



ttp consulting
transport planning specialists

Andrews + Boyd Consultants Limited

**98 Finchley Road,
London Borough of Camden**

Transport Statement

June 2016

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Andrews + Boyd Consultants Limited (“the Agent”) to provide traffic and transport advice in relation to the proposed development at 98 Finchley Road (“the site”), in the London Borough of Camden (LBC).
- 1.2 The site is situated within a highly accessible London location on the junction of Finchley Road and Avenue Road, immediately south of the subway entrance to Swiss Cottage Underground Station. The existing site is comprised of the ‘Ye Olde Swiss Cottage’, a Public House that provides bar and dining space, associated leisure facilities and 6 staff bedrooms across 2 stories.
- 1.3 The proposals seek to refurbish and extend the building at first floor level to provide a new manager’s apartment at ground floor level and 21 guest rooms at first floor level. The existing access and servicing arrangements at the site will be retained.
- 1.4 It is pertinent to note that the local road network is currently under review and subject to change as part of new proposals for Cycle Superhighway Route 11 which would operate between Swiss Cottage and the West End.
- 1.5 This Transport Statement considers the effects of the proposed development in terms of accessibility, parking, highway impact and servicing.
- 1.6 The remainder of the report is structured as follows:
- Section 2 - summarises the existing situation;
 - Section 3 - sets out the site’s accessibility;
 - Section 4 - describes the development proposals;
 - Section 5 - reviews transport planning policy;
 - Section 6 - considers the effects of the proposed development; and
 - Section 7 - presents a summary and conclusion.

2 SITE AND SURROUNDING AREA

Site Use

- 2.1 The application site comprises a two storey building which is currently in use as a public house known as "Ye Olde Swiss Cottage". The building provides a bar, dining and leisure space as well as 6 staff rooms.
- 2.2 Two vehicle crossovers serve the site on Finchley Road. The northern entrance is gated and provides access to an area of hardstanding in front of the main building. An additional access is located to the south of the site providing access to the bin store. This section of the site also currently accommodates parking for one vehicle.

Site Location

- 2.3 The site is triangular in shape and located on the junction of Avenue Road and Finchley Road, which form the east and west boundaries of the site respectively. An Odeon Cinema is located immediately south of the site, whilst a subway entrance to Swiss Cottage tube station is located immediately north.
- 2.4 The surrounding area has a mix of commercial, residential and leisure elements. Finchley Road itself consists mainly of small retail/restaurant units; however local to the site is a multi-storey office unit which is not currently in use. Local to the site also is the Swiss Cottage library and leisure centre. As such, the site is considered to be within an established area which benefits from many services that could cater for guests and customers at the site.

Local Highway Network

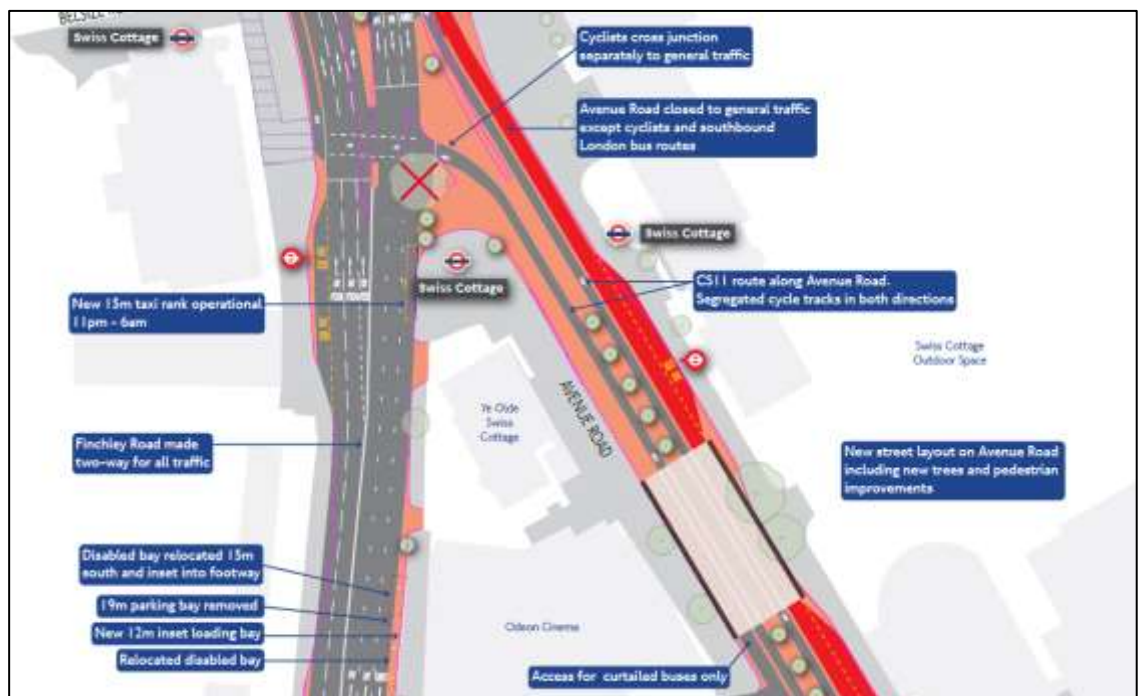
- 2.5 Finchley Road and Avenue Road, which bound the site, form part of a one-way triangular gyratory system with Adelaide Road. At the northern point of the triangle, where Finchley Road connects with Avenue Road, the two-way traffic splits to become one-way on either road. South-bound traffic is directed down Avenue Road whilst northbound traffic flows from the south on Finchley Road. Adelaide Road, to the south of the site, is a one-way westbound road of 6 lanes which allows traffic to re-join Finchley Road or continue west.
- 2.6 The A41 Finchley Road is part of the Transport of London Road Network (TLRN) operating single and double red line restrictions. A number of red route parking bays, including one disabled bay are located to the south west of the site, directly outside The Odeon cinema. The restrictions prevent stopping Monday to Saturday, between 7am – 7pm except for parking for

a maximum of 1 hour and no return within 2 hours. The single red lines on the western boundary of the site operate Monday to Saturday, 7am - 7pm.

- 2.7 Avenue road is provided with similar red line restrictions with both single and double red lines provided outside of the site.

