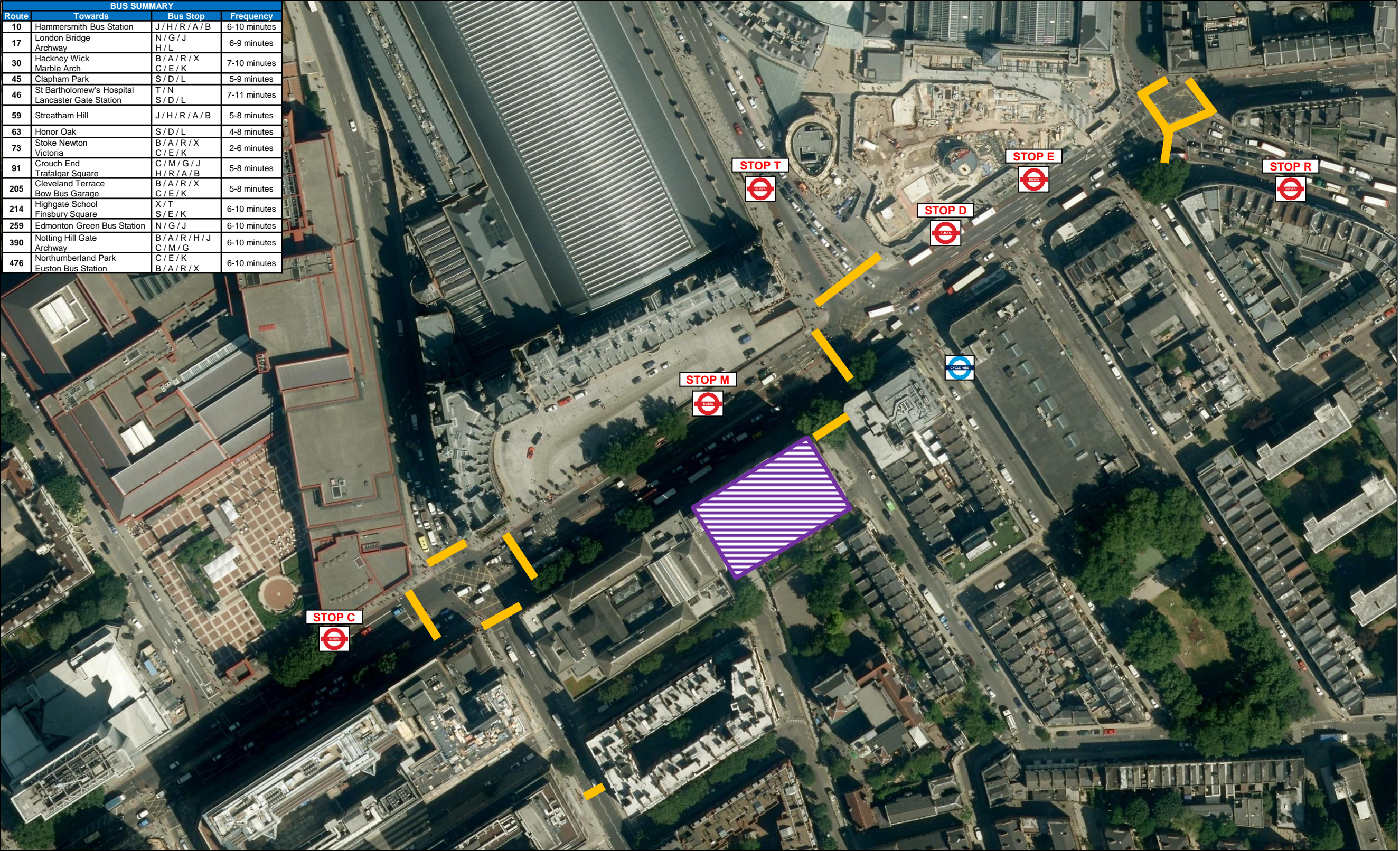









PLANS

continued

BUS SUMMARY			
Route	Towards	Bus Stop	Frequency
10	Hammersmith Bus Station	J / H / R / A / B	6-10 minutes
17	London Bridge Archway	N / G / J H / L	6-9 minutes
30	Hackney Wick Marble Arch	B / A / R / X C / E / K	7-10 minutes
45	Clapham Park	S / D / L	5-9 minutes
46	St Bartholomew's Hospital Lancaster Gate Station	T / N S / D / L	7-11 minutes
59	Streatham Hill	J / H / R / A / B	5-8 minutes
63	Honor Oak	S / D / L	4-8 minutes
73	Stoke Newton Victoria	B / A / R / X C / E / K	2-6 minutes
91	Crouch End Trafalgar Square	C / M / G / J H / R / A / B	5-8 minutes
205	Cleveland Terrace Bow Bus Garage	B / A / R / X C / E / K	5-8 minutes
214	Highgate School Finsbury Square	X / T S / E / K	6-10 minutes
259	Edmonton Green Bus Station	N / G / J	6-10 minutes
390	Notting Hill Gate Archway	B / A / R / H / J C / M / G	6-10 minutes
476	Northumberland Park Euston Bus Station	C / E / K B / A / R / X	6-10 minutes



LEGEND

-  SITE LOCATION
-  RAIL STATION
-  UNDERGROUND STATION ENTRANCE
-  SIGNALISED PEDESTRIAN CROSSINGS
-  LOCAL BUS STOPS

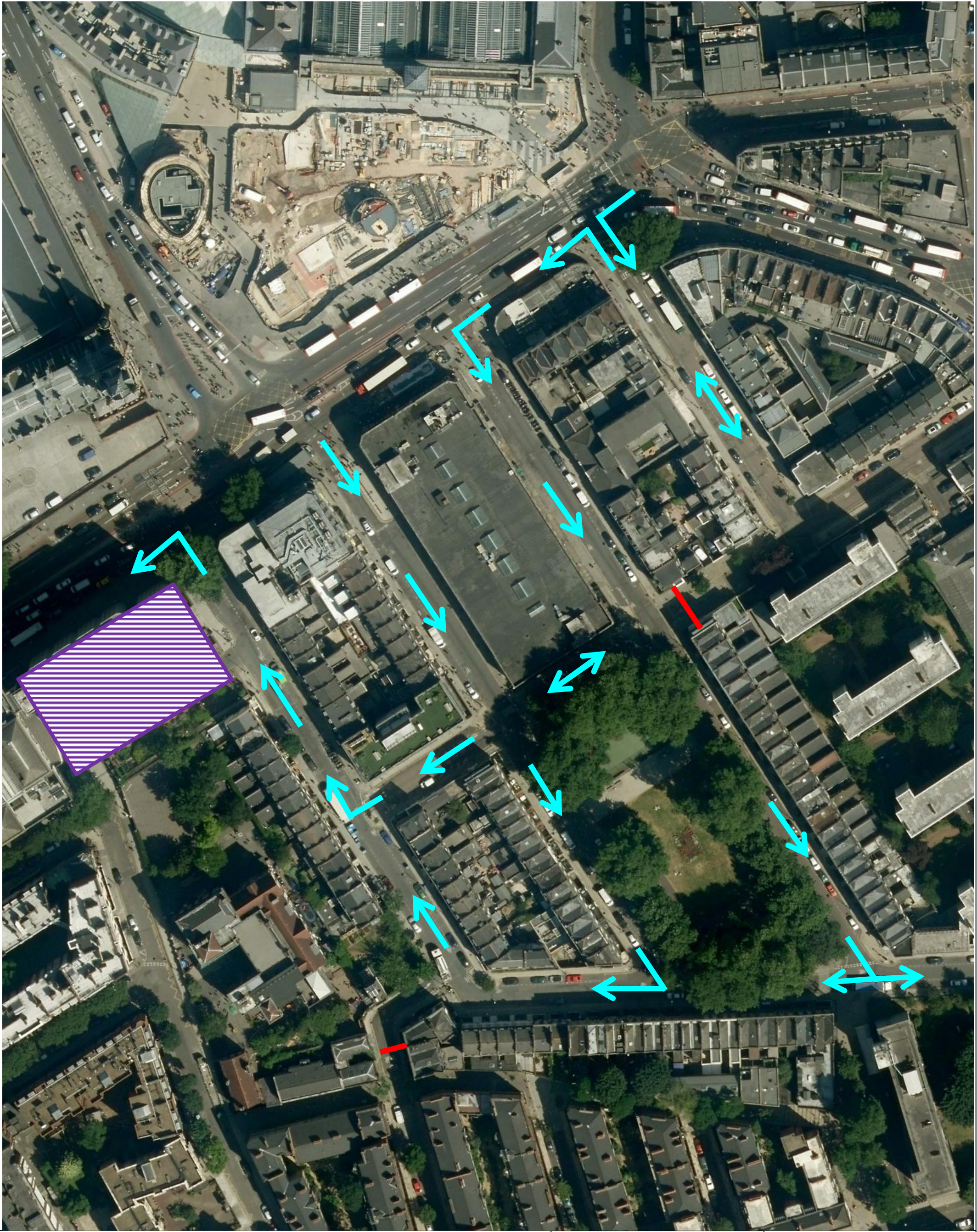


CYCLE DOCKING STATION



Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client: Crosstree Real Estate Management Ltd			
Project: Camden Town Hall, Euston Road			
Title: Pedestrian Accessibility Plan			
Plan No: Plan 03	Job No: 14/2096	Date: December 2014	Scale: NTS
Drawn By: JDF	Checked By: PJB	Approved By: NDR	Rev: -



