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**TRANSPORT STATEMENT
HOPE PROJECT
BAYHAM PLACE, CAMDEN
LONDON**

Hope Lease Limited

ADL/AJM/3126/20A

October 2017

REPORT CONTROL

Document: Transport Statement
Project: Hope Project
Client: Hope Lease Limited
ADL Reference: 3126

Document Checking

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Issue	Date	Status	Checked for Issue
1	21/09/2017	Client Draft 1	AP
2	05/10/2017	Client Draft 2	AP
3	17/10/2017	Client Draft 3	AP
4	20/10/2017	Final	AP

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1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic & Highways Engineering Ltd have been commissioned by Hope Lease Ltd to prepare a Transport Statement (TS) in support of the planning application for the following proposed development:

“Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House (Use Class A4) with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar. The proposals also include for the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant.”

1.1.2 This TS has been prepared in line with the:

- Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking (March 2014);
- Transport for London: Transport Assessment Guidance (October 2014);
- Camden Planning Guidance: CPG7 – Transport (2011).

1.1.3 This TS reviews the existing accessibility to the site by non-car modes of transport and provides an estimate of the likely impact of the proposed development on the local road network when compared with the permitted uses on the site.

1.2 Scope of Study

1.2.1 Chapter 2.0 describes the site and surrounding area, local road network and analyses the accidents over the recent three-year period.

1.2.2 Chapter 3.0 calculates the vehicular traffic generated by the permitted uses.

1.2.3 Chapter 4.0 describes the accessibility of the site by non-car modes of travel.

1.2.4 Chapter 5.0 describes the proposed development in detail.

1.2.5 Chapter 6.0 calculates the traffic generated by the proposed development.

1.2.6 Chapter 7.0 compares the vehicular traffic generated by the permitted development and proposed development.

1.2.7 Chapter 8.0 concludes the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

2.1.1 The site is located within Camden Town Centre and the Camden Town Conservation Area. It is made up of a cluster of buildings, which are located to the rear of Grade II Listed KOKO, formerly known as Camden Palace. These include, Hope & Anchor Pub, 65 Bayham Place and 1 Bayham Street.

2.1.2 65 Bayham Place and 1 Bayham Street are located on the corner of the plot. The buildings are currently vacant but previously were used as B1 office space, consent was granted via prior approval for three residential units in 2015. The landlord successfully purchased these sites to ensure that residential use did not jeopardise the future of KOKO and its entertainment uses

2.1.3 KOKO is located opposite Mornington Crescent Underground and at 600m south of Camden Town and within 650m walking distance from Camden Town Underground Station. The site location is shown in Appendix 2.1.

2.1.4 The site is bound by Crowndale Road to the south, Bayham Street to the east, Bayham Place to the north and Eversholt Street to the west. Bayham Street is one-way southbound and Crowndale Road (fronting the site) is one-way westbound. The site and surrounding area is shown in Appendix 2.2.

2.1.5 There are three car parks within easy walking distance of 1km from the site. They are as follows:

- Lomax Car Park Corporation Ltd – 150 spaces
- NCP on Jamestown Road – 75 spaces
- St Pancras Car Park – 315 spaces

2.2 Local Road Network

2.2.1 The area surrounding the site is a mixture of commercial and residential uses with retail frontage along A400 Camden High Street. The streets surrounding the site are subject to a speed limit of 20mph.

- 2.2.2 Bayham Place is a single carriageway with a width of 4.7m which allows two cars to pass each other. Bayham Place is mainly used for rear access to properties and access to the private car parking spaces and refuse bin stores associated with № 2, 4, 6 and 8 Camden High Street. Hence, Bayham Place is mainly used for access and servicing purposes.
- 2.2.3 Bayham Street is a 20mph borough distributor road and runs broadly in north – south direction. Bayham Street is one-way southbound and in the vicinity of the site, it is up to 9.5m wide. There are on-street car parking bays on the western side of Bayham Street (to the immediate north of Bayham Place).
- 2.2.4 Bayham Street connects to B512 Crowndale Road to the south. To the east of this junction Crowndale Road is a two-way road while to the west, it is one-way westbound.
- 2.2.5 Crowndale Road continues westwards and connects to A4200 Eversholt Street and A400 Camden High Street at a signalled junction which provides an extensive public realm space.

Controlled Zone

- 2.2.6 The site is located within the London Borough of Camden's Controlled Parking Zone (CPZ) with the following controlled times:
- Mon – Fri 8:30am – 6:30pm
 - Saturday 9:30am – 5:30pm
- 2.2.7 The vehicles over 5 tonnes and coaches are not permitted on Crowndale Road and Bayham Street between the hours of 18:30 and 08:00 hours.
- 2.2.8 The section of Crowndale Road (between Camden High Street and Bayham Street) has double yellow line restrictions on both sides where no loading is permitted on the north side from Monday to Friday between 08:30 and 18:30 hours and on Saturday between 09:30 and 13:30 hours. The parking and vehicle restrictions are shown on the plan in Appendix 2.2.

2.2.9 The junction of Crowndale Road with Bayham Street has zebra crossing with zig-zag lines. These zig-zag lines stretch for approximately 15m on Bayham Street. The remaining length of Bayham Street that fronts the site has single yellow line restriction with the restriction times coinciding with the controlled times aforementioned in paragraph 2.2.6. The single yellow line restriction on the opposite side has loading restriction from Monday to Friday 08:30am to 6:30pm and Saturday 8:30am to 1:30pm.

2.2.10 To the north of Bayham Place, there are on-street parking on the western side of Bayham Street for resident permit holders only from Monday to Friday 08:30am to 6:30pm and Saturday and Sunday 9:30am to 5:30pm.

2.3 Accident Analysis

2.3.1 ADL have obtained accident records from Transport for London (TfL) for the recent three-year period. The extent of the accident study area is shown in Appendix 3.1.

2.3.2 The junction of Crowndale Road with Eversholt Street and Camden High Street has undergone a major improvement and its construction was completed in July 2015, so the accidents at this junction have been analysed from July 2015 onwards. The accident report is provided in Appendix 3.2.

2.3.3 A total of eight accidents were recorded. They are described below.

Crowndale Road/Bayham Street

2.3.4 A slight accident (ref: 0113EK40277) occurred when the bus braked suddenly causing its passengers to fall. This accident occurred on Crowndale Road 40m to the northeast of Bayham Street.

2.3.5 Two slight accidents (ref: 0115EK40576 and 0115EK40932) occurred when the driver of a vehicle disobeyed the zebra crossing and hit the pedestrian crossing Bayham Street on the zebra crossing.

Crowndale Road/Camden High Street/Hampstead Road/Eversholt Street

- 2.3.6 A serious accident (ref: 0115EK40714) occurred when a pedestrian impaired by alcohol ran into the path of a vehicle on Hampstead Road junction with Mornington Crescent.
- 2.3.7 A slight accident (ref: 0115EK40660) occurred when a cyclist lost control and fell on Eversholt Street, 40m southeast of Hampstead Road.
- 2.3.8 A slight accident (ref: 0115EK40860) occurred when a vehicle driver failed to look properly and hit the rear of a stationary vehicle on Crowndale Road junction with Eversholt Street.
- 2.3.9 A slight accident (ref: 0116EK40257) occurred when a motorcyclist and cyclist failed to judge either others path and speed causing a collision on Camden High Street, 26m north of the junction with Crowndale Road.
- 2.3.10 A slight accident (ref: 01160024378) occurred when the bus braked suddenly to avoid collision with a car pulling out from the parking space causing its passenger to fall.

Bayham Street/Bayham Place

- 2.3.11 There were no accidents recorded on Bayham Place and Bayham Street junction with Bayham Place.
- 2.3.12 The accident analysis demonstrates that there are no highway safety issues that need to be addressed as part of this application.

3.0 PERMITTED USE OF THE SITE

3.1 Permitted Development

3.1.1 The site is currently occupied by a disused two-storey public house with a total area of 521sqm and an office building with a total area of 451sqm. The traffic generated by these permitted land uses is calculated in the following sections for typical weekday AM and PM peak hours. Throughout this report, the typical weekday AM and PM peak hours are assumed to be:

- AM peak hour 08:00-09:00 hours
- PM peak hour 17:00-18:00 hours

3.2 Public House

3.2.1 In order to calculate the permitted traffic generated by a public house, TRAVL database has been used. Three relevant sites within TRAVL database were chosen as shown in Table 3A.

Table 3A TRAVL Sites Chosen: Public House

	Site 1	Site 2	Site 3
Name	Barringtons	The Putney Bridge	The Tramshed Bar
Borough	Wandsworth	Wandsworth	Islington
Area	Inner London	Inner London	Inner London
PTAL	6	5	6
GFA	370sqm	330sqm	970sqm
No of on-site car parking	0	0	0

3.2.2 Site 2 (The Putney Bridge public house) exhibit very high car trips and hence this site has been excluded from the calculation for a robust assessment. The calculated trip rates are provided in Appendix 4.1 and the results for typical weekday AM and PM peak hours are provided in Table 3B.

Table 3B Network Peak Hour Trip Rates per 100sqm (Public House)

	AM Peak Hour (Two-way)	PM Peak Hour (Two-way)	Daily (Two-way)
Car Drivers	0.000	0.052	5.613
Car Passengers	0.000	0.103	8.014
Motorcycle	0.000	0.000	0.850
Pedal Cycle	0.000	0.000	0.811
Taxi	0.000	0.000	1.082
Taxi Occupants	0.000	0.000	1.907
Walk/Public Transport	0.000	3.814	65.822
Total	0.000	3.969	84.097

3.2.3 The trip rates from Table 3B have been applied to the total existing public house area of 521sqm to obtain the permitted public house traffic levels as shown in Table 3C.

Table 3C Permitted Public House Traffic Levels

	AM Peak Hour (Two-way)	PM Peak Hour (Two-way)	Daily (Two-way)
Car Drivers	0	0	29
Car Passengers	0	1	42
Motorcycle	0	0	4
Pedal Cycle	0	0	4
Taxi	0	0	6
Taxi Occupants	0	0	10
Walk/Public Transport	0	20	343
Total	0	21	438

3.2.4 The public house was served by vehicles parking on Bayham Street as this is where the doors to the cellar are located.

3.3 Office Building

3.3.1 In order to calculate the permitted traffic generated by an office building, TRAVL database has been used. Five relevant sites within TRICS database were chosen as shown in Table 3D.

Table 3D TRAVL Sites Chosen: Office

	Site 1	Site 2	Site 3	Site 4	Site 5
Name	Adshel Centre	Highbury House Communications	Putney Wharf	Fuji Film House	Islington NMO
Borough	Kensington & Chelsea	Islington	Wandsworth	Camden	Islington
Area	Inner London	Inner London	Inner London	Inner London	Inner London
PTAL	6	6	6	5	5
GFA	498sqm	1,000sqm	1,021sqm	1,989sqm	10,068sqm

3.3.2 The calculated trip rates are provided in Appendix 4.2 and the results for typical AM and PM peak hours are provided in Table 3E.

Table 3E Network Peak Hour Trip Rates per 100sqm (Office Use)

	AM Peak (Two-way)	PM Peak (Two-way)	Daily (Two-way)
Car Driver	0.289	0.487	3.318
Car Passenger	0.024	0.038	0.600
Motorcyclist	0.085	0.046	0.335
Pedal Cycle	0.022	0.022	0.325
Taxi	0.024	0.022	0.172
Taxi Occupants	0.026	0.024	0.194
Walk/Public Transport	2.583	2.888	25.487
Total	3.063	3.536	30.452

3.3.3 The trip rates from Table 3E have been applied to the permitted office building on site of 451sqm to obtain the permitted office traffic levels as shown in Table 3F.

