

G & T John Street Ltd

6 John Street,
Bloomsbury

Transport Statement

October 2014

Contents

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS	2
	Site Location	2
	Existing Uses	2
	Highway Network	2
	CPZ and Parking	2
	Car Club.....	3
	Accessibility by Non-Car Modes	3
	Walking.....	3
	Cycling.....	3
	Public Transport.....	4
	Bus Services.....	4
	London Underground.....	5
3	PARKING POLICY	7
	London Plan	7
	Camden Development Policies 2010 – 2025, Local Development Framework.....	7
4	DEVELOPMENT	9
5	TRAFFIC IMPACT OF THE PROPOSED DEVELOPMENT	10
	Traffic Generation	10
	Proposed Development	10
	Traffic Impact	10
	Servicing.....	11
	CPZ restrictions.....	11
	Cycle Parking	12
6	CONCLUSIONS.....	13

Figures

Figure 1	- Strategic Site location plan	1
Figure 2	- Local Site location plan.....	2

Appendices

Appendix A	- Architects plans.....	1
Appendix B	- PTAL Report.....	6

1 INTRODUCTION

- 1.1 Vectos has been appointed by G & T John Street Ltd to provide transport advice in regards to a change of use application at 6 John Street, Bloomsbury. The existing D1 construction training facilities would be converted into 7 residential units (all flats).
- 1.2 The scheme will be a car-free development. Architect's plans showing the existing and proposed development are included in **Appendix A**.
- 1.3 The site is in the London Borough of Camden and its strategic location is shown in **Figure 1**. The site is very well served by public transport and in particular is within close walking distance from various London Underground Stations indicated by a PTAL rating of 6b.
- 1.4 This Transport Statement has been prepared to describe the scheme in its transport context and the impacts of the scheme.
- 1.5 The report has therefore been structured in the following format:
- Section 2 provides a description of the existing site situation, the surrounding area and baseline transport data;
 - Section 3 details current policy issues relevant to the site;
 - Section 4 describes the development proposals including vehicular access requirements and parking provision.
 - Section 5 details the site's traffic impact; and
 - Section 6 provides a summary and the conclusions to the report.

2 EXISTING CONDITIONS

Site Location

- 2.1 The site is located at 6 John Street to the north of Theobalds Road. John Street is a quiet residential road that runs north to south between Guildford Street to the north and Theobalds Road to the south.
- 2.2 The local context of the site is identified in **Figure 2**.

Existing Uses

- 2.3 The site currently consists of a D1 adult training facility.

Highway Network

- 2.4 The site is currently accessed via the eastern side of John Street and to the western side of Kings Mews. John Street is a 30mph carriageway running in both directions though vehicle speeds are likely to be considerably lower than this. There is on-street parking bays located on the east and west sides of John Street. These consist of a mixture of residential, diplomatic, car club and disabled parking bays.
- 2.5 Theobalds Road makes up part of TfL's Strategic Road Network (SRN). Theobalds Road is a three lane single carriageway road with two lanes running in an easterly direction, one being a bus lane. Theobalds Road runs east to west, running from Oxford Street in the east to Clerkenwell Road/ A5201 in the west.

CPZ and Parking

- 2.6 Parking on John Street is a combination of Pay & Display, residents only and business only spaces. There are approximately 16 spaces available for residential permits located on John Street. These bays are located in Camden's CA-D parking zone, which restricts parking to residents only from 08:30 to 18:30 Monday to Friday and 08:30 to 13:30 on Saturday.

Car Club

- 2.7 There are two Car Club bays located on St John Street, operated by Zipcar. This allows members of Zipcar to use the vehicles parked in the bays in accordance with the car club operator regulations.

Accessibility by Non-Car Modes

Walking

- 2.8 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 2.9 Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without a mobility impairment of 2km.
- 2.10 A 2km catchment from the site includes Farringdon, Chancery Lane, Holborn and Russell Square Underground Stations.

Cycling

- 2.11 Central Government research states that cycling has the potential to substitute for short car trips, particularly those less than 5km.
- 2.12 A number of local roads within the vicinity of the Site are designated by Transport for London (TfL) as 'routes signed for cyclists on a mixture of quiet and busy roads, some [of which] have cycle lanes marked on the road surface'. This includes Theobalds Road, Guildford Street, Doughty Street, the northern section of John Street and Rogers Street, which provides a route between the Site and Russell Square Station.
- 2.13 There are also two sets of Barclays Cycle Hire docking stations in close proximity to the site. The nearest set of docking stations is located to the north at the junction of Kings Mews and Northington Street.

Public Transport

Bus Services

- 2.14 There are two bus stops in close proximity to the site. The first is located on Theobalds Road, approximately 125m from the site. This stop is serviced by several buses including the 19, 38 and 243. There are various other services which are shown below in **Table 2.1**. There is a further stop located to the east of the site at approximately 150m. This is serviced by a further two buses also included in **Table 2.1**.

Table 2.1: Local Bus services

Service	Route	Frequency (Mins)		
		Mon – Fri	Saturday	Sunday
Holborn, Gray's Inn Road Theobalds Road				
19	Finsbury Park Interchange – Parkgate Road	6-11	6-14	9-14
38	Clapton Pond – Victoria Bus Station	2-7	2-6	2-7
55	Lea Bridge Road/ Bakers Arms – Oxford Circus	5-11	6-11	8-12
243	Redevers Road – Waterloo Station/Mepham Street	4-12	4-20	9-12
N19	Finsbury park – Clapham Junction	30	20	30
N35	Falcon Road/Grant Road – Tottenham Court Road	30-60	9-20	30-60
N38	Walthamstow Bus Station – Victoria Bus Station	10 - 15	6 - 10	10 - 15
N41	Trafalgar Square/ Charing Cross Station – Tottenham Hale Bus Station	30-60	20-60	30-60
N55	St Thomas of Canterbury	30	14-15	30

	Church – Oxford Circus			
Holborn, Gray's Inn Road Rosebery Ave				
17	Archway Station/Junction Road – London Bridge	6-15	8-15	15-20
45	St Pancras International Station – Atkins Road/New Park Road	5-13	6-15	15-20
46	Lancaster Gate – St Bartholomew's Hospital	6-15	10-15	15-20

London Underground

- 2.15 There are 4 London underground stations within close proximity to the site. This allows access to several different lines across London; these are the Piccadilly, the Central line, the Hammersmith and City, the Metropolitan line and the Circle line. Chancery Lane, located to the south is the closest underground station to the site at approximately 600m from the site; this is served by the Central line.
- 2.16 Farringdon Station is located approximately 800m to the east of the site and is served by Hammersmith and City, Circle and Metropolitan lines, which allow access to the east and west of London as well as further to the north.
- 2.17 There are two stations at approximately 700m to the site, the first is Russell Square located to the north west and Holborn to the south west. These stations are both located on the Piccadilly Line, with Holborn also being served by the Central Line. **Table 2.2** below shows the peak frequencies of these services.

Table 2.2: London Underground peak frequencies.

Line	Route	Frequency (Mins)
Central	Ealing Broadway/West Ruislip - Epping	2 - 10
Piccadilly	Uxbridge/ Heathrow - Cockfosters	3 - 8
Hammersmith and City	Hammersmith - Barking	5
Circle	Hammersmith – Edgware Road	5
Metropolitan	Uxbridge/Watford/Chesham - Aldgate	5 - 15

Public Transport Accessibility Level (PTAL)

- 2.18 The Public Transport Accessibility Level is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.
- 2.19 The PTAL measure, reflects:
- The walking distance from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 2.20 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility.
- 2.21 The PTAL level of the site is 6b, representing an excellent level of public transport accessibility.
- 2.22 The Public Transport Accessibility Level (PTAL) summary report is presented at **Appendix B**.

3 PARKING POLICY

London Plan

3.1 Policy 6.13 looks at Parking in London:

“The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use”

3.2 The proposed site meets the objectives of the London Plan by being located within walking distance of excellent public transport services, and providing facilities to encourage cycling. The Development will be car-free, since the Site is highly accessible by sustainable modes.

Camden Development Policies 2010 – 2025, Local Development Framework

3.3 Policy DP18 looks at parking standards and limiting the availability of car parking:

“The Council will expect development to be car free in the Central London Area and other areas within Controlled Parking Zones that are easily accessible by public transport”

3.4 For such developments the council will put a number of limits and controls on developments:

- *“Limit on-site car parking to:*
 - *Spaces designated to disabled people*
 - *Any operational or servicing needs, and*
 - *Spaces designated for the occupiers of development specified as car capped”*
- *Not issue on street parking permits; and*
- *Use a legal agreement to ensure that future occupants are aware they are not entitled to on street parking permits.”*

3.5 Policy DP16 develops the plans for transport implications of developments:

“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.”

4 DEVELOPMENT

- 4.1 The proposed development is for the conversion of the existing training facility into 7 residential dwellings. These units are proposed to be a mixture of one and two bed flats. The access to all the proposed residential dwellings is proposed to be from the existing access point currently located on John Street.
- 4.2 The area of the site adjacent to Kings Mews is not part of the development proposals.
- 4.3 The proposal is for a car free development - no parking spaces will be allocated to the development.
- 4.4 Car Free schemes are promoted by Camden Council, due to the excellent accessibility by public transport and the already high demand of parking in the surrounding area.
- 4.5 Camden Council sets out their standards for cycle parking for new residential developments. Table 4.1 below sets out the required standards from the Camden Development Policies 2010.

Table 4.1: Cycle standards from the Camden Development Policies 2010 for C3 residential dwellings

Vehicle type	Standard
Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 units or part thereof.

- 4.6 In accordance with the standards, the development requires a minimum of 7 secure cycle spaces available to the residents. No visitor cycle parking would be required due to the small scale nature of the development.
- 4.7 The cycle parking spaces would be required to be located in a safe and secure area of the development.
- 4.8 The proposed development consists currently of a bike storage facility located on the lower ground floor. The bike storage area can accommodate storage for 8 bikes by using a two tier racking system. This cycle parking will be allocated in the lower ground floor of the unit at John Street, and will be available solely for the residential flats.

5 TRAFFIC IMPACT OF THE PROPOSED DEVELOPMENT

5.1 This section considers the transport effects of the development, specifically focussing on traffic generation and parking.