LEGEND

SITE LOCATION

TRAFFIC DIRECTION

NO VEHICULAR ACCESS

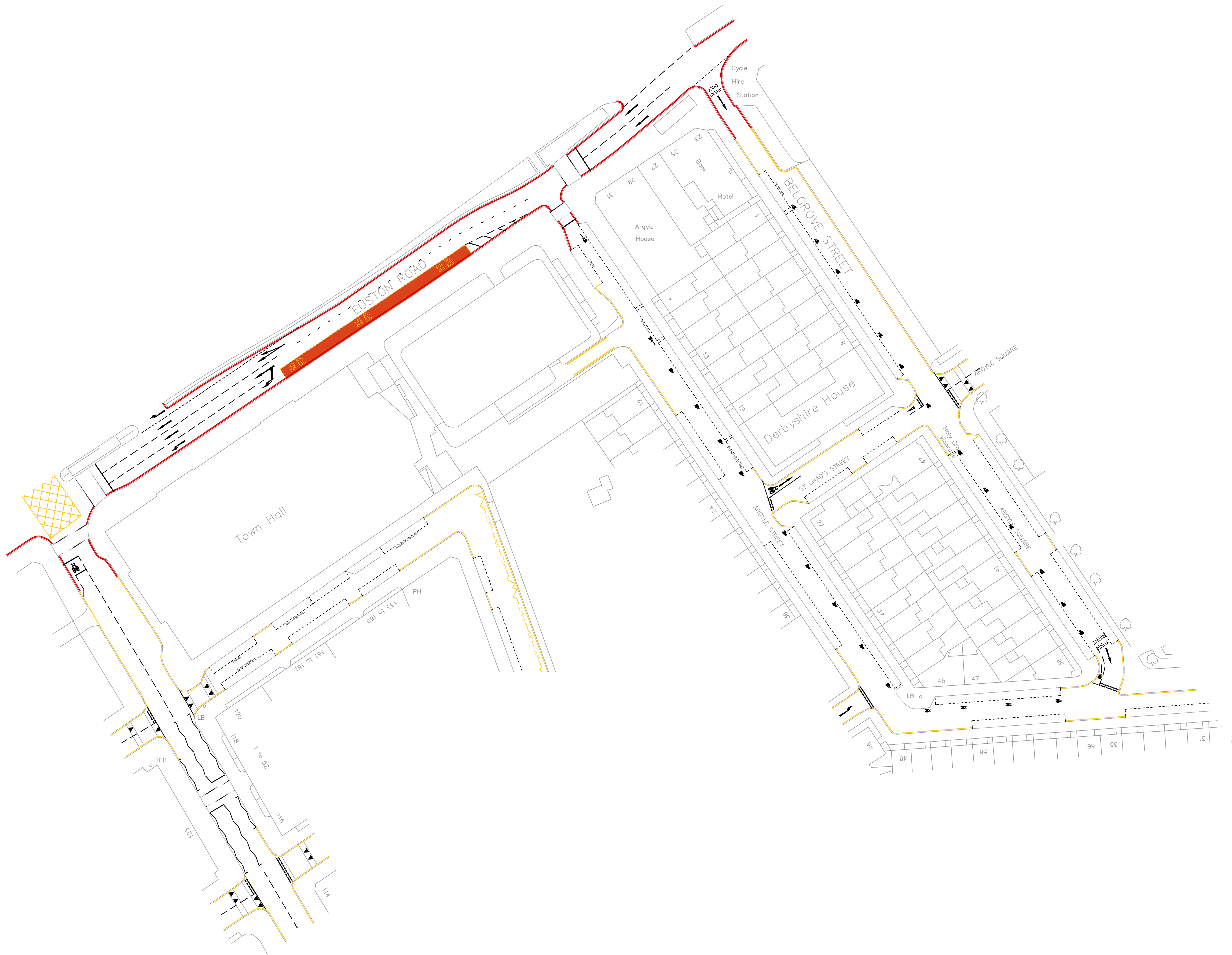
Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client: Crosstree Real Estate Management Ltd			
Project: Camden Town Hall, Euston Road			
Title: Existing One-way Arrangements			
Plan No: Plan 04	Job No: 14/2096	Date: December 2014	Scale: NTS
Drawn By: JDF	Checked By: PJB	Approved By: NDR	Rev: -



DRAWINGS

S:\PROJECTS\2014 PROJECTS\1085\1086 CAMDEN TOWN HALL EUSTON ROAD\DRAWINGS- CURRENT\2014-2096\2096\004.DWG (04) (Dec 17, 2014 - 11:11am) (g.alenget)



Transport Planners and Infrastructure Design Consultants
The Old Stables, Frye Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russelljones.com

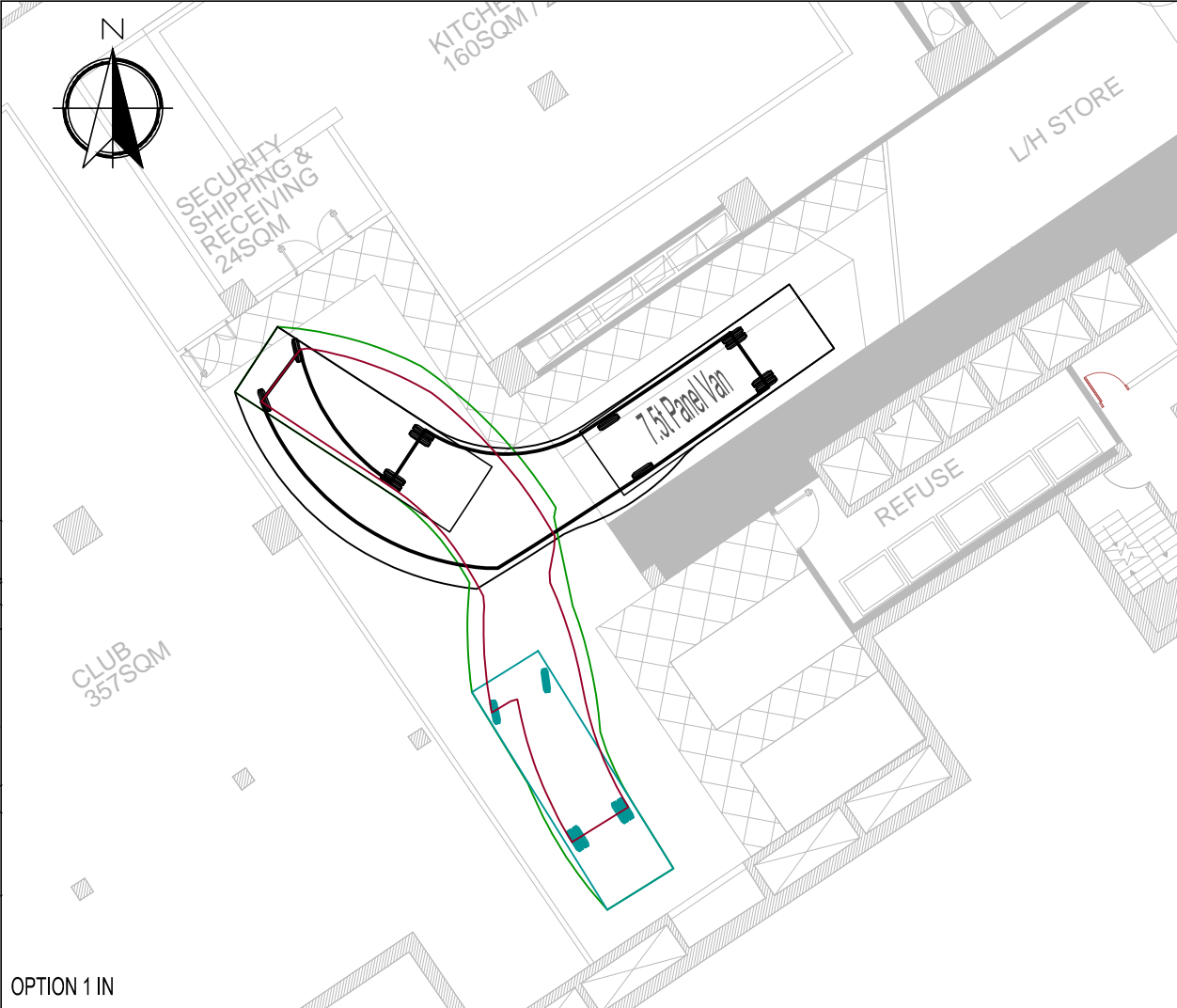
Client:
Crosstree Real Estate Management Ltd

Project:
Camden Town Hall

Drawing title:
Existing Road Markings

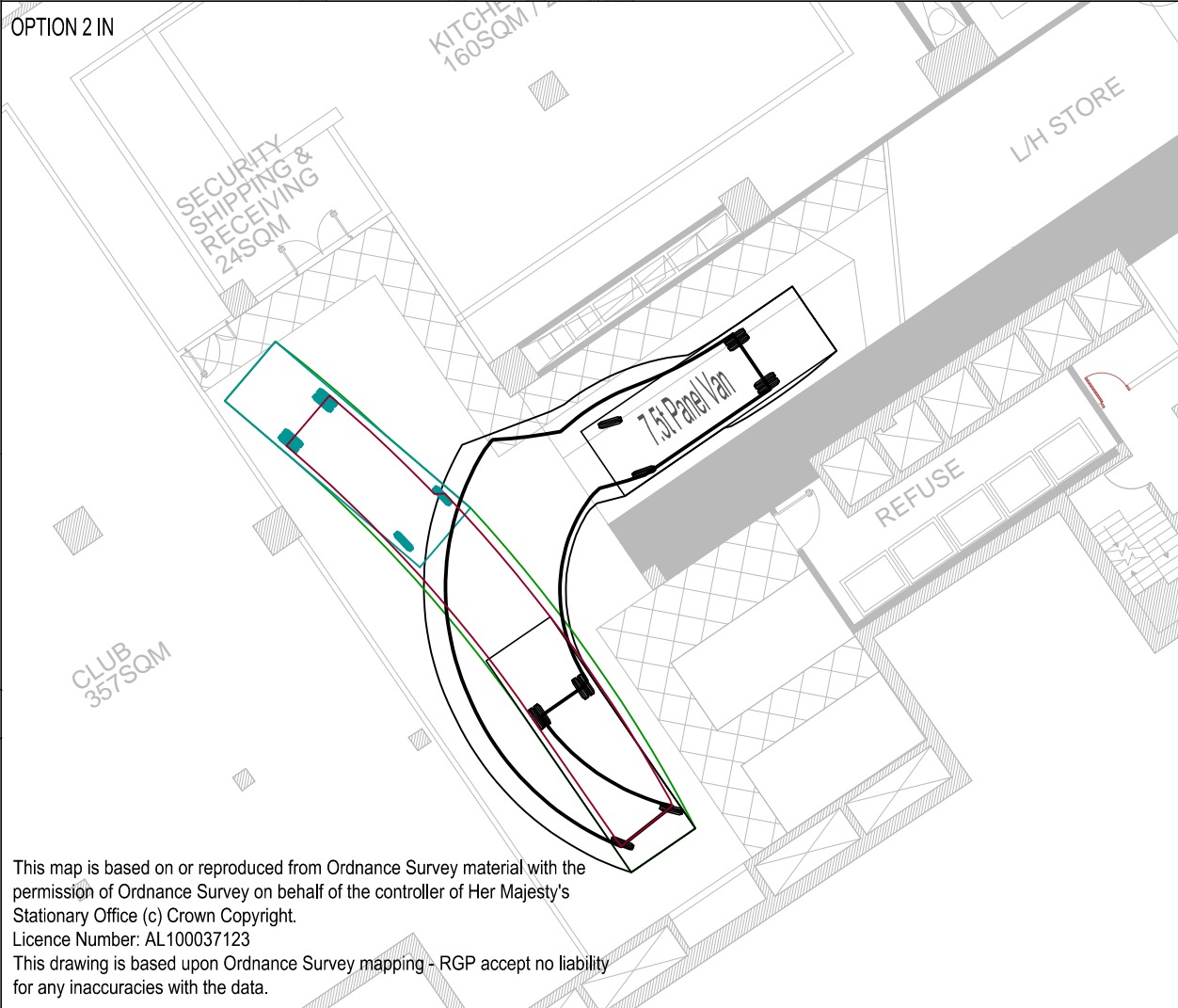
Scale 1:500 @ A1	Drawn By RAA	Checked By PJB	Approved By NDR
Drawing No. 2014/2096/004	Date July 2014	Rev. -	

