



ttp consulting
transport planning specialists

The Hoxton (Holborn)

199-206 High Holborn, London
Borough of Camden

Transport Statement

October 2015

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1 INTRODUCTION

- 1.1 TTP Consulting has been retained by The Hoxton (Holborn) Limited ("the Applicant") to provide traffic and transport advice in relation to the proposed side extension of The Hoxton Hotel at 199-206 High Holborn ("the Site"), in the London Borough of Camden (LBC).
- 1.2 The site is located on the southern side of High Holborn, approximately 170m west of Holborn Underground Station. It is located within a highly accessible area of Central London, reachable by a range of transport modes. The location of the site is shown at **Figure 1**.
- 1.3 The site currently takes the form of an unused private forecourt which fronts onto Newton Road, and was previously separated from the pavement by concrete bollards. The site is located adjacent to 'The Hoxton' Hotel which received planning permission (2013/2899/P) in 2013 and opened in September 2014. The hotel (Class C1) provides 174 bedrooms, 102sqm bar, 224sqm restaurant and 263sqm meeting room facilities. The Hoxton Hotel is provided with a dedicated delivery/servicing area alongside 3 disabled car parking spaces and 20 cycle parking spaces on-site, accessed via Newton Street.
- 1.4 The development proposals seek to provide a single storey extension to The Hoxton in order to provide new office and meeting room space accessed from the existing hotel alongside a covered courtyard area with a food kiosk (Class A1) accessed from, and open to, Newton Street.
- 1.5 This Transport Statement assesses the suitability of the proposal in relation to the accessibility of the site, expected changes in travel patterns resulting from the proposed development, parking and servicing.
- 1.6 The remainder of the report is set out as follows:
- Section 2 - describes the existing situation;
 - Section 3 - details the accessibility of the site;
 - Section 4 - sets out the development proposals;
 - Section 5 - refers to relevant policy guidance;
 - Section 6 - identifies the effects of the proposals; and,
 - Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The site is located approximately 170m west of Holborn Underground Station on the junction between High Holborn and Newton Street.
- 2.2 Within the immediate vicinity of the site there is a mixture of residential, commercial and retail use including a large number of cafes, restaurants, bars and retail stores located along High Holborn, as well as along the surrounding roads.

Site Use

- 2.3 The application site currently takes the form of an unused area of private land, which previously was separated from the public footway by concrete bollards.

Local Highway Network

A40 High Holborn

- 2.4 The A40 High Holborn, from which the site takes frontage, operates two lanes in a one-way system westbound between its junction with Procter Street to the east and Shaftesbury Avenue/St Giles High Street to the west. The opposite side of the road operates a contraflow cycle lane.
- 2.5 It is subject to Controlled Parking Zone (CPZ) restrictions, Zone CA-C, where parking controls for residents are operational Monday through to Sunday all day. Parking controls for single yellow lines/pay & display bays are in operation between Monday and Saturday 08:30 and 18:30.
- 2.6 High Holborn operates double yellow lines with single yellow blips, which prohibit loading activity Monday to Saturday between 08:30 and 18:30, along the sites frontage. In the vicinity of the site the road also operates a loading bay, located on the opposite side of the road, which is in operation between 08:30 and 20:30 allowing loading for 40 minutes.

Newton Street

- 2.7 Newton Street is located to the east of the site and offers one-way movement northbound between Great Queen Street to the south and High Holborn to the north. A contraflow cycle lane is located on the eastern side of the road. The road operates a mixture of double yellow lines and resident permit holder only bays.

Car Clubs

- 2.8 There are several existing car club vehicles in the vicinity of the site; the closest vehicle is operated by City Car Club and is located north of the site close to the junction of Bury Place and Gilbert Place. **Table 2.1** below sets out the location of local car club vehicles.

Table 2.1 Local Car Club Operators		
Operator	Location	Distance from Site
City Car Club	Bury Place, WC1A 2JL	230m
City Car Club	Great Queen Street, WC2B 5AZ	240m
Zipcar	Parker Street, WC2B 5PH	300m
Zipcar	Keeley Street, WC2B 4BA	400m

3 ACCESSIBILITY

Walking

- 3.1 The site is located within a highly accessible location in central London with a large number of amenities within a short walking distance.
- 3.2 There are footways along both sides of all of the roads in the immediate vicinity of the site with pedestrian crossings located on natural desire lines which deal with a high number of pedestrian movements throughout the day. In particular, a signalised crossing is located just east of the site and operates dropped kerbs, tactile paving and white dotted lines delineating where to cross.

Cycling

- 3.3 Much of central London including Liverpool Street, Oxford Circus, Soho, Westminster, and Camden are within a 5km cycle ride of the site.
- 3.4 Near the site, TfL have designated Oxford Street, High Holborn, Newton Street, Kingsway, and Tottenham Court Road as roads fit for use by cyclists.
- 3.5 In addition, Southampton Place contains a cycle hire docking station with space for 21 bicycles, approximately 70-80m east of the site. Further docking stations are located on: Bury Place, 100m north of the site, providing 20 bicycles; High Holborn, west of the site, providing 17 bicycles; and on Newton Street, south of the site, providing 22 bicycles.

Public Transport

Bus Services

- 3.6 There are a number of bus routes serving the area. The closest bus stops to the site are located on High Holborn, approximately 180m west of the site, whilst further bus stops are located 180m east on Kingsway and 210m north on Bloomsbury Way. The TfL bus network spider map for the area is located at **Appendix A**.
- 3.7 The site is served by approximately 25 bus services which offer regular services to the following locations: Waterloo, Camden Town, Brixton, Stoke Newington, Haringey, London Bridge, Holloway, Greenwich, Camberwell, Battersea, Catford, Kensington, Brent, Victoria, Hammersmith and Shoreditch.