TfL Proposed Cycle Superhighway Route 11

- 2.8 Transport for London (TfL), is working with stakeholders to propose a new cycle route. Cycle Superhighway 11 (CS11) would provide a continuous route from Swiss Cottage to the West End. Outside of the site, these proposals would result in no vehicular traffic along Avenue Road, except cyclists, and, two-way traffic along Finchley Road. A plan of the proposals is shown below.



- 2.9 Outside of the site, the proposed changes would allow for a new 15m taxi rank, north of the northern vehicle access that serves the site. In addition, a new 12m loading bay would be provided south of the southern vehicle access that serves the site.

3 ACCESSIBILITY

- 3.1 The site is accessible by non-car modes being within walking and cycling distance of day to day facilities and public transport services. As such, there are ample opportunities for staff and guests to use sustainable modes of travel.

Walking

- 3.2 The local area benefits from a very good pedestrian environment providing suitable and accessible links to numerous local facilities and public transport services. The local area is provided with footways, street lighting and a number of crossings with dropped kerbs and tactile paving. In particular, a signalised crossing is located at the north of the site providing access to a large pedestrian refuge island between Finchley Road and Avenue Road. Further signalised crossings on both roads allow pedestrians to cross the carriageway.
- 3.3 The Chartered Institution of Highways and Transportation (CIHT) Guidelines ('Guidelines for Providing for Journeys on Foot', 2000) sets out that for journeys up to 2Km, walking can be an appropriate mode of travel to replace car trips. The site is located within walking distance of shops, businesses and services located in the area, all of which are within 2km.

Cycling

- 3.4 'Cycle Friendly Infrastructure' guidelines published by the CIHT highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles (8Km). Much of central London is within a 5 mile distance of the site, specific areas include: Camden Town, Islington, and Soho.
- 3.5 The local cycle network benefits from a number of routes, as recommended by cyclists within TfL's Local Cycling Guide no. 14. In the vicinity of the site, sections of Avenue Road, Winchester Road and College Crescent are designated by TfL as 'routes signed for cyclists on a mixture of quieter and busier roads'. Belsize Road and Eton Avenue are designated as 'Quieter roads that have been recommended by other cyclists'.

Public Transport Accessibility Level

- 3.6 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. The method is essentially a way of measuring the density of the public transport network at a particular point.

- 3.7 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.8 The site has a Public Transport Accessibility Level (PTAL) of 6a, and, as such, is considered to benefit from an excellent level of accessibility. **Appendix A** includes a copy of TfL's PTAL calculation for the site.

Bus Services

- 3.9 The site is well served by local bus routes with bus stops on Finchley Road and Avenue Road. The closest northbound bus stop (Swiss Cottage, Bus Stop 'L') is located on the opposite side of Finchley Road west of the site. The closest southbound bus stop (Swiss Cottage, Stop 'D') is located on the opposite side of Avenue Road to the east of the site.
- 3.10 There are 8 bus routes that operate in the vicinity of the site. A summary of the services are provided below:

| Table 3.1 – Local Bus Services | | |
|--------------------------------|----------------------------|-----------------------------|
| Bus Service | Bus Route | Frequency of Services (VPH) |
| 13 | Aldwych to Golders Green | 16 |
| 31 | Camden Town to White City | 20 |
| 46 | Lancaster Gate to Holborn | 12 |
| 82 | North Finchley to Victoria | 15 |
| 113 | Edgware to Marble Arch | 12 |
| 187 | Park Royal to Finchley | 11 |
| 268 | Golders Green to Finchley | 10 |
| C11 | Archway to Brent Cross | 15 |

- 3.11 The relevant bus route 'spider map' prepared by TfL is provided at **Appendix B**.

Rail & Underground Services

- 3.12 Swiss Cottage London Underground Station is located 20m east of the site, on the opposite side of Avenue Road. The station is served by the Jubilee Line which provides access to Stratford via Waterloo on the southbound service and Stanmore on the northbound service, both with a peak time frequency of a train every 1-3 minutes. The Jubilee Line offers an interchange with all other London Underground lines.

3.13 South Hampstead London Overground Station is located 370m from the site and provides services every 18-23 minutes. The station serves the Watford Junction to Euston line and South Hampstead is one stop from Euston.

3.14 The West Hampstead Thameslink Station is located 1.8km north of the site and provides access to the Thameslink providing approximately 15 services an hour to the following locations:

- 4 services an hour to Sutton;
- 3 services an hour to Brighton;
- 2 services an hour to Luton;
- 2 services an hour to Sevenoaks;
- 2 services an hour to Bedford;
- 2 services an hour to St. Albans

Car Clubs

3.15 A large number of car clubs are located within a 10-minute walk distance of the site, the nearest of which is operated by Zipcar and is situated on Belsize Road (NW3 6JG), approximately 200m northwest of the site. The car club bays located within walk distance of the site are highlighted in **Table 3.2**.

| Table 3.2: Car Club Locations | | |
|-------------------------------|-----------------------------|----------|
| Operator | Location | Distance |
| Zipcar | Belsize Road, NW3 6JG | 200m |
| ZipCar | St Johns Wood Park, NW8 6QT | 290m |
| City Car Club | Fellows Road, NW3 3JH | 290m |
| City Car Club | Fairfax Road, NW6 4DY | 500m |

4 PROPOSED DEVELOPMENT

- 4.1 The proposals seek to provide a first floor extension, 21 new guest rooms and a Manager's apartment at ground floor level. In addition, the refurbishment of the building will include the relocation of the 6 existing staff rooms and the loss of a pool room and first floor trading space.
- 4.2 A copy of the proposed plans is included at Appendix C.

Car Parking

- 4.3 The proposed development will not provide any additional car parking spaces. This is considered appropriate given the sites location and excellent links to public transport.

Cycle Parking

- 4.4 Cycle parking facilities will be provided in accordance with London Plan standards which require 1 cycle space per 20 bedrooms for long-stay users and 1 cycle space per 50 bedrooms for short-stay users.
- 4.5 In total, 3 bicycle spaces will be provided at ground floor level. This will provide secure and sheltered cycle parking facilities.

Access

- 4.6 Pedestrian access to the site would be predominantly available from Finchley Road as per the existing situation.
- 4.7 The existing vehicular access arrangement will be retained. As such, the site will be served via two existing vehicle crossovers on Finchley Road.

Servicing and Refuse Collection

- 4.8 All servicing activity and refuse collections will be continue to be undertaken in accordance with existing arrangements. Refuse bins will be located at ground floor level with bins transferred to the roadside.