S:\PROJECTS\2014 PROJECTS (1965-)\2096 CAMDEN TOWN HALL, EUSTON ROAD\CAD\DRAWINGS - CURRENT\2014-2096-005.DWG (LAYOUT1) (Dec 16, 2014 - 5:04pm) (pbatten)

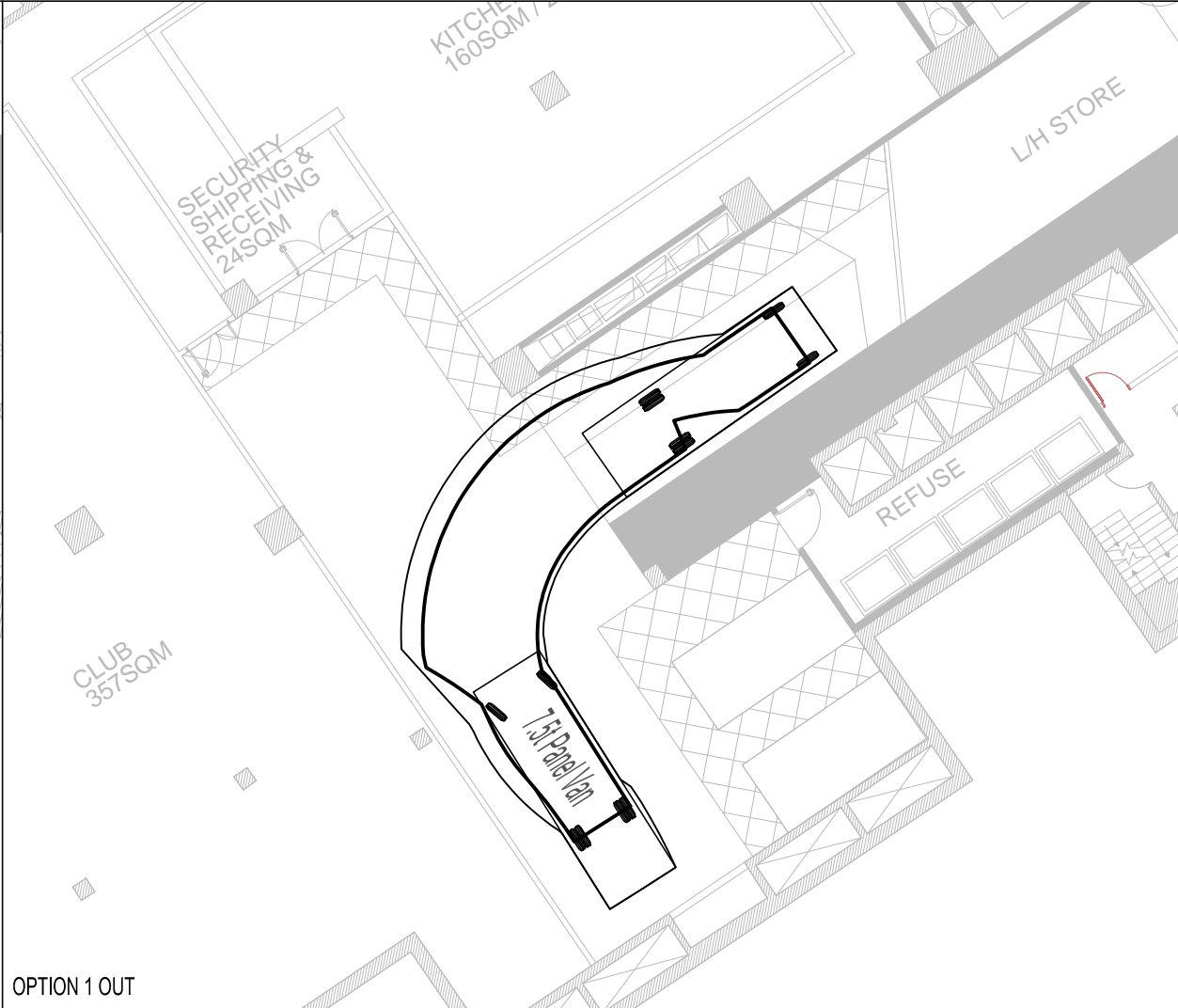


OPTION 1 IN

OPTION 2 IN

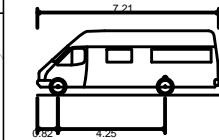
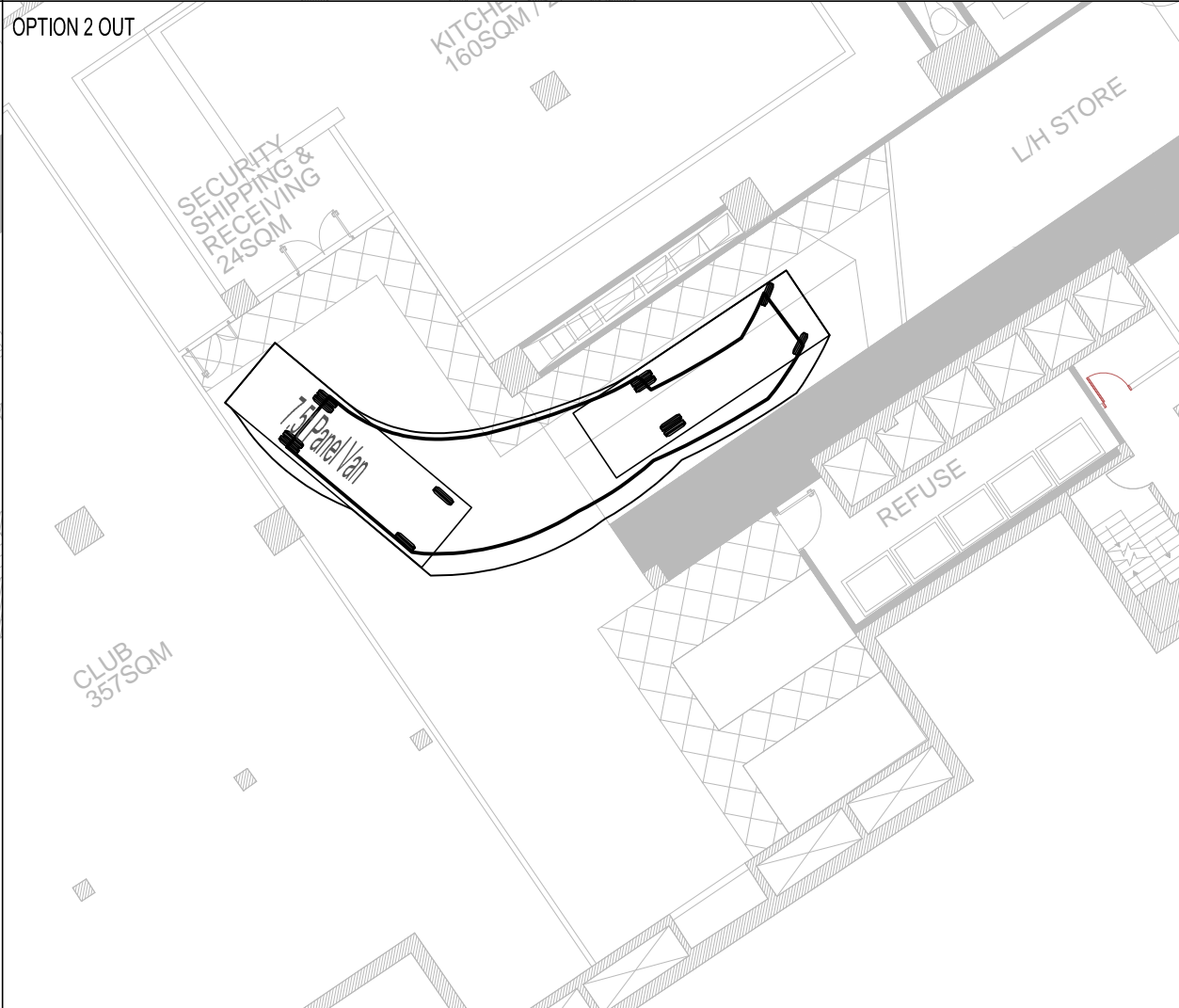


This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright.
Licence Number: AL100037123
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.