London Underground Services

- 3.8 Holborn London Underground Station is located approximately 170m east of the site and is accessed via Kingsway. The station is served by the Central Line and Piccadilly Line.
- 3.9 Tottenham Court Road London Underground Station is located 700m west of the site and though offers access to the Central Line and the Northern Line and future access to Crossrail services.
- 3.10 Covent Garden London Underground Station is located 700m south of the site offering access to the Piccadilly Line.
- 3.11 A summary of the routes these lines offer is set out below:
- Central Line: West Ruislip / Ealing Broadway to Epping via Stratford;
 - Northern Line: Edgware / High Barnet to Morden via either Leicester Square or Moorgate; and
 - Piccadilly Line: Cockfosters to Heathrow Terminal 5 / Uxbridge via Piccadilly Circus.

Public Transport Accessibility Level (PTAL) Rating

- 3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.13 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. The levels are further subdivided between 'A' and 'B' with A being located on the lower end of the spectrum and B on the higher.
- 3.14 The PTAL rating for the centre of the site is 6B, meaning the site has an excellent level of public transport accessibility. **Appendix C** contains the TfL PTAL summary output.

4 DEVELOPMENT PROPOSALS

- 4.1 The proposal seeks to provide a single storey extension (pavilion) to The Hoxton which will include extra office and meeting room space alongside a courtyard including a food kiosk (Class A1).
- 4.2 A copy of the consented hotel layout ground site layout plan is provided at **Appendix C** and the current proposals are indicated on the plan at **Appendix D**.
- 4.3 The proposed areas break down as follows:
- Office - 17sqm;
 - Meeting Room - 17sqm;
 - Kiosk - 9sqm; and
 - Enclosed Outdoor Seating Area - 29sqm.
- 4.4 It is proposed that the kiosk will operate from 08:00 to 19:30, with the courtyard in use privately for hotel guests from 19:30 to 22:00.

Access

- 4.5 The office and meeting room facilities will be accessed internally, directly from the hotel and are ancillary elements of the hotel. The covered courtyard area with the food kiosk will be accessed solely from Newton Street. The building will be surrounded by a glass brick wall which will be opened up in the day to allow access to the courtyard.
- 4.6 The extension is deemed not to encroach on the available effective width of the pedestrian footway along Newton Street due to the fact that the area is private frontage and access was restricted by concrete bollards.

Parking

Car Parking

- 4.7 No additional car parking will be provided as part of the development, the Hotel is provided with 3 existing disabled car parking spaces located within the car park to the rear.

Cycle Parking

- 4.8 The site will be provided with access to the cycle parking facilities associated with The Hoxton, which has 20 existing covered cycle parking spaces as indicated on the layout plan at **Appendix C**.
- 4.9 The offices and meeting room are ancillary to the existing hotel operation and the proposed kiosk falls well below the 100sqm threshold set out in the London Plan whereby additional cycle parking would be recommended.

Servicing and Refuse Collection

- 4.10 Servicing for the food kiosk will be undertaken from the dedicated delivery / servicing area located to the rear of the site accessed via Newton Street, as per the existing situation for the hotel. The site layout plan at **Appendix C** indicates swept paths for a 10m rigid vehicle entering and exiting the site in forward gear.
- 4.11 The refuse regime will be undertaken in conjunction with the existing regime of the hotel, refuse will be stored in the servicing area to the rear of the hotel.
- 4.12 Further details on servicing and refuse collection are provided in **Section 6**.

5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level.

National Guidance

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Paragraph 32 states:

"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."*

5.4 The site achieves the highest PTAL rating possible and, as such, is located within an area of excellent public transport accessibility ensuring that patterns of travel to the site will be sustainable.

Regional Guidance

The London Plan

5.5 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The Further Alterations to the London Plan were adopted in March 2015 and primarily address the key housing and employment issues within London. The transport aspects of the London Plan relevant to the proposed development are as follows.

5.6 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 5.7 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm."*

5.8 Table 6.3 of the London Plan sets out the cycle parking minimum standards.

Table 6.3 (of the London Plan) Cycle Parking minimum standards		
Use Class	Long-stay	Short-stay
A2-A5	from a threshold of 100sqm: 1 space per 175sqm	from a threshold of 100sqm: 1 space per 40 sqm

Local Guidance

Camden's Core Strategy

- 5.9 The Core Strategy sets out the Borough's strategy and policies for the future development of Camden. Policy CS11 – Promoting sustainable and efficient travel – states that *"as part of its approach to minimising congestion and addressing the environmental impacts of travel, the council will: minimise provision for private parking in new developments; and restrict new public car parking and promote the re-use of existing car parks, where appropriate."*

Camden's Development Policies

- 5.10 Camden Development Policies form part of the Local Development Framework and contribute to the delivery of the Core Strategy.
- 5.11 With regards to transport, Policy CS11 "Promoting Sustainable and Efficient Travel" states the following:

"The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network."

5.12 Under "Promoting Sustainable Travel", Policy CS11 states:

"In order to support Camden's growth and to promote walking, cycling and public transport, the council will:

- improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;*
- continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and;*
- improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink."*

5.13 Policy CS11 goes onto state:

"As part of its approach to minimising congestion and addressing the environmental impacts of travel, the council will:

- expand the availability of car clubs and pool cars as an alternative to the private car;*
- minimise provision for private parking in new developments, in particular through
 - Car free developments in the borough's most accessible locations and*
 - Car capped developments;**
- restrict new public parking and promote the re-use of existing car parks, where appropriate;*
- promote the use of low emission vehicles, including through the provision of electric charging points; and*
- ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."*

5.14 Transport policy at all levels advocates locating development in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes.

- 5.15 It is apparent that the site's location is appropriate for the proposed development and is in accordance with relevant policy guidance given its accessibility to public transport and local amenities, and taking into account the opportunities for walking and cycling.