Traffic Generation

Proposed Development

5.2 Multi Modal Trip rates have been derived from the industry standard TRICS database v 7.1.2 for employment 'Community Teaching Facility' and residential 'Privately owned flats' The TRICS outputs can be viewed at **Appendix A**.

5.3 The total people trip rates and the trips for the AM and PM peaks for existing D1 Adult training facility can be seen in **Table 5.1** below.

Table 5.1: Existing D1 Adult Training Facility AM and PM Peak Trip rates and Trips.

D1 Training facility	AM Peak (0800 to 0900)			PM Peak (1600 to 1700)			Totals		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Trip Rates	4.034	0.172	4.206	0.552	1.552	2.104	21.76	21.655	43.415
Trips	44	2	46	6	17	23	239	238	477
Vehicle Trips	1	0	2	0	1	1	8	8	16

5.4 The existing development is likely to involve a maximum total of 13 car trips throughout the day. Therefore there is likely to be a reduction in the number of vehicle trips generated as a result of the car free nature of the residential development. Parking permits will not be issued by the council; this would be stated to potential tenants prior to moving in.

Traffic Impact

5.5 To understand the number of trips that will be generated by the proposed development it is important to look at the existing rates in **Table 5.1**. **Table 5.2** demonstrates the trip rates and trips that could be generated and **Table 5.3** demonstrates the difference in the number of trips split across the modes of transport.

Table 5.2: Proposed Residential Dwelling Trip rates and Trips.

C3 Private Dwellings	AM Peak (0800 to 0900)			PM Peak (1600 to 1700)			Totals		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Trip Rates	0.224	0.586	0.81	0.414	0.259	0.673	2.5	2.948	5.448
Trips	2	4	6	3	2	5	18	21	38
Vehicle Trips	0	0	0	0	0	0	0	0	0

Table 5.3: Differences between the existing D1 training facility and the proposed C3 Residential.

Transport	AM Peak Period 0800 - 0900			PM Peak Period 1600 - 1700			Total Period		
	Arrival	Dep	Total	Arrival	Dep	Total	Arrival	Dep	Total
Underground	-7	0	-7	-1	-3	-3	-37	-37	-74
Train	-2	0	-2	0	-1	-1	-11	-11	-21
Bus	-5	0	-5	0	-2	-2	-27	-26	-53
Taxi	-1	0	-1	0	0	0	-4	-4	-8
Motorcycle	-1	0	-1	0	0	0	-4	-4	-8
Driver	-1	0	-2	0	-1	-1	-8	-8	-16
Passenger	0	0	0	0	0	0	0	0	-1
Bicycle	-4	0	-3	0	-1	-2	-18	-18	-37
On foot	-21	1	-20	-2	-8	-9	-109	-107	-217
Other	0	0	0	0	0	0	-2	-2	-4
Total	-43	2	-41	-3	-15	-18	-222	-217	-439

5.6 Table 5.3 demonstrates that there will be a total reduction in the number of trips of 41 in the AM peak and 18 during the PM Peak.

Servicing

5.7 No modifications are proposed to the existing servicing arrangements as part of this application. Given the low number of units and change of use it is likely that there would be a reduction of service vehicle movements.

CPZ restrictions

5.8 There are no changes proposed to the CPZ restrictions along John Street. The bays on John Street will remain with the same restrictions in place. As previously mentioned, parking

permits will not be issued to residents of this development, therefore, not displacing any existing parking.

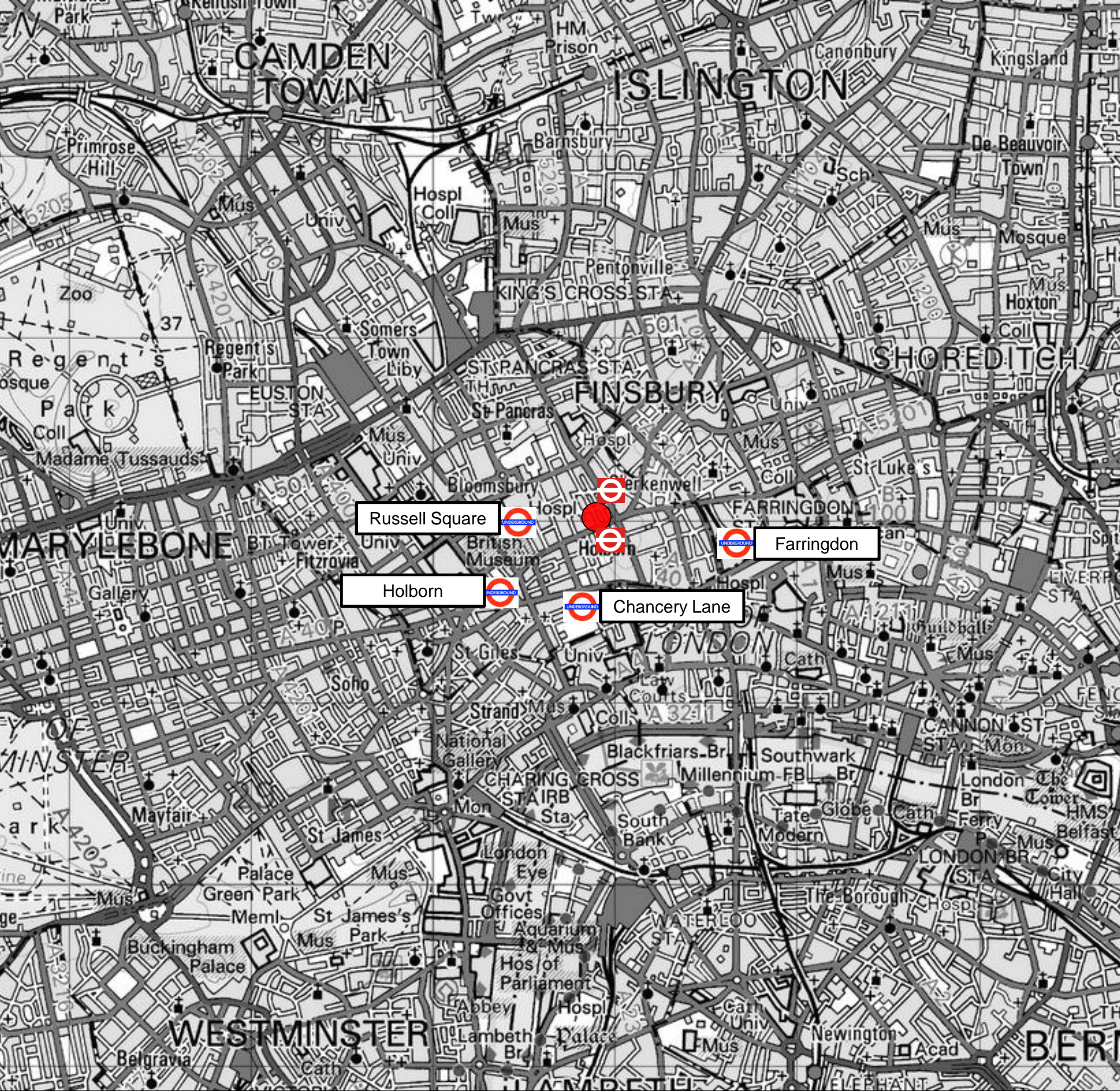
Cycle Parking




- 5.9 A total of 7 secure cycling spaces are required in accordance to the standards from the Borough of Camden, and a total of 8 will be provided on site.

6 CONCLUSIONS

- 6.1 Vectos is retained by G& T John Street Ltd to provide transport advice in relation to a residential scheme on 6 John Street in the London Borough of Camden.
- 6.2 The site currently has consent for D1 training facilities and it is proposed to convert this to 7 residential units. All seven units will be accessed from John Street .
- 6.3 The site is an area with excellent public transport links and has a PTAL of 6b.
- 6.4 The proposed development would be car-free but would include 8 secure and sheltered cycle spaces. This is consistent with the Mayor's and London Borough of Camden's policy.
- 6.5 The proposed scheme is demonstrates that there will be a large reduction in the number daily trips from 477 to 38.
- 6.6 In view of the above, the scheme is considered to be acceptable in transport terms.

FIGURES



- Key**
-  Site Location
 -  Closest bus stop
 -  Closest London Underground Stations

Russell Square

Holborn

Chancery Lane

Farringdon

6 John Street,
Bloomsbury

G & T John Street Ltd

Strategic Site Location
Plan

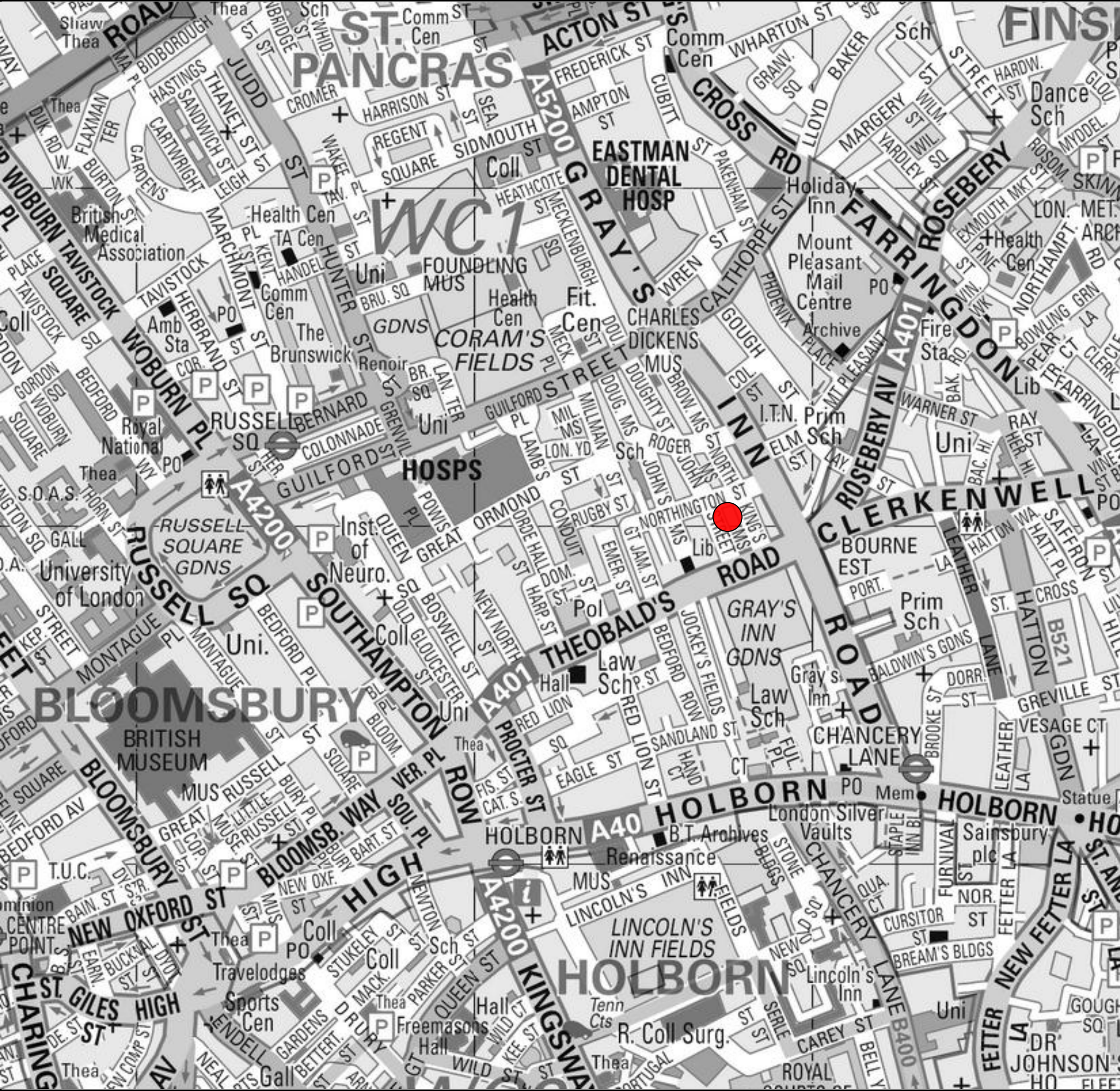
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Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1



