Stop Regent's Park TAT 34.41 minutes EDF 0.87
Route Bakerloo Line Stonebridge Park to Elephant & Castle Stop Regent's Park TAT 10.41 minutes EDF 2.88
Route Bakerloo Line Elephant & Castle to Harrow & Wealdstone Stop Regent's Park TAT 9.67 minutes EDF 3.1
Route Bakerloo Line Queen's Park to Elephant & Castle Stop Regent's Park TAT 7.13 minutes EDF 4.21
Route Bakerloo Line Waterloo to Harrow & Wealdstone Stop Regent's Park TAT 104.41 minutes EDF 0.29
Route Victoria Line Brixton to Walthamstow Central Stop Warren Street TAT 7.24 minutes EDF 4.14
Route Victoria Line Seven Sisters to Brixton Stop Warren Street TAT 7.9 minutes EDF 3.8

Best EDF is 4.21
Half of all other EDFs is 26.43

AI for this mode is 30.63

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

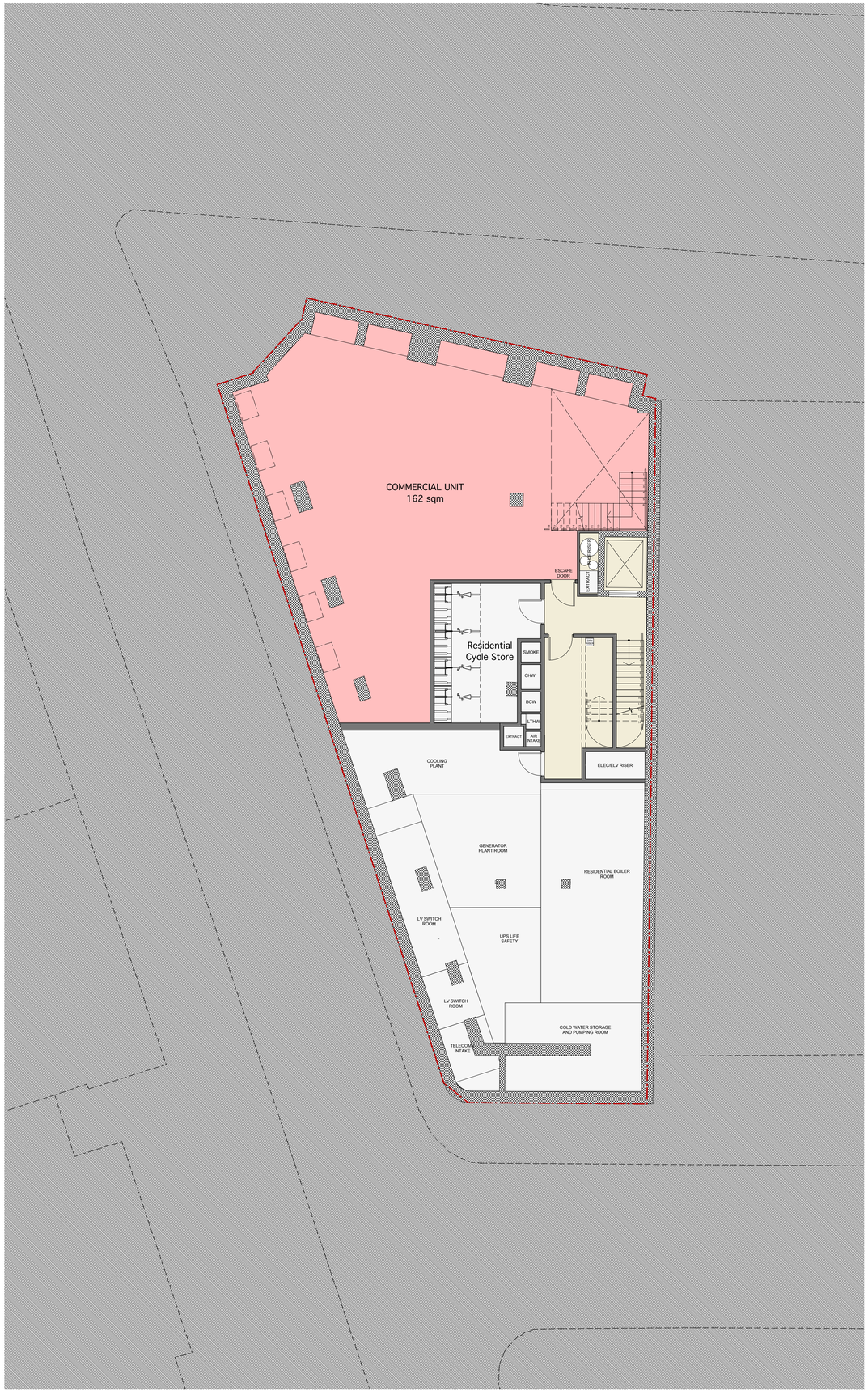
** No stops found within buffer for this POI

Total AI for this POI is 62.72. X: 528951, Y: 182178.