5 POLICY CONTEXT

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

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 of Chapter 4 – 'Promoting Sustainable Transport' states:

"All developments that generate significant amounts of movements 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."*

The London Plan

5.4 The London Plan (March 2015) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

5.5 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposal as follows:

- a) *"encouraging patterns and modes 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."*

Camden's Core Strategy

- 5.6 Camden's Core Strategy was adopted in 2011 and forms the central document of the Local Development Framework and sets out the Councils vision for the borough. Policy CS11 – Promoting sustainable and efficient travel – seeks to *"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."*
- 5.7 Policy CS11 goes on to state that to promote sustainable travel, the Council will *"work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink"*.

Camden Development Policies

- 5.8 Camden Development Policy (DP) 16 – The transport implications of development - states that *"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."*
- 5.9 DP17 – Walking, cycling and public transport – states that *"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport"*

Summary

- 5.10 The location of the site with its high accessibility to public transport facilities and real opportunities for the use of active modes of transport means that it is suitable for the proposed development.

6 EFFECTS OF THE DEVELOPMENT

Trip Generation

- 6.1 Based on the site's accessibility to public transport services, its proximity to local amenities and the absence of any on-site parking for customers, it is reasonable to assume that the majority of trips will be by non-car modes. Furthermore, the on-site accommodation for staff and the Manager are also likely to encourage trips by sustainable modes. As such, the proposals are not expected to have a detrimental impact on the operation of the surrounding road network.

Car Parking

- 6.2 The proposed development will not provide any additional on-site car parking facilities. This is considered appropriate given the site's high PTAL rating, and is therefore expected to discourage travel by private car. Furthermore, existing on-street restrictions and parking controls in the vicinity of the site will limit the potential for long stay parking by staff or guests on surrounding streets.

Cycle Parking

- 6.3 Cycle parking for the development is provided in accordance with London Plan standards. This requires 1 space per 20 bedrooms for long-stay users and 1 space per 50 bedrooms for short-stay users.
- 6.4 In total, 3 bicycle spaces will be provided at ground floor level. The facilities will provide secure, accessible and sheltered cycle provision. This level of provision is considered sufficient.

Deliveries and Refuse Collection

- 6.5 The scale of the development and proposed number of guestrooms are not expected to result in a significant increase in servicing trips at the site, with circa 1-2 additional daily trips arising from the introduction of 21 new guest rooms. This is likely to comprise of linen deliveries and laundry collections.
- 6.6 The existing deliveries to the public house will continue and are expected to generate much of the servicing activity associated with the site. The majority of deliveries would be undertaken by small or medium sized vehicles e.g. transit vans, with the occasional requirement for larger vehicles such as an 8m box van.

- 6.7 Servicing and refuse collections would be undertaken as per the existing situation. The site and its current servicing arrangements will benefit from the proposals put forward as part of the Cycle Superhighway works. These include changes to Finchley Road which will provide an on-street loading bay south of the site.
- 6.8 Refuse collections are continue in the same manner as the existing site with no change to the position of the refuse store. On-site staff would transfer bins to the pavement edge ready for refuse collection when necessary.

Taxis

- 6.9 Taxi pick-ups and drop-offs are expected to take place on-street in a similar manner to those servicing the existing building. Taxis and some private hire vehicles are currently permitted to stop on-street to drop off and pick up passengers on red routes. This arrangement would continue.
- 6.10 The proposed number of guest rooms is unlikely to generate a high number of taxi trips in any given hour. Furthermore, all taxi pick-ups/drop-offs are likely to be short in duration. On this basis, taxi trips associated with the proposals are not expected to cause harm to the operation of the local road network.
- 6.11 It is pertinent to note that the Cycle Superhighway plans propose a new taxi rank outside of the site on Finchley Road. This provision is expected to provide additional taxi pick-up/drop-off facilities that will serve the development.

Coaches

- 6.12 The proposed development will not provide any on-site coach parking facilities. This is considered appropriate given the number of rooms proposed. This is also in line with London Plan policy which only requires coach parking provision for hotels of more than 50 rooms.
- 6.13 The development is not expected to attract large groups or coach parties and as such the proposed development is not expected to attract many, if any, coach trips. It is more likely that any group bookings would be undertaken by minibuses given the development proposes 21 guest rooms.
- 6.14 Should coach access be required there are proposals for a loading bay on Finchley Road that will be provided as part of the cycle superhighway proposals. This facility is therefore considered to provide a suitable parking arrangement for any potential coach/minibus trips.