Table 3F Permitted Office Traffic Levels

	AM Peak (Two-way)	PM Peak (Two-way)	Daily (Two-way)
Car Driver	1	2	15
Car Passenger	0	0	3
Motorcyclist	0	0	2
Pedal Cycle	0	0	1
Taxi	0	0	1
Taxi Occupants	0	0	1
Walk/Public Transport	12	13	115
Total	13	15	138

3.4 Total Permitted Traffic

3.4.1 Table 3G provides the total two-way permitted traffic.

Table 3G Total Permitted Traffic

	Public House			Office			Total		
	AM Peak Hour (2-way)	PM Peak Hour (2-way)	Daily (2-way)	AM Peak Hour (2-way)	PM Peak Hour (2-way)	Daily (2-way)	AM Peak Hour (2-way)	PM Peak Hour (2-way)	Daily (2-way)
Car drivers	0	0	29	1	2	15	1	2	44
Car passengers	0	1	42	0	0	3	0	1	45
Motorcycle	0	0	4	0	0	2	0	0	6
Pedal Cycle	0	0	4	0	0	1	0	0	5
Taxi	0	0	6	0	0	1	0	0	7
Taxi Occupants	0	0	10	0	0	1	0	0	11
Walk/Public Transport	0	20	343	12	13	115	12	33	458
Total	0	21	438	13	15	138	13	36	576

3.4.2 Table 3G shows that the permitted public house and office have a potential to generate a total of 13 person trips (two-way) and 36 person trips (two-way) during AM and PM peak hours and up to 576 person trips two-way on a daily basis.

- 3.4.3 The table also shows that the permitted public house and office could generate up to two car trips (two-way) during the typical AM and PM peak hours. Given that the site is car free, it is assumed that these cars would be parked in the car parks within the walking distance of the site. There are three car parks within an easy walking distance from the site as mentioned in section 2.1.
- 3.4.4 The occupants of these cars would then walk to the site and therefore these trips are classified as pedestrian trips in the immediate vicinity of the site. Table 3H shows the adjusted permitted traffic based on this principle.
- 3.4.5 The same principle has been used further in this report with regard to the proposed development traffic.

Table 3H Adjusted Total Permitted Traffic

	AM Peak Hour (Two-way)	PM Peak Hour (Two-Way)	Daily (Two-way)
Car drivers	0	0	0
Car passengers	0	0	0
Motorcycle	0	0	0
Pedal Cycle	0	0	5
Taxi (incl. occupants)	0	0	18
Walk/Public transport	13	36	553
Total	13	36	576

4.0 ACCESSIBILITY

4.1 Pedestrians and Cyclists

- 4.1.1 The streets in the vicinity of the site are subject to a speed limit of 20mph and are considered to be designed to enhance safety for pedestrians and cyclists. Bayham Street and Crowndale Road in the vicinity of the site are provided with footways of 2m to 3m width and benefit from street lighting. The Crowndale Road/Bayham Street junction is provided with zebra crossings along with dropped kerbs with tactile paving to assist pedestrians crossing.
- 4.1.2 The footway along Bayham Place is between 800mm to 900mm wide. There are dropped kerbs with tactile paving on Bayham Place approach to the junction with Bayham Street. It is noted that the width of the footways on both sides of Bayham Place are limited.
- 4.1.3 The signalled junction of Crowndale Road with Eversholt Street has demand controlled pedestrian crossing facilities with dropped kerbs and tactile paving. This junction also provides an extensive public realm space which is designed to provide a wide traffic-free pedestrianised area.
- 4.1.4 Royal College Street to the east of the site provides segregated cycle lanes. There is a Santander cycle docking station on this street which provides 57 bikes. Such facility is also provided on Eversholt Street (16 spaces) and Hampstead Road (65 spaces) within 350m walking distance from the site. A bike could you hired from any of these docking stations.
- 4.1.5 A plan illustrating the cycle routes is shown in Appendix 5.1.

4.2 Public Transport

Buses

- 4.2.1 There are bus stops located on:
- Crowndale Road – 36m east of the site;
 - Bayham Street – 100m north of the site;

- Eversholt Street – 150m southwest of the site;
- Hampstead Road – 240m southwest of the site;
- Camden High Street – 350m northwest of the site; and
- Pratt Street – 400m north of the site.

4.2.2 The location of these bus stops is provided in Appendix 5.2 and bus routes are provided in Appendix 5.3. These bus services are summarised in Table 4A.

Table 4A Bus Services (Daytime)

Service №	Route	Frequency		
		Mon-Fri	Sat	Sun
24	Grosvenor Road – Royal Free Hospital	6 mins	7 mins	8 mins
27	Camden Town Station – Chiswick Business Park	8 mins	9 mins	12 mins
29	Lordship Lane – Trafalgar Square/Charing Cross Station	5 mins	6 mins	6 mins
88	Camden Gardens – Clapham Common Old Town	6 mins	8 mins	11 mins
134	North Finchley Bus Station – New Oxford St	5 mins	8 mins	8 mins
214	Highgate School – Finsbury Square	8 mins	8 mins	11 mins
46	Lancaster Gate Station – St Bartholomew's Hospital	11 mins	12 mins	20 mins
31	White City Bus Station – Camden Town Centre	6 mins	7 mins	8 mins
168	Royal Free Hospital – Dunton Road	7 mins	10 mins	11 mins
253	Hackney Central Station – Euston Bus Station	6 mins	6 mins	8 mins
274	Angel Islington – Lancaster Gate Station	8 mins	9 mins	10 mins
C2	Parliament – Hill Fields – Victoria Station	8 mins	8 mins	10 mins

Source: TfL

4.2.3 Table 4A demonstrates that there are 12 day-time services with 108 buses per hour, per direction stopping at the bus stops within a walking distance of 350m from the site. These bus routes provide services to the locations including Highgate Village, Farringdon Street, Hackney, Hampstead Heath, Pimlico, Trafalgar Square and Edgware.

London Underground

4.2.4 Mornington Crescent Underground Station is located at the southern end of Camden High Street where it meets Hampstead Road and Eversholt Street, opposite the KOKO venue and at a walking distance of 170m west from Bayham Street. Camden Town Underground Station is located at an easy walking distance of 650m from Bayham Street. The location of these stations in relation to the site is provided in Appendix 5.4.

4.2.5 The typical services from these stations are:

- One train every 2 minutes (approx.) to Edgware Underground Station;
- One train every 2 minutes (approx.) to Morden Underground Station;
- One train every 2 minutes (approx.) to High Barnet Underground Station; and,
- One train every 6 minutes (approx.) to Mill High East Station.

4.2.6 Mornington Crescent Underground Station (located on Northern Line) is easily accessible to those arriving to London via National Rail (Euston Railway Station and Kings Cross Railway Station) because both Euston and Kings Cross St Pancras Underground Stations are also located on the Northern Line and therefore provide easy connection between network rail and London underground.

4.3 PTAL

4.3.1 The Public Transport Accessibility Level (PTAL) is a method used to assess the accessibility level of a given location, where 0 is least accessible and 6b is most accessible.

4.3.2 The PTAL rating of the site is 6b i.e. excellent. The full PTAL report is provided in Appendix 5.5.

5.0 PROPOSED DEVELOPMENT

5.1 The Proposal

5.1.1 The proposal is to restore KOKO's façade along Camden High Street and improve the façade overlooking Camden High Street and Crowndale Road. Internally, KOKO's back of house will be reconfigured to support the private members and the fly tower will be refurbished.

5.1.2 The tiled façade will be retained at ground level on the Hope & Anchor Pub, and the internal floors will be demolished. The pub will be fully refurbished into a new restaurant and bar to support the operation at the site.

5.1.3 Private Members club at first, second and third floors within 65 Bayham Place and 1 Bayham Street. The façade of 1 Bayham Street will be retained. The top floor will be the sky lobby, which will be set back from the existing roof level to provide a new terrace restaurant bar. Reconfiguration works will allow members to have direct access across the site and into KOKO.

5.1.4 The gross floor areas (GFA) are as follows:

• Public house + dining/drinking + bar/catering	=	706sqm
• Function rooms (ancillary to KOKO)	=	87sqm
• Private members area (ancillary to KOKO)	=	535sqm
• Gallery bar (ancillary to KOKO)	=	55sqm
• Rehearsal Room (ancillary to KOKO)	=	65sqm
• Office (ancillary to KOKO)	=	17sqm

5.1.5 The pedestrian accesses to the public house will be from Crowndale Road and at the corner of Crowndale Road junction with Bayham Street. There will be a new pedestrian access to the Box Office from Crowndale Road. The same entrance will be used to access the upper floors. The pedestrian access to the dining/drinking area on the ground floor will be from Bayham Street.

- 5.1.6 The service entrance will be provided on Bayham Place approximately 15m west of the junction with Bayham Street. This entrance will be used to receive deliveries and also to access the proposed office unit which will be associated with the KOKO venue.
- 5.1.7 The bin store is also proposed on the ground floor level and will be accessed from Bayham Place. The bin store opening will be located approximately 25m west of the junction with Bayham Street.
- 5.1.8 The footways across every pedestrian access on Crowndale Road, Bayham Street and Bayham Place will be dropped. The pedestrian accesses will be step-free.
- 5.1.9 The basement and the ground floor plans and provided in Appendices 6.1 and 6.2 respectively.

5.2 Access Arrangements

- 5.2.1 The primary pedestrian access to the ground floor restaurant and bar will be from Crowndale Road. The primary pedestrian access will be at the junction of Bayham Place with Bayham Street. These accesses will be step-free. The footways opposite each access will be dropped.
- 5.2.2 The development will be car-free given the sustainable location of the site with a PTAL rating of 6B (excellent).

5.3 Car Parking

- 5.3.1 The site is situated in a very highly sustainable location with the highest possible PTAL rating of 6b (excellent) and hence the development is proposed to be car free. The car-free approach to the development is considered to be appropriate and is in line with Camden Development Policy DP18.

5.4 Cycle Parking

- 5.4.1 Cycle parking will be provided in line with London Plan 2016 standards i.e.

Public House and Dining/Drinking (A3/A4)

- Long-stay 1 space per 175sqm
- Short-stay 1 space per 40sqm

Function Room (D2)

- Long-stay 1 space per 8 staff
- Short-stay 1 space per 30 seats

5.4.2 Based on these standards, the A3/A4 uses with a total GFA of 706sqm will require four long-stay cycle parking spaces and 18 short-stay cycle parking spaces.

5.4.3 The proposed function rooms and private member areas are ancillary to the KOKO venue i.e. the patrons using these facilities will be already visiting the KOKO venue and hence there is further requirement to provide long stay cycle spaces for the patrons. However, these proposed uses may result in an increase in staff numbers. Based on an assumption that there will be an addition of 40 staff associated with these uses, there will be a requirement of five long stay cycle parking spaces.

Cycle Parking Provision

5.4.4 A total of ten internal cycle parking spaces, i.e. five cycle stands, will be provided, within the building in the sub-basement level for staff. This is shown in Appendix 6.3. There will be lifts to provide access from the ground floor to the cycle store. This exceeds London Plan Standards as well as Camden Development Policy DP17.

5.4.5 A total of 22 short stay cycle parking spaces, i.e. 11 cycle stands, are required. These are for customers and visitors. A S106 contribution will be offered to the Council for implementation of these cycle spaces on Crowndale Road nearby the entrance.

5.5 Servicing Arrangements

- 5.5.1 The refuse store will be located on the ground floor level. The service entrance is located on Bayham Place. The refuse and waste collections and servicing will take place from Bayham Place. An experienced member of staff will assist the delivery drivers to ensure the servicing is undertaken safely.
- 5.5.2 The member of staff will be available during collection days to trolley the bins out of the bin store.
- 5.5.3 The areas required for the refuse/waste bins will be in keeping with the Building Regulations.

5.6 Contribution Towards Highway Repair Works

- 5.6.1 A financial contribution for the highway works will be offered to the Council to repair any damages caused by the proposed development and this would be secured as a S106 planning obligation, if the planning permission is granted.

6.0 PERSON ACTIVITY AND TRIP TYPE

6.1 Trip Generation

A3/A4 Uses

6.1.1 It is proposed to provide a public house, dining/drinking areas and catering/bar areas with a total GFA of 706sqm (A3/A4 uses).