OPTION 1 OUT

OPTION 2 OUT



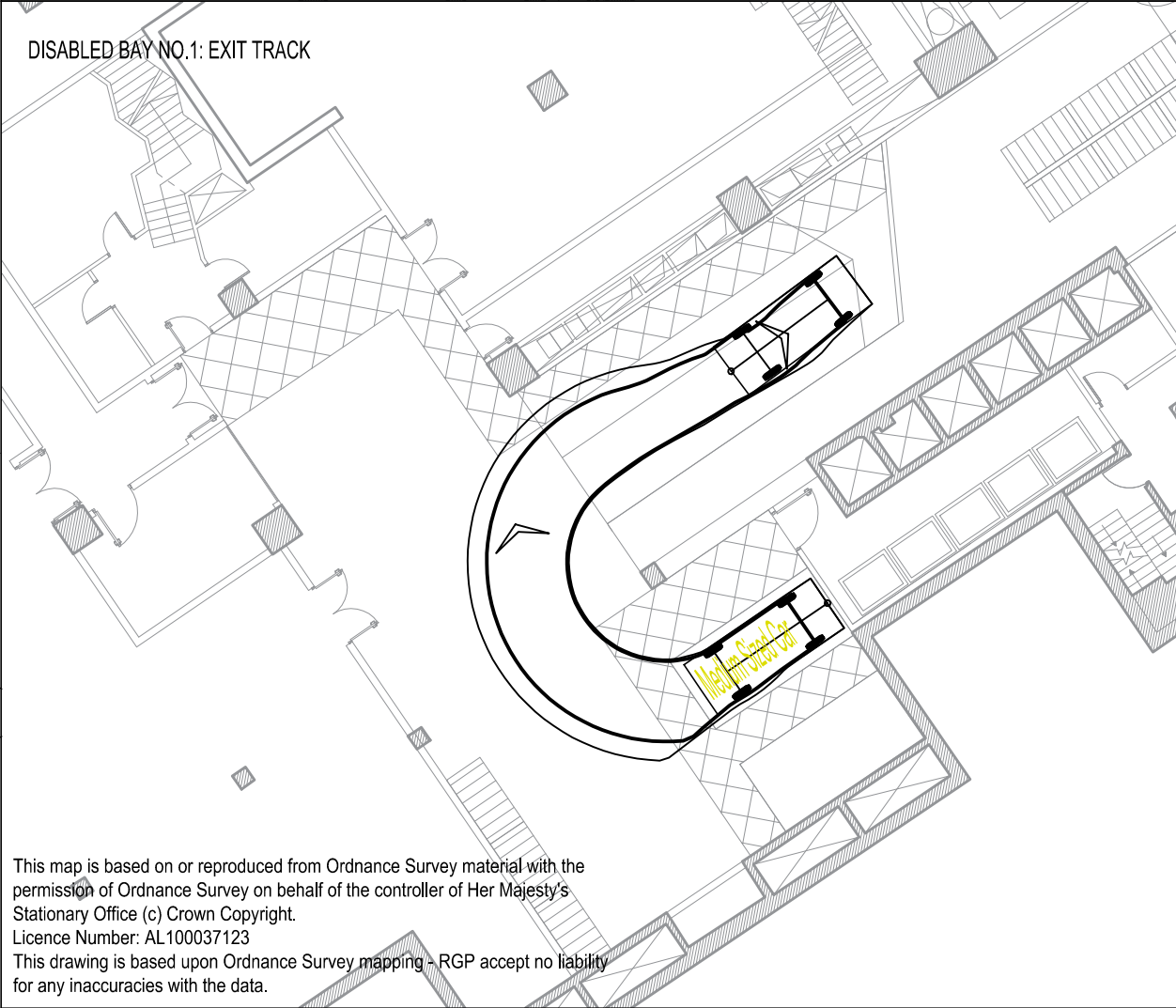
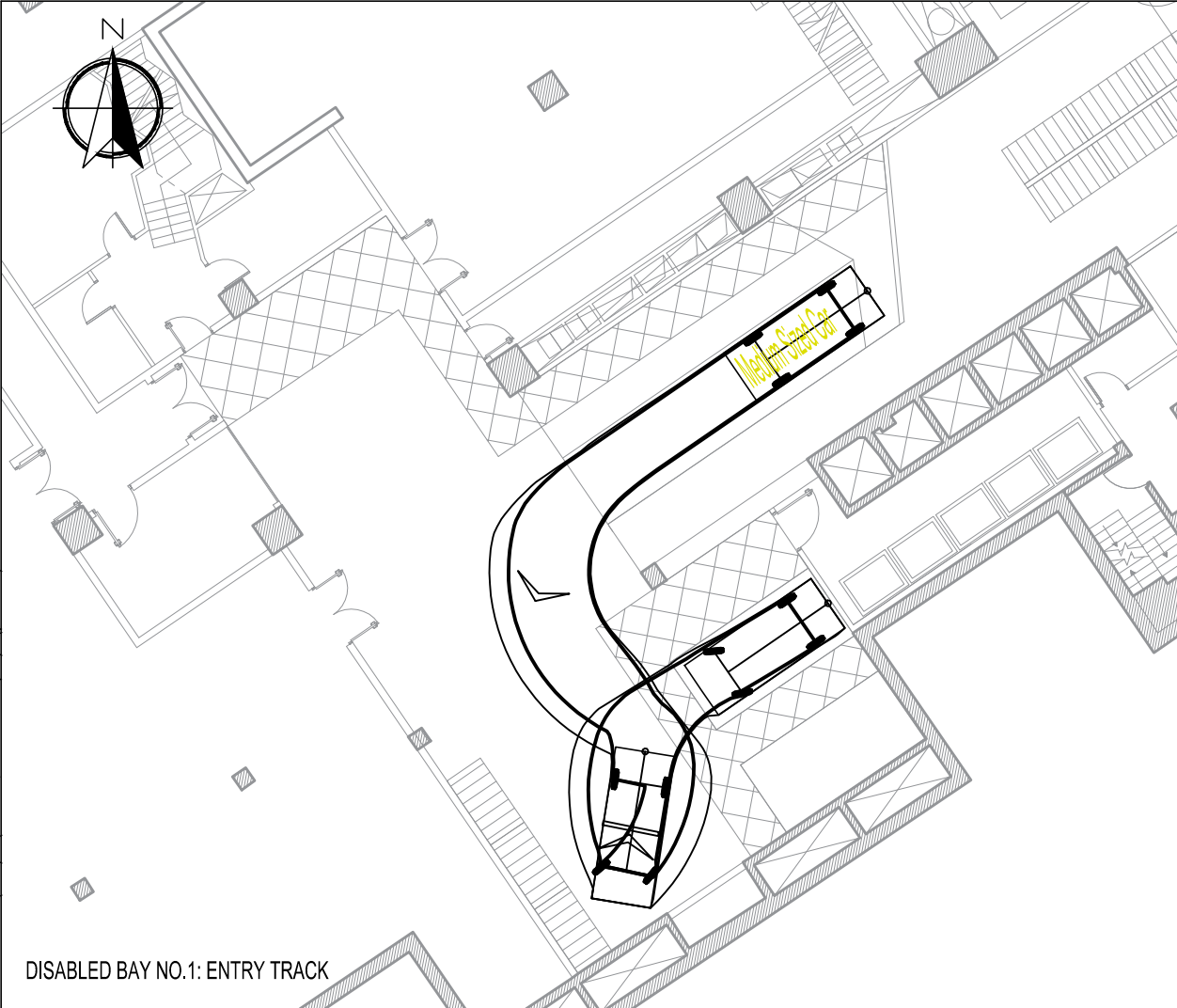
7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m



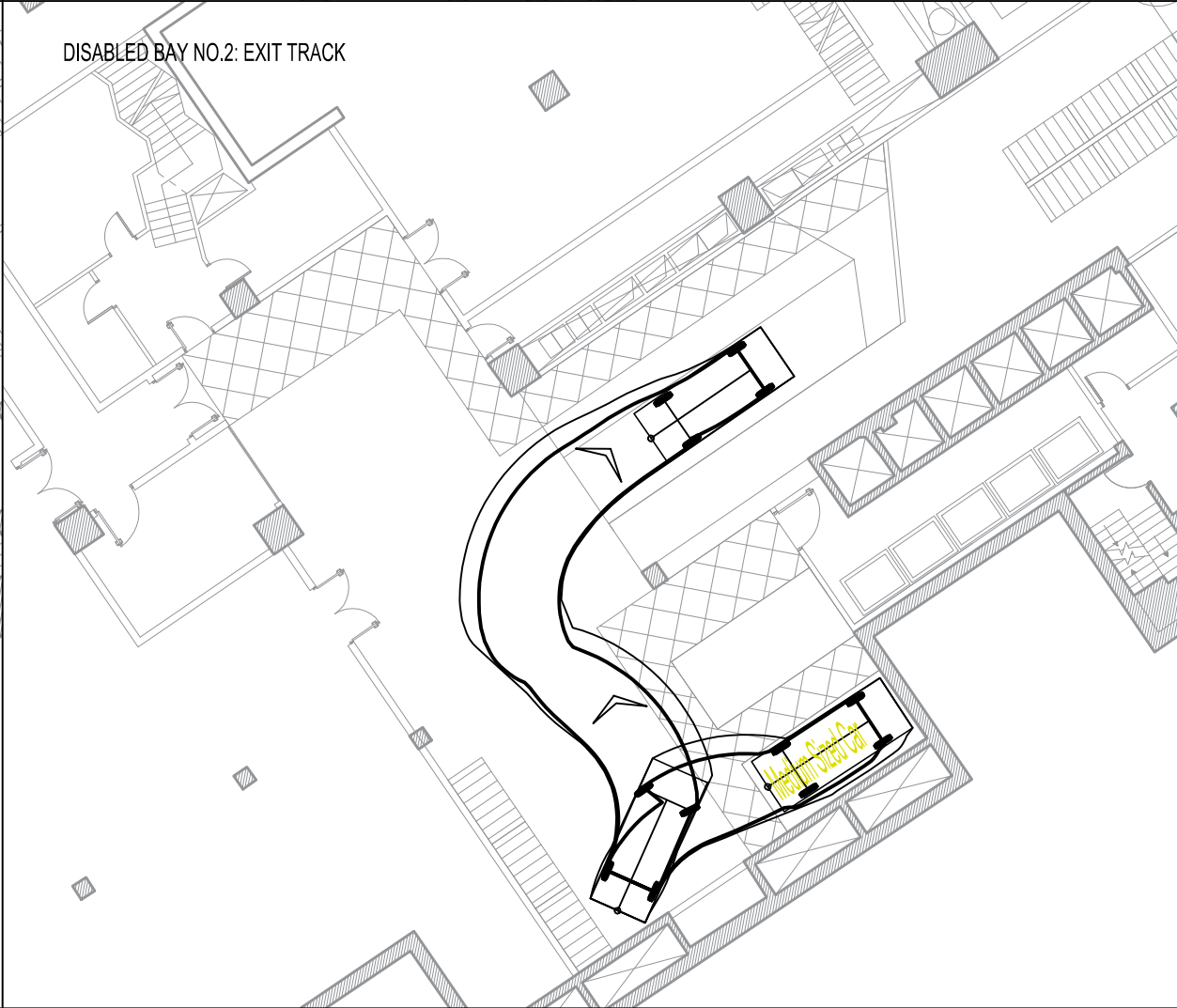
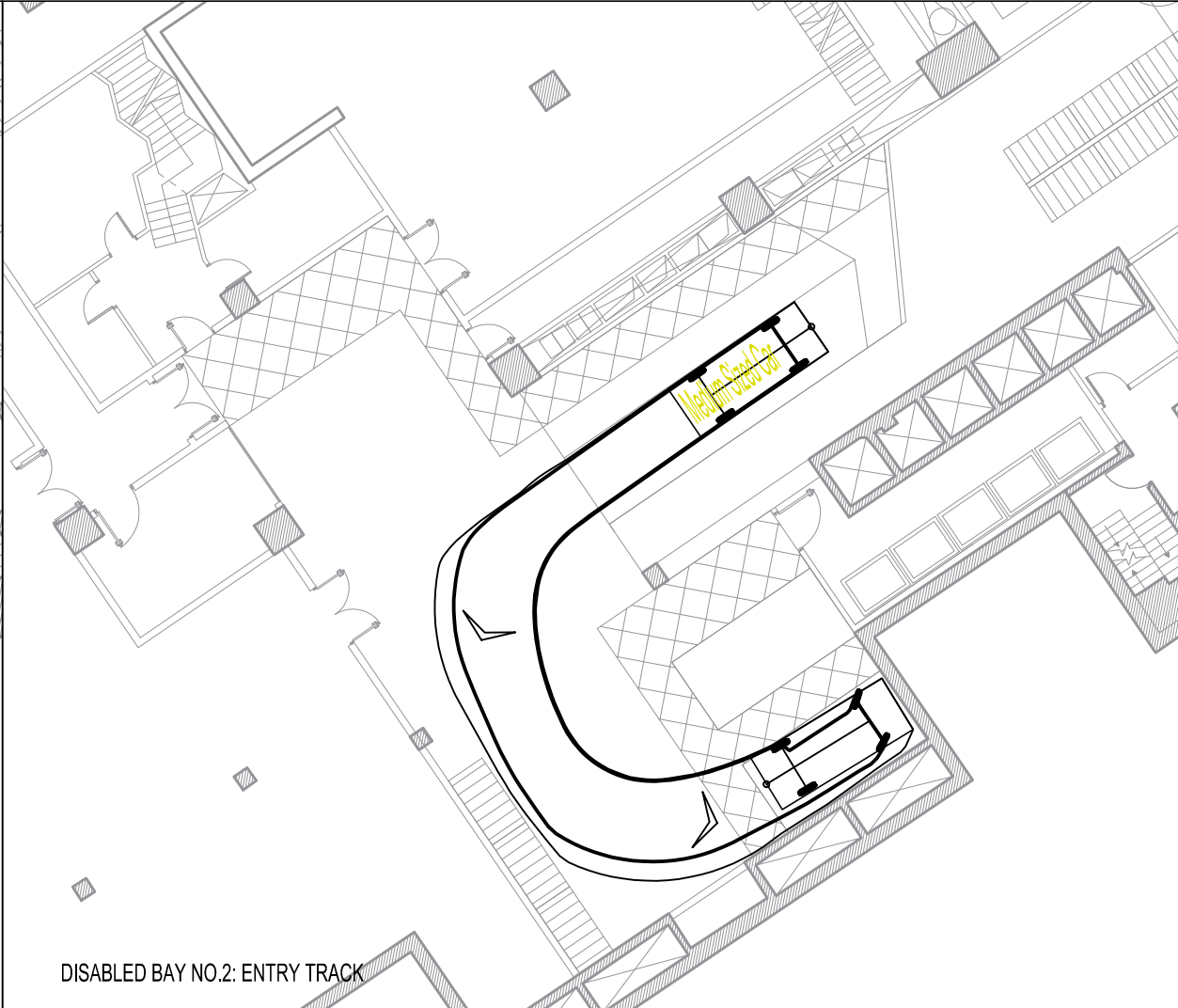
Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client	Crosstree Real Estate Management Ltd		
Project	Camden Town Hall, Euston Road		
Drawing Title	Delivery Swept Paths		
Scale	1:200 @ A3	Drawn By	GSE
		Checked By	KCH
		Approved By	NDR
Drawing No.	2014/2096/005	Date	October 2014
		Rev.	-