7 SUMMARY AND CONCLUSION

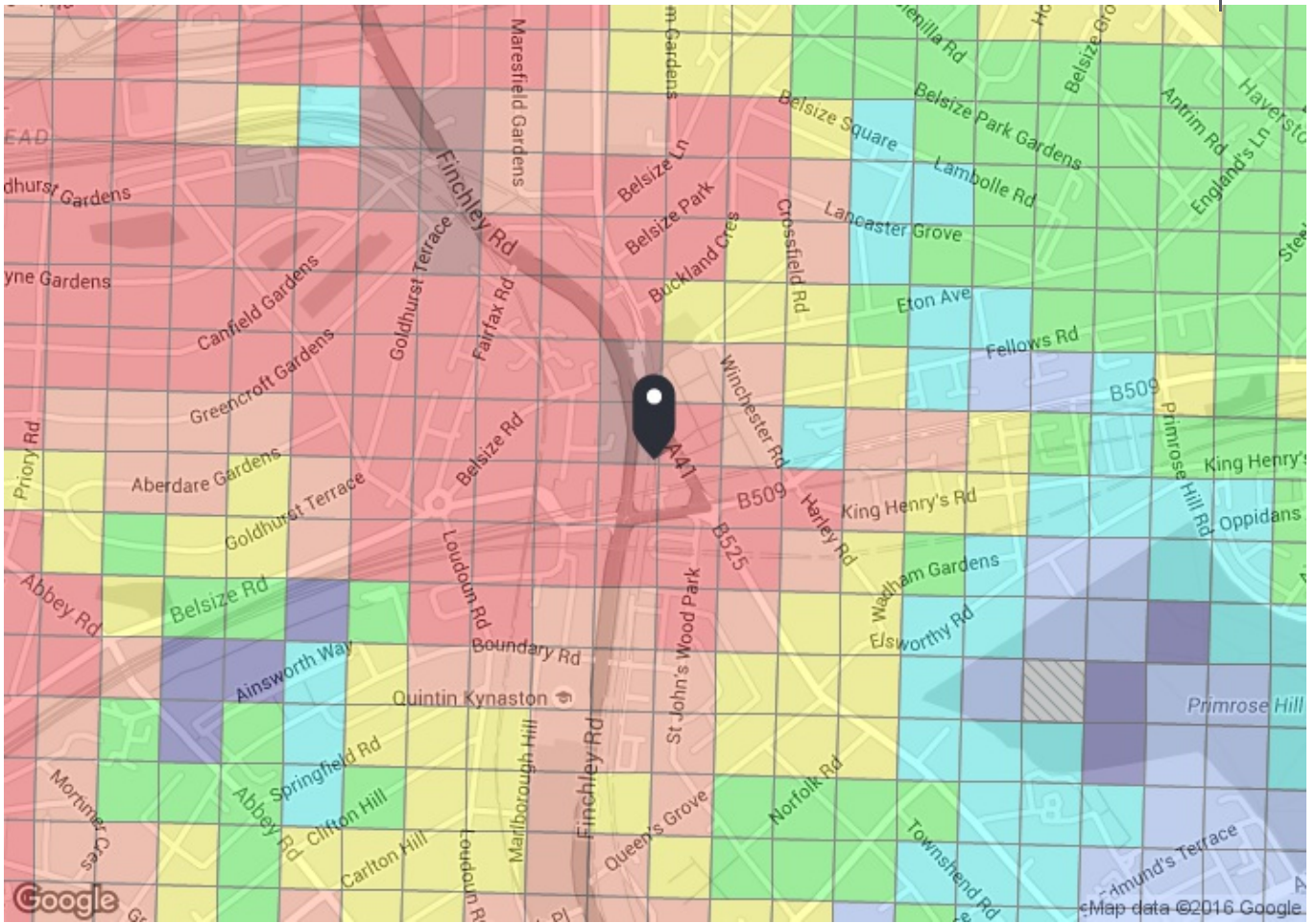
Summary

- 7.1 TTP Consulting has been appointed by Andrews + Boyd Consultants Limited ("the Agent") to provide traffic and transport advice in relation to the proposed development at 98 Finchley Road ("the site"), located in the London Borough of Camden (LBC).
- 7.2 The proposal seeks to refurbish and extend the building at the first floor level. The development will provide a Manager's apartment at ground floor level and 21 new guest rooms at first floor level.
- 7.3 The proposal has been assessed and can be summarised as follows:
- The site has an excellent level of accessibility to public transport (PTAL of 6a) being within walking distance of bus, rail and underground services.
 - The existing pedestrian and vehicle access arrangements at the site will be retained.
 - The level of traffic likely to be generated by the proposed addition of 21 guest rooms is unlikely to have any material impact on the operation of the public highway with all vehicle trips associated with servicing movements and taxi pick-up/drop-off activity.
 - No new car parking facilities will be provided on-site. Furthermore, cycle parking will be provided in accordance with standards.
 - The proposed development is not expected to generate a significant increase in servicing trips. Furthermore, the site will benefit from a new on-street loading bay south of the site as part of the proposed Cycle Superhighway 11 works. As such there is expected to be no material impact in this regard.
 - All taxi trips will be accommodated on-street in line with existing restrictions, as per the existing situation. Furthermore, the site will benefit from new proposals to accommodate a taxi rank outside the site, as part of the proposed Cycle Superhighway 11 works.
 - The development will not provide any coach parking facilities given the development is unlikely to attract large groups. Any group arrivals/departures by vehicle are more likely to be undertaken by a mini-bus which could be accommodated within the proposed on-street loading bay.

Conclusion

- 7.4 In light of the above, and in accordance with NPPF paragraph 32, the residual cumulative impacts of the development are not considered severe. As such, the proposal should not be prevented or refused on transport grounds.

APPENDIX A



PTAL output for 2011 (Base year)
6a

NW3 5EL
 Finchley Rd, London NW3 5EL, UK

Easting: 526690, Northing: 184195

Grid Cell: 99271

Report generated: 18/05/2016

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 |

Map key - PTAL

| | |
|-----------|----|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

Map layers

- PTAL (cell size: 100m)