6 EFFECTS OF THE PROPOSAL

Trip Generation

- 6.1 Trips associated with the Food Kiosk will for the most part not be primary trips i.e. a new single purpose journey, but rather, comprise linked trips i.e. journeys which are ancillary to the primary purpose for travelling, and pass-by trips i.e. journeys which are already undertaken in the area but 'pass-by' the site. The majority of trips are expected to be associated with employees in the area, hotel guests and tourists.
- 6.2 Therefore, the commercial use is unlikely to generate any additional trips to the area, including vehicle movements on the local highway network, especially in light of the fact that servicing to the site will form part of the existing servicing regime associated with The Hoxton.
- 6.3 Given the site's accessibility to public transport services, its proximity to local amenities and the absence of any on-site car parking for customers, it is reasonable to assume that the majority of trips will be by non-car modes. This further supports the rationale that any impact on the highway network would be negligible.

Car Parking

- 6.4 Due to its location in central London, and as a consequence of its excellent accessibility to public transport (PTAL 6B), the proposed development will be car free as per the existing situation for The Hoxton. This accords with policy objectives on a national, regional and local level.
- 6.5 The site will, however, be provided with access to the 3 disabled car parking spaces associated with The Hoxton.

Cycle Parking

- 6.6 The proposed development will be provided with access to the cycle parking facilities associated with The Hoxton, which is deemed acceptable for the low level of cycle parking which the application site itself is likely to produce and as the proposed areas fall below the London Plan thresholds for cycle parking.

Servicing

- 6.7 It is proposed that servicing is undertaken as per the existing regime for The Hoxton, with delivery vehicles servicing from the delivery / servicing area accessed via Newton Street. The

Hoxton is restricted, by condition, to servicing the site during certain hours over the course of a typical week.

6.8 The hours committed to by The Hoxton are as follows:

- Monday to Friday: 07:30 – 18:00; and
- Saturday and Sunday: 08:00 – 18:00.

6.9 As part of The Hoxton's Delivery and Servicing Management Plan (as agreed with LB Camden in 2014), larger deliveries will only be permitted between 10:00 and 15:00 in order to safeguard neighbouring residential amenity as far as practicable. The proposed development and any associated servicing will adhere to the timings indicated.

6.10 Typically the Hotel has of the order of 11 deliveries per day, it is not expected that the kiosk will on average add more than 1 delivery per day to this.

Refuse Collection

6.11 The refuse and recycling collection regime for the food kiosk would be undertaken on-site as per the existing situation for The Hoxton and would utilise the same collection. Refuse / recycling stores have been located at ground floor level within the servicing yard.

7 SUMMARY AND CONCLUSION

Summary

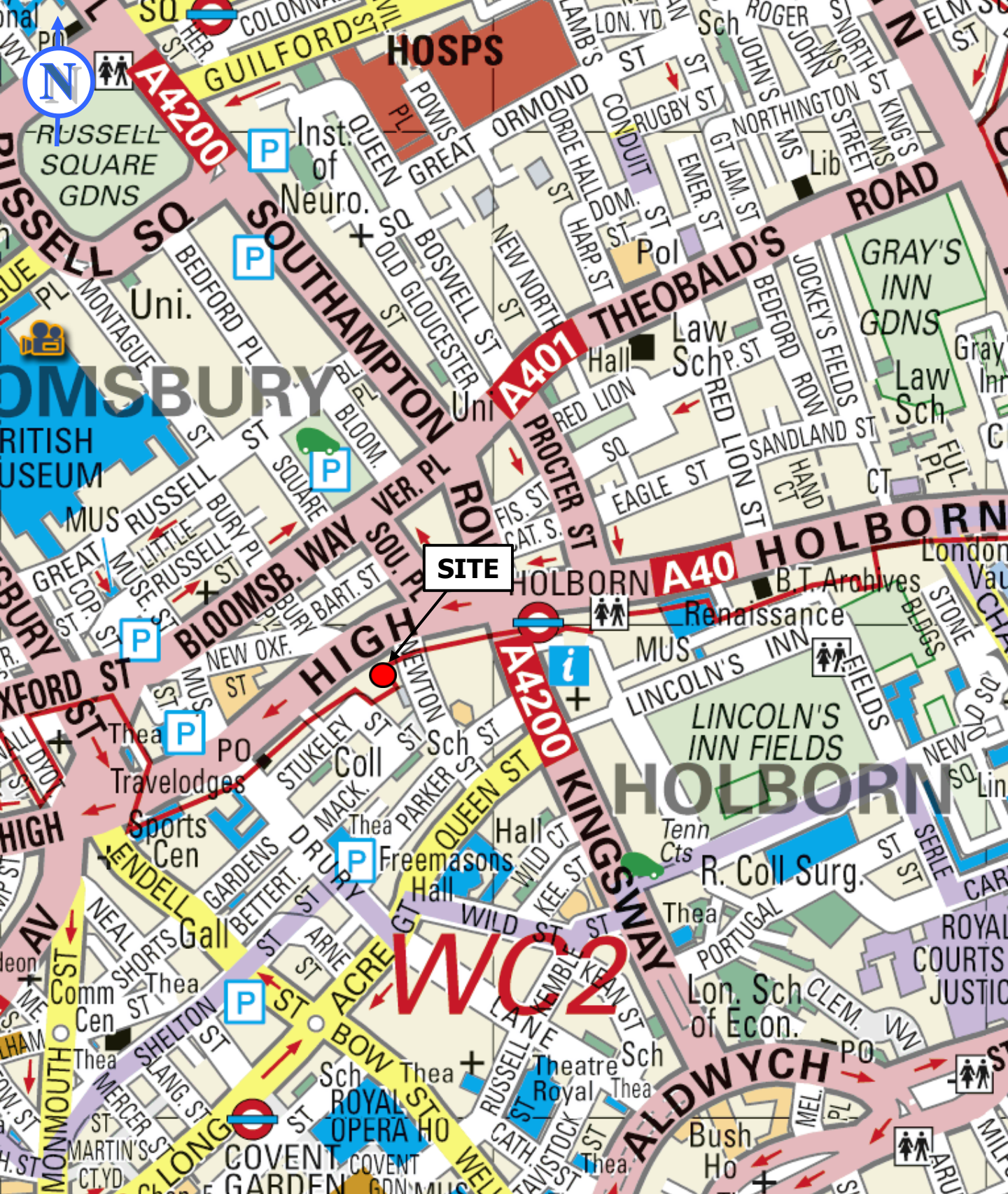
- 7.1 TTP Consulting are retained by Ennismore ("the Applicant") to provide traffic and transport advice in relation to the extension of The Hoxton, 199-206 High Holborn, which is situated in the London Borough of Camden (LBC).
- 7.2 This report supports a planning application that seeks a single storey extension to The Hoxton Hotel to include extra office and meeting room space as well as a food kiosk open to the public.
- 7.3 The proposed areas break down as follows:
- Office - 17sqm;
 - Meeting Room - 17sqm;
 - Kiosk - 9sqm; and
 - Enclosed Outdoor Seating Area - 29sqm.
- 7.4 The site fronts on to High Holborn to the north and Newton Street to the east and is located approximately 170m west of Holborn Station.
- 7.5 The site is highly accessible to pedestrians and cyclists and located in an area with numerous amenities and places of interest. Public transport accessibility within the vicinity of the site is excellent with buses, underground and rail services within a reasonable walking distance. This is evidenced by the site's PTAL rating of 6B.
- 7.6 On the basis of the site's excellent accessibility, its association with The Hoxton and the proposed use as a food kiosk, no additional car parking is proposed. This accords with the aspirations of national, regional and local policy objectives.
- 7.7 The majority of trips to the proposed development will be associated with linked trips and pass-by trips and therefore the site will not generate an increase in overall trips in the area. The site is provided with no car parking for customers and therefore there is expected to be very low levels of vehicles to the site, with the majority associated with servicing.