Key
 Site Location


6 John Street,
Bloomsbury

G & T John Street Ltd

Local Site Location
Plan

SCALE: **NTS**

DRAWN: H.J	CHECKED: K.H	DATE: 01/10/14	REVISION: •
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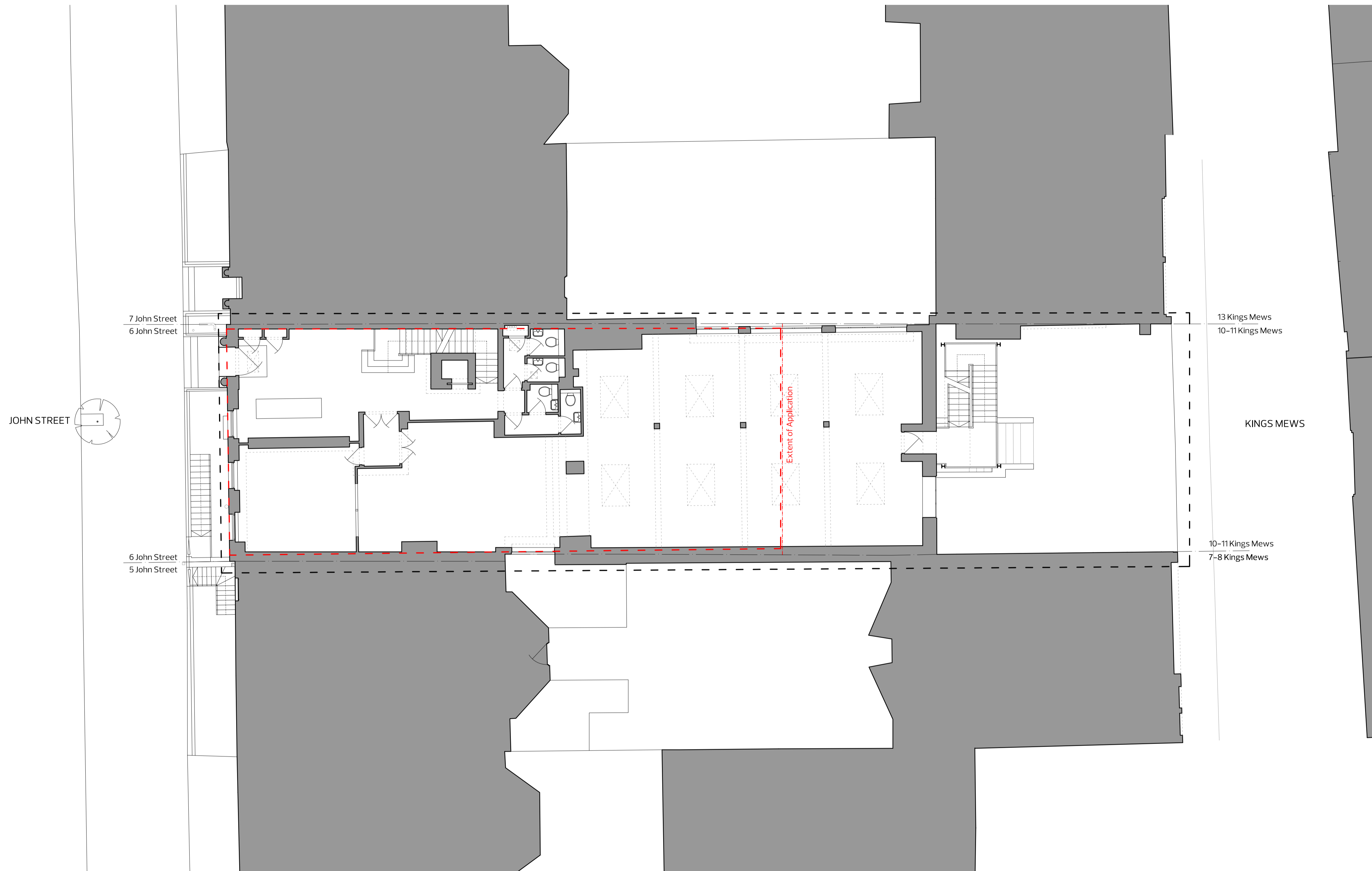
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APPENDIX A

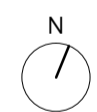
6 JOHN STREET

Planning Application Drawings – October 2014

EXISTING PLANS



- - - Applicant Ownership Boundary
 - - - Application Site Boundary



Rev	Date	Description

Revision:

Status: **PLANNING**

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Project No: **798**
 Project Name: **6 John Street WCI**

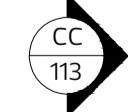
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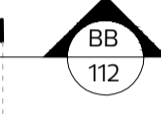
01 EXISTING LOWER GROUND FLOOR
HEAVY DUTY WORKSHOP AND TRAINING BAYS



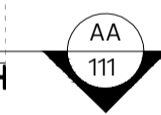
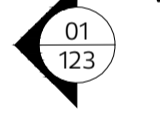
Outline of consented scheme
to Kings Mews
REF: 2012/6315/P

Extent of Application

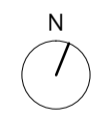
13 Kings Mews
10-11 Kings Mews



steel fire escape



10-11 Kings Mews
7-8 Kings Mews



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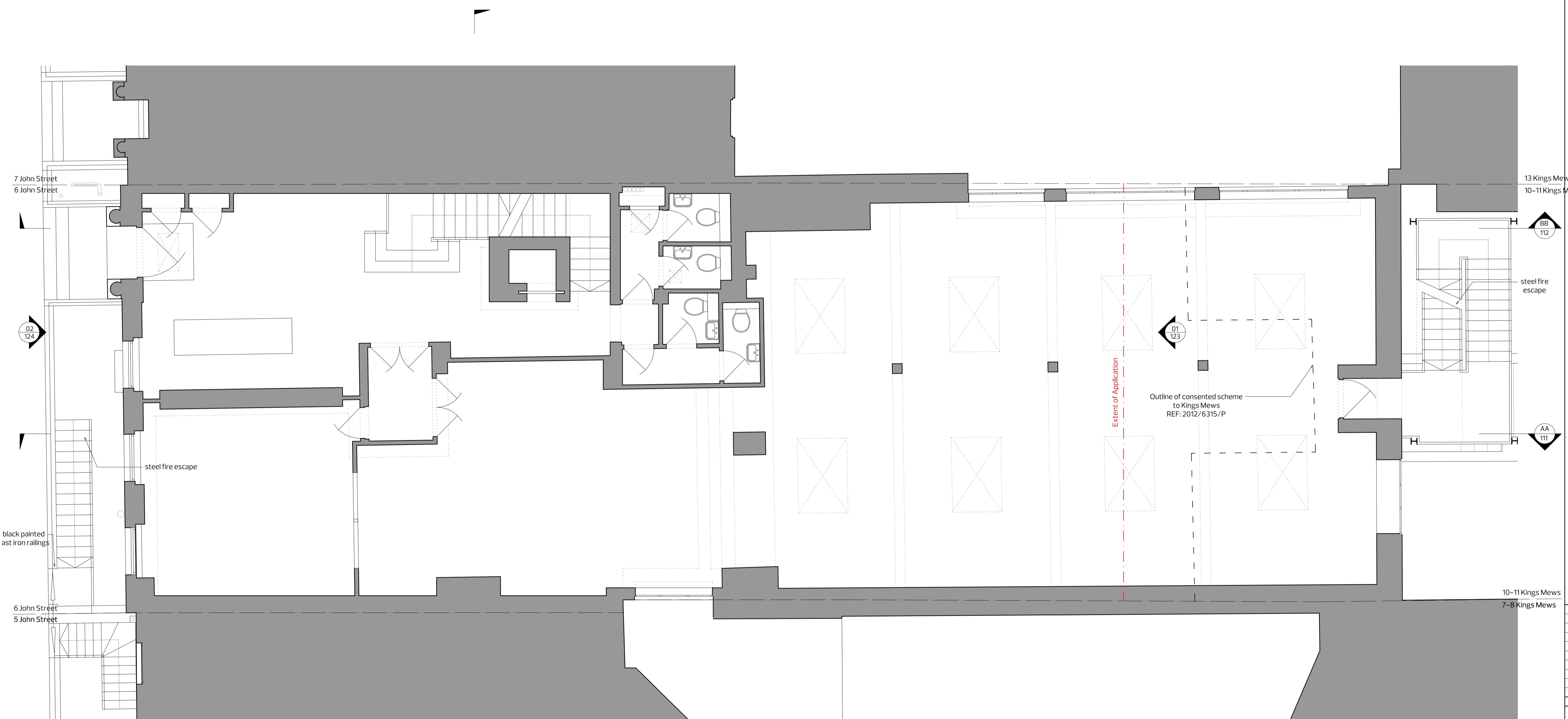
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Project Name: **6 John Street WCI**