6.1.2 The TRAVL database has been used to estimate the likely trip generation associated with the proposed A3/A4 uses. Only inner London sites within TRAVL with a PTAL rating of 5 or more and limited parking have been chosen. The information regarding the chosen TRAVL sites is provided in Appendix 2.1.

6.1.3 TRAVL suggests that a restaurant in an inner London location with high PTAL rating could generate 242.4 two-way person trips per 100m² GFA. TRAVL data is provided in Appendix 2.2. Therefore, with a total GFA of 706m² could generate:

- $242.4 \times 7.06 = 1,710$ person trips (two-way)
Or 855 person arrivals
855 person departures

6.1.4 The mode split is provided in Appendix 2 and is summarised in Table 6A.

Table 6A Mode Split (A3/A4 use: 886m²)

	Mode Split (%)	Trips (Two-Way)
Car driver	7.3%	125
Car passenger	10.7%	183
Coach	0.0%	0
Motorcycle	0.0%	0
Taxi (incl. occupants)	0.3%	5
Walk/PT	77.2%	1,320
Pedal cycle	4.5%	77
Total	100%	1,710

6.1.5 Table 6A demonstrates that the majority of trips would be associated with pedestrian and public transport users. The table also shows that the A3/A4 uses could generate up to 125 two-way car trips which equate to up to 10 two-way car trips per hour (on a 12-hour basis) or only one car trip every six minutes. The development is proposed to be car-free, therefore it is assumed that these cars would be parked in the car parks within an easy walking distance from the site. The occupants of these cars would then walk to the site and therefore these trips are classified as pedestrian trips in the immediate vicinity of the site. Table 6B shows the adjusted trip mode based on this principle.

Table 6B Daily adjusted mode split (A3/A4: 706sqm)

	Mode Split (%)	Trips (Two-Way)
Taxi (incl. occupants)	0.3%	5
Walk/PT	95.2%	1,628
Pedal cycle	4.5%	77
Total	100%	1,710

6.1.6 The person trips generated by the typical network peak hours (i.e. AM 08:00-09:00, PM 17:00-18:00) are provided in Table 6C.

Table 6C Restaurant Trips During Network Peak Hours

		Arrivals		Departures		Two-way
		Trip rate/100m ²	Trips	Trip rate/100m ²	Trips	
AM peak hour	Car driver	0.402	3	0.000	0	3
	Car passenger	0.000	0	0.000	0	0
	Coach	0.000	0	0.000	0	0
	Motorcycle	0.000	0	0.000	0	0
	Taxi	0.000	0	0.000	0	0
	Walk/PT	1.205	9	0.000	0	9
	Pedal cycle	0.000	0	0.000	0	0
	Total	1.607	12	0.000	0	12
PM peak hour	Car driver	0.201	1	0.385	3	5
	Car passenger	0.000	0	0.769	5	5
	Coach	0.000	0	0.000	0	0
	Motorcycle	0.000	0	0.000	0	0
	Taxi	0.000	0	0.000	0	0
	Walk/PT	4.149	29	1.406	10	39
	Pedal cycle	0.000	0	0.000	0	0
	Total	4.350	30	2.560	18	48

6.1.7 Table 6C represents a worst-case scenario as there will be some shared trips between the proposed, A3/A4 uses and adjacent KOKO. Table 6C has been adjusted to reflect that the development is car-free, by assuming that the car trips (including car passenger trips) would be walk/public transport trips instead. Table 6D demonstrates the adjusted restaurant trip generation.

Table 6D Adjusted Restaurant Trips During Network Peak Hours

		Arrivals	Departures	Two-way
AM peak hour	Car driver	0	0	0
	Car passenger	0	0	0
	Coach	0	0	0
	Motorcycle	0	0	0
	Taxi	0	0	0
	Walk/PT	12	0	12
	Pedal cycle	0	0	0
	Total	12	0	12
PM peak hour	Car driver	0	0	0
	Car passenger	0	0	0
	Coach	0	0	0
	Motorcycle	0	0	0
	Taxi	0	0	0
	Walk/PT	30	18	48
	Pedal cycle	0	0	0
	Total	30	18	48

6.1.8 Table 6D demonstrates that the proposed restaurant could generate 12 and 48 two-way pedestrian/public transport trips during the typical network AM and PM peak hour.

Other elements of the development

6.1.9 The proposed function room, private member areas, KOKO office and Rehearsal Room are ancillary to the KOKO venue and hence their facilities will not result in any additional traffic.

6.2 Deliveries and Servicing

6.2.1 The site falls within a controlled zone which restricts any vehicle above 5 tonne weight or coach from entering Crowndale Road and Bayham Street between the hours of 18:30 and 08:00. Therefore, deliveries by vehicles more than 5 tonne weight will be subject to this restriction.

6.2.2 As suggested in section 4.2 the waste collection and servicing including deliveries, would take place from Bayham Place.

Restaurants/bars

6.2.3 Table 6E provides the number of delivery vehicle trips that the proposed development could generate.

Table 6E Maximum Delivery & Servicing Trip Generation Per Day

Delivery Type	Vehicle Type	Indicative Approx. Time	No of Deliveries per day	Average Loading Duration
Fresh food & drink	4.5T medium transit van	11:00 & 15:00	2	6-10 mins
Frozen food	4.5T medium transit van	14:00	1	6-10 mins
Consumables	4.5T medium transit van	10:30	1	6-10 mins

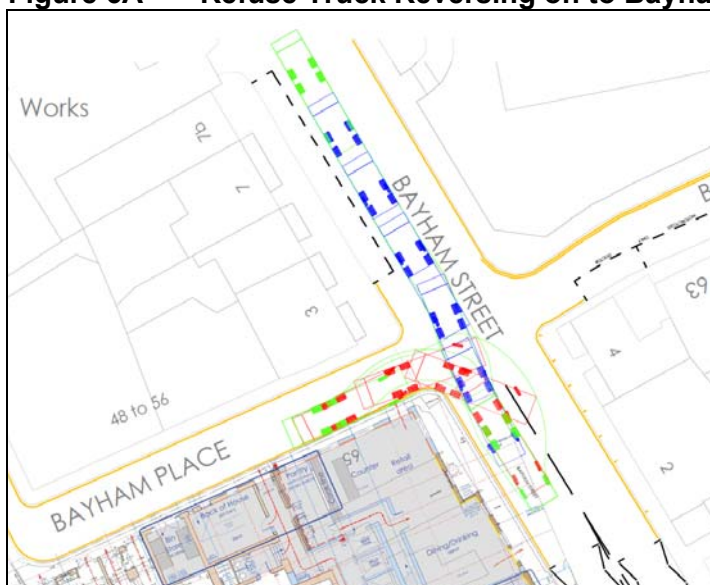
6.2.4 Table 6E shows that the proposed development could generate up to four delivery vehicle trips.

Waste Collection

6.2.5 In addition to the above, three refuse collections each week are anticipated, all of which would be undertaken by a private contract firm using a standard vehicle of 10m length. The KOKO will work with the waste contract firms to co-ordinate refuse collection trips associated with the existing and proposed uses on the site to coincide.

6.2.6 ADL consulted Veolia on order to ascertain their view on how the refuse associated with the site could be collected. Veolia are currently the Camden Council's waste collection contractors. Mr M Tillyer (Operational Manager of Veolia) advised ADL on 3RD November 2016 that the refuse truck would reverse from Bayham Place onto Bayham Street to collect the restaurant and bar waste. AutoTRACK illustrating a 10.98m refuse truck reversing onto Bayham Place is shown in Figure 6A.

Figure 6A Refuse Truck Reversing on to Bayham Place



6.3 Refurbished KOKO offices and Rehearsal Room

6.3.1 The KOKO venue already contains the offices and Rehearsal Room. The proposed development provides an appropriate refurbishment and rationalisation of these uses and therefore there will be an additional traffic generated by these uses.

7.0 TRAFFIC IMPACT

7.1 Comparison Between Permitted and Proposed Development Traffic

7.1.1 The comparison of permitted and proposed development traffic (two-way) during the typical network AM and PM peak hours is provided in Table 7A.

Table 7A Comparison Between Permitted and Proposed Development Traffic (Two-Way)

		Permitted (Table 3H)	Proposed (Table 6H)	Difference
AM peak hour	Taxi*	0	0	0
	Walk/PT	13	12	-1
	Pedal cycle	0	0	0
	Total	13	12	-1
PM peak hour	Taxi*	0	0	0
	Walk/PT	36	48	+12
	Pedal cycle	0	0	0
	Total	36	48	+12

7.1.2 Table 7A demonstrates that the proposed development could result in a net reduction in person trips during the AM peak hour and a net increase by 12 walk/public transport trips (two-way) during the PM peak hour when compared to the permitted uses, which equates to an increase of only one walk/public transport trips every 5 minutes.

7.1.3 Section 4.0 of this report concludes that the existing pedestrian, cycle and public transport are excellent in the vicinity of the site. Therefore, any net increase in pedestrian and public transport trips resulting from the proposal could be accommodated by the existing facilities and therefore, there will be no severe traffic impact.

7.2 Delivery and Servicing Trips

7.2.1 Up to seven delivery trips and three refuse collection trips are anticipated associated with the proposed development.

7.2.2 The total number of delivery and servicing trips generated by the development are more or less similar to the permitted development and as such are considered to be not significant and hence imperceptible.

8.0 CONCLUSIONS

- 8.1 This Transport Statement (TS) has been prepared in support of the planning application for:

“Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House (Use Class A4) with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar. The proposals also include for the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant.”

- 8.2 The site is located in a highly sustainable location with very good cycle and public transport linkages. There are number of Santander cycle docking stations within 350m from the site which provides a total of 138 bikes.
- 8.3 The streets surrounding the site have a very good footway network. The PTAL rating of the site is 6B i.e. excellent. The accident analysis demonstrates that there are no highway safety issues that need addressing as part of the application.
- 8.4 The primary pedestrian access to the proposed ground floor restaurant and bar will be from Crowndale Road. The primary pedestrian access will be at the junction of Bayham Place with Bayham Street. These accesses will be step-free and the footways opposite each access will be dropped.
- 8.5 The development will be car-free given the sustainable location of the site with a PTAL rating of 6B (excellent). A total of ten internal cycle parking spaces will be provided which exceeds the London Plan minimum cycle parking standards. Additionally, a S106 contribution will be offered to Council for implementation of 11 external cycle stands on Crowndale Road nearby the entrance in line with the permitted development (application ref: P2016/6959/F).

- 8.6 The refuse bin store will be provided on the ground floor and will be accessed from Bayham Place. The member(s) of staff will be available during the collection days to trolley the bins out of the bin store onto Bayham Place.
- 8.7 Overall, the proposed development could generate 12 two-way pedestrian/public transport trips during AM peak hour and 48 two-way pedestrian/public transport trips during PM peak hour.
- 8.8 This equates to a net reduction in person trips during the AM peak hour and a net increase by only 12 walk/public transport trips (two-way) during the PM peak hour when compared to the permitted uses, which equates to an increase of only one walk/public transport trip every five minutes.
- 8.9 The existing pedestrian and public transport infrastructure could accommodate an increase in pedestrian and public transport trips resulting from the proposed development. There will be no additional traffic associated with the refurbishment of the KOKO offices and the Rehearsal Room.
- 8.10 The taxi drop offs will take place either on Bayham Street or Crowndale Road in the similar way as in the permitted development scenario.
- 8.11 Up to five delivery trips and three refuse collection trips are anticipated associated with the development. The total number of delivery and servicing trips generated by the development are considered to be not significant and hence imperceptible.
- 8.12 It is therefore concluded that there are no transport or highways grounds to refuse this planning application.

PRE-APPLICATION CONSULTATION

Date: 5th October 2017
Your ref:
Our ref: 2017/4506/PRE
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Dear Mr Belsten,

Town and Country Planning Act 1990 (as amended)
Re: Koko 1A Camden High Street, Hope & Anchor PH 74 Crowndale Road, 1 Bayham Street and 65 Bayham Place, NW1 7JE

Thank you for your enquiry received on the 3rd August 2017, regarding the proposed revised scheme for the above site to provide private members club (Use Class Sui Generis), with associated restaurant, recording studio and private roof top terraces.