S:\PROJECTS\2014 PROJECTS (1965-1\2096 CAMDEN TOWN HALL, EUSTON ROAD\CAD\DRAWINGS - CURRENT\2014-2096-007.DWG (007) (Dec 16, 2014 - 5:06pm) (pbatten)



This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright.
Licence Number: AL100037123
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

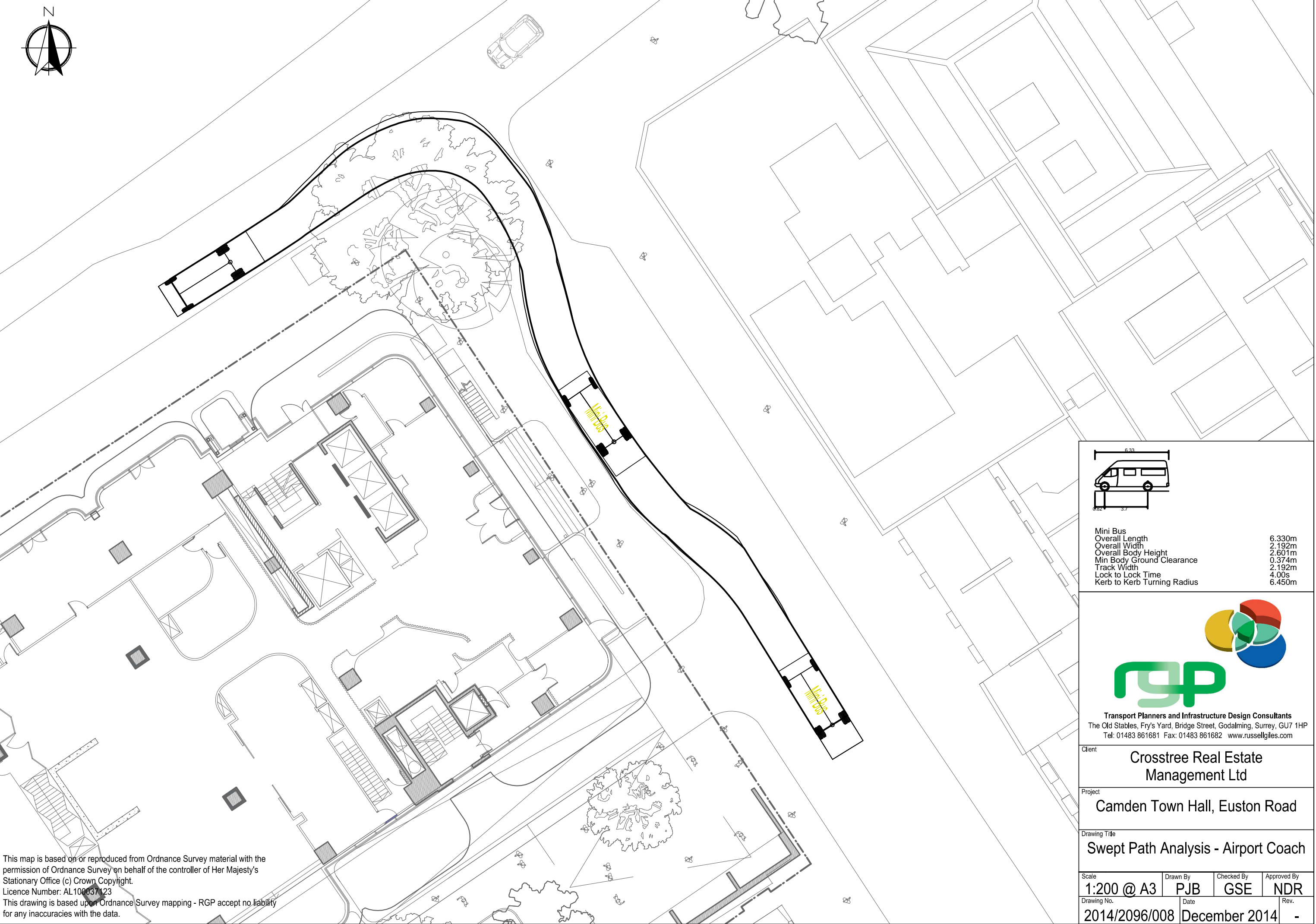


Medium Sized Car	4.319m
Overall Length	1.686m
Overall Width	1.466m
Overall Body Height	0.223m
Min Body Ground Clearance	1.591m
Max Track Width	4.00s
Lock to Lock Time	5.042m
Kerb to Kerb Turning Radius	

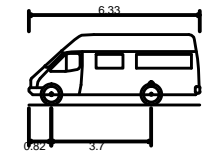
Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client	Crosstree Real Estate Management Ltd		
Project	Camden Town Hall, Euston Road		
Drawing Title	Swept Path Analysis - Disabled Bays		
Scale	1:200 @ A3	Drawn By	PJB
		Checked By	GSE
		Approved By	NDR
Drawing No.	2014/2096/007	Date	December 2014
		Rev.	-

S:\PROJECTS\2014 PROJECTS \12096 CAMDEN TOWN HALL, EUSTON ROAD\CAD\DRAWINGS - CURRENT\2014-2096-008.DWG (008) (Dec 16, 2014 - 5:07pm) (pbatten)



This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright.
Licence Number: AL100037123
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.



Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.450m



Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client
Crosstree Real Estate Management Ltd

Project
Camden Town Hall, Euston Road

Drawing Title
Swept Path Analysis - Airport Coach

Scale	Drawn By	Checked By	Approved By
1:200 @ A3	PJB	GSE	NDR
Drawing No.	Date	Rev.	
2014/2096/008	December 2014	-	



APPENDIX A



CDM:

Notes:

Site boundary shown in red
GEA measurement lines shown in blue (green lines
indicate subtracted area)
Internal layouts to be coordinated with David
Archer architects

Revision history:

Project: Camden Town Hall

Drawing title: Site Location Plan

1996_X_GA(00)01

Rev. 1

Scale: 1:500@A1

Orms

1 Pine Street
London EC1R 0JH

0207 833 8533
orms@orms.co.uk
orms.co.uk

Do not scale. All dimensions to be confirmed on site.
Information contained in this drawing is the sole
copyright of Orms designers + architects ltd and is
not to be reproduced without permission.