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|----------------------------|----------------------|-----------------------|-------------------|----------------|------------------|------------|------------|------|--------|--------------|
| Bus | SWSS COTTAGE STN N/B | C11 | 69.32 | 7.5 | 0.87 | 6 | 6.87 | 4.37 | 0.5 | 2.18 |
| Bus | SWSS COTTAGE STN N/B | 113 | 69.32 | 6 | 0.87 | 7 | 7.87 | 3.81 | 0.5 | 1.91 |
| Bus | SWSS COTTAGE STN N/B | 82 | 69.32 | 7.5 | 0.87 | 6 | 6.87 | 4.37 | 0.5 | 2.18 |
| Bus | SWSS COTTAGE STN N/B | 46 | 69.32 | 6 | 0.87 | 7 | 7.87 | 3.81 | 0.5 | 1.91 |
| Bus | SWSS COTTAGE STN N/B | 13 | 69.32 | 8 | 0.87 | 5.75 | 6.62 | 4.53 | 0.5 | 2.27 |
| Bus | SWSS COTTAGE STN N/B | 268 | 69.32 | 5 | 0.87 | 8 | 8.87 | 3.38 | 0.5 | 1.69 |
| Bus | SWSS COTTAGE STN N/B | 187 | 69.32 | 5.5 | 0.87 | 7.45 | 8.32 | 3.61 | 0.5 | 1.8 |
| Bus | HILLGROVE ROAD | 31 | 68.3 | 10 | 0.85 | 5 | 5.85 | 5.12 | 1 | 5.12 |
| LUL | FinchleyRoad | 'Amer-AldgateFast' | 693.14 | 1 | 8.66 | 30.75 | 39.41 | 0.76 | 0.5 | 0.38 |
| LUL | FinchleyRoad | 'Ches-AldgateFast' | 693.14 | 2 | 8.66 | 15.75 | 24.41 | 1.23 | 0.5 | 0.61 |
| LUL | FinchleyRoad | 'Uxbridge-AldSlow' | 693.14 | 5.33 | 8.66 | 6.38 | 15.04 | 1.99 | 0.5 | 1 |
| LUL | FinchleyRoad | 'BakerSt-AmerFast' | 693.14 | 1.33 | 8.66 | 23.31 | 31.97 | 0.94 | 0.5 | 0.47 |
| LUL | FinchleyRoad | 'Watford-BStreetSF' | 693.14 | 2.33 | 8.66 | 13.63 | 22.29 | 1.35 | 0.5 | 0.67 |
| LUL | FinchleyRoad | 'Watford-AldSfast' | 693.14 | 3.67 | 8.66 | 8.92 | 17.59 | 1.71 | 0.5 | 0.85 |
| LUL | FinchleyRoad | 'Aldg-WatfordSlow' | 693.14 | 3.67 | 8.66 | 8.92 | 17.59 | 1.71 | 0.5 | 0.85 |
| LUL | FinchleyRoad | 'BakStr-WatfordSlow' | 693.14 | 1.67 | 8.66 | 18.71 | 27.38 | 1.1 | 0.5 | 0.55 |
| LUL | FinchleyRoad | 'BkStr-UxbridgeSfast' | 693.14 | 2.33 | 8.66 | 13.63 | 22.29 | 1.35 | 0.5 | 0.67 |
| LUL | FinchleyRoad | 'Uxbridge-BStreetSI' | 693.14 | 3.67 | 8.66 | 8.92 | 17.59 | 1.71 | 0.5 | 0.85 |
| LUL | FinchleyRoad | 'Ald-HarrowHill' | 693.14 | 1.33 | 8.66 | 23.31 | 31.97 | 0.94 | 0.5 | 0.47 |
| LUL | FinchleyRoad | 'BStreet-WembleyPk' | 693.14 | 0.33 | 8.66 | 91.66 | 100.32 | 0.3 | 0.5 | 0.15 |
| LUL | FinchleyRoad | 'BakerSt-HarrowHill' | 693.14 | 0.67 | 8.66 | 45.53 | 54.19 | 0.55 | 0.5 | 0.28 |
| LUL | Swiss Cottage | 'Stratford-WembleyPa' | 177.32 | 3.67 | 2.22 | 8.92 | 11.14 | 2.69 | 0.5 | 1.35 |
| LUL | Swiss Cottage | 'WillesdenGreen-Stra' | 177.32 | 4.33 | 2.22 | 7.68 | 9.89 | 3.03 | 0.5 | 1.52 |
| LUL | Swiss Cottage | 'Stanmore-Stratford' | 177.32 | 17.65 | 2.22 | 2.45 | 4.67 | 6.43 | 1 | 6.43 |
| Rail | South Hampstead | 'WATFJDC-EUSTON 2C06' | 368.13 | 2.67 | 4.6 | 11.99 | 16.59 | 1.81 | 0.5 | 0.9 |
| Rail | South Hampstead | 'EUSTON-WATFJDC 2D86' | 368.13 | 3 | 4.6 | 10.75 | 15.35 | 1.95 | 1 | 1.95 |
| Total Grid Cell AI: | | | | | | | | | | 39.02 |

APPENDIX B

Buses from Swiss Cottage

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Mondays to Fridays (limited service)