Drawing Name: **Existing Lower Ground Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**

Drawing No: **798_101**



01 EXISTING GROUND FLOOR
OFFICE & STUDENT LOUNGE

Rev	Date	Description

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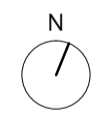
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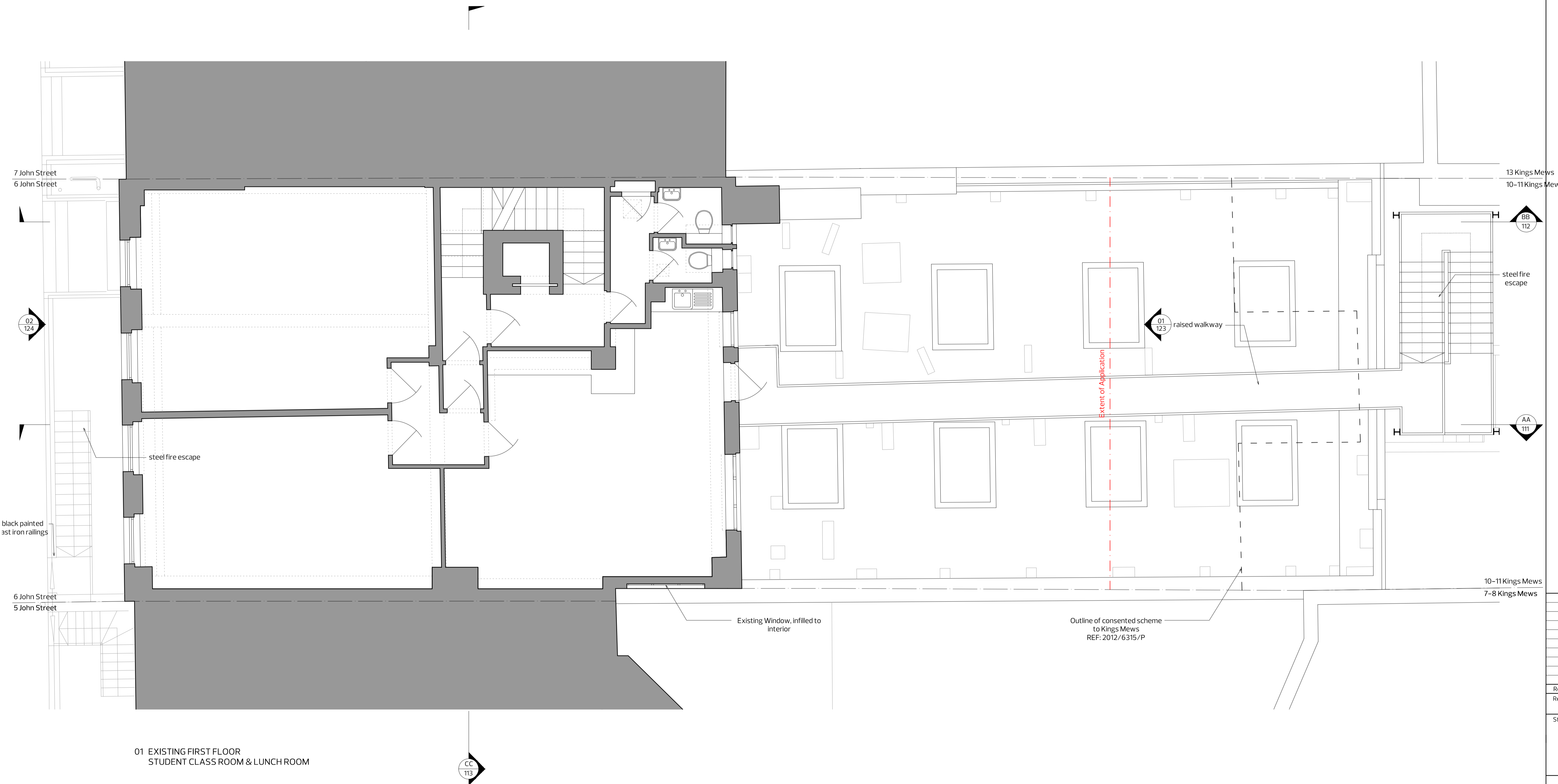
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Drawing Name: **Existing Ground Floor Plan**

Scale: **1:50 @ A1**
 Date: **24/10/2014**

Drawing No: **798_102**





01 EXISTING FIRST FLOOR
STUDENT CLASS ROOM & LUNCH ROOM

Rev	Date	Description

Revision:

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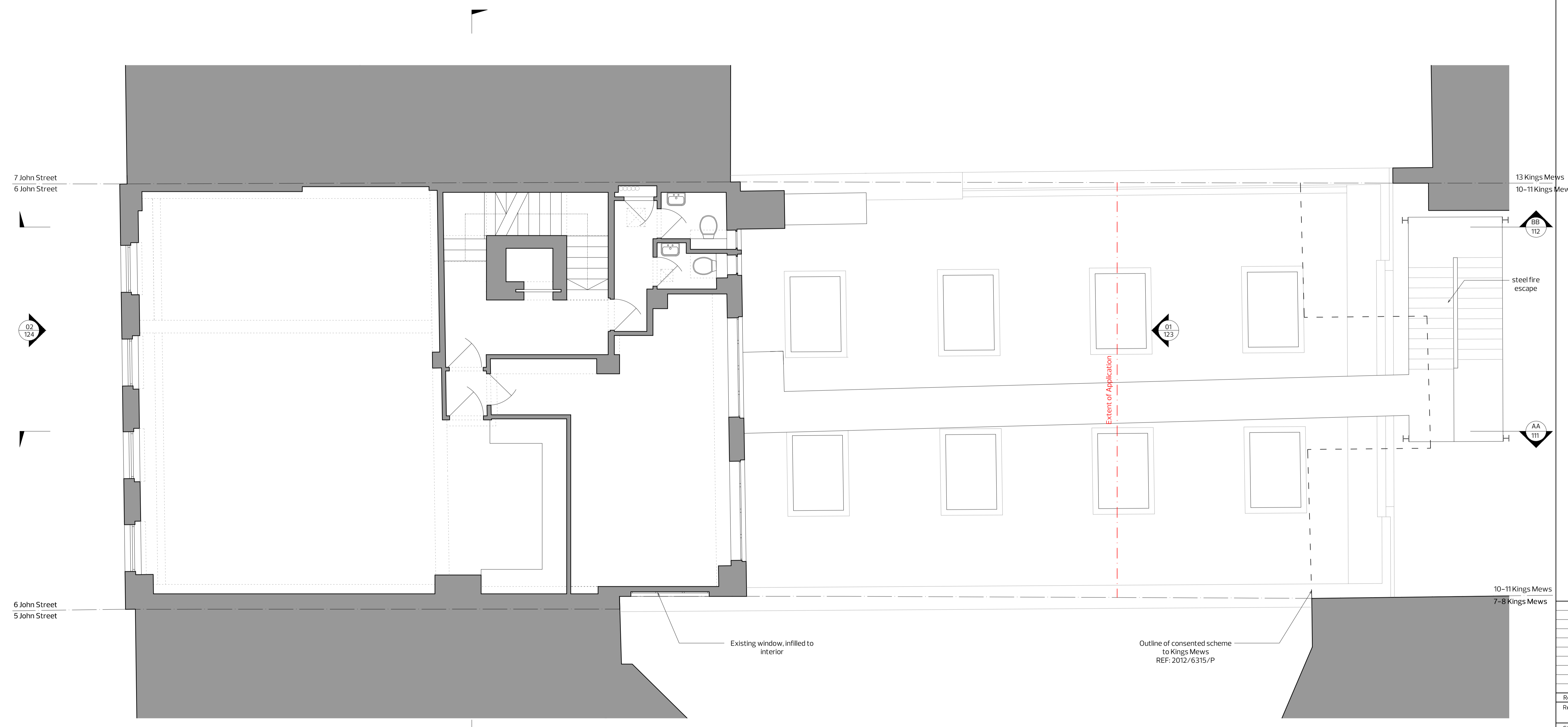
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Project No: **798**
Project Name: **6 John Street WCI**

Drawing Name: **Existing First Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**