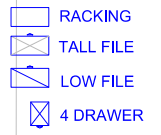


APPENDIX B

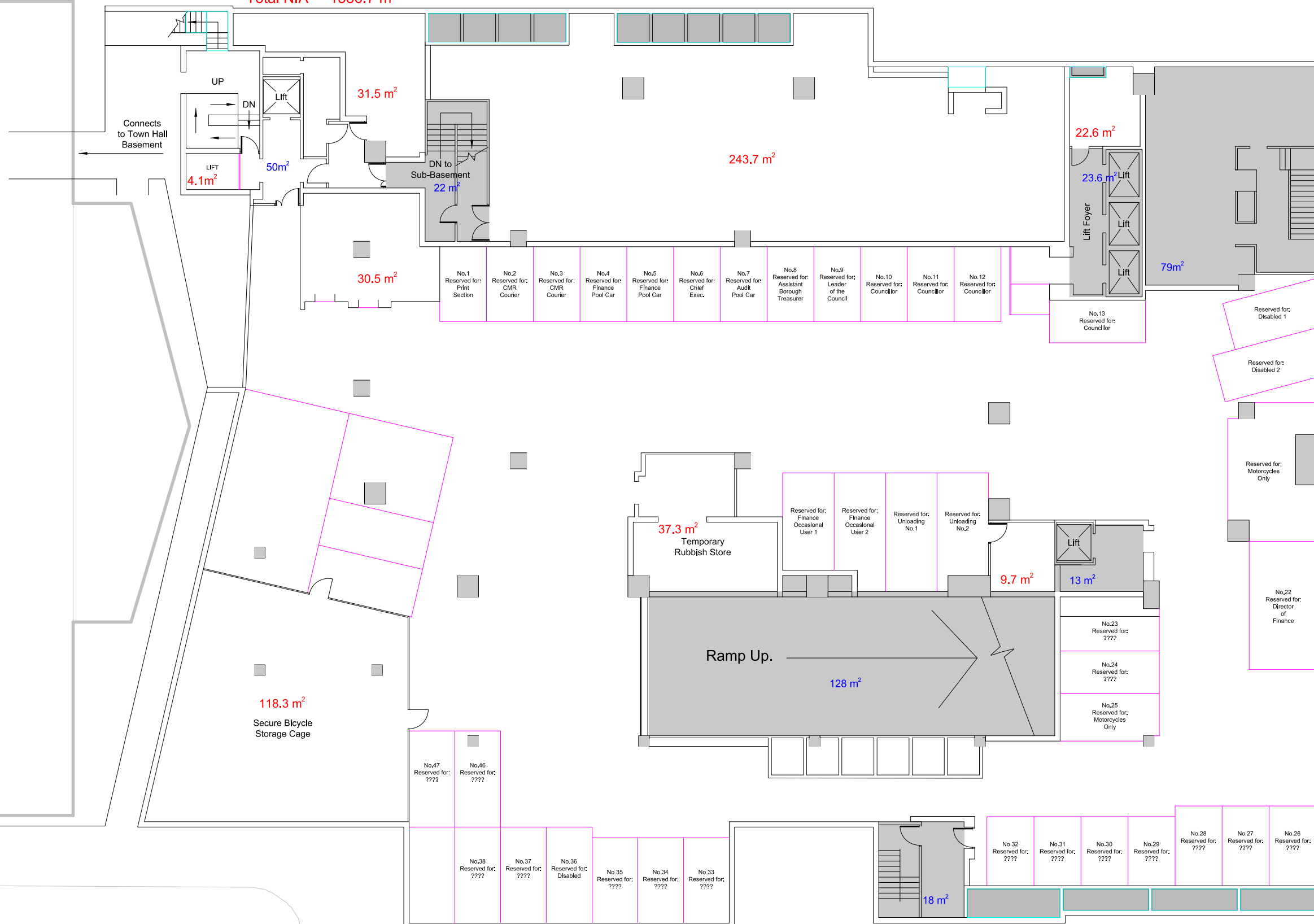
RICS code of practice

GIA = 1705 m²

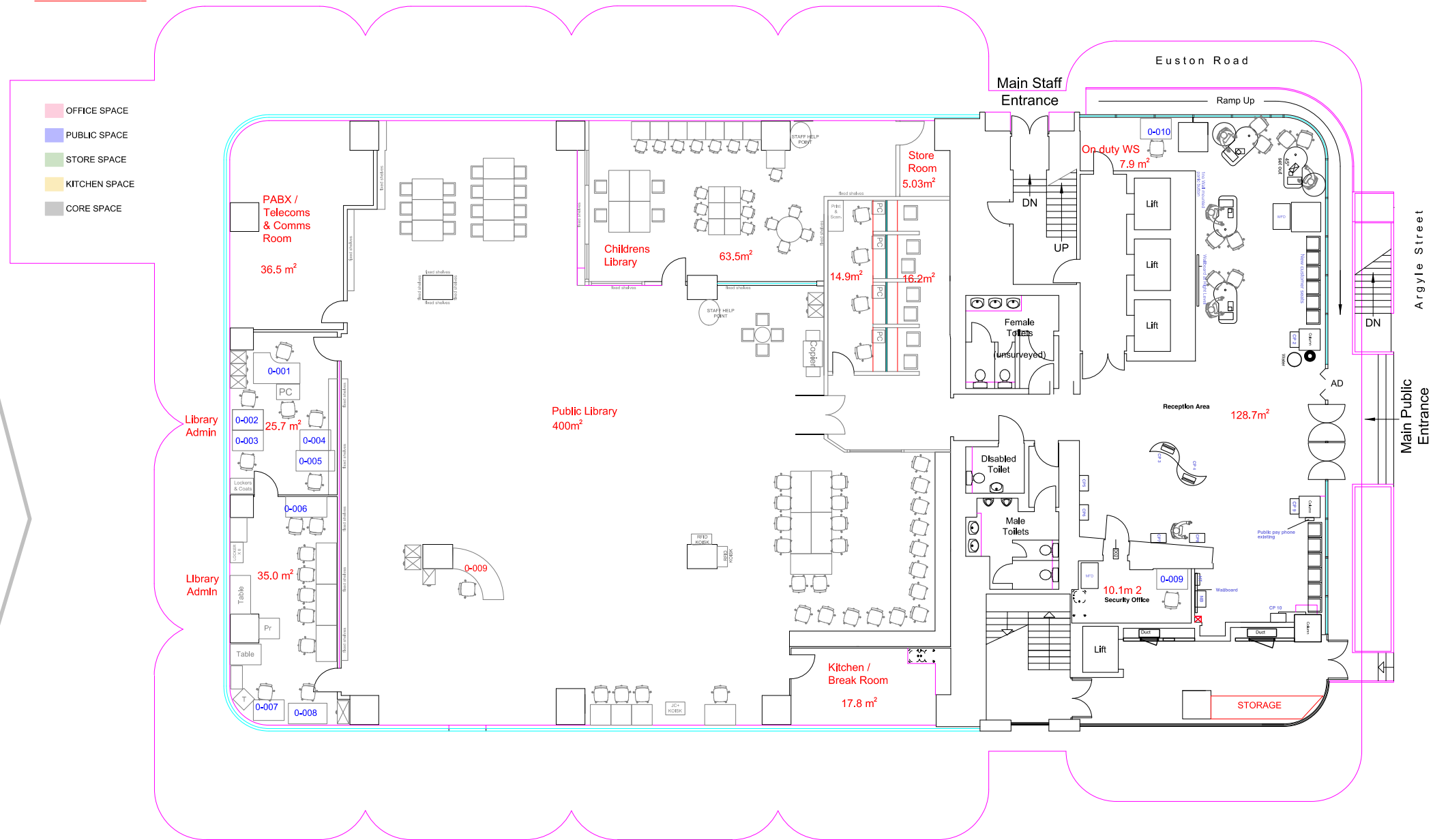
NIA = 1140.3 m²



RICS code of practice
GIA = 2070 m²
[Car Parking = 1089.0 m²
Plus other useable area = 497.7 m²]
=Total NIA = 1586.7 m²



GIA = 973m²
NIA = 772m²
NOS = 79m²

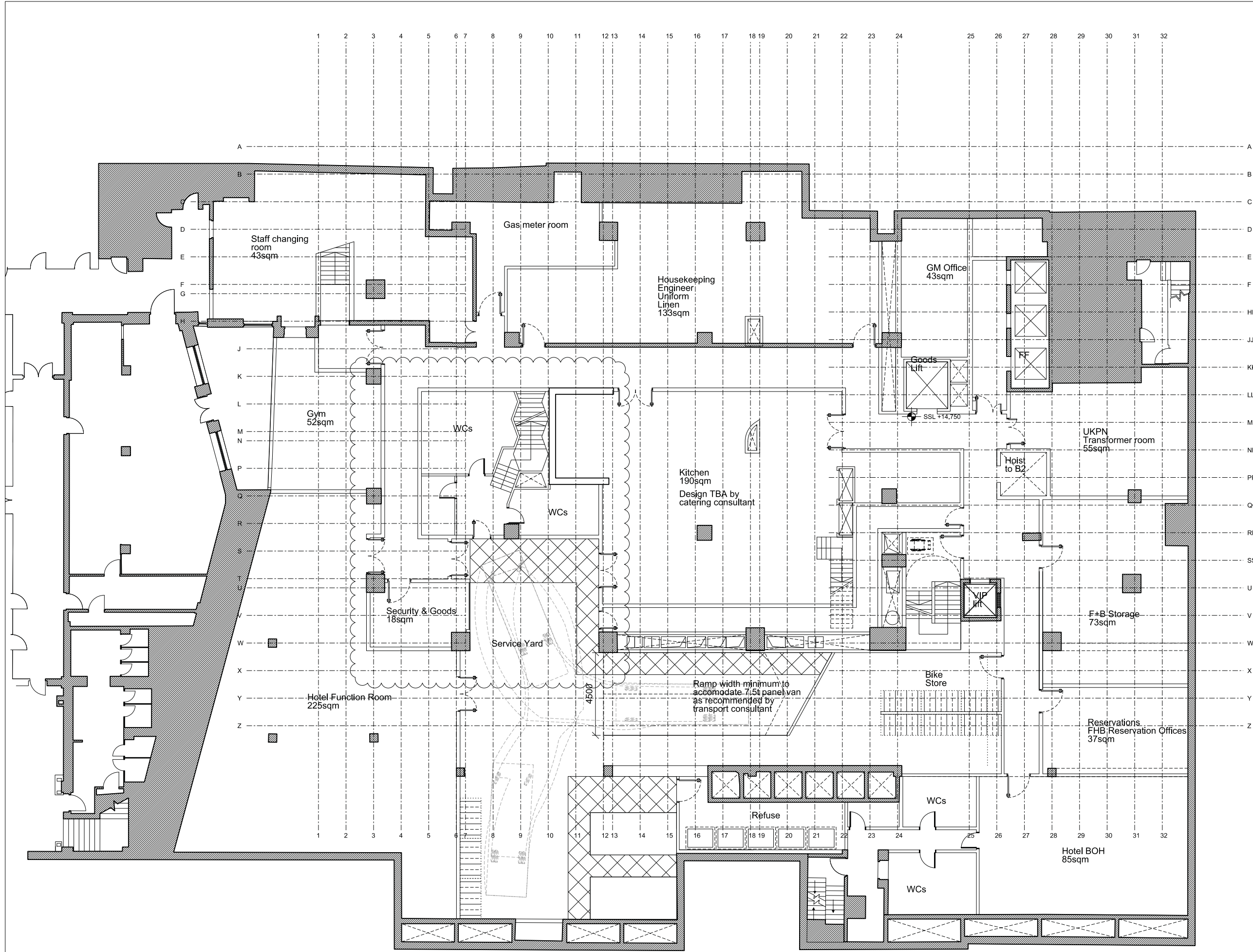


GROUND FLOOR

TOWN HALL EXTENSION-existing



APPENDIX C



CDM:

Notes:

Existing building shown hatched for solid walls.