Site description

The site is bounded by Camden High Street to the east, Crowndale Road to the south, Bayham Street to the west, and Bayham Place to the north. It comprises Camden Palace “(KOKO)”, the Hope and Anchor Public House (74 Crowndale Road), 1 Bayham Street and 65 Bayham Place.

The site falls within the Camden Town ‘Town Centre’ and the Camden Town Conservation Area. The Public House, 1 Bayham Street and 65 Bayham Place are all identified as positive contributors in the Camden Town Conservation Area Appraisal. The Camden Palace Theatre (Koko) is Grade II listed.

The Hope and Anchor PH has an A4 use, and 1 Bayham Street and 65 Bayham Place has a B1 office use but all have been unoccupied for some time. There is an article 4 direction covering the area which removes permitted development rights for the change of use of a building from offices Class B1a to dwellinghouses C3.

Background

Committee resolved to grant planning permission subject to s106 legal agreement 11/05/17 for ‘redevelopment involving change of use from offices (Class B1) and erection of 5 storey building with basement to provide 32

bedroom hotel (Class C1) following demolition of 65 Bayham Place and 1 Bayham Street (retention of façade) including change of use at 1st and 2nd floor of 74 Crowndale Road from pub (Class A4) to hotel (Class C1), mansard roof extension to 74 Crowndale Road, retention of ground floor of Hope & Anchor PH, conversion of flytower to ancillary recording studio and hotel (C1), creation of terraces at 3rd and 4th floor level and erection of 4th floor glazed extension above roof of Koko to provide restaurant and bar to hotel (C1)'.

It is understood that the principle revision comprises the removal of the hotel element of the scheme and the provision of a private members club.

Summary of proposed revisions

The key changes relate to the mix of land uses, and internal configuration as well as an amended design for the fourth floor roof extension and terracing. The scheme would no longer provide for a boutique hotel (C1 Class). Rather the proposed upper floors would provide a private members club and associated ancillary uses.

Proposed Basement:

- Layout changes to basement to facilitate toilets and storage space to the Hope and Anchor operation.
- The existing basement to the Hope & Anchor is to be excavated down to utilise existing footings and provide clear ceiling heights of 2120mm.
- The existing lightwell to the rear of Bayham St is to be excavated to receive the new concrete lift and stair core.
- The basement level below Bayham Place has been removed from the scheme.

Proposed Ground Floor:

The ground floor slab is to be replaced across the Hope and Anchor, Bayham Street and Bayham Place floorplate.

- The internal layout within the Bayham Place, Bayham Street part of the site would be redesigned to create an open plan circulation space. A breakthrough between the back of the stage and Hope and Anchor would be created to improve permeability. This open plan space would be utilised for a range of uses to include reception desk and additional drinking/dining spaces for the Hope and Anchor Public House.

Proposed First Floor:

- The first floor would be fully utilised by the Hope and Anchor Public House. It would include a function room for private dining at the Hope and Anchor.
- The existing artist's gallery which overlooks the stage, would be refurbished to enable access for music artists and private members to overlook the stage.
- Two new openings between existing pub and KOKO back of house would be created to improve the circulation for artists.

Proposed Second Floor/Third Floors:

- The second and third floors would be utilised for private members in association with the KOKO operation. The space would be used in flexible ways with a variety of daytime and evening uses.
- The recording studio would be relocated to the third floor and enlarged to enable a better facility for the venue. The recording studio could also be utilised as a space for press and meet and greets at events. The recording studio would continue to be available to the local community.
- The scheme would include a single suite, located on the Bayham Place elevation with associated terrace. The suite serves the same function as the executive suite in the consented scheme allowing for members and artists plus entourage to stay at the venue.
- Terrace (49.7sqm) accessed from the private members suite at the corner of Bayham Street and Bayham Place
- Built mass is no longer proposed along the Bayham Place elevation, which would be utilised for plant intake and extract equipment.

Proposed Fourth Floor:

- The fourth floor has been simplified to remove additional mass along Bayham Place. The Green roof would be retained above the Hope and Anchor building.
- Terrace (106sqm) at the corner of Bayham Street and Bayham Place.
- Flytower terrace (28.93sqm)
- Private terrace (65sqm) and outdoor terrace (65sqm) on Crowndale Road elevation
- The consented skylobby has been redesigned to include additional openings within the glazed room. The skylobby would be used as a dining, drinking facility for private members. The proposal retains the link between the Dome, which will be refurbished as per the consented scheme.

Policies

The Local Plan was adopted by Council on 3 July 2017 and has replaced the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.

Policy H2 Maximising the supply of self-contained housing from mixed-use schemes

Policy H4 Maximising the supply of affordable housing

Policy C1 Health and wellbeing

Policy C3 Cultural and leisure facilities

Policy C4 Public houses

Policy C5 Safety and security

Policy C6 Access for all

Policy E1 Economic development

Policy E2 Employment premises and sites

Policy A1 Managing the impact of development
Policy A2 Open space
Policy A3 Biodiversity
Policy A4 Noise and vibration
Policy A5 Basements
Policy D1 Design
Policy D2 Heritage
Policy D4 Advertisements
Policy CC1 Climate change mitigation
Policy CC2 Adapting to climate change
Policy CC3 Water and flooding
Policy CC4 Air quality
Policy TC2 Camden's centres and other shopping areas
Policy TC4 Town centres uses
Policy T1 Prioritising walking, cycling and public transport
Policy T2 Parking and car-free development
Policy T4 Sustainable movement of goods and materials

Camden Planning Guidance

CPG1 Design
CPG2 Housing
CPG3 Sustainability
CPG4 Basements and lightwells
CPG5 Town Centres, retail and employment
CPG6 Amenity
CPG7 Transport
CPG8 Planning Obligations

Camden Town Conservation Area Statement

Land use

Members club

The site falls within the Camden Town 'Town Centre' (TC). Local plan policy TC4 provides a broad range of main town centres uses including leisure and entertainment facilities. The provision of a private members club would be considered to fall within the type of uses found within the Town Centre and would be likely to contribute positively to the character, function, vitality and viability of the Camden Town TC. The principle of a private members club may be acceptable provided it would not cause harm to the amenity of neighbouring properties.

Your submission advises that:

"The private members club will be run as a separate entity, it will be closely linked with KOKO. As the private members club will not be self-contained, and have access into KOKO, we consider that it is recognised as an ancillary use to the music venue, although recognised as a sui generis use in its own right".

From the above statement it is unclear whether the private members club would be an extension of the existing music venue - Koko. If it is ancillary to the use of the music venue then it cannot also be a *Sui Generis* use in its own right as well. You should clarify exactly what use is being sought and how the proposed members club would operate in relation to the existing music venue. While it is evident that there would be positive synergies between the two uses, an extension of the music venue would raise concerns regarding the impact of the expanded music venue on neighbouring amenity. You would need to provide a clear response to this concern and to the potential cumulative impact from the proposed use on neighbouring amenity.

At application stage you would need to provide clear details of how the Members Club would operate in relation to Koko and how access from customers of the music venue to the members club (or the other way round) would be controlled. You would also need to provide further details of how the private members club would operate i.e. the proposed capacity of the private members club, details of any criteria for membership, the target demographic, the likely costs of membership, the membership process (how you would become a member) and whether this process would need to be completed in advance of a visit (or whether you could join on a first visit). You should also provide details of the likely benefits of membership (for example are you able to bring non-members as guests and if so would there be any restriction on this).

You should provide the most detailed account possible of the proposed members club to help officers and members understand the type of use proposed and how the impacts on neighbouring amenity would be managed. You should provide a management plan for the members club and the Council would seek to secure this by legal agreement.

The flexible use of the second and third floor members club for a range of activities is considered to be acceptable. However it is likely the Council would want to control the hours of use in order to protect neighbouring amenity.

The Council will seek to ensure that community safety issues associated with the proposed development are fully addressed.

Loss of B1 office floorspace at 65 Bayham Place and 1 Bayham Street

As you are aware economic development have previously advised that there is no evidence to suggest that the existing B1 floorspace is not suitable for continued use and they do not accept that there is a lack of demand for appropriately priced, sympathetically refurbished office space in Camden Town. The loss of the B1 office floorspace should be fully justified and you should fully explore the potential to re-provide the B1 floorspace as part of the proposed scheme.

Mixed use development

Policy H2 requires up to 50% of all additional floorspace to be housing and its inclusion within the site should be fully explored. You should investigate the possibility of a structural independent building on the back of the site to provide housing. Such a scheme would need to be supported by a noise report demonstrating acceptable internal noise levels and appropriate attenuation measures. The dwellings should meet DCLG nationally described space standards. If the provision of on-site housing would not be feasible you would need to robustly justify this. Where inclusion of housing is appropriate for the area and cannot practically be achieved on the site, the Council may accept a contribution to housing elsewhere in the area, or exceptionally a payment-in-lieu. Where a proposed development falls short of the Council's requirements in terms of the contribution to housing (whether on-site, off-site, or in the form of a payment-in-lieu), the Council will expect submission of a financial viability appraisal to justify the scale of the housing proposed.

Affordable Housing Contribution

The requirement to provide housing (Policy H2) combines with the affordable housing requirements of Policy H4 so that a proportion of the housing provided is affordable in accordance with the sliding scale. Targets are based on an assessment of development capacity whereby 100sqm (GIA) of housing floorspace is generally considered to create capacity for one home. A sliding scale target applies to developments that provide one or more additional homes and have capacity for fewer than 25 additional homes, starting at 2% for one home and increasing by 2% for each home added to capacity. Where developments have capacity for fewer than 10 additional dwellings, the Council will accept a payment-in-lieu of affordable housing. The amount of the payment in lieu would be calculated on the basis of the on-site target for housing / affordable housing. As the uplift in floorspace is 1425sqm GIA, this would result in a housing requirement of 712.5sqm. Therefore, the affordable housing percentage using the slide scale would be 14%. The payment in lieu would be £2,650 per sqm. This figure is the payment level for affordable housing Policy H4 (full details can be found in CPG8 Planning Obligations paragraph 6.10-6.13). The payment in lieu for affordable housing would be $712.5 \times 0.14 \times 1.053$ (to convert to GEA) \times £2,650 = £278,347 (approx).

The Council seeks to negotiate deferred housing contributions for developments where the provision of housing / affordable housing falls significantly short of targets in Policy H2 and H4 due to financial viability, and there is a prospect of viability improving prior to completion. The deferred contribution is capped at the shortfall between the amount of additional housing proposed and the Council's policy targets.

Design and Conservation

Former theatre and frontages

The full range of restoration measures included in the extant permission was strongly supported by the Council, and the reduction of measures in these

proposals is regrettable. The reintroduction of scalloped parapets to the theatre's main frontage would have been of particular benefit to its architecture. Historic England's recommendations for colour and finishes to the historic theatre, as advised in their letter of 1 September 2016 still stands. The reduced restoration measures weaken the heritage benefits of the proposals which helped to justify instances of harm arising from demolitions and loss of historic fabric elsewhere.

Particularly regrettable is the abandonment of the extant permission's reinstatement of a double-height stage door on Crowndale Road, important for articulating the historic arrangement of the theatre within. The canopy should be reduced in length to fall short of the Hope & Anchor and allow reinstatement of the stage door. The scale of signage proposed for this part of the theatre's flank is inappropriate to the character of Koko's elevations to Crowndale Road and threatens to interfere visually with the refined decorative frontages of the Hope & Anchor in views. The proposed fabric canopy around the principal frontages should be detailed to complement the restoration-minded approach to the historic theatre elevations.

The double door proposed for the return from the Hope & Anchor's ground-floor facade beside the stage door would not be acceptable; such a reorganisation of the pub's historic entrance sequences could begin to deactivate its original principal frontages; it would be better located in the existing doorway to be fixed shut. It may be possible to wrap a separate discreet canopy around this back corner of the pub. It is not clear what advantage the new ticketing sequence (proposed for this entrance, through the edge of the Hope & Anchor) would provide, but it may compromise the internal arrangement of the pub. This is dealt with further in the section on the Hope & Anchor below.