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

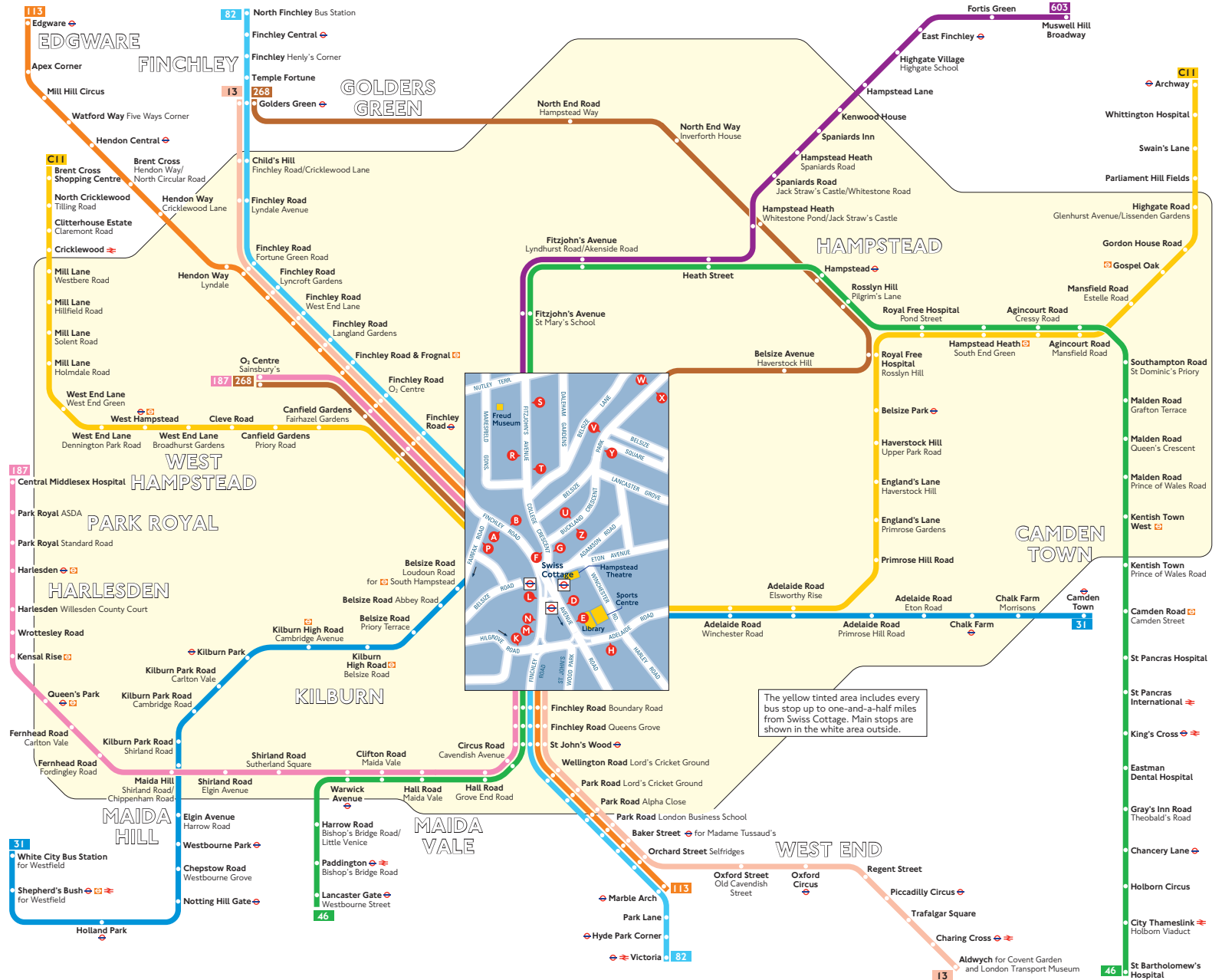
Route finder

Day buses

| Bus route | Towards | Bus stops |
|------------|-----------------------------|-----------|
| 13 | Aldwych | B D |
| | Golders Green | A L |
| 31 | Camden Town | E K |
| | White City | H L P |
| 46 | Lancaster Gate | D G S T |
| | St Bartholomew's Hospital | F M R |
| 82 | North Finchley | A L |
| | Victoria | B D |
| 113 | Edgware | A L |
| | Marble Arch | B D |
| 187 | Central Middlesex Hospital | B D |
| | O ₂ Centre | A L |
| 268 | Golders Green | B F U V W |
| | O ₂ Centre | A D G L X |
| 603 | Muswell Hill | F N R |
| C11 | Archway | B E |
| | Brent Cross Shopping Centre | A H L |

Night buses

The following Night buses serve Swiss Cottage:
 N13 and N113 – same stops as route 13
 N28 and N31 – same stops as route 31



The yellow tinted area includes every bus stop up to one-and-a-half miles from Swiss Cottage. Main stops are shown in the white area outside.

APPENDIX C

PROPOSED

READ IN CONJUNCTION WITH TRANSPORT FOR LONDON
CYCLE SUPERHIGHWAY ROUTE 11
SWISS COTTAGE
SECTION 1 CS11 ROUTE ALONG AVENUE ROAD.
SEGREGATED CYCLE TRACKS IN BOTH DIRECTIONS. NEW
STREET LAYOUT ON AVENUE ROAD
INCLUDING NEW TREES AND PEDESTRIAN
IMPROVEMENTS

Avenue Road



REVISION A :-11.11.2015 PRE APP SUBMISSION

Notes:

1.0 GENERAL
All rights described in Chapter IV of the Copyright and Patents Act 1988 have been generally asserted.
Do not scale this drawing. All dimensions to be checked on site.
Standard contract conditions apply to all works.
Contractor is responsible for the service of all Statutory Notices including Building Regulations etc.
Architect to be advised immediately of any discrepancies between drawings, details, site conditions, contract documents etc.

2.0 DEMOLITIONS
All works to comply with BS 6187.
Ensure that existing and adjacent structures are fully weather light throughout the works. Contractor is fully responsible for all temporary support throughout.

3.0 CONCRETE WORKS
All works to comply with BS 5328 & BS 8110

4.0 BRICKWORK AND BLOCKWORK
All work to comply with BS 5628

5.0 ASPHALT
All asphalt roofing to comply with BS 6229

6.0 STRUCTURAL TIMBER
All structural timber to be tanalised and min grade SC3 or as specified by structural engineer

7.0 LEADWORK
All work to comply with BS 1178 and LDA recommendations.

8.0 CARPENTRY AND JOINERY
All w.c's and bathrooms to be finished in waterproof sand and cement mortar on eml

All new work shown thus:
New brickwork
New blockwork
New slatwork
New false ceilings

9.0 VENTILATION
All w.c's and bathrooms to be mechanically ventilated in accordance with Building Regulations Part F1

10.0 DRAINAGE
All work to comply with BS 8301 & Part H of the Building Regulations 1991 and BS 6367. All below ground drainage to be in 100mm diameter on approved bed. Access and rodding points to be provided as necessary. Minimum waste diameters: soil 100; bath, basin, shwr 38; bidet 32; and kitchen appliances 50.

11.0 ELECTRICAL INSTALLATION
All works must comply with IEE regs. latest edition. Test certificate required upon completion.

12.0 GAS INSTALLATION
All work must comply with Gas Safety regs 1972 & Gas Safety regs Amendments 1984. All work to min of British Gas standards for installations.