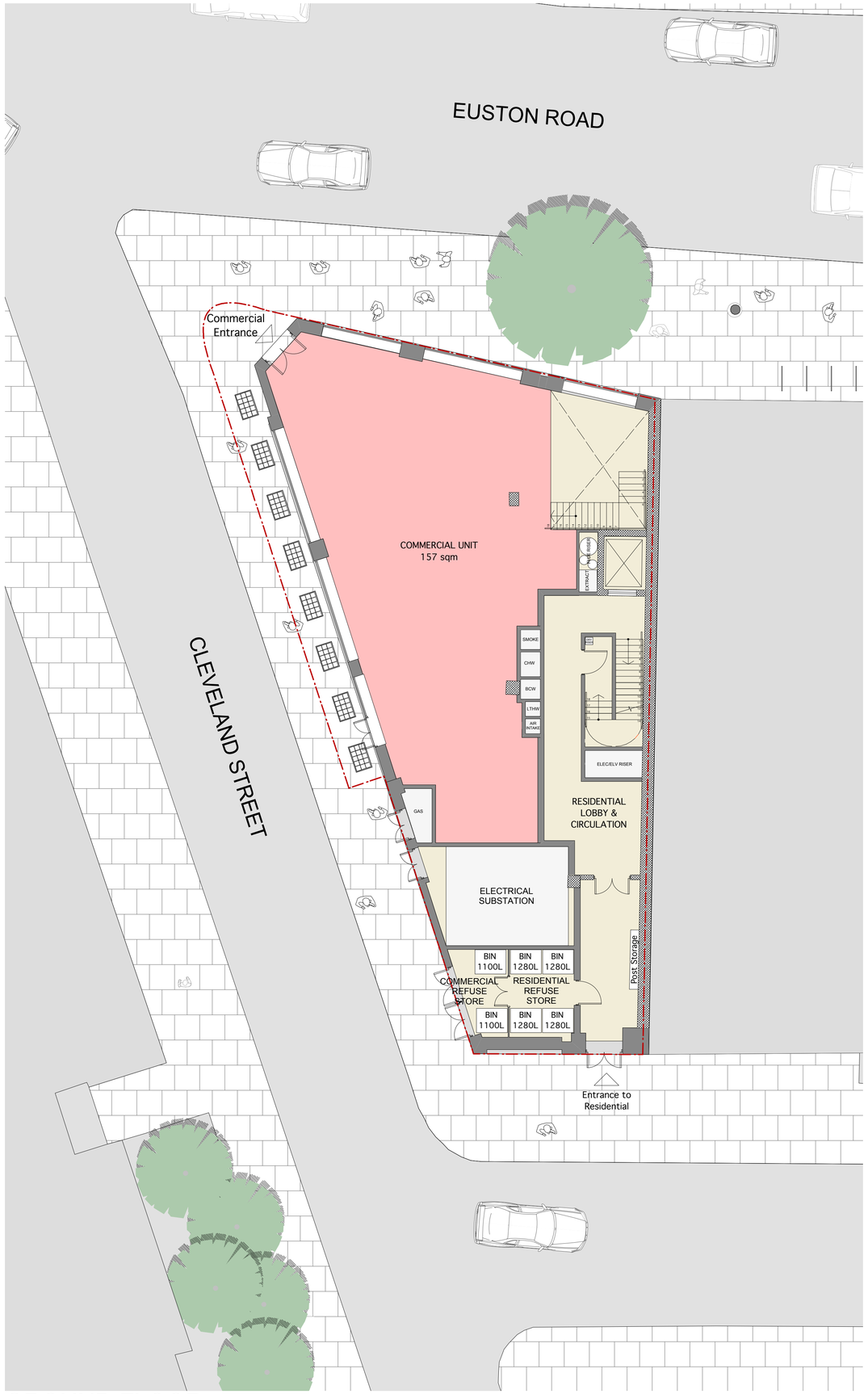
PTAL Rating is 6b.

Appendix C

Site Layout Plans



BASEMENT



GROUND FLOOR

GENERAL NOTES

All setting out must be checked on site
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative Datum given
All fixings and weatherings must be checked on site
All dimensions must be checked on site
This drawing must not be scaled
This drawing must be read in conjunction with all other relevant drawings and specification clauses
This drawing must not be used for land transfer purposes
Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas
This drawing must not be used on site unless issued for construction
Subject to survey, consultation and approval from all statutory Authorities

Revision Status:
P=Preliminary C=Contract

DRAWING NOTES

E-FILE REF N° A2413 Cambridge House Working Plans

STATUS	REVISION	DATE	DRN	CHK	CDM
P15	PLANNING SUBMISSION	20.06.13	LW	JB	--

KEY

- EXISTING WALLS
- PROPOSED WALLS
- APPLICATION BOUNDARY

KEY

CLIENT

S2 Estates (Euston Road) LLP

PROJECT TITLE

Cambridge House Euston Road

DRAWING TITLE

Proposed Basement and Ground Floor Plans

SCALE @ A1 SIZE / A3 SIZE	DATE
1:100 / 1:200	June '13
DRAWING N°	STATUS & REVISION
A2413 221	P15

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FIRST FLOOR

SECOND FLOOR

GENERAL NOTES

All setting out must be checked on site
All levels must be checked on site and refer to Ordnance Datum Newlyn unless alternative Datum given
All fixings and weatherings must be checked on site
All dimensions must be checked on site
This drawing must not be scaled
This drawing must be read in conjunction with all other relevant drawings and specification clauses
This drawing must not be used for land transfer purposes
Calculated areas in accordance with Assael Architecture's Definition of Areas for Schedule of Areas
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Revision Status:
P=Preliminary C=Contract

DRAWING NOTES

E-FILE REF N° A2413 Cambridge House Working Plans

STATUS	REVISION	DATE	DRN	CHK	CDM
P15	PLANNING SUBMISSION	20.06.13	LW	JB	--

KEY

- EXISTING WALLS
- PROPOSED WALLS
- APPLICATION BOUNDARY

KEY

CLIENT

S2 Estates (Euston Road) LLP

PROJECT TITLE

Cambridge House Euston Road

DRAWING TITLE

Proposed First and Second Floor Plans

SCALE @ A1 SIZE / A3 SIZE	DATE
1:100 / 1:200	June '13
DRAWING N°	STATUS & REVISION
A2413 222	P15

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