Proposals for minor reorganisation within the theatre's back-of-house spaces look likely to be acceptable.

Flytower

Omission of the two levels of accommodation planned to occupy the fly tower and its retention in something closer to its original form is likely to be the greatest benefit of these revised proposals. The removal of the accompanying steel frame and concrete pile foundations, the glazed vision panels above the proscenium arch, and the retention of the flytower's perimeter masonry at second-, third- and fourth-floor levels on the east and south sides facilitated by removal of the suite and need for access to the roof from the bar formerly proposed, along with the existing access from back-of-house to flytower at second-floor level, are all very welcome. The resulting void which opens up between the new core and retained flytower structure and fourth-floor level does, though, raise the question of how far back from the street this core can be pushed to further reduce its visibility.

Addition of a new gallery within the interior of the flytower above the stage is welcome as a means of better revealing the original grid above, but should be

explained in detailed structural drawings, as should the physical and visual consequences for the introduction of new mechanical plant.

Hope & Anchor

The proposed retention of the existing change of levels within the ground-floor of the pub, and of some of the historic brickwork and structure within the ground floor, as shown in the proposed ground-floor plan, is a significant and welcome improvement on the extant permission. Similarly, reduced encroachment of the new central core on the upper storeys of the Hope & Anchor footprint is very welcome allowing greater distinction across its levels between the pub and the theatre's back of house – with potential benefits for the animation and appearance of the pub from the street. It seems that the proposals for more extensive demolition of the Hope & Anchor have emerged since submission of the July 2017 pre-application document, and would compromise much of this improvement.

The location of the proposed recording studio facilities in the new mansard accommodation over the Hope & Anchor is not justified by presentation of any testing of alternative locations nor studies of the impact of the substantial engineering required to construct a professional recording studio on the historic building beneath. The location of the recording studio in the mansard raises two significant issues which are not adequately treated in the pre-application submission and are unlikely to be acceptable:

- the mansard over the Hope & Anchor must lose the dormer windows it had in the approved scheme, which threatens to make the new mass overbearing of the simple pub building and in views along Crowndale Road;
- it is clear that much of the re-engineering required for the Hope & Anchor's main historic building is calculated with reference to the loads brought by the recording studio, and an alternative approach to repair and partial reconstruction of the pub to deal with past decay and already-failing materials and past re-engineering has therefore not been explored.

The extant permission allows for demolition of all of the block's perimeter facing Bayham Street except the Hope & Anchor, with some reconstruction in facsimile and some replacement buildings. Positive contributors and especially groups of positive contributor buildings can make a contribution to the character and appearance of conservation areas by patina and evidence of the adaptive reuse of buildings, and the evolved quality of a townscape. The proposed total demolition of the Bayham Street frontage would do harm to the Camden Town Conservation Area additional to that identified with the extant permission.

Notwithstanding the pub's structural problems regardless of the top-floor use, the substantial re-engineering claimed as a justification for the demolition and reconstruction of the Hope & Anchor is generated by an arrangement which is not tested against the capacities of the site's heritage assets to sustain such

uses. Alternative options and reduced engineering impacts on the Hope & Anchor should be explored.

Annotations on the proposed Bayham Street elevation (AHA/KKC/GA/202) state that the upper storeys of the pub will be repaired and repainted, which appears to be inaccurate. The ground-floor frontage of the pub on Bayham Street is noted variously to be retained as existing, or constructed as per the extant permission, but the proposed elevation does not match the consented drawing. Retention of the existing pattern of fenestration is preferred, as is the new irregular arrangement shown for the current toilet block.

Bayham Street views and upper storeys

The introduction of planters to the edge of fourth-floor terraces is noted but the plan should make clear that the glazed balustrades can be set on the inside of these to help reduce their visual prominence in views. The reduction in the number of lifts and the overall volume of the fourth-floor core structure above the Bayham Street/Place corner is welcome, and the loss of windows on the Bayham Street frontage seems likely to allow it to better recede as part of the cluster of rooftop structures above the centre of the block, wherever this is glimpsed.

The amount and extent of proposed glazed balustrading remains excessive, and will increase the sense of mass and homogeneity of the whole as viewed from Bayham Street.

Bayham Place

Accommodation of plant behind louvered screens on the third-floor level of the Bayham Place frontage would be acceptable in its visual impact, particularly given the removal of the consented condenser unit enclosures allowing retention of more of the theatre's existing back-of-house brick structures. The proposed arrangement will help to better maintain the character and limit the sense of enclosure on Bayham Place.

The increase in the Bayham Place frontage of the new corner building by one bay and the commensurate extension of its roof terrace threatens to pull this reimagined corner plot too far from the modest character of the existing positive contributor. As with the existing structure, (and noting the additional storey approved for the replacement building under the extant permission) either the fourth bay should vary its articulation to recede and reduce the total mass, or the proportions and detailing of the fenestration across the whole corner piece should be modified to reduce its formality and perceived scale.

Amenity

The submitted plans shows a number of proposed terraces at third and fourth floor level.

Third Floor

- Terrace (49.7sqm) accessed from the private members suite at the corner of Bayham Street and Bayham Place

Fourth Floor

- Terrace (106sqm) at the corner of Bayham Street and Bayham Place.
- Flytower terrace (28.93sqm)
- Private terrace (65sqm) and outdoor terrace (65sqm) on Crowndale Road elevation

You should provide further details with any application as to how the terraces would be managed, the capacity of each terrace, who would be able to access each of the terraces and an assessment of how the noise from the maximum capacity of each terrace would meet the 'green criteria' of Table D of Appendix 3 of the Local Plan. The Council will seek to control the hours of use of the terrace in order to protect neighbouring amenity. You should provide details of the hours of use required for each of the terraces so that the Council can assess whether these hours would be acceptable. The hours of use of the terraces will be secured by condition. The Council is particularly concerned with the proposed terraces on the corner of Bayham Street and Bayham Place as these are in close proximity to neighbouring properties. The details of the management of the terrace should be included in the building uses management plan and this would be secured by legal agreement.

The Council will require an acoustic report to accompany the application. In assessing applications, we will have regard to noise and vibration thresholds, set out in Appendix 3 of the Local Plan, and other relevant national and regional policy and guidance and British Standards. You should be aware that the Council's noise thresholds have been updated in the Local Plan and are in some instances more demanding than those provided by Policy DP28 of the previous Development Plan.

Camden noise thresholds reflect observed effect levels outlined in National Planning Practice Guidance.

- NOEL – No Observed Effect Level
- LOAEL – Lowest Observed Adverse Effect Level
- SOAEL – Significant Observed Adverse Effect Level

Three basic design criteria have been set for proposed developments, these being aimed at guiding applicants as to the degree of detailed consideration needed to be given to noise in any planning application. The design criteria outlined below are defined in the corresponding noise tables. The values will vary depending on the context, type of noise and sensitivity of the receptor:

- Green – where noise is considered to be at an acceptable level.
- Amber – where noise is observed to have an adverse effect level, but which may be considered acceptable when assessed in the context of other merits of the development.
- Red – where noise is observed to have a significant adverse effect.

The thresholds set noise levels for noise generating development in areas sensitive to noise. For plant and machinery a 'Rating Level' of 10 dB below background (15dB if tonal components are present) should be considered as the design criterion. The submitted noise impact assessment states that new items of plant have targeted a low impact which would represent an amber impact according to the Camden Council noise thresholds. This would not be acceptable and new plant should use the design criteria so that a 'green impact' is targeted. While a different approach was accepted for the previous application the adoption of Local Plan policy A4 requires the more demanding thresholds for new plant to be met.

Assessments for noise from entertainment and leisure premises must include consideration to amplified and unamplified music, human voices, footfall and vehicle movements and other general activity. Appropriate metrics must be used to measure and assess the noise impact including LAeq and LMax metrics and appropriate frequency spectrum.

Table D: Noise levels applicable to proposed entertainment premises (customer noise)

Noise sensitive receptor	Assessment Location	Design Period	LOAEL (Green)	LOAEL to SOAEL (Amber)	SOAL (Red)
Dwellings	Garden used for amenity (free field)	Day	The higher of 55dB LAeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	56dB to 60dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The higher of 61dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise
Dwellings	Garden used for amenity (free field)	Evening	The higher of 50dB LAeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	51dB to 55dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The higher of 56dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise
Dwellings	Garden used for amenity (free field)	Night	The higher of 45dB LAeq,5min Or 10dB below existing LAeq,5min Without entertainment noise	46dB to 50dB LAeq,5min Or 9dB to 3dB below existing LAeq,5min Without entertainment noise	The higher of 51dB LAeq,5min Or 2dB below existing LAeq,5min Without entertainment noise

It is noted that the submitted noise impact assessment only assesses noise from plant and does not assess the noise from the entertainment premises (in particular a consideration of the noise from amplified and unamplified music

from the proposed rooftop bar and restaurant and noise from human voices from the proposed terraces.

Health Impact Assessment

Proposals for major development schemes are required to include a Health Impact Assessment (HIA). The scope of a HIA will vary depending on the size of the development and its location. The HIA should identify the likely health impacts of the development and include measures to improve health outcomes and address negative effects and inequalities.

Sustainability

Policy CC2 'Adapting to climate change' states any development involving 500 sqm or more of any additional floorspace is required to demonstrate climate change adaptation measures in a Sustainability Statement. In addition the Council expects non-domestic developments of 500sqm of floorspace or above to achieve "excellent" in BREEAM assessments and to achieve a 20% reduction in carbon dioxide emissions from on-site renewable energy generation (which can include sources of site related decentralised renewable energy), unless it can be demonstrated that such provision is not feasible. You should submit a sustainability and an energy statement to support your application.

SUDS

The Council requires developments to reduce the pressure on the combined sewer network and the risk of flooding by sustainable urban drainage systems (SUDS). The volume and rate of run-off from heavy rainfall can be reduced through the use of SUDS including green and brown roofs, pervious paving and detention ponds or tanks. You should provide a Surface Water Drainage Proforma with your application. SUDS strategies should be designed in accordance with NPPF policy (and written Ministerial Statement) and London Plan policy 5.13 SUDS hierarchy to reduce run off rates to greenfield rates. Where reasonably practicable, run off volumes should be constrained to greenfield run off volumes for the 1 in 100 year 6 hour event.

Transport

Car Parking

The site is located in a town centre and has a PTAL rating of 6b. A car free development would therefore be required in accordance with Policy T2.

Cycle Parking

All cycle parking facilities would need to be designed in accordance with CPG7 guidance. The level of provision would need to meet the minimum requirements of the London Plan. The minimum parking standards for *Sui Generis* Uses is per the most relevant other standard. The most relevant standard is Use Class D2 (Assembly and leisure) which gives a requirement for 1 space per 8 staff for long stay and 1 space per 100sqm for short stay.

The minimum standard for A3 and A4 uses is (from a threshold of 100 sqm) 1 space per 175 sqm for long-stay and 1 space per 40 sqm for short-stay cycle parking.

Construction Impacts

The proposed development raises concerns about traffic congestion and road safety issues during construction. Amenity issues are also likely to be a concern to colleagues in our Noise and Enforcement Service. A construction management plan (CMP) would therefore be required in order to mitigate the impacts of construction. This would be secured as a section 106 planning obligation if planning permission is granted. A draft CMP (using our standard pro-forma) should be submitted in support of any subsequent planning application.

Public Highway Issues

The proposed development is likely to cause significant damage to the public highway directly adjacent to the site. A financial contribution for highway works would be required and this would be secured as a section 106 planning obligation if planning permission is granted.

Mayor of London's Crossrail CIL and Camden's CIL

The proposal will be liable for both the Mayor of London's CIL and Camden's CIL as the development involves the addition of more than 100sqm of commercial floorspace. The Mayoral CIL rate in Camden is £50 per sqm and Camden's CIL is £25 per sqm (Zone B – entertainment and other town centre uses).