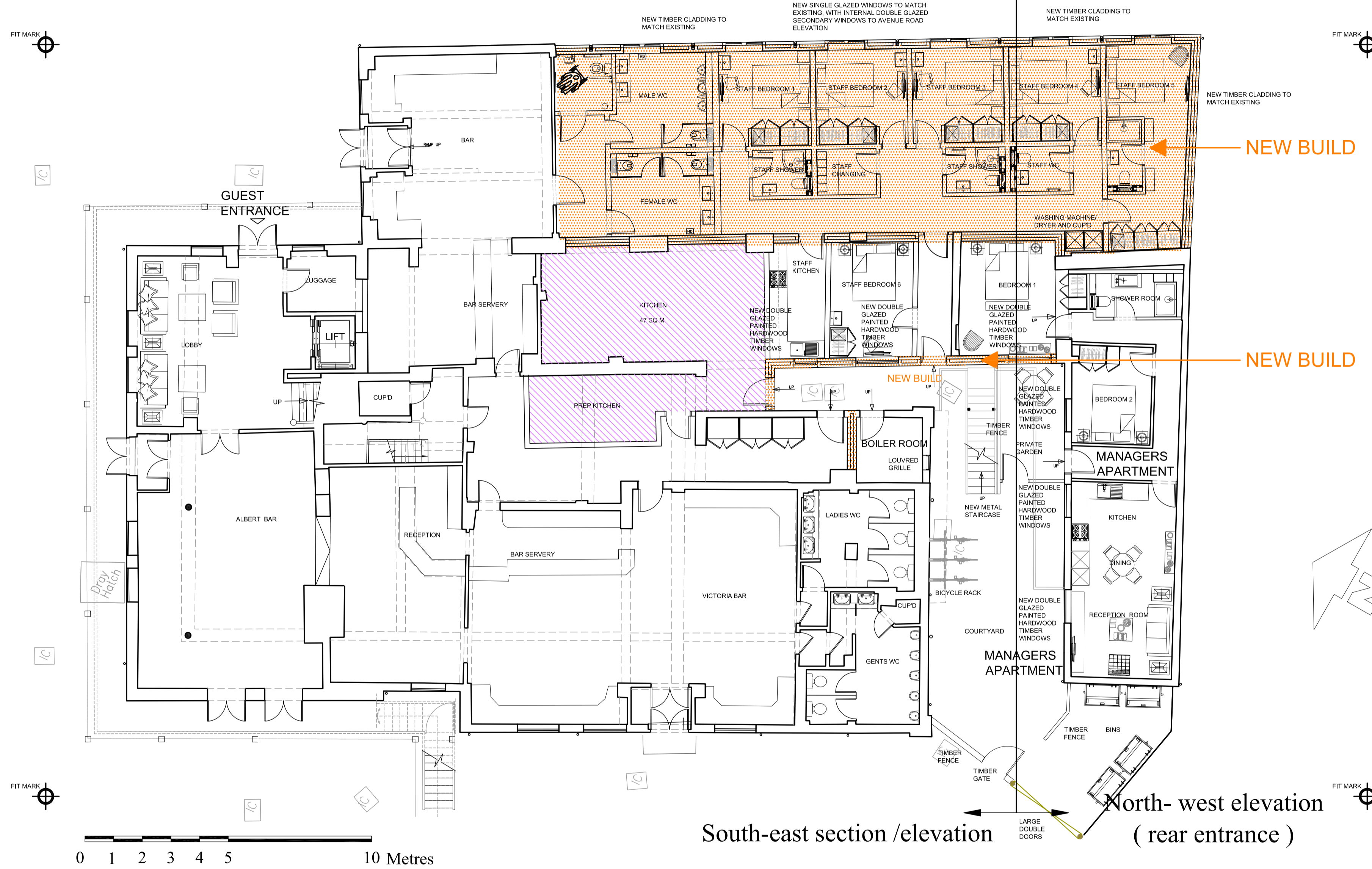
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| | | | | | |
|-------------|--------|------------------|----------|--|--|
| North | Client | ANDREWS AND BOYD | Project | THE OLDE SWISS COTTAGE, 98 FINCHLEY ROAD, ST JOHN'S WOOD, LONDON, NW3 5EL. | Andrews + Boyd Consultants Limited |
| | Scale | 1:100 @ A1 | Drawn by | Drawing Title PROPOSED SITE PLAN | |
| Project No. | Date | MAY 2015 | REVISION | A | Drawing No. P001 |
| | | | | | 24 Old Burlington Street, London. W1S 3AW |

Avenue Road

South-east section /elevation

North- west elevation
(rear entrance)



Finchley Road

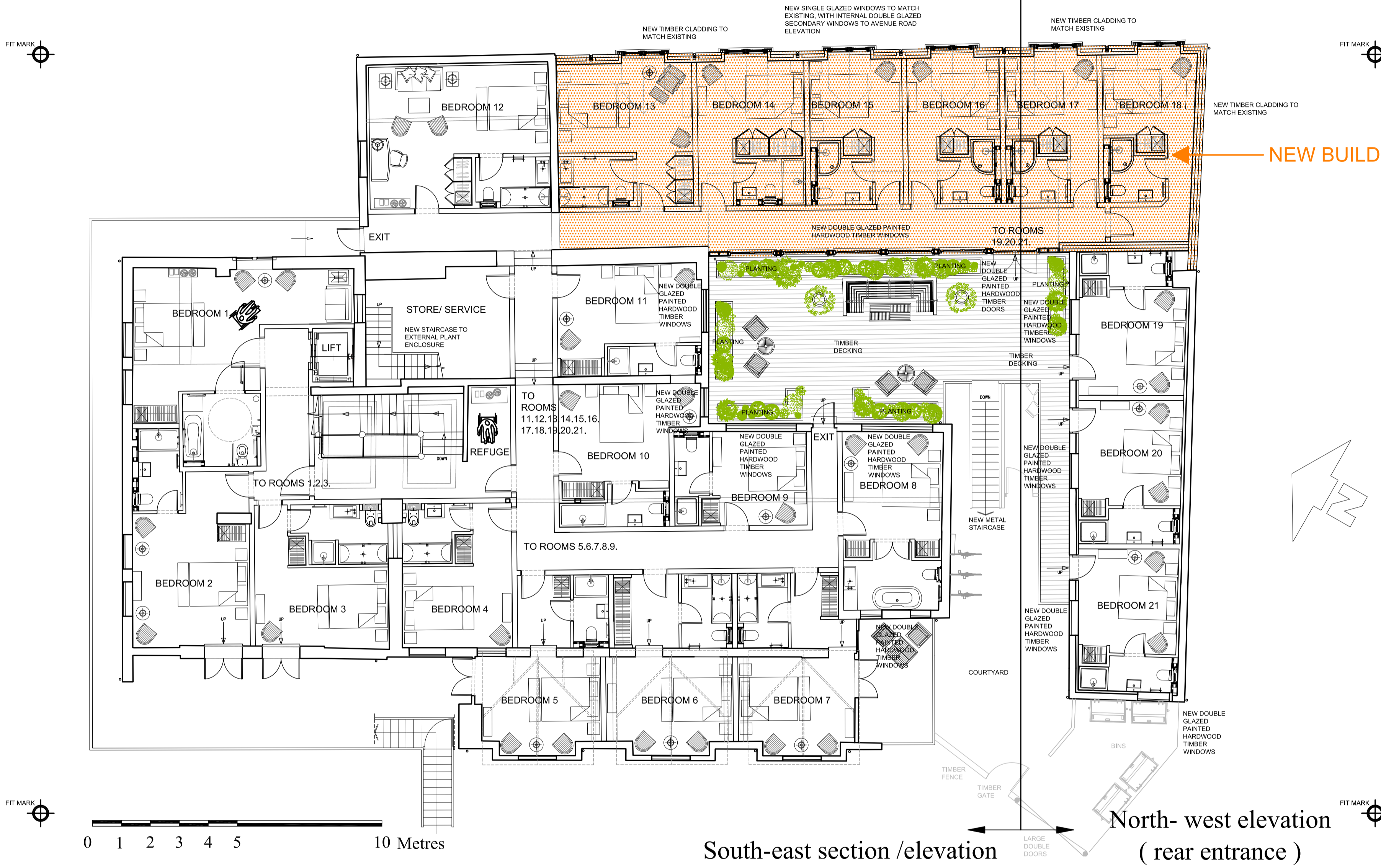
REVISION C:-11.11.2015 PRE APP SUBMISSION
 REVISION B 22.09.2015 AMMENDMENTS
 TO STAFF ACCOMMODATION AND
 KITCHEN.
 REVISION A 04.09.2015 AMMENDMENTS
 TO STAFF ACCOMMODATION.