- 7.8 The servicing regime for the site is expected to be aligned with that of The Hoxton (as agreed with LB Camden in 2014 as part of the hotel planning application) and therefore there will be no material change in this regard.

Conclusion

- 7.9 It is considered that the development proposal accords with national, regional and local policy. The key message of the NPPF is a presumption in favour of sustainable development, with paragraph 32 stating that; *"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 7.10 In light of the above, we conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



TITLE: Site Location Plan			
PROJECT: The Hoxton Hotel			
CLIENT: The Hoxton (Holborn) Limited			
DRAWN: DP	CHECKED: NB	DATE: 09.09.2015	SCALE: NTS



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DRAWING REFERENCE:
Figure 1

REVISION:

APPENDIX A

Bus Spider Map

Day buses from Holborn

Route finder

Bus route	Towards	Bus stops
1	Canada Water	B M
8	Tottenham Court Road	P S
9	Bow Church	B H
9	Tottenham Court Road	K R
9	Battersea Bridge	A B C
9	Finsbury Park	B F G
25 24hr Daily	Ilford	B H
38	Oxford Circus	K R
38	Clapton	B F G
38	Victoria	A B C
55	Leyton	B F G
59	Oxford Circus	A B C
59	King's Cross	N Y
59	Streatham Hill	M X
68	Euston	N Y
68	West Norwood	M X
91	Crouch End	N Y
91	Trafalgar Square	M X
98	Willesden	W
168	Hampstead Heath	N Y
168	Old Kent Road	M X
171	Bellingham	B M
188 24hr Daily	North Greenwich	M X
188 24hr Daily	Russell Square	N Y
242 24hr Daily	Homerton Hospital	B H
242 24hr Daily	Tottenham Court Road	K R S
243 24hr Daily	Waterloo	A M
243 24hr Daily	Wood Green	G P
521	London Bridge	H P
521	Waterloo	K M
X68	Russell Square	N Y
X68	West Croydon	M X