Conclusion

You should provide the fullest details of the proposed members club to help officers and members understand the type of use proposed and how the impacts on neighbouring amenity would be managed. You should provide further details with any application as to how the terraces would be managed including hours of use and an assessment of how the noise from the maximum capacity of each terrace would meet the 'green criteria' of Table D of Appendix 3 of the Local Plan. You are advised that the noise thresholds have been updated following the adoption of the Local Plan and for plant and machinery a 'Rating Level' of 10 dB below background (15dB if tonal components are present) should be considered as the design criterion.

You should fully explore the potential to re-provide the B1 floorspace as part of the proposed scheme.

The full range of restoration measures included in the extant permission was strongly supported by the Council, and the reduction of measures in these proposals is regrettable. Particularly regrettable is the abandonment of the extant permission's reinstatement of a double-height stage door on Crowndale Road. The location of the proposed recording studio in the mansard raises significant issues which are unlikely to be acceptable. The

proposed total demolition of the Bayham Street frontage would be considered harmful to the Camden Town Conservation Area and the demolition and reconstruction of the Hope & Anchor would not be welcomed and alternative options and reduced engineering impacts on the Hope & Anchor should be fully explored.

Documents required for submission

For a valid application, I would advise you to submit the following:

- Application forms
- An ordnance survey based location plan at 1:1250 scale clearly denoting the application site in red.
- Full package of drawings
- Design and Access Statement (including Crime Impact Statement)
- Heritage Statement
- Photographs
- Structural Report
- Statement of justification
- Schedule of works
- Basement impact assessment (the original BIA should be updated to take account of the revised proposal to confirm that the assessment is still valid)
- Planning Statement
- Daylight and Sunlight Report
- Sustainability and Energy Statement
- Transport Statement
- Noise impact assessment
- Air Quality Assessment
- Ecological Assessment (ecologist to make an assessment of the potential for the building to support protected species)
- [Sustainable Urban Drainage pro-forma](#)
- [Construction management plan pro-forma](#)
- Building use management plan
- Health Impact Assessment
- Regeneration Statement
- Servicing Management Plan
- Landscaping proposals
- Waste storage and collection
- Lighting Assessment
- CIL forms

Please note that the information contained in this letter represents an officer's opinion and is without prejudice to further consideration of this matter by the Development Control section or to the Council's formal decision.

I trust this information is of assistance. Should you have any further queries please do not hesitate to contact me by telephone on 020 7974 5262.

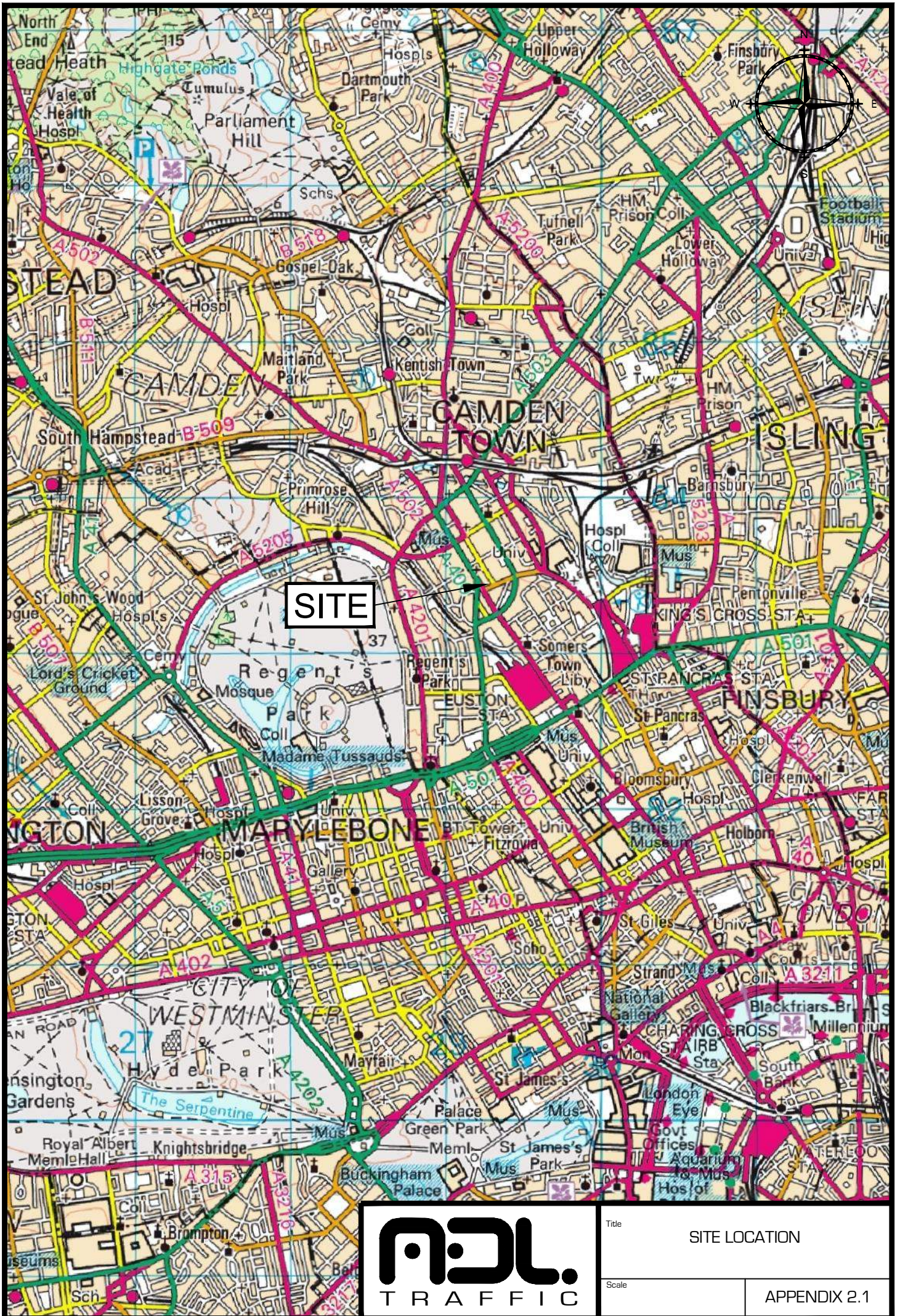
It is important to us to find out what our customers think about the service we provide. To help, we would be very grateful if you could take a few moments to complete our [pre application enquiry survey](#). We will use the information you give us to monitor and improve our services.

Yours sincerely

David Peres da Costa
Senior Planning officer
Planning Solutions Team

SITE LOCATION AND SURROUNDING AREA

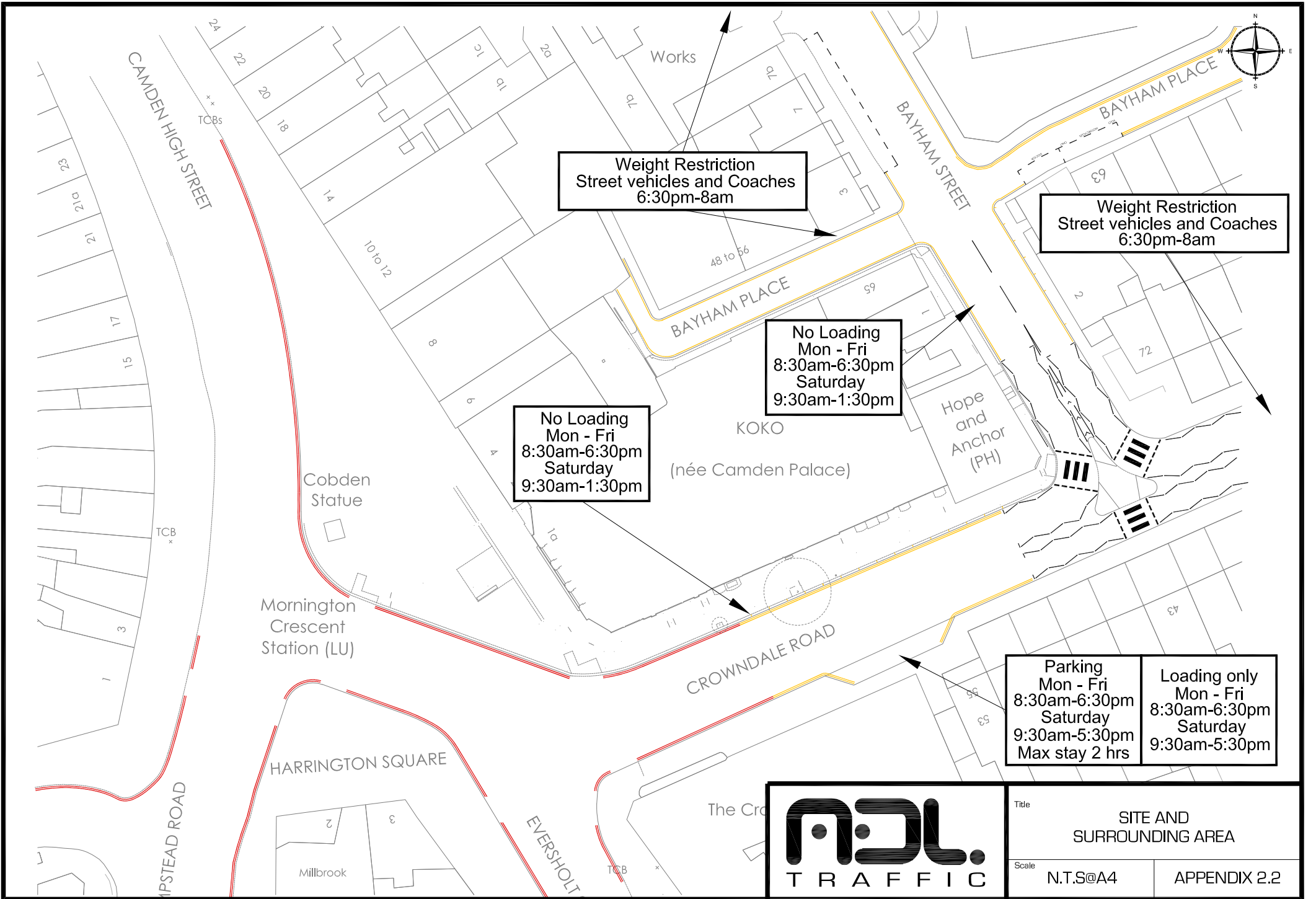
2.1	Site Location
2.2	Site and Surrounding Area