Drawing No: **798_103**



01 EXISTING SECOND FLOOR
STUDENT COMPUTER TESTING CENTER OFFICES

Existing window, infilled to interior

Outline of consented scheme to Kings Mews
REF: 2012/6315/P

Rev	Date	Description

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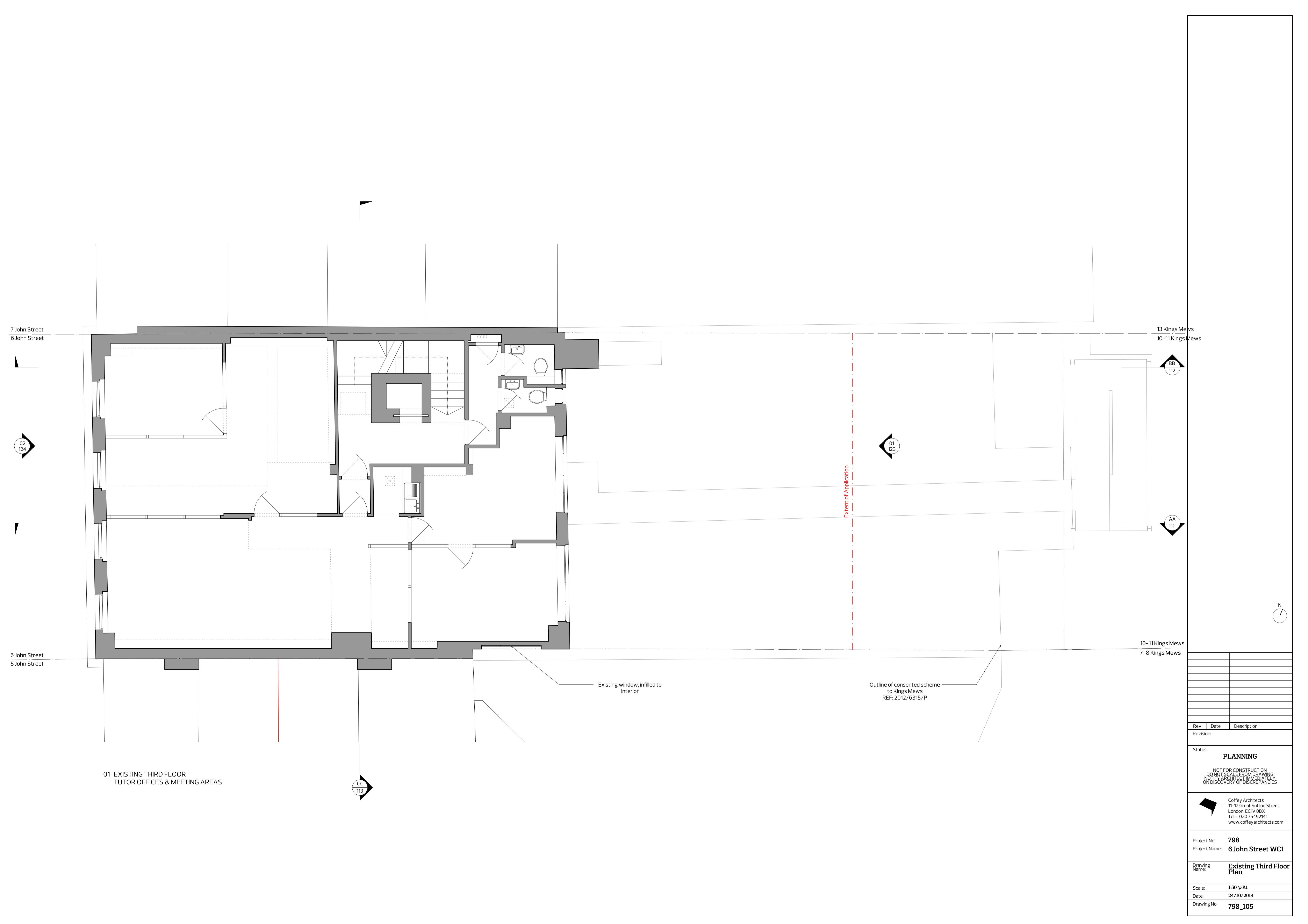
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 Project Name: **6 John Street WC1**

Drawing Name: **Existing Second Floor Plan**

Scale: **1:50 @ A1**

Date: **24/10/2014**

Drawing No: **798_104**



7 John Street
6 John Street

13 Kings Mews
10-11 Kings Mews

6 John Street
5 John Street

10-11 Kings Mews
7-8 Kings Mews

01 EXISTING THIRD FLOOR
TUTOR OFFICES & MEETING AREAS

Existing window, infilled to interior

Outline of consented scheme
to Kings Mews
REF: 2012/6315/P

Rev	Date	Description

Revision:

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Project No: **798**
Project Name: **6 John Street WCl**

Drawing Name: **Existing Third Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**

Drawing No: **798_105**

7 John Street
6 John Street

02
124

6 John Street
5 John Street



13 Kings Mews
10-11 Kings Mews

BB
112

01
123

AA
111

Extent of Application

10-11 Kings Mews
7-8 Kings Mews

N

01 EXISTING FOURTH FLOOR
LIVING ACCOMODATION

CC
113

Rev	Date	Description

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Project No: **798**
Project Name: **6 John Street WC1**

Drawing Name: **Existing Fourth Floor Plan**

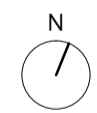
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Drawing No: **798_106**



01 EXISTING ROOF PLAN

- ROOFING KEY**
- 01 Lead roof to dormers
 - 02 Slate roof to mansard
 - 03 Flat roof
 - 04 Rooflight
 - 05 Concrete paving to roof terrace
 - 06 Raised steel walkway



Rev	Date	Description

Status: **PLANNING**

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Project No: **798**
Project Name: **6 John Street WCI**

Drawing Name: **Existing Roof Plan**

Scale: **1:50 @ A1**

Date: **24/10/2014**

Drawing No: **798_107**

PROPOSED PLANS



10-11 Kings Mews

13 Kings Mews
10-11 Kings Mews

KINGS MEWS

10-11 Kings Mews
7-8 Kings Mews

Outline of consented scheme
to Kings Mews
REF: 2012/6315/P

Extent of Application

JOHN STREET

JOHN STREET

6 John Street
5 John Street

7 John Street
6 John Street

--- Applicant Ownership Boundary
 - - - Application Site Boundary


N

Rev	Date	Description

Revision:

Status: **PLANNING**

NOT FOR CONSTRUCTION
 DO NOT SCALE FROM DRAWING
 NOTIFY ARCHITECT IMMEDIATELY
 ON DISCOVERY OF DISCREPANCIES


 Coffey Architects
 11-12 Great Sutton Street
 London EC1V 0BX
 Tel - 020 75492141
 www.coffeyarchitects.com

Project No: **798**
 Project Name: **6 John Street WCI**

Drawing Name: **Proposed Site Plan**

Scale: **1:100 @ A1**
 Date: **24/10/2014**
 Drawing No: **798_200**



01 PROPOSED LOWER GROUND FLOOR

Outline of consented scheme to Kings Mews REF: 2012/6315/P

Rev	Date	Description

Revision:

Status: **PLANNING**
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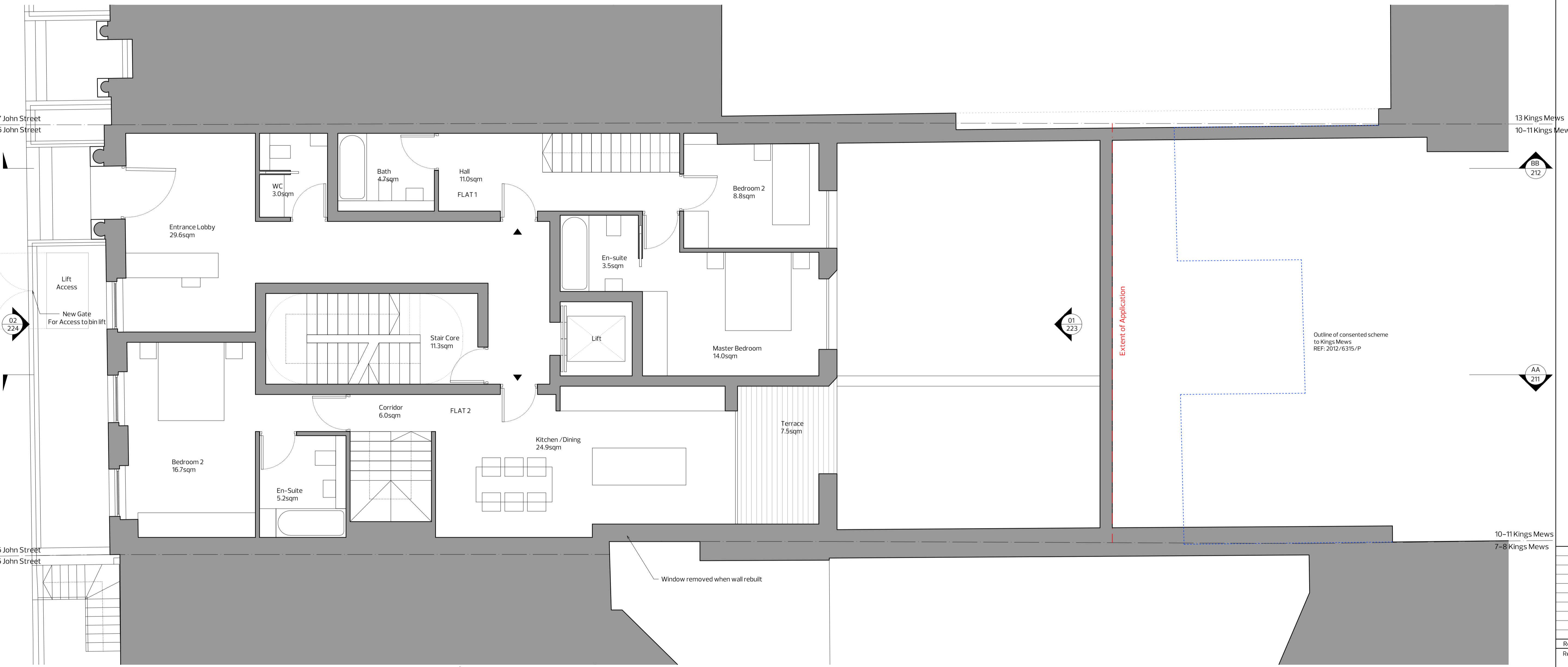
Project No: **798**
 Project Name: **6 John Street WCI**

Drawing Name: **Proposed Lower Ground Floor Plan**

Scale: **1:50 @ A1**

Date: **24/10/2014**

Drawing No: **798_201**



01 PROPOSED GROUND FLOOR

Rev	Date	Description

Revision:

Status: **PLANNING**

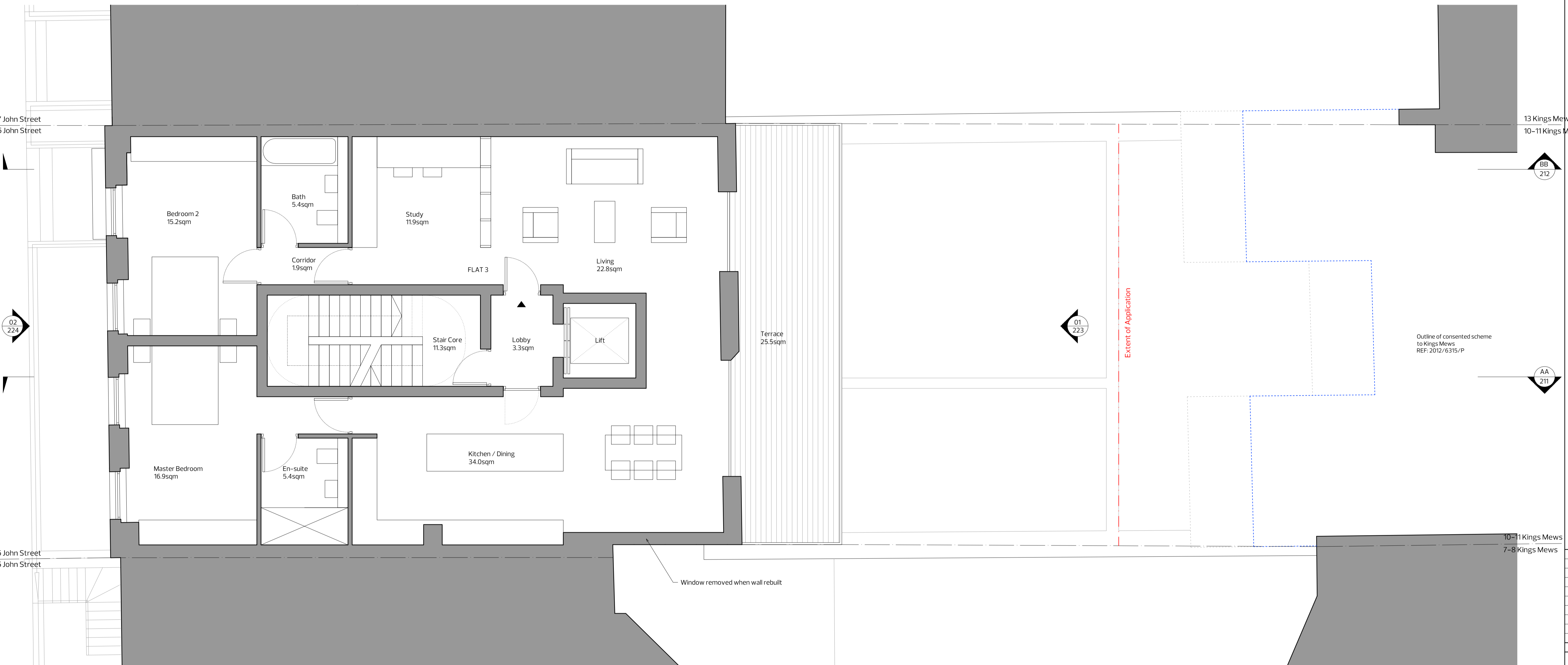
NOT FOR CONSTRUCTION
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Project No: **798**
Project Name: **6 John Street WC1**

Drawing Name: **Proposed Ground Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**
Drawing No: **798_202**



01 PROPOSED FIRST FLOOR

Outline of consented scheme
to Kings Mews
REF: 2012/6315/P

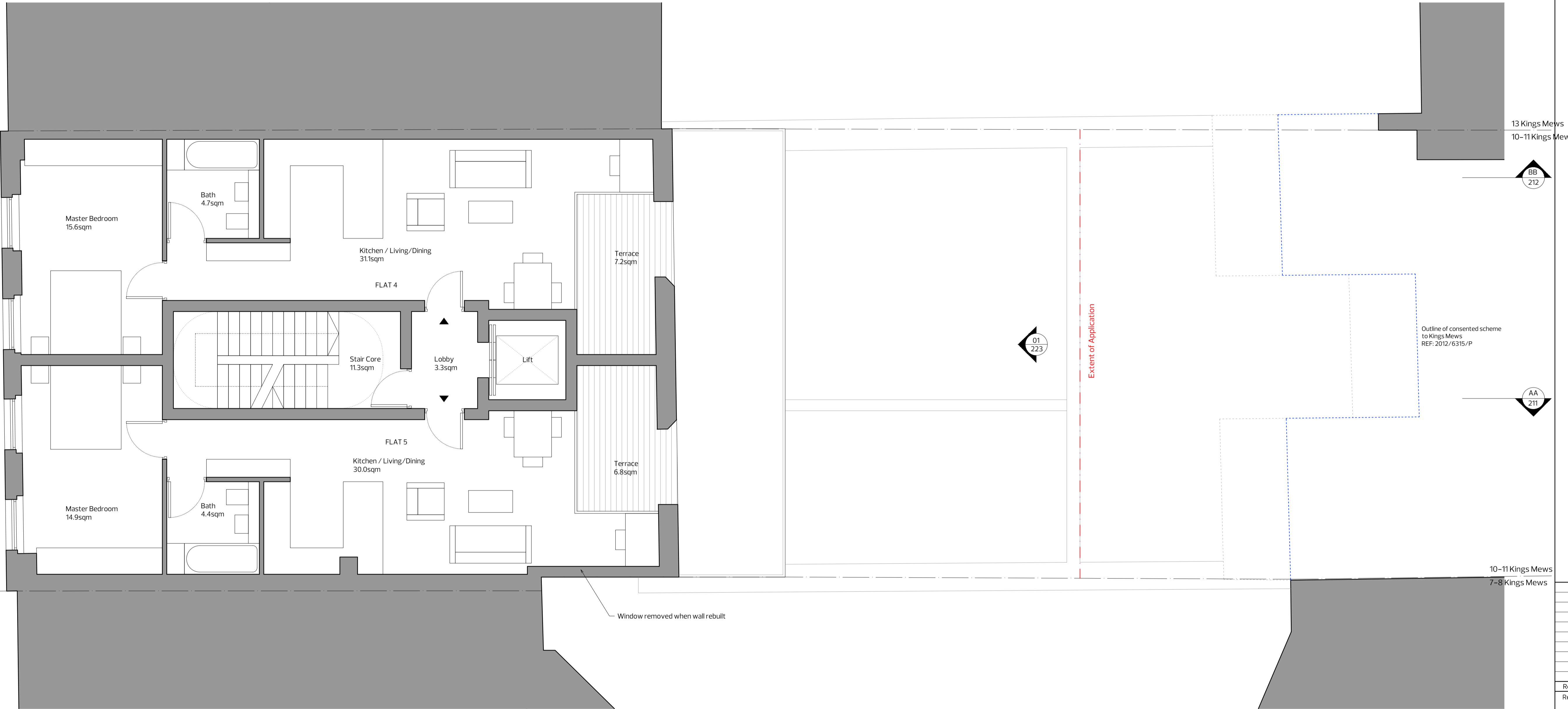
Rev	Date	Description
Revision:		
Status: PLANNING		
<p>NOT FOR CONSTRUCTION DO NOT SCALE FROM DRAWING NOTIFY ARCHITECT IMMEDIATELY ON DISCOVERY OF DISCREPANCIES</p>		
<p>Coffey Architects 11-12 Great Sutton Street London EC4V 0BX Tel - 020 75492141 www.coffeyarchitects.com</p>		
Project No: 798		Project Name: 6 John Street WCI
Drawing Name: Proposed First Floor Plan		
Scale: 1:50 @ A1		
Date: 24/10/2014		
Drawing No: 798_203		



7 John Street
6 John Street

02
224

6 John Street
5 John Street



BB
212

Outline of consented scheme
to Kings Mews
REF: 2012/6315/P

AA
211



10-11 Kings Mews
7-8 Kings Mews

01 PROPOSED SECOND FLOOR

CC
213

Rev Date Description

Revision:

Status: **PLANNING**

NOT FOR CONSTRUCTION
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ON DISCOVERY OF DISCREPANCIES

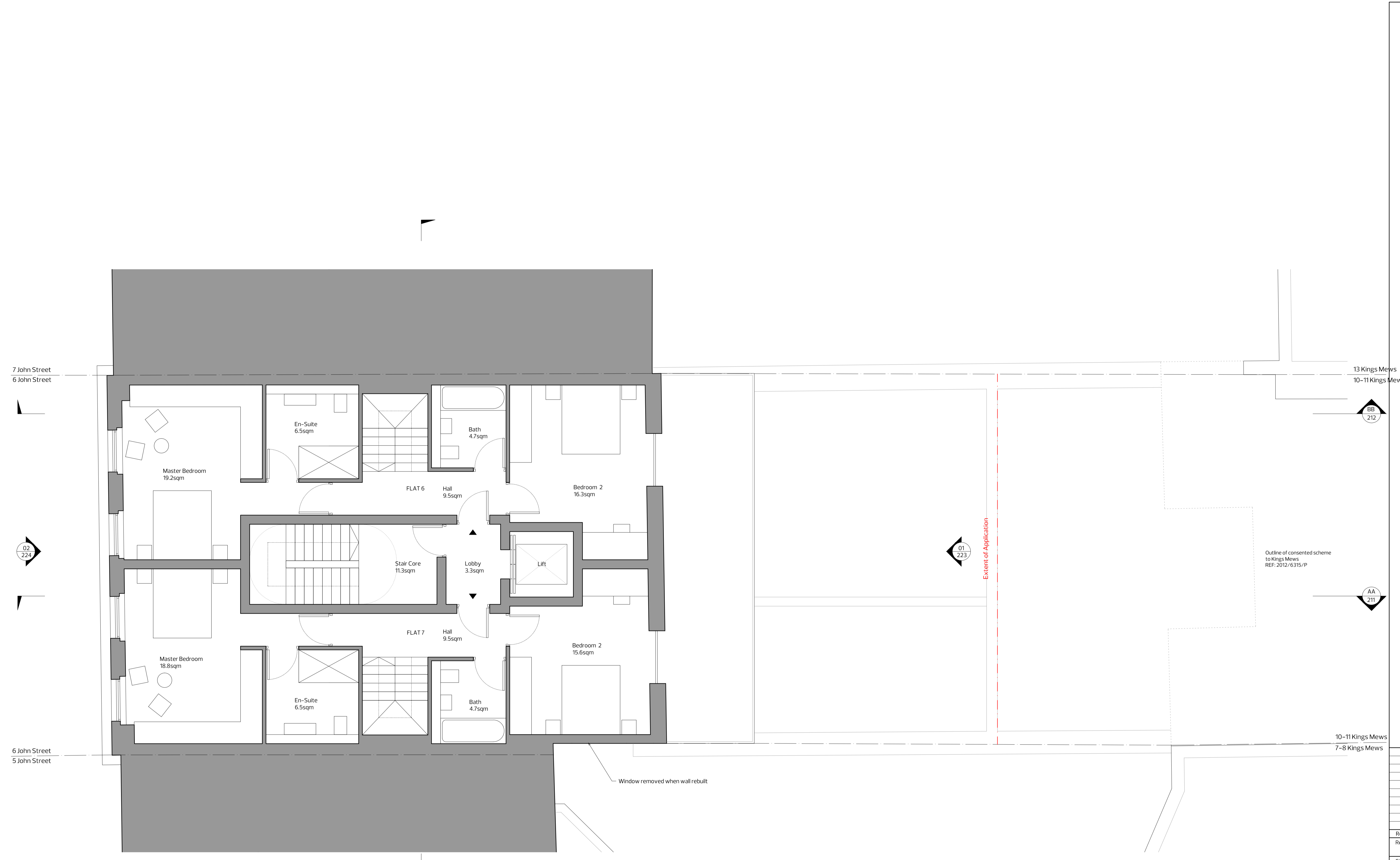
Coffey Architects
11-12 Great Sutton Street
London EC4V 0BX
Tel - 020 75492141
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Project No: **798**
Project Name: **6 John Street WCI**