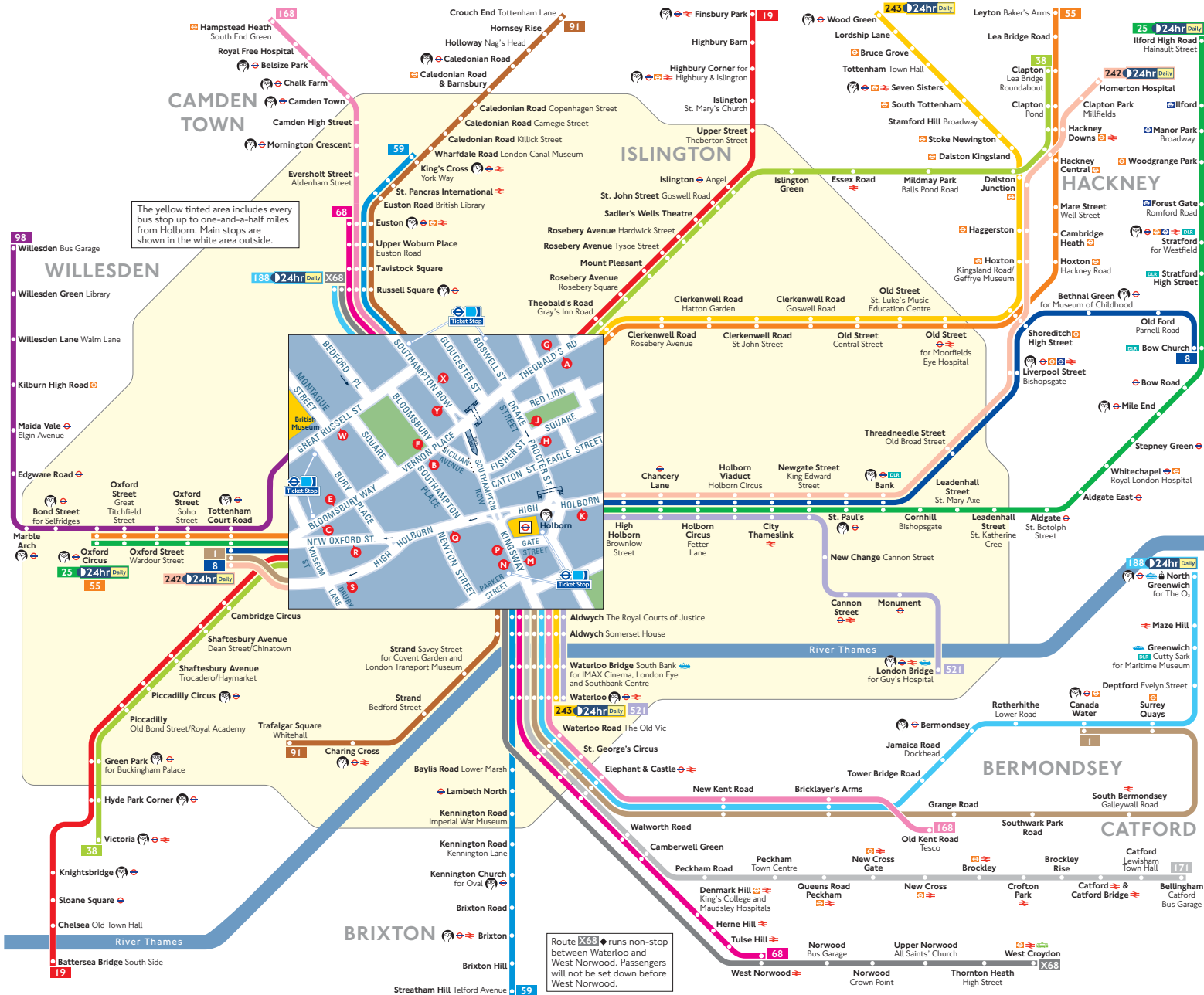
For night bus information, please see separate poster

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TFL Rail
	Connections with National Rail
	Connections with Tramlink
	Connections with river boats
	Connections with Docklands Light Railway
	Connections with Emirates Air Line
	Limited stops, Mondays to Fridays afternoon peak hours only
	Mondays to Fridays morning peak hours only
	Mondays to Fridays
	Tube station with 24-hour service Friday and Saturday nights when Night Tube services operate

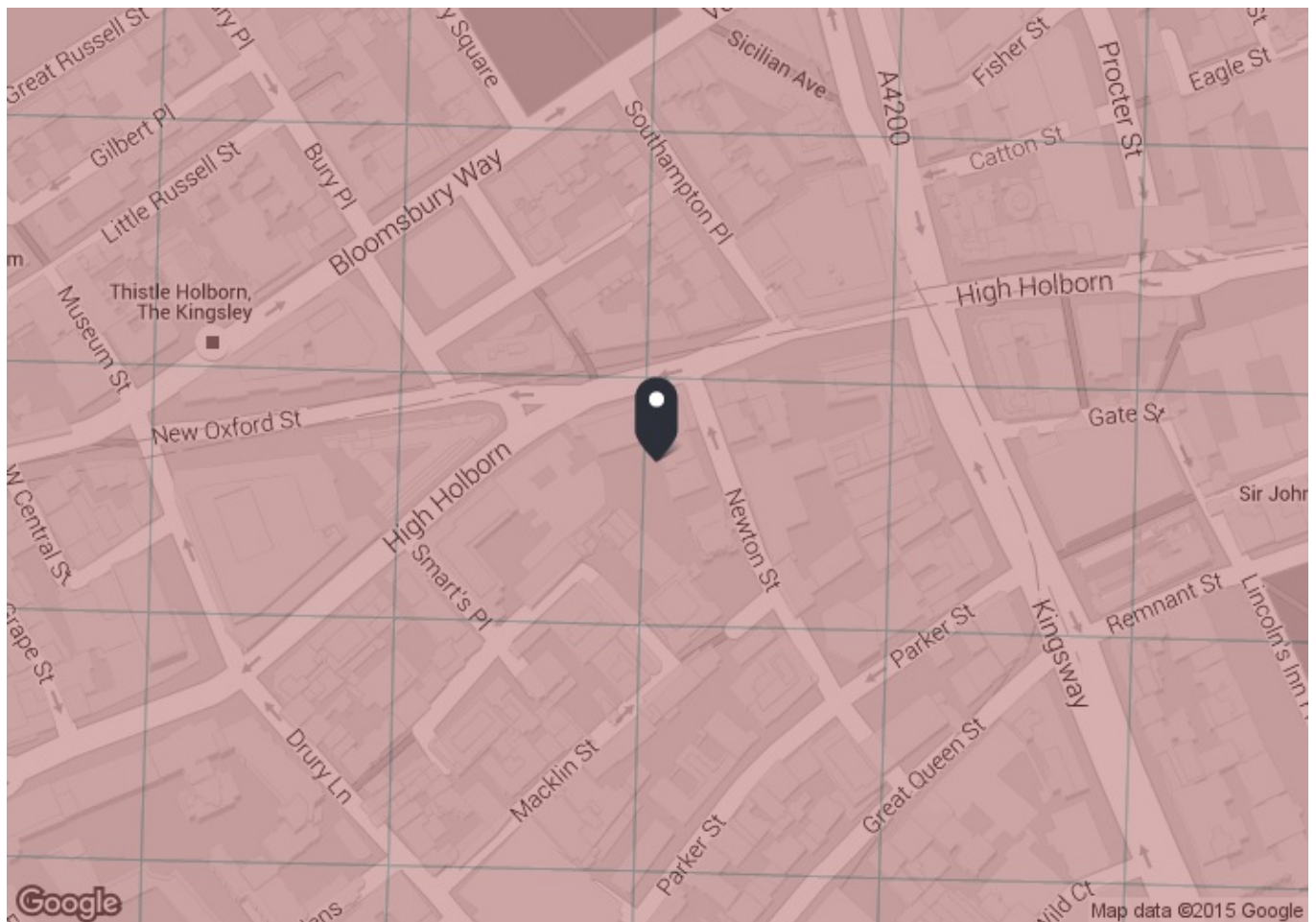
Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending



APPENDIX B

PTAL Calculation



PTAL output for 2011 (Base year)

6b

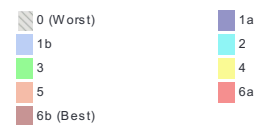
199-203 High Holborn, London WC1V 7BD, UK

Easting: 530402, Northing: 181460

Grid Cell: 85342

Report generated: 05/10/2015

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	COVENT GARDEN RUSSELL STREET	RV1	627.41	6	7.84	7	14.84	2.02	0.5	1.01
Bus	HOLBORN STATION KINGSWAY	59	229.15	10	2.86	5	7.86	3.81	0.5	1.91
Bus	HOLBORN STATION KINGSWAY	243	229.15	11	2.86	4.73	7.59	3.95	0.5	1.98
Bus	HOLBORN STATION KINGSWAY	521	229.15	27	2.86	3.11	5.98	5.02	1	5.02
Bus	HOLBORN STATION KINGSWAY	91	229.15	9	2.86	5.33	8.2	3.66	0.5	1.83
Bus	HOLBORN STATION KINGSWAY	68	229.15	9	2.86	5.33	8.2	3.66	0.5	1.83
Bus	HOLBORN STATION KINGSWAY	X68	229.15	4	2.86	9.5	12.36	2.43	0.5	1.21
Bus	HOLBORN STATION KINGSWAY	188	229.15	8	2.86	5.75	8.61	3.48	0.5	1.74
Bus	HOLBORN STATION KINGSWAY	171	229.15	7.75	2.86	5.87	8.74	3.43	0.5	1.72
Bus	HOLBORN STATION KINGSWAY	168	229.15	9	2.86	5.33	8.2	3.66	0.5	1.83
Bus	BLOOMSBURY SQUARE	38	265.85	10	3.32	5	8.32	3.6	0.5	1.8
Bus	BLOOMSBURY SQUARE	19	265.85	8	3.32	5.75	9.07	3.31	0.5	1.65
Bus	BLOOMSBURY SQUARE	55	265.85	10	3.32	5	8.32	3.6	0.5	1.8
Bus	HIGH HOLBORN NEWTON ST	8	117.65	10	1.47	5	6.47	4.64	0.5	2.32
Bus	HIGH HOLBORN NEWTON ST	242	117.65	6.5	1.47	6.62	8.09	3.71	0.5	1.86
Bus	HIGH HOLBORN NEWTON ST	25	117.65	8	1.47	5.75	7.22	4.15	0.5	2.08
Bus	HIGH HOLBORN NEWTON ST	1	117.65	8	1.47	5.75	7.22	4.15	0.5	2.08
Bus	BLOOMSBURY ST SHAFTESBURY AVE	24	452.38	10	5.65	5	10.65	2.82	0.5	1.41
Bus	BLOOMSBURY ST SHAFTESBURY AVE	134	452.38	12	5.65	4.5	10.15	2.95	0.5	1.48
Bus	BLOOMSBURY ST SHAFTESBURY AVE	29	452.38	15	5.65	4	9.65	3.11	0.5	1.55
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	452.38	8.5	5.65	5.53	11.18	2.68	0.5	1.34
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	452.38	13	5.65	4.31	9.96	3.01	0.5	1.51
Bus	BLOOMSBURY STREET	10	598.68	4.5	7.48	8.67	16.15	1.86	0.5	0.93
Bus	BLOOMSBURY STREET	390	598.68	8	7.48	5.75	13.23	2.27	0.5	1.13
Bus	BLOOMSBURY STREET	73	598.68	18	7.48	3.67	11.15	2.69	0.5	1.35
Bus	BRITISH MUSEUM	98	397.9	9	4.97	5.33	10.31	2.91	0.5	1.46
LUL	Tottenham Court Road	'Ealing-Loughton '	692.53	1	8.66	30.75	39.41	0.76	0.5	0.38
LUL	Tottenham Court Road	'Morden-Edgware '	692.53	4.67	8.66	7.17	15.83	1.9	0.5	0.95
LUL	Tottenham Court Road	'HighBarnet-Morden '	692.53	0.33	8.66	91.66	100.32	0.3	0.5	0.15
LUL	Tottenham Court Road	'Kennington-Edgware '	692.53	14.67	8.66	2.79	11.45	2.62	0.5	1.31
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	692.53	5.33	8.66	6.38	15.04	2	0.5	1
LUL	Tottenham Court Road	'MillHill-Morden '	692.53	1.67	8.66	18.71	27.37	1.1	0.5	0.55
LUL	Tottenham Court Road	'MillHillE-Kenningt '	692.53	1.67	8.66	18.71	27.37	1.1	0.5	0.55
LUL	Holborn	'Epping-Ealing '	227.95	3	2.85	10.75	13.6	2.21	0.5	1.1
LUL	Holborn	'Epping-Whuislip '	227.95	3	2.85	10.75	13.6	2.21	0.5	1.1
LUL	Holborn	'RuislipGer-Epping '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'WhiteCity-Epping '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Epping-NActon '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'Epping-Northolt '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Debden-WRuislip '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Debden-Northolt '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'RuislipGdns-Debden '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'NActon-Loughton '	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'RuislipGdns-Loughton'	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'Loughton-WhiteCity'	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'Loughton-Northolt '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Ealing-NewburyPark'	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'WRuislip-NewburyPark'	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'NActon-NewburyPark'	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	227.95	5.33	2.85	6.38	9.23	3.25	0.5	1.63
LUL	Holborn	'Hainault-Nacton '	227.95	1.33	2.85	23.31	26.16	1.15	0.5	0.57
LUL	Holborn	'Hainault-WRuislip '	227.95	3.33	2.85	9.76	12.61	2.38	0.5	1.19
LUL	Holborn	'RuislipGdns-NP-Hain '	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'Hainault-WhiteCity'	227.95	1.67	2.85	18.71	21.56	1.39	0.5	0.7
LUL	Holborn	'Hainault-NP-Northolt'	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'GrangeHill-WD-Eal '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'GrangeHill-Wald-Whit'	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'GrangeHill-Wald-WRsp'	227.95	0.67	2.85	45.53	48.38	0.62	0.5	0.31
LUL	Holborn	'Cockfosters-LHRT4LT '	227.95	4.67	2.85	7.17	10.02	2.99	0.5	1.5
LUL	Holborn	'RayLane-Cockfosters '	227.95	3.67	2.85	8.92	11.77	2.55	0.5	1.27
LUL	Holborn	'LHRT4LT-ArnosGrove '	227.95	4.67	2.85	7.17	10.02	2.99	0.5	1.5
LUL	Holborn	'ArnosGrove-RayLane '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	227.95	3	2.85	10.75	13.6	2.21	0.5	1.1
LUL	Holborn	'Oakwood-RayLane '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'LHRT5-Cockfosters '	227.95	6	2.85	5.75	8.6	3.49	1	3.49
LUL	Holborn	'Uxbridge-Cockfosters'	227.95	3.67	2.85	8.92	11.77	2.55	0.5	1.27
LUL	Holborn	'Ruislip-Cockfosters '	227.95	2.33	2.85	13.63	16.47	1.82	0.5	0.91
LUL	Holborn	'ArnosGrove-Uxbridge '	227.95	1	2.85	30.75	33.6	0.89	0.5	0.45
LUL	Holborn	'Oakwood-Uxbridge '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip '	227.95	0.33	2.85	91.66	94.51	0.32	0.5	0.16
Total Grid Cell AI:										75.72