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|--|---|--|--|--|
| <p>Notes:</p> <p>1.0 GENERAL All rights described in Chapter IV of the Copyright and Patents Act 1988 have been generally asserted. Do not scale this drawing. All dimensions to be checked on site. Standard contract conditions apply to all works. Contractor is responsible for the service of all Statutory Notices including Building Regulations etc. Architect to be advised immediately of any discrepancies between drawings, details, site conditions, contract documents etc.</p> <p>2.0 DEMOLITIONS All works to comply with BS 6187. Ensure that existing and adjacent structures are fully weather tight throughout the works. Contractor is fully responsible for all temporary support throughout.</p> <p>3.0 CONCRETE WORKS All works to comply with BS 5328 & BS 8110</p> <p>4.0 BRICKWORK AND BLOCKWORK All work to comply with BS 5628</p> <p>5.0 ASPHALT All asphalt roofing to comply with BS 6229</p> <p>6.0 STRUCTURAL TIMBER All structural timber to be tanalised and min grade SC3 or as specified by structural engineer</p> <p>7.0 LEADWORK All work to comply with BS 1178 and LDA recommendations.</p> <p>8.0 CARPENTRY AND JOINERY All wc's and bathrooms to be finished in waterproof sand and cement mortar on emf</p> <p>All new work shown thus: New brickwork New blockwork New slatwork New false ceilings</p> <p>9.0 VENTILATION All wc's and bathrooms to be mechanically ventilated in accordance with Building Regulations Part F1</p> <p>10.0 DRAINAGE All work to comply with BS 8301 & Part H of the Building Regulations 1991 and BS 6367. All below ground drainage to be in 100mm diameter on approved bed. Access and rodding points to be provided as necessary. Minimum waste diameters: soil 100, bath, basin, shwr 38, bidet 32, and kitchen appliances 50.</p> <p>11.0 ELECTRICAL INSTALLATION All works must comply with IEE regs. latest edition. Test certificate required upon completion.</p> <p>12.0 GAS INSTALLATION All work must comply with Gas Safety regs 1972 & Gas Safety regs Amendments 1984. All work to min of British Gas standards for installations.</p> <p>This drawing is the property of ANDREWS AND BOYD. Copyright is reserved and this drawing is issued on the condition that it is not copied or disclosed by or to any unauthorised persons without the prior consent in writing of ANDREWS AND BOYD. This drawing is not to be scaled for the purposes of setting-out. Dimensions to be checked on site and verified prior to commencing.</p> | <p>North</p> <p>Client ANDREWS AND BOYD</p> <p>Scale 1:100 @ A1</p> | <p>Project THE OLDE SWISS COTTAGE, 98 FINCHLEY ROAD, ST JOHN'S WOOD, LONDON, NW3 5EL.</p> <p>Drawn by</p> <p>REVISION C</p> | <p>Drawing Title PROPOSED GROUND FLOOR PLAN</p> <p>Drawing No. P002</p> | <p>Andrews + Boyd Consultants Limited</p> <p>24 Old Burlington Street. London. W1S 3AW</p> |
| | <p>Project No.</p> <p>Date MAY 2015</p> | <p>REVISION C</p> | <p>Drawing No. P002</p> | |

Avenue Road

South-east section /elevation

North- west elevation
(rear entrance)



South-east section /elevation

North- west elevation
(rear entrance)

Finchley Road

REVISION B:-11.11.2015 PRE APP SUBMISSION
REVISION A 22.09.2015 AMMENDMENTS
TO ROOMS 2, 20,21,22.

Notes:

1.0 GENERAL
All rights described in Chapter IV of the Copyright and Patents Act 1988 have been generally asserted
Do not scale this drawing. All dimensions to be checked on site
Standard contract conditions apply to all works
Contractor is responsible for the service of all Statutory Notices including Building Regulations etc.
Architect to be advised immediately of any discrepancies between drawings, details, site conditions, contract documents etc.

2.0 DEMOLITIONS
All works to comply with BS 6187
Ensure that existing and adjacent structures are fully weather tight throughout the works. Contractor is fully responsible for all temporary support throughout.

3.0 CONCRETE WORKS
All works to comply with BS 5328 & BS 8110

4.0 BRICKWORK AND BLOCKWORK
All work to comply with BS 5628

5.0 ASPHALT
All asphalt roofing to comply with BS 6229

6.0 STRUCTURAL TIMBER
All structural timber to be tanalised and min grade SC3 or as specified by structural engineer

7.0 LEADWORK
All work to comply with BS 1176 and LDA recommendations.

8.0 CARPENTRY AND JOINERY
All wc's and bathrooms to be finished in waterproof sand and cement mortar on eml

All new work shown thus:
New brickwork
New blockwork
New slatwork
New false ceilings

9.0 VENTILATION
All wc's and bathrooms to be mechanically ventilated in accordance with Building Regulations Part F1

10.0 DRAINAGE
All work to comply with BS 8301 & Part H of the Building Regulations 1991 and BS 6367. All below ground drainage to be in 100mm diameter on approved bed. Access and rodding points to be provided as necessary. Minimum waste diameters: soil 100, bath, basin, shwr 38, bidet 32, and kitchen appliances 50.

11.0 ELECTRICAL INSTALLATION
All works must comply with IEE regs. latest edition. Test certificate required upon completion.

12.0 GAS INSTALLATION
All work must comply with Gas Safety regs 1972 & Gas Safety regs Amendments 1984. All work to min of British Gas standards for installations.

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| | | | | | |
|-------------|--------|------------------|----------|--|--|
| North | Client | ANDREWS AND BOYD | Project | THE OLDE SWISS COTTAGE, 98 FINCHLEY ROAD, ST JOHN'S WOOD, LONDON, NW3 5EL. | Andrews + Boyd Consultants Limited |
| | Scale | 1:100 @ A1 | Drawn by | Drawing Title PROPOSED FIRST FLOOR PLAN | |
| Project No. | Date | MAY 2015 | REVISION | B | Drawing No. P003 |
| | | | | | 24 Old Burlington Street. London. W1S 3AW |