SITE



Title	SITE LOCATION
Scale	APPENDIX 2.1



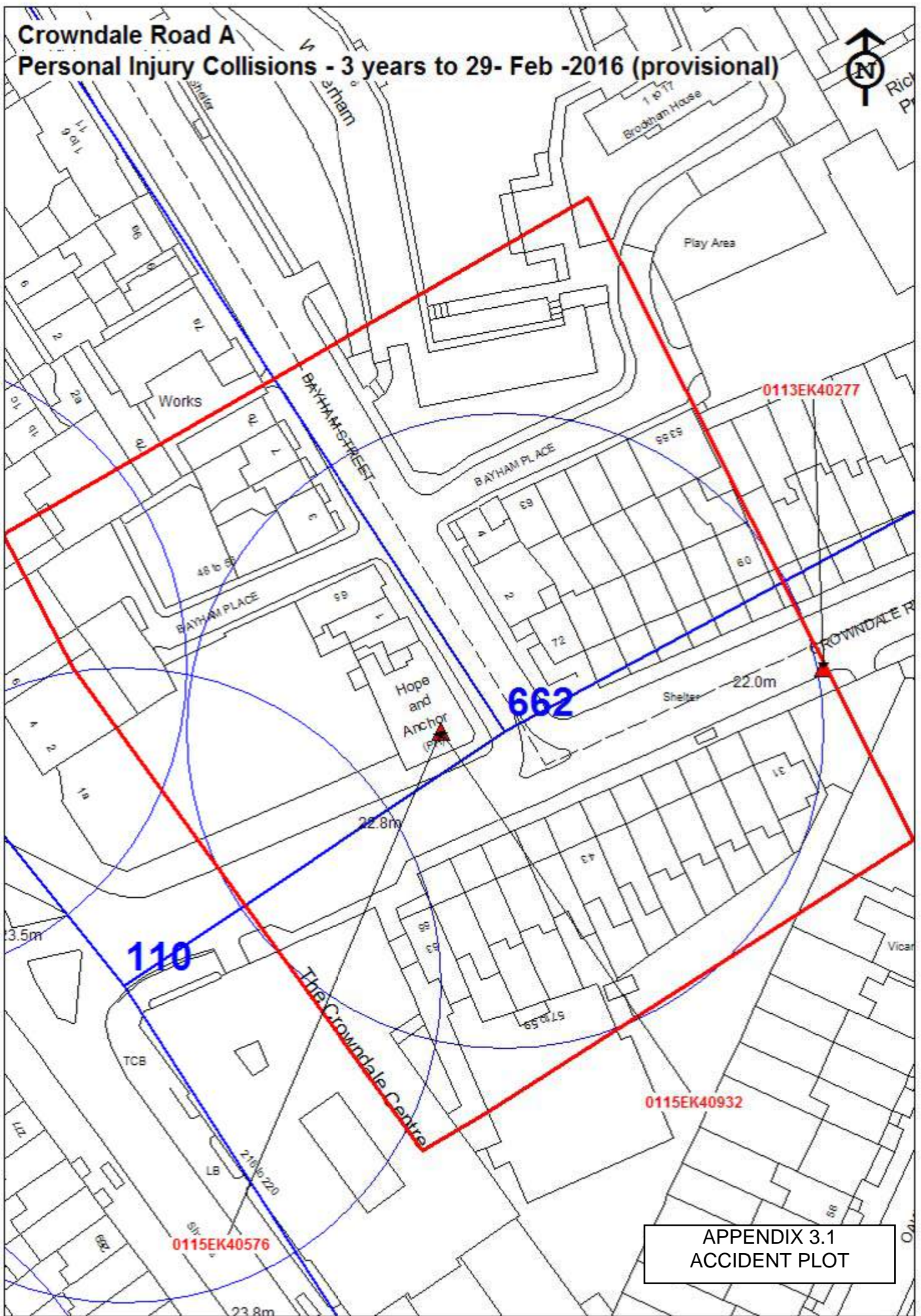
Title		SITE AND SURROUNDING AREA	
Scale		N.T.S@A4	APPENDIX 2.2

APPENDIX 3.0

ACCIDENT DATA

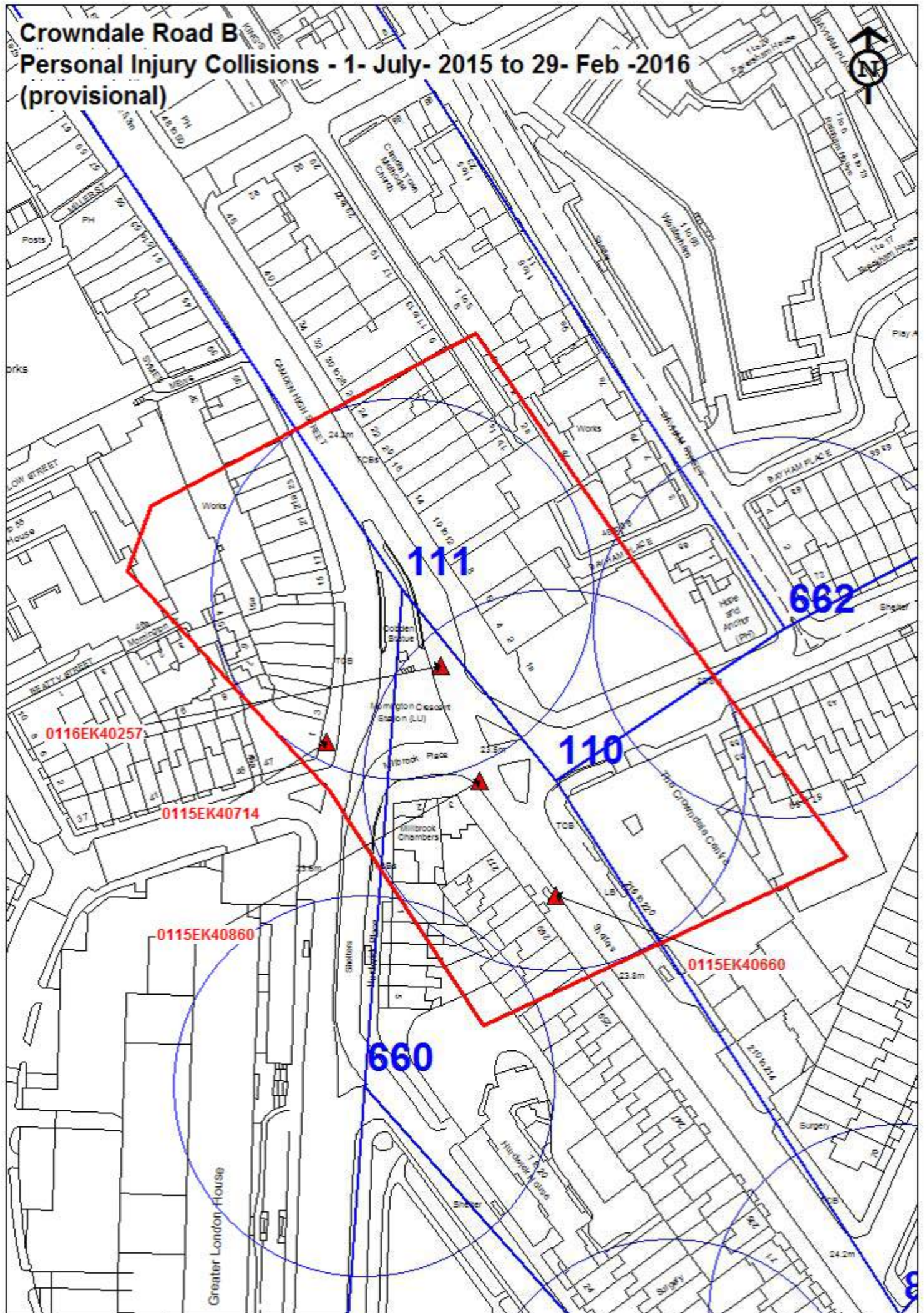
- 3.1 Accident Plot
- 3.2 Accident Report

Crowndale Road A Personal Injury Collisions - 3 years to 29- Feb -2016 (provisional)



APPENDIX 3.1
ACCIDENT PLOT

Crowndale Road B Personal Injury Collisions - 1- July- 2015 to 29- Feb -2016 (provisional)





Crowndale Road A & B Collisions - 8 months & 3 years to 29- Feb -2016 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B02_Crowndale_A (P)	36 MTS TO FEB-2016	3
MD02 GIS AREA B02_Crowndale_B (P)	8 MTS TO FEB-2016	4

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

APPENDIX 3.2
ACCIDENT REPORT


Crowndale Road A & B Collisions - 8 months & 3 years to 29- Feb -2016 (provisional)

MD01 GIS AREA B02_Crowndale_A (P) 36 MTS TO FEB-2016 SORTED BY DATE

1 0113EK40277 FRI 26/04/13 07:09 LIGHT CROWNDALE ROAD 40M NE OF BAYHAM STREET 02 LINK 113-662 529330 / 183420
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V1 BROKE SUDDENLY.THIS CAUSED SOME PASSENGERS ONBOARD TO GET INJURED

CASUALTY 001 (001) (48 Yrs - M NW5) SLIGHT PASSENGER STANDING ON PSV
 CASUALTY 002 (001) (38 Yrs - M NW9) SLIGHT PASSENGER STANDING ON PSV
 CASUALTY 003 (001) (32 Yrs - M NW9) SLIGHT PASSENGER STANDING ON PSV
 CASUALTY 004 (001) (61 Yrs - F NW5) SLIGHT PASSENGER STANDING ON PSV
 CASUALTY 005 (001) (29 Yrs - M NW10) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (54 Yrs - M E5) GOING AHEAD OTHER NE TO SW JNY PART OF WORK
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

2 0115EK40576 MON 13/07/15 15:40 LIGHT BAYHAM STREET J/W CROWNDALE ROAD 02 NODE 662 529270 / 183410
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 V1 HIT THE PED ON THE ZEBRA CROSSING

CASUALTY 001 (001) (3 Yrs - F NW1) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING W BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (38 Yrs - M NW1) GOING AHEAD OTHER NW TO SE TAKING PUPIL TO/FROM SC JCT APP
 BT - NEGATIVE FRONT HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

3 0115EK40932 TUE 20/10/15 13:56 LIGHT BAYHAM STREET J/W CROWNDALE ROAD. 02 NODE 662 529270 / 183410
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT ZEBRA
 PED CROSSED THE ROAD & WAS HIT BY ON-COMING V1.

CASUALTY 001 (001) (49 Yrs - M NR27) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (18 Yrs - M NW2) TURNING RIGHT NW TO SW JCT APP
 BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

End of Accidents for MD01 GIS AREA B02_Crowndale_A (P)


Crowndale Road A & B Collisions - 8 months & 3 years to 29- Feb -2016 (provisional)

MD02 GIS AREA B02_Crowndale_B (P)

8 MTS TO FEB-2016 SORTED BY DATE

1 0115EK40714 SAT 01/08/15 01:01 DARK HAMPSTEAD ROAD J/W MORNINGTON CRESCENT 02 LINK 111-660 529160 / 183380
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
 THE PED RAN OUT INTO THE ROAD AND INTO V1'S PATH
 CASUALTY 001 (001) (47 Yrs - M NW3) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING E BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (59 Yrs - M NW1) GOING AHEAD OTHER S TO N JCT CLEARED
 BT - NEGATIVE FRONT HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)

2 0115EK40660 MON 03/08/15 16:55 LIGHT EVERSOLT STREET 40M SE OF HAMPSTEAD ROAD 02 LINK 110-801 529220 / 183340
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 PEDAL CYCLIST V1 LOST CONTROL AND CAUSED THE RIDER TO FALL OFF
 CASUALTY 001 (001) (52 Yrs - M NW1) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (52 Yrs - M NW1) GOING AHEAD OTHER SE TO NW
 BT - NOT APPLICABLE O/S HIT FIRST

V001 A 410 (LOSS OF CONTROL)

3 0115EK40860 TUE 22/09/15 17:15 LIGHT CROWNDALE ROAD J/W EVERSOLT STREET 02 NODE 110 529200 / 183370
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
 V1 WENT INTO THE BACK OF STAT V2 AND THEN F.T.S
 CASUALTY 001 (002) (66 Yrs - F SG3) SLIGHT PASSENGER FRONT SEAT
 VEHICLE 001 (000) BUS/COACH (? Yrs - U) GOING AHEAD OTHER E TO W JNY PART OF WORK JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST
 VEHICLE 002 (000) CAR (66 Yrs - M SG3) GOING AHEAD HELD UP E TO W JCT APP
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)



Crowndale Road A & B Collisions - 8 months & 3 years to 29- Feb -2016 (provisional)

MD02 GIS AREA B02_Crowndale_B (P) 8 MTS TO FEB-2016 SORTED BY DATE

4 0116EK40257 WED 13/01/16 11:15 LIGHT CAMDEN HIGH STREET 26M NORTH J/W CROWNDALE ROAD 02 LINK 110-111 529190 / 183400

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M

VEHICLES 1 AND 2, BOTH WEAVING BETWEEN STATIONARY VEHICLES, COLLIDED

CASUALTY 001 (001) (43 Yrs - M W10) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C > 500CC (43 Yrs - M W10) GOING AHEAD OTHER S TO N
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (52 Yrs - M N3) GOING AHEAD OTHER S TO N
BT - NOT APPLICABLE O/S HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

End of Accidents for MD02 GIS AREA B02_Crowndale_B (P)

End of Report



12 months to end Dec 2016

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA B02_Crowndale_A (P)	12 MTS TO DEC-2016	1