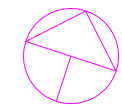
APPENDIX C

Existing Site Layout Plan

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.



A3 Original Sheet Size



14/04/2014	A	NBH	AB	Boundary line Updated according to comments
date	rev	name	chk	note

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LONDON WC1V 7BU

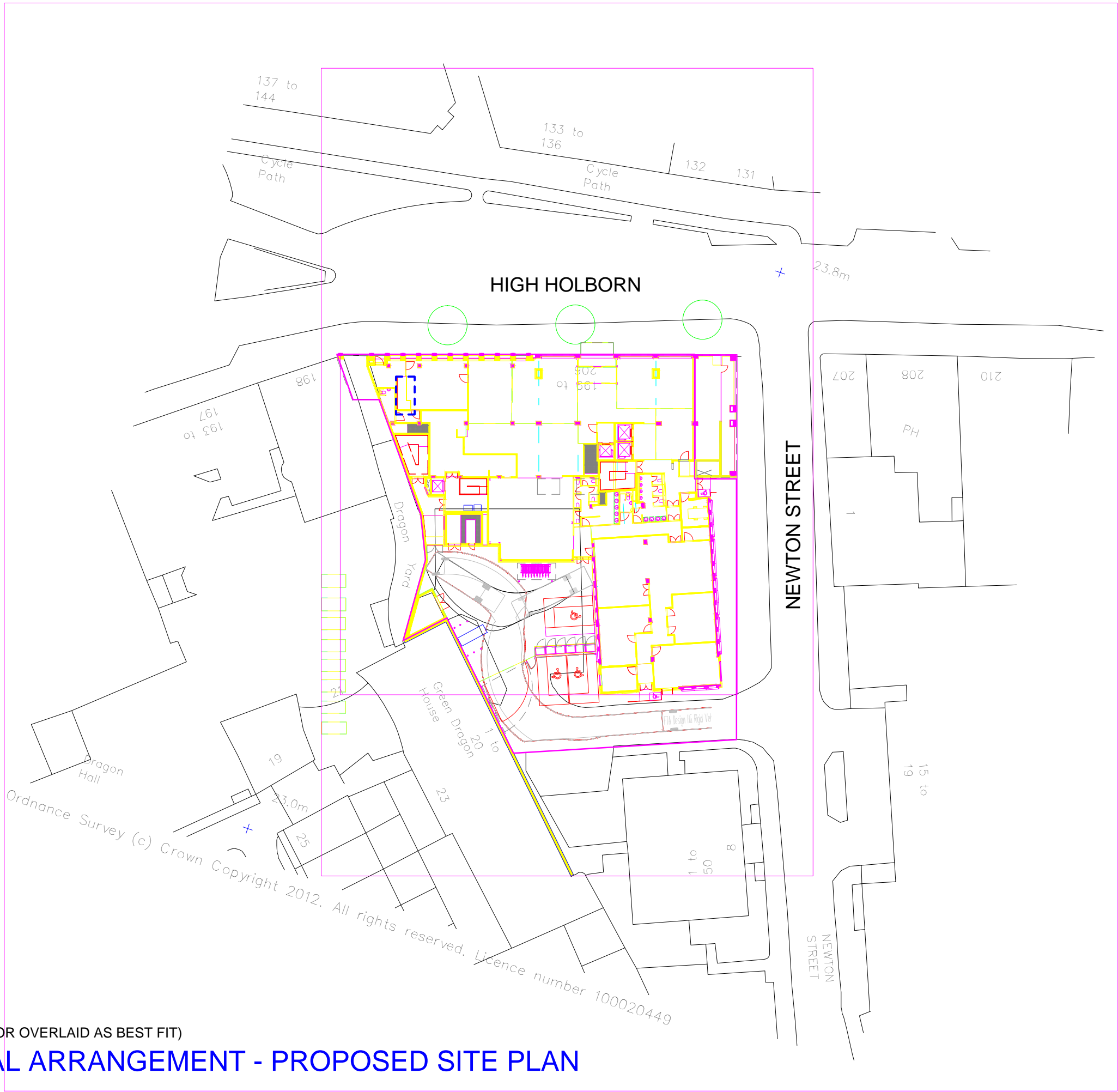
DRAWING TITLE
SITE PLAN (PROPOSED)