Site boundary shown in red

GEA measurement lines shown in blue (green lines indicate subtracted area)

Internal layouts to be coordinated with David Archer architects

Existing construction retained

New 1m high pile caps; refer to SE details

New walls

Revision history:

P06	21/11/14	Background for planning
P05	21/10/14	Background for stage C coordination
P04	16/09/14	Planning scheme for coordination
P03	01/09/14	Planning scheme for coordination
P02	10/04/14	Base scheme for coordination
P01	21/03/14	Preliminary DT draft

Project: Camden Town Hall

Drawing title: Proposed Basement Plan

1996_X_GA(B1)01

Rev. P06

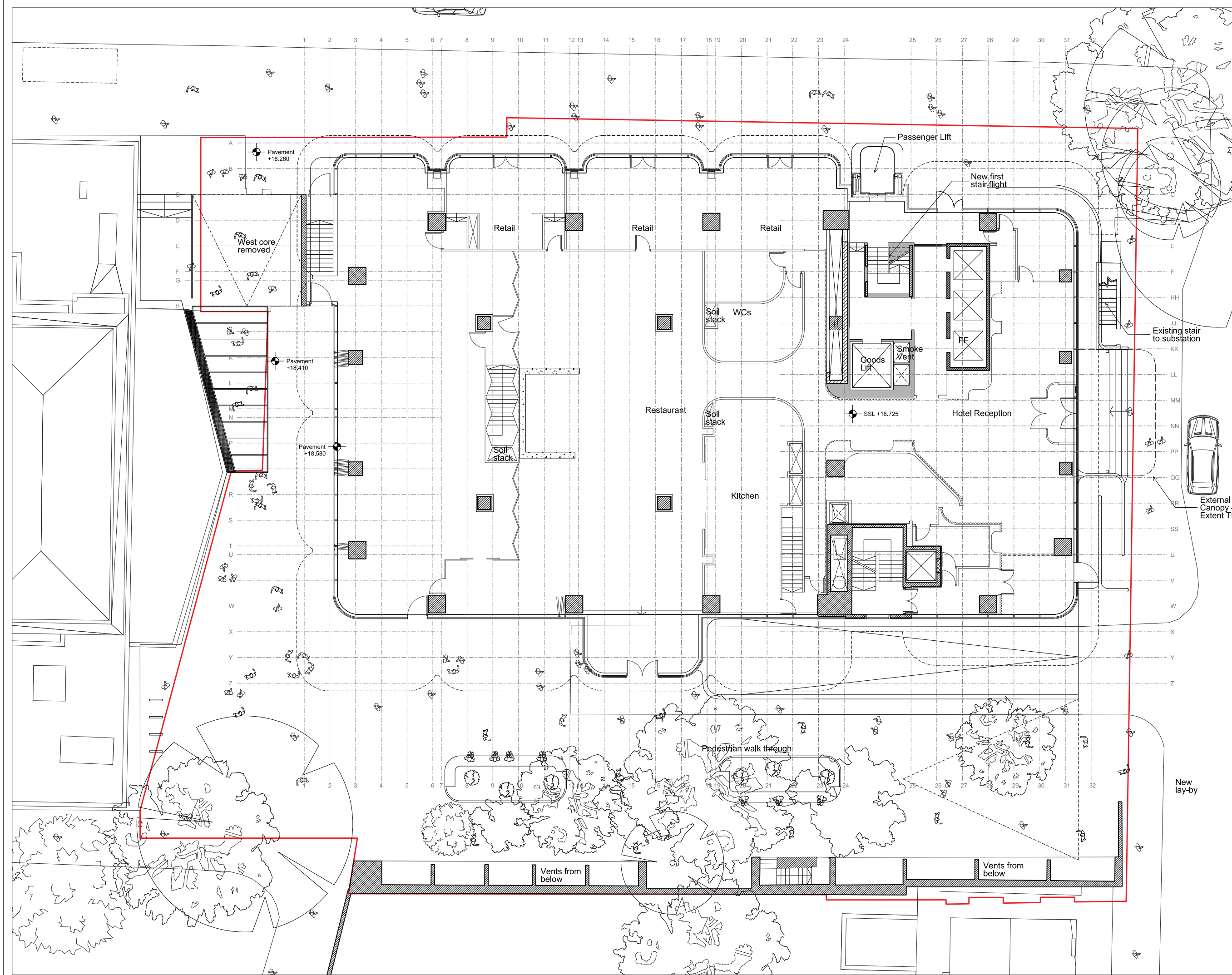
Scale: 1:100@A1

Orms

1 Oliver's Yard
55-71 City Road
London EC1Y 1HQ

0207 833 8533
orms@orms.co.uk
orms.co.uk

Do not scale. All dimensions to be confirmed on site.
Information contained in this drawing is the sole copyright of Orms designers + architects ltd and is not to be reproduced without permission.



CDM:

Notes:

- Existing building shown hatched for solid walls.
- Site boundary shown in red.
- GEA measurement lines shown in blue (green lines indicate subtracted area)
- Internal layouts to be coordinated with David Archer architects

Revision history:

P07	21/11/14	Background for planning
P06	21/10/14	Background for stage C coordination
P05	16/09/14	Planning scheme for coordination
P04	01/09/14	Planning scheme for coordination
P03	03/06/14	Issued for fire review
P02	10/04/14	Base scheme for coordination
P01	21/03/14	Preliminary DT draft

Project: Camden Town Hall

Drawing title: Proposed Ground Floor Plan

1996_X_GA(00)01 Rev. P07

Scale: 1:100@A1

Orms
1 Oliver's Yard
55-71 City Road
London EC1Y 1HQ
0207 833 8533
orms@orms.co.uk
orms.co.uk
Do not scale. All dimensions to be confirmed on site.
Information contained in this drawing is the sole
copyright of Orms designers + architects ltd and is
not to be reproduced without permission.



APPENDIX D



Our ref: 14/2520

Mr Neil Rowe,
RGP Consulting
The Old Stables
Fry's Yard
Bridge Street
Godalming GU7 1HP

Transport for London
Group Planning

Windsor House
42 – 50 Victoria Street
London SW1H 0TL

Phone 020 7222 5600
Fax 020 7126 4275
www.TfL.gov.uk

26 September 2014

Dear Neil,

Camden Town Hall Annex, Argyll Street, London Borough of Camden – TfL's Pre-application Advice Letter

This letter regards the recent pre application meeting held to discuss the proposal for the conversion of an existing building at Argyll Street in St Pancras to a 275-room hotel with ground floor retail and restaurant, in the London Borough of Camden.

I would like to take this opportunity to thank you for taking advantage of the TfL pre-application service, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. The following comments are made by Transport for London (TfL) officers on a 'without prejudice' basis and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme and these comments do not necessarily represent the views of the Greater London Authority.

Before the meeting you provided a draft scoping note setting out the methodology which will be used to undertake the transport assessment to be submitted in support of the future planning application. This response is based on that scoping note, a review of relevant planning policy and the discussion at the meeting itself.

A site visit was undertaken by PakLim Wong, planning officer, on 10 September 2014.

On the 12th September 2014, a pre-application meeting was held with TfL regarding the development proposals.

Attendees

PakLim Wong	TfL Borough Planning
Timothy Mackay	TfL Road Space Management
Richard English	TfL Roads Tunnel and Structure
Phillip Laurie	London Underground (LUL) Tube Line Infrastructure Protection
Neil Rowe	RGP Consulting
Richard Warwick	ORMS
Dinny Shaw	GVA
Adam Mursal	Tower 8
Giorgio Cardone	HTS (Structural Engineer)

Location and context

The site is located on Euston Road, bounded by Argyll Street to the east, the Camden Town Hall building to the West, and Argyll Primary School to the south. A501 Euston Road forms part of the Inner Ring Road and the Central London Congestion Charging Zone boundary. TfL is the highway authority which maintains Euston Road as part of its Transport for London Road Network (TLRN).

St Pancras National and International Rail Station is situated opposite the site, served by rail services to destinations along the Midland Mainline Route, Thameslink Rail services across north and south London including Luton and Gatwick Airport, and High Speed 1 services to Kent. The station is also the London Terminus for Eurostar services to Paris, Brussels and other destinations. Kings Cross Station is approximately 250m north east of the site, which is served by regular train services to Hertfordshire, Cambridgeshire, north east England and Scotland along the East Coast Main line route.

Kings Cross St Pancras Underground Station is situated adjacent to the site, which is served by frequent Northern, Piccadilly, Victoria, Metropolitan, Circle, and Hammersmith & City line services to wide range of destinations across London including Heathrow Airport and major Central London rail termini.

There are numerous bus services in the area serving stops within 300m of the site; the nearest bus stop is situated on Euston Road adjacent to the site. As such, the site records an excellent Public Transport Accessibility Level (PTAL) 6b (on a scale of 1 – 6, where 6 is excellent and 1 is very poor.)

Transport Assessment

The transport assessment (TA) will need to follow TfL's best practice guidance with reference to advice and comments provided in the pre-app meeting and in this letter. The TfL transport assessment guidance can be found at:-

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

Trip generation

The developer considers survey data from the Hoxton Hotel would be comparable to the proposed hotel; TfL requires further details and evidence to justify the comparability of this site; it also recommends that a further one to two sites in the Euston/ Kings Cross/ St Pancras area with similar quantum should be included in a trip generation exercise; an sensitivity test based on TRICS sites should also be undertaken.

A modal share assessment should be provided for all elements of the proposal, including the proposed retail units/kiosks fronting Euston Road. The methodology to be adopted for the assessment must be clearly stated and justified; this may include the use of 2011 Census data and travel plan data from comparable hotel sites.

Highway/ traffic Impact assessment

TfL considers that the level of vehicular traffic generated from the proposed hotel is unlikely to lead to traffic capacity concerns on the highway network, given that no general car parking will be provided on site. Therefore, no highway capacity modelling is sought from this proposal. However, the applicant would need to demonstrate that the proposed pick up/ drop off and servicing arrangement would not result in an adverse impact to Euston Road, the provision of goods vehicle swept path analysis is suggested.