Drawing Name: **Proposed Second Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**

Drawing No: **798_204**



01 PROPOSED THIRD FLOOR

Rev	Date	Description

Revision:

Status: **PLANNING**
 NOT FOR CONSTRUCTION
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 ON DISCOVERY OF DISCREPANCIES

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 Tel - 020 75492141
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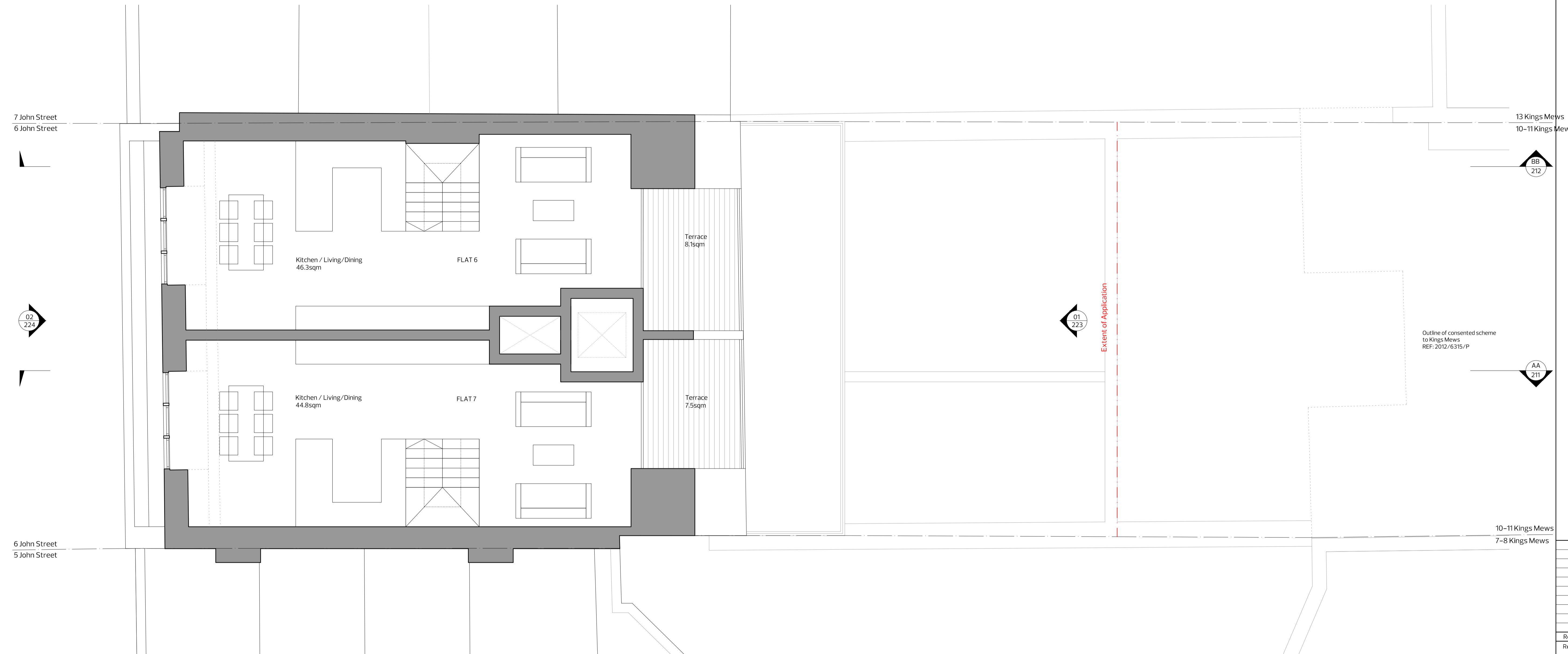
Project No: **798**
 Project Name: **6 John Street WCI**

Drawing Name: **Proposed Third Floor Plan**

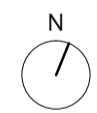
Scale: **1:50 @ A1**

Date: **24/10/2014**

Drawing No: **798_205**



01 EXISTING FOURTH FLOOR



Rev	Date	Description

Revision:

Status: **PLANNING**

NOT FOR CONSTRUCTION
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NOTIFY ARCHITECT IMMEDIATELY
ON DISCOVERY OF DISCREPANCIES

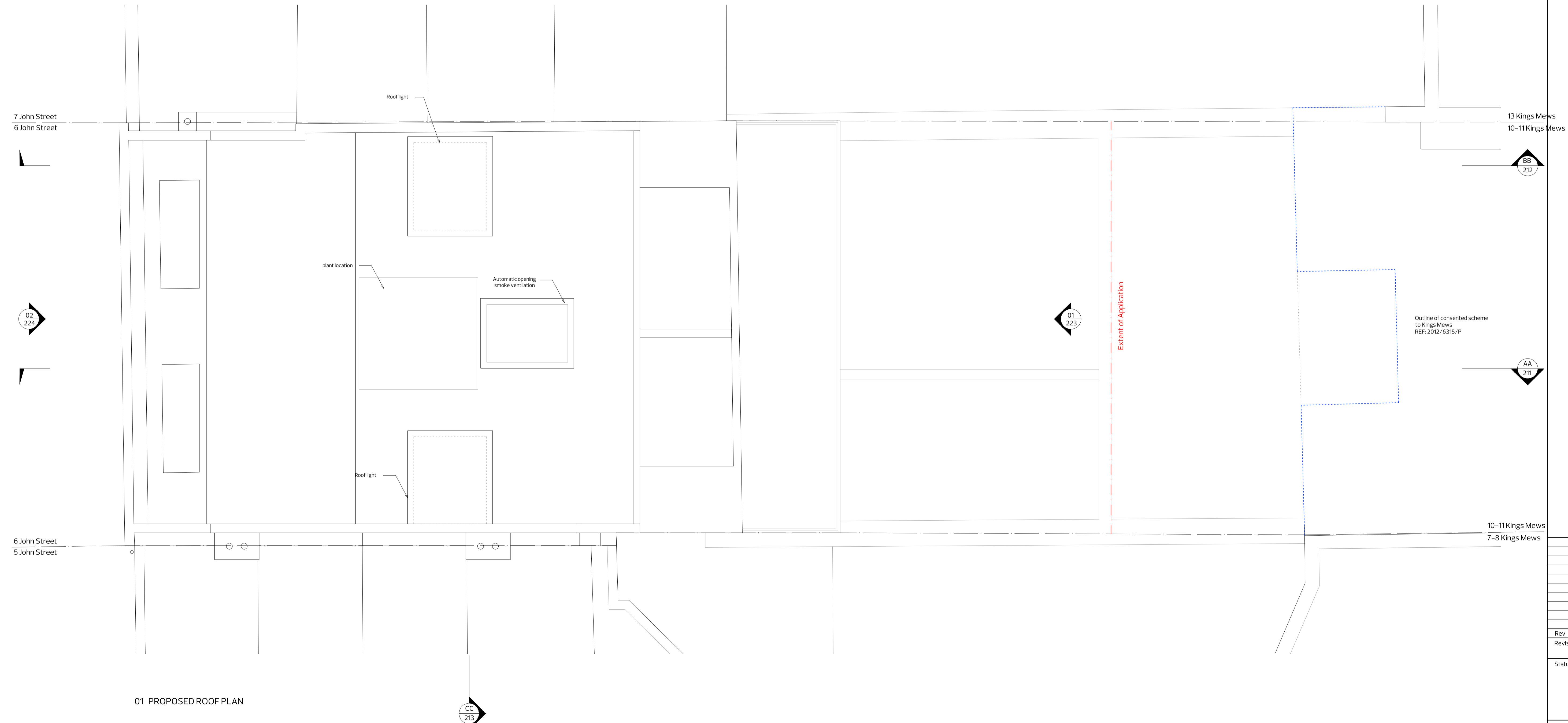
 Coffey Architects
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www.coffeyarchitects.com

Project No: **798**
Project Name: **6 John Street WCI**

Drawing Name: **Existing Fourth Floor Plan**

Scale: **1:50 @ A1**
Date: **24/10/2014**

Drawing No: **798_206**



7 John Street
6 John Street

13 Kings Mews
10-11 Kings Mews

plant location

Roof light

Roof light

Automatic opening
smoke ventilation

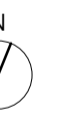
Extent of Application

Outline of consented scheme
to Kings Mews.
REF: 2012/6315/P

10-11 Kings Mews
7-8 Kings Mews

6 John Street
5 John Street

01 PROPOSED ROOF PLAN



Rev	Date	Description

Revision:

Status: **PLANNING**
NOT FOR CONSTRUCTION
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ON DISCOVERY OF DISCREPANCIES

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www.coffeyarchitects.com

Project No: **798**
Project Name: **6 John Street WCI**

Drawing Name: **Proposed Roof Plan**

Scale: **1:50 @ A1**

Date: **24/10/2014**

Drawing No: **798_207**

APPENDIX B

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20142710174325
Description 20142710174325
Run by user PTAL web application
Date and time 27/10/2014 17:43

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 530875, 182002

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	GRAYS INN RD CL'WELL RD	46	179.01	6.0	0.5	2.24	7.0	9.24	3.25	1.62