STATUS
PLANNING

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 500	14/04/2014	NBH	AB

PROJECT NUMBER	DRAWING NUMBER	REVISION
20918	AP(00)8018	A

09/03/2015 13:06:49 C:\Revit Local\20918_HH_CONSTRUCTION_2013_Nik Hoggarth.rvt



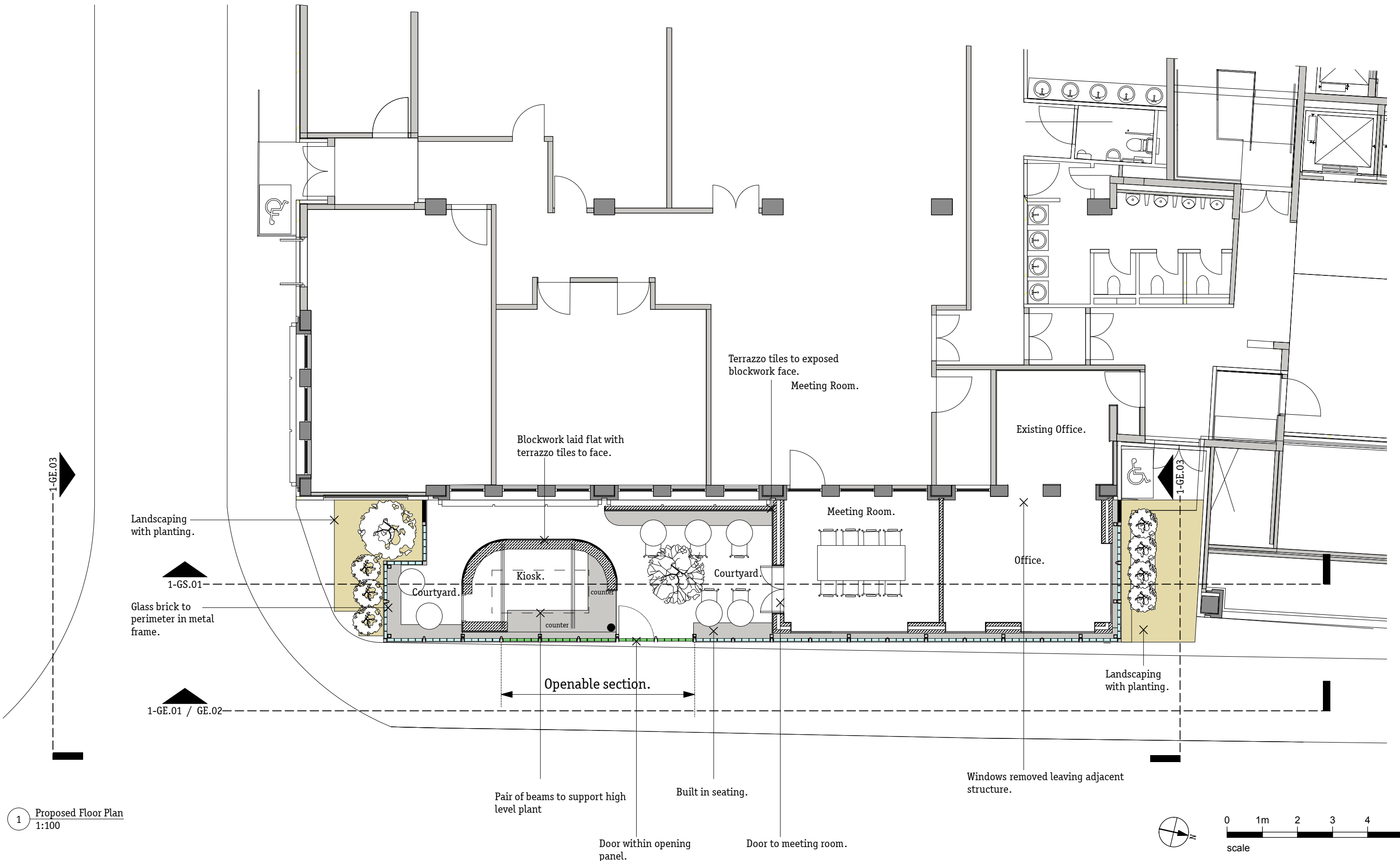
(GROUND FLOOR OVERLAID AS BEST FIT)

GENERAL ARRANGEMENT - PROPOSED SITE PLAN

1 : 500

APPENDIX D

Proposed Site Layout Plan



1 Proposed Floor Plan
1:100



Notes

-

Revision	Date	Description
B	05.10.15	Doors shown to meeting room

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Do not scale. All dimensions to be confirmed on site.
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Project	Hoxton Hotel Extension		
Drawing title	Proposed Ground Floor Plan		
Scale	1:100 @ A3	Drwg. No.	Rev
Date	July 2015	262.GA.01	B
Status	Planning		