Car parking, Access and Servicing

It is understood that the existing basement car park will be removed to make room for plant and auxiliary facilities for the proposed hotel. Nevertheless, two disabled car parking bays and a servicing bay will continue to be provided at the basement, which is accessed from the existing ramp at Argyll Street. An indicative layout of the loading for a max of 7.5T rigid vehicles and disabled parking area was shown in the meeting.

The developer shall confirm that the loading area, its size and headroom will accommodate the size of goods vehicles expected regularly, including laundry vehicles.

Having noted that the proposed loading/ disabled parking area is confined in size, TfL is concerned about the possible conflict of movements between disabled users and goods vehicles moving in and out of their closely-situated respective spaces. Further review of this matter is requested, to demonstrate this is a safe, manageable car park design. The submission of swept paths is required to demonstrate that (a) no potential conflict of the manoeuvring paths of goods vehicle with either disabled users moving between their parked vehicles and life area or with them manoeuvring their cars out into the path of reversing lorries. This is also required to demonstrate that goods vehicles are able to turn around in the car park, enabling entry and exit in a forward gear.

TfL recommends that a parking/ loading area management plan forms part of the delivery & servicing plan (DSP), this is to promote the safe and effective operation of the proposed parking/ loading area.

TfL also understands that the existing ramp is to be narrowed to provide further space for landscaping at the back garden area.

The developer also proposes to apply to convert the existing disabled bays adjacent to the site on Argyle Street near the junction with Euston Road, to a pick up/ dropping off bay. TfL requests that a survey be undertaken to establish whether the potential loss of the loading bay would result in increased pressure on other such facilities in the area. TfL also strongly recommends that the hotel considers coach pick up/ drop off provision on side roads, to minimise risk of coaches blocking the bus stop on Euston Road and leading to impeded traffic flow on the TLRN.

A Framework Delivery and Servicing Plan (DSP) should be included in the TA, to be later approved in detail through planning condition. The Plan should seek to i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity; ii) ensure there is provision of adequate loading facilities and iii) ensure that the delivery space and time is actively controlled through a site booking plan. It should also seek to ensure

correct operational procedures were followed to reduce neighbourhood impacts and that operators could demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

Public transport

Both London Underground and London Buses have indicated that the proposed hotel is unlikely to cause capacity concerns for their services in the area. TfL Buses may nevertheless require an upgrade to, and/ or relocation of the bus stops adjacent to the site, citing an increased use of these stops from visitors/ guests of the hotel.

Walking and cycling

The developer proposes to enclose the majority of the site's existing over-sailed frontage on Euston Road to provide four retail kiosks. These would be sited on the existing public highway footway and would require stopping up and narrow the existing footway from 9.7 to 5.3m approximately. At the meeting, TfL officers agree to go back to review and provide a view on the acceptability of this proposal with reference to future highway improvement proposal on Euston Road.

Euston Road is a very busy thoroughfare for all modes of transport, including walking. While TfL notes that the pavement is of a generous width in front of the Town Hall extension because the existing building is set back in comparison with other buildings, it resists the creation of more 'pinch points' for pedestrians than already exist nearby. It acknowledges the bus stop immediately west of the site and the subway on the southern footway immediately to the east of the site represent footway pinch points, but so does the crowding of pedestrians around the crossing points close to the corner of the development site. Parallel to this, TfL as statutory highway authority, confirms it is seeking to improve the public realm and is in the early stages of developing a Concept Plan for Kings Cross/Euston which is likely to feature a widened southern footway outside the Camden Town Hall Annex. This will provide the space for an enhanced public realm offer in the form of a public space. If private space were to replace public highway here, the loss of effective footway at this location would restrict the TfL's ability to enhance Euston Road and to cater for heavy pedestrian/bus passenger footfall. For these two reasons, TfL objects to the kiosk proposal and to stopping up the highway.

TfL welcomes the developer's proposal to create a more attractive 'back street' pedestrian route and cycle line around the back of the building between Belgrove Street and Tonbridge Street. Such proposals would be supported as part of wider improvements to the public realm. It is noted and supported that the 'back street' areas are to act as additional public space that can be used for local access and to meet the desired objectives of the development to open up these areas and create a 'cafe culture'. Planning conditions/ s106 obligations would need to be secured by Camden that ensuring these areas will be publicly accessible (either by the current or future freeholders) during a specified period of the day.

A pedestrian environment system (PERS) audit should be undertaken for the area surrounding this site as well as links to both stations and the nearest bus stops referred to above. As such, TfL recommends that the scope of the audit study area is identified and submitted to Camden and TfL for approval.

The PERS audit will need to identify any areas that should be improved in order to mitigate the impact of additional walking trips. Any improvements suggested by the audit would need to be agreed and secured by the section 106 agreements with Camden Council where appropriate. Further information regarding the PERS audit process can be accessed from TfL's website at <http://www.tfl.gov.uk/assets/downloads/what-is-pers-factsheet.pdf>

A pedestrian level of service (LoS) assessment is also required for footway and at grade pedestrian crossing points on Euston Road in the immediate vicinity of the site to establish whether existing facilities will be impacted by the anticipated increase in footfall to and from the proposed development.

TfL recommends that cycle parking provision adheres to the emerging cycle parking standards in the Draft Further Alterations to London Plan (FALP). This has recently passed its Examination in Public (EIP) stage. The cycle facilities should be secured, safely and conveniently located, with a covered design. Shower and changing facilities should also be provided for staff.

TfL notes that existing cycle hire facilities in the vicinity are well used, in particular the Belgrove Street docking station which records the highest usage in the borough of Camden. Having noted that the cycle hire is popular with tourists, the developer should expect TfL to seek a contribution toward providing additional cycle hire facilities in the vicinity, or to secure land from this site for new provision as appropriate.

Travel planning

A guest and workplace travel plan will need to be provided as part of the submission material and reference should be made to TfL's travel plan guidance available from TfL's website: www.lscpl.org.uk/newwaytoplan/default.html

TfL also recommends that the ATTrBuTE assessment tool be used when developing the travel plans, to ensure that it complies with TfL best practice guidance and the assessment should be included with the travel plan. Measures to support use of more sustainable modes for construction workers to access the site would need to be included.

Construction

A framework Construction and Logistics Plan (CLP) is also required. The CLP should be developed in line with the latest TfL guidance for CLP, which can be found: <http://www.tfl.gov.uk/microsites/freight/documents/construction-logistics-plan-guidance-for-developers.pdf>. The CLP shall consider the cumulative impacts of construction traffic, likely construction trips generated, and mitigation proposed. Details should include; site access arrangements, booking systems, construction phasing, vehicular routes, scope for load consolidation in order to reduce the number of road trips generated and measures to improve safety to vulnerable road users. The CLP would also need to take account of construction of other developments in the area.

TfL also requests the use of contractors who are registered on the Fleet Operator Recognition Scheme (FORS). The applicant shall also identify conflict points on the delivery routes, traffic and pedestrian management equipment and cycle specific safety equipment should ideally be considered and the detail provided. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to

reduce the risk and impact of collisions with other road users and pedestrians on the capital's roads.

Structural issues and TfL infrastructure protection

TfL understands that the proposal will add three floors to the existing building; therefore additional foundation work at the basement level will be required to accommodate the extra loading. Acknowledging that the London Underground tunnels and station platform at Kings Cross are immediately adjacent to the site, London Underground requires that the designers to prepare a short report on the impact of additional loading on the Piccadilly Lines and Metropolitan Lines; further advice will be provided once the initial required information is provided and reviewed. In addition, a demolition method statement will be also required to demonstrate that the LUL Sub-surface line infrastructure will not be adversely affected by vibration.

TfL Roads Tunnel & Structure team considers that the proposed foundation work would be unlikely to cause an impact to the TLRN as it stands; however it recommends that the developer maintains contact with TfL, in particular if there will be a change in the proposal from what has been presented in the meeting.

Crossrail SPG contribution & Community Infrastructure Levy

In accordance with London Plan policy 8.3 the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within Camden, where the Mayoral charge is £50 per square metre Gross Internal Area (GIA).

In addition, the mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor's Supplementary Planning Guidance (SPG) *"Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy"* (November 2012). The SPG states that contributions should be sought in respect of uplift in floorspace for B1 office, hotel and retail uses (with an uplift of at least 500sqm). Therefore, this proposal may also be subject to this contribution.

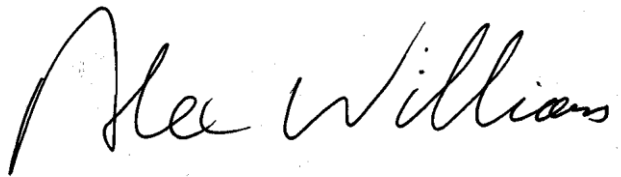
In summary, TfL supports the principal of the proposed development; however the applicant is advised to consider the following matters which are of particular TfL interest ensuring the proposal would be London Plan policy compliance:

1. Provide robust trip generation and mode share assessment with reference to more than one comparable sites in Kings Cross/ Euston area;
2. Review the proposed servicing arrangement to ensure the basement load/ disabled parking area is adequate to accommodate expecting servicing vehicles while the safety of disabled users would also be safeguarded.
3. Assess the demand impact of existing loading facilities resulting from the proposed reduction of on-street loading bay on Argyll Street, such change is triggered by the proposed conversion of existing disabled bay into a pick up/ drop off bay adjacent to the site.
4. Provide a delivery & servicing plan (DSP), include a parking management plan;
5. Review and revise the kiosk proposal on the Euston Road frontage, as TfL objects to the proposed stopping up for parts of Euston Road footway on the site's frontage for reasons explained above

6. Undertake a PERs Audit and pedestrian LoS assessment for footway in the vicinity;
7. Provide cycle parking adhering to emerging draft FALP Cycle Parking standards;
8. Produce work and guess travel plan to promote sustainable travel;
9. Provide a construction logistics plan (CLP);
10. Continue discussion with London Underground and TfL highway on proposed foundation work ensuring both Underground and highway asset would not be adversely impacted.

If you have any questions regarding this letter or any advice given during the meeting, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink that reads "Alex Williams". The signature is fluid and cursive, with the first name "Alex" and the last name "Williams" clearly distinguishable.

Alex Williams

Director of Borough Planning

Email: Alexwilliams@tfl.gov.uk

Direct line: 020 3054 7022