BUS	GRAYS INN RD CL'WELL RD	45	179.01	7.5	0.5	2.24	6.0	8.24	3.64	1.82
BUS	HOLBORN HALL	341	241.91	6.0	0.5	3.02	7.0	10.02	2.99	1.5
BUS	GRAYS INN RD CL'WELL RD	17	179.01	7.5	0.5	2.24	6.0	8.24	3.64	1.82
BUS	HOLBORN HALL	243	108.43	11.0	0.5	1.36	4.73	6.08	4.93	2.47
BUS	HOLBORN HALL	55	108.43	9.0	0.5	1.36	5.33	6.69	4.49	2.24
BUS	HOLBORN HALL	38	108.43	12.0	1.0	1.36	4.5	5.86	5.12	5.12
BUS	HOLBORN HALL	19	108.43	10.0	0.5	1.36	5.0	6.36	4.72	2.36
BUS	HIGH HOLBORN BROWNLOW STREET	242	503.61	10.0	0.5	6.3	5.0	11.3	2.66	1.33
BUS	HIGH HOLBORN BROWNLOW STREET	25	503.61	8.0	0.5	6.3	5.75	12.05	2.49	1.25
BUS	HIGH HOLBORN BROWNLOW STREET	8	503.61	10.0	0.5	6.3	5.0	11.3	2.66	1.33
BUS	HIGH HOLBORN BROWNLOW STREET	521	503.61	27.0	0.5	6.3	3.11	9.41	3.19	1.59
BUS	BLOOMSBURY RED LION SQ	98	554.68	10.0	0.5	6.93	5.0	11.93	2.51	1.26
BUS	MOUNT PLEASANT	63	567.04	12.0	0.5	7.09	4.5	11.59	2.59	1.29
LU LRT	Farringdon	Metropolitan Line Aldgate to Wembley Park	958.36	1.0	0.5	11.98	30.75	42.73	0.7	0.35
LU LRT	Farringdon	Metropolitan Line Watford to Aldgate	958.36	2.3	0.5	11.98	13.79	25.77	1.16	0.58
LU LRT	Farringdon	Metropolitan Line Aldgate to Watford	958.36	4.0	0.5	11.98	8.25	20.23	1.48	0.74

LU LRT	Farringdon	Metropolitan Line Uxbridge to Aldgate	958.36	6.3	0.5	11.98	5.51	17.49	1.72	0.86
LU LRT	Farringdon	Metropolitan Line Croxley to Aldgate	958.36	0.3	0.5	11.98	100.75	112.73	0.27	0.13
LU LRT	Farringdon	Hammersmith and City Hammersmith (H&C Line) to Barking	958.36	6.0	0.5	11.98	5.75	17.73	1.69	0.85
LU LRT	Farringdon	Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line)	958.36	6.0	0.5	11.98	5.75	17.73	1.69	0.85
LU LRT	Farringdon	Metropolitan Line Amersham to Aldgate	958.36	3.0	0.5	11.98	10.75	22.73	1.32	0.66
LU LRT	Farringdon	Metropolitan Line Chesham to Aldgate	958.36	0.7	0.5	11.98	43.61	55.59	0.54	0.27
LU LRT	Farringdon	Metropolitan Line Aldgate to Harrow-on-the-Hill	958.36	2.3	0.5	11.98	13.79	25.77	1.16	0.58
LU LRT	Chancery Lane	Central Line Grange Hill to North Acton	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Holborn	Piccadilly Line Rayners Lane to Cockfosters	788.85	2.7	0.5	9.86	11.86	21.72	1.38	0.69
LU LRT	Chancery Lane	Central Line Epping to West Ruislip	595.44	2.3	0.5	7.44	13.79	21.24	1.41	0.71
LU LRT	Chancery Lane	Central Line White City to Loughton	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Holborn	Piccadilly Line Heathrow T5 to Cockfosters	788.85	6.0	0.5	9.86	5.75	15.61	1.92	0.96
LU LRT	Holborn	Piccadilly Line Uxbridge to Cockfosters	788.85	2.7	0.5	9.86	11.86	21.72	1.38	0.69

LU LRT	Chancery Lane	Central Line Ealing Broadway to Newbury Park	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Chancery Lane	Central Line White City to Newbury Park	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Epping to North Acton	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Chancery Lane	Central Line Debden to Northolt	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Holborn	Piccadilly Line Oakwood to Rayners Lane	788.85	0.7	0.5	9.86	43.61	53.47	0.56	0.28
LU LRT	Holborn	Piccadilly Line Ruislip to Cockfosters	788.85	1.3	0.5	9.86	23.83	33.69	0.89	0.45
LU LRT	Holborn	Piccadilly Line Ruislip to Arnos Grove	788.85	1.3	0.5	9.86	23.83	33.69	0.89	0.45
LU LRT	Chancery Lane	Central Line Ruislip Gardens to Hainault	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Chancery Lane	Central Line Hainault to White City	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Holborn	Piccadilly Line Arnos Grove to Northfields	788.85	2.3	0.5	9.86	13.79	23.65	1.27	0.63
LU LRT	Chancery Lane	Central Line Northolt to Epping	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Holborn	Piccadilly Line Cockfosters to Heathrow Terminal 4	788.85	6.0	0.5	9.86	5.75	15.61	1.92	0.96
LU LRT	Chancery Lane	Central Line North Acton to Newbury Park	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Hainault to West Ruislip	595.44	3.3	0.5	7.44	9.84	17.28	1.74	0.87
LU LRT	Chancery Lane	Central Line West Ruislip to Loughton	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29

LU LRT	Chancery Lane	Central Line West Ruislip to Newbury Park	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Chancery Lane	Central Line Ruislip Gardens to Newbury Park	595.44	1.7	0.5	7.44	18.4	25.84	1.16	0.58
LU LRT	Chancery Lane	Central Line West Ruislip to Debden	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Chancery Lane	Central Line North Acton to Loughton	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Chancery Lane	Central Line Hainault to North Acton	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
LU LRT	Chancery Lane	Central Line Hainault to Northolt	595.44	1.3	0.5	7.44	23.83	31.27	0.96	0.48
LU LRT	Holborn	Piccadilly Line Arnos Grove to Rayners Lane	788.85	1.3	0.5	9.86	23.83	33.69	0.89	0.45
LU LRT	Chancery Lane	Central Line Epping to White City	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Holborn	Piccadilly Line Arnos Grove to Uxbridge	788.85	1.3	0.5	9.86	23.83	33.69	0.89	0.45
LU LRT	Chancery Lane	Central Line Ealing Broadway to Epping	595.44	4.0	0.5	7.44	8.25	15.69	1.91	0.96
LU LRT	Chancery Lane	Central Line Hainault to Ealing Broadway	595.44	5.7	1.0	7.44	6.01	13.46	2.23	2.23
LU LRT	Holborn	Piccadilly Line Oakwood to Uxbridge	788.85	0.7	0.5	9.86	43.61	53.47	0.56	0.28
LU LRT	Chancery Lane	Central Line Ruislip Gardens to Epping	595.44	1.7	0.5	7.44	18.4	25.84	1.16	0.58
LU LRT	Chancery Lane	Central Line Loughton to Ealing Broadway	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Ruislip Gardens to Loughton	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Grange Hill to West Ruislip	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39

LU LRT	Chancery Lane	Central Line Grange Hill to White City	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Holborn	Piccadilly Line Heathrow Terminal 4 to Arnos Grove	788.85	2.0	0.5	9.86	15.75	25.61	1.17	0.59
LU LRT	Chancery Lane	Central Line Debden to Ealing Broadway	595.44	0.7	0.5	7.44	43.61	51.05	0.59	0.29
LU LRT	Chancery Lane	Central Line Grange Hill to Northolt	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Loughton to Northolt	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Holborn	Piccadilly Line Oakwood to Ruislip	788.85	0.7	0.5	9.86	43.61	53.47	0.56	0.28
LU LRT	Chancery Lane	Central Line Debden to Ruislip Gardens	595.44	0.3	0.5	7.44	100.75	108.19	0.28	0.14
LU LRT	Chancery Lane	Central Line Grange Hill to Ealing Broadway	595.44	1.0	0.5	7.44	30.75	38.19	0.79	0.39
NATIONAL_RAIL	FARRINGDON	ST ALBANS BR to SUTTON (SURREY)	958.36	0.67	0.5	11.98	45.53	57.51	0.52	0.26
NATIONAL_RAIL	FARRINGDON	WIMBLEDON BR to ST ALBANS BR	958.36	1.33	0.5	11.98	23.31	35.29	0.85	0.43
NATIONAL_RAIL	FARRINGDON	LUTON to MOORGATE	958.36	0.67	0.5	11.98	45.53	57.51	0.52	0.26
NATIONAL_RAIL	FARRINGDON	BEDFORD MIDLAND to BRIGHTON	958.36	2.0	0.5	11.98	15.75	27.73	1.08	0.54
NATIONAL_RAIL	FARRINGDON	ST ALBANS BR to WEST NORWOOD BR	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL	FARRINGDON	MOORGATE to LUTON	958.36	0.67	0.5	11.98	45.53	57.51	0.52	0.26
NATIONAL_RAIL	FARRINGDON	WIMBLEDON BR to BEDFORD MIDLAND	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14

NATIONAL_RAIL FARRINGDON	WIMBLEDON BR to LUTON	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	MOORGATE to ST ALBANS BR	958.36	1.0	0.5	11.98	30.75	42.73	0.7	0.35
NATIONAL_RAIL FARRINGDON	BEDFORD MIDLAND to MOORGATE	958.36	1.0	0.5	11.98	30.75	42.73	0.7	0.35
NATIONAL_RAIL FARRINGDON	BEDFORD MIDLAND to LONDON BLACKFRIARS	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	LUTON to MOORGATE	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	BEDFORD MIDLAND to MOORGATE	958.36	2.6	1.0	11.98	12.29	24.27	1.24	1.24
NATIONAL_RAIL FARRINGDON	BEDFORD MIDLAND to SUTTON (SURREY)	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	WIMBLEDON BR to BEDFORD MIDLAND	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	SELHURST to ST ALBANS BR	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	SUTTON (SURREY) to ST ALBANS BR	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	MOORGATE to BEDFORD MIDLAND	958.36	0.6	0.5	11.98	50.75	62.73	0.48	0.24
NATIONAL_RAIL FARRINGDON	MOORGATE to LUTON	958.36	0.33	0.5	11.98	91.66	103.64	0.29	0.14
NATIONAL_RAIL FARRINGDON	ST ALBANS BR to MOORGATE	958.36	0.67	0.5	11.98	45.53	57.51	0.52	0.26

Total AI for this POI is 58.73.

PTAL Rating is 6b.