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



12 months to end Dec 2016

MP01 GIS AREA B02_Crowndale_A (P) 12 MTS TO DEC-2016 SORTED BY DATE

1 01160006064 FRI 09/12/16 12:54 LIGHT BAYHAM STREET J/W CROWNDALE ROAD 02 NODE 662 529280 / 183400

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN AUTH PERSON ZEBRA

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (23 Yrs - F N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (? Yrs - U) GOING AHEAD OTHER N TO S JCT APP
BT - DRV NOT CONTACTED DID NOT IMPACT

VEHICLE 002 (000) PEDAL CYCLE (23 Yrs - F N7) GOING AHEAD OTHER N TO S COMM TO/FROM WORK JCT APP
BT - NOT REQUESTED DID NOT IMPACT

V001 A 409 (SWERVED)

End of Accidents for MP01 GIS AREA B02_Crowndale_A (P)

End of Report



12 months to end Dec 2016

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA B02_Crowndale_B (P)	12 MTS TO DEC-2016	2

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

**12 months to end Dec 2016**

MP01 GIS AREA B02_Crowndale_B (P)

12 MTS TO DEC-2016 SORTED BY DATE

1 0116EK40257 WED 13/01/16 11:15 LIGHT CAMDEN HIGH STREET 26M NORTH J/W CROWNDALE ROAD 02 LINK 110-111 529190 / 183400
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ONE-WAY ST NO JUN IN 20M NO XING FACILITY IN 50M
 VEHICLES 1 AND 2, BOTH WEAVING BETWEEN STATIONARY VEHICLES, COLLIDED
 CASUALTY 001 (001) (43 Yrs - M W10) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) M/C > 500CC (43 Yrs - M W10) GOING AHEAD OTHER S TO N
 BT - NEGATIVE N/S HIT FIRST
 VEHICLE 002 (001) PEDAL CYCLE (52 Yrs - M N3) GOING AHEAD OTHER S TO N
 BT - NOT APPLICABLE O/S HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

2 01160024378 TUE 04/10/16 20:02 DARK EVERSOLT STREET 25M S OF J/W CROWNDALE ROAD 02 LINK 110-801 529210 / 183340
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS
 V1 BRAKED SUDDENLY DUE TO A CAR PULLING AWAY FROM BEING PARKED CAUSING C1 PASSENGER TO FALL
 CASUALTY 001 (001) (42 Yrs - M UNKN) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (60 Yrs - M NW1) SLIGHT PASSENGER STANDING ON PSV
 VEHICLE 001 (000) BUS/COACH (42 Yrs - M UNKN) GOING AHEAD OTHER SE TO NW JNY PART OF WORK
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

End of Accidents for MP01 GIS AREA B02_Crowndale_B (P)

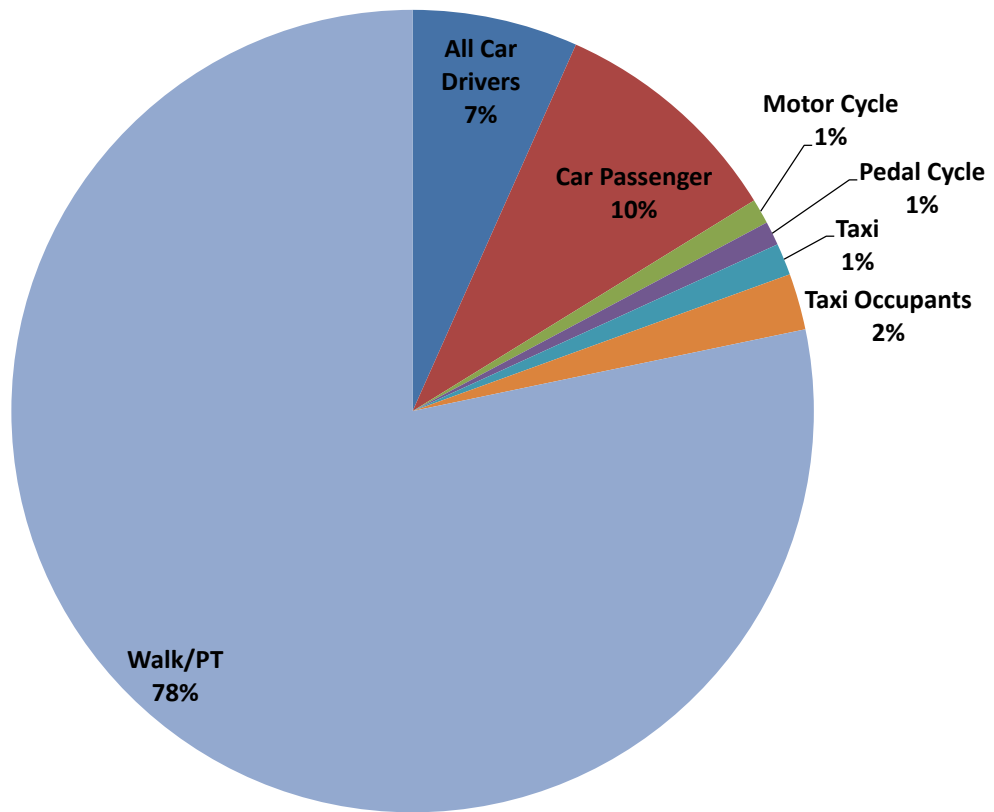
End of Report

TRAVLPERMITTED DEVELOPMENT

4.1	Public House
4.2	Office

	ARRIVAL TRIP RATE PER 100 SQM										DEPARTURES TRIP RATE PER 100 SQM										
	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupants	Walk/PT	TOTAL	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupants	Walk/PT	TOTAL	
00:00-01:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.341	0.341	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.103	0.103	
12:00-13:00	0.155	0.052	0.000	0.000	0.000	0.000	0.000	0.000	2.061	2.267	0.103	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.309	0.412	
13:00-14:00	0.000	0.000	0.000	0.103	0.000	0.000	0.000	0.000	2.938	3.041	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.164	2.164	
14:00-15:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.928	0.928	0.052	0.052	0.000	0.103	0.000	0.000	0.000	0.000	2.409	2.615	
15:00-16:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.155	0.155	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.619	0.619	
16:00-17:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.825	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.516	0.516	
17:00-18:00	0.052	0.103	0.000	0.000	0.000	0.000	0.000	0.000	2.784	2.938	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.031	1.031	
18:00-19:00	0.592	1.184	0.000	0.000	0.000	0.000	0.000	0.000	4.601	6.377	0.187	0.238	0.000	0.000	0.000	0.000	0.103	0.155	1.920	2.602	
19:00-20:00	0.509	0.882	0.000	0.000	0.000	0.000	0.000	0.000	4.665	6.055	0.425	0.560	0.000	0.000	0.000	0.000	0.103	0.155	4.259	5.501	
20:00-21:00	0.322	0.135	0.000	0.052	0.000	0.000	0.155	0.258	5.165	6.085	0.541	0.946	0.000	0.000	0.000	0.000	0.000	0.000	4.844	6.331	
21:00-22:00	0.580	1.056	0.000	0.271	0.000	0.271	0.000	0.000	5.120	7.296	0.560	1.069	0.000	0.000	0.000	0.000	0.103	0.206	4.439	6.376	
22:00-23:00	0.683	1.056	0.000	0.000	0.000	0.135	0.206	0.413	4.045	6.537	0.361	0.361	0.000	0.052	0.000	0.271	0.206	0.361	4.759	6.369	
23:00-00:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.496	0.322	0.000	0.271	0.000	0.135	0.206	0.361	4.830	6.621	
TOTAL	2.890	4.467	0.000	0.425	0.000	0.406	0.361	0.670	33.623	42.841	2.723	3.547	0.000	0.425	0.000	0.406	0.721	1.237	32.199	41.256	

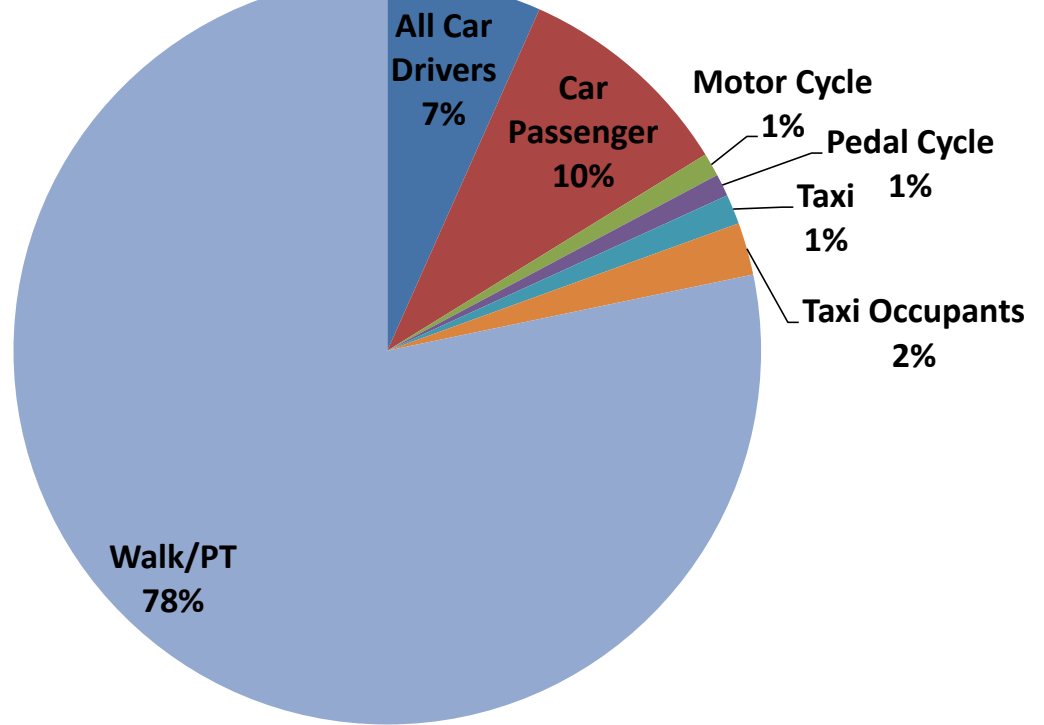
PUBLIC HOUSE - MODE SPLIT



	ARRIVALS TRIP RATE PER 100 SQM										DEPARTURES TRIP RATE PER 100 SQM										
	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupants	Walk/PT	TOTAL	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupants	Walk/PT	TOTAL	
00:00-01:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	0.214	0.020	0.000	0.041	0.000	0.030	0.022	0.022	0.602	0.950	0.004	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.060	0.066	
08:00-09:00	0.260	0.024	0.010	0.085	0.000	0.022	0.024	0.026	2.313	2.764	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.269	0.299	
09:00-10:00	0.233	0.046	0.000	0.004	0.000	0.020	0.000	0.000	2.514	2.816	0.084	0.048	0.000	0.000	0.000	0.000	0.000	0.000	0.501	0.634	
10:00-11:00	0.221	0.002	0.000	0.002	0.000	0.012	0.052	0.062	0.794	1.146	0.056	0.010	0.000	0.000	0.000	0.006	0.000	0.000	0.554	0.626	
11:00-12:00	0.151	0.020	0.000	0.006	0.000	0.026	0.002	0.002	0.687	0.893	0.058	0.006	0.000	0.002	0.000	0.008	0.000	0.000	0.716	0.790	
12:00-13:00	0.090	0.082	0.000	0.004	0.000	0.012	0.012	0.014	1.544	1.759	0.126	0.006	0.000	0.041	0.000	0.018	0.000	0.000	2.384	2.575	
13:00-14:00	0.044	0.002	0.000	0.002	0.000	0.012	0.004	0.006	2.280	2.349	0.102	0.008	0.000	0.004	0.000	0.008	0.002	0.004	1.633	1.761	
14:00-15:00	0.281	0.106	0.000	0.002	0.000	0.014	0.004	0.004	0.951	1.361	0.070	0.018	0.000	0.004	0.000	0.033	0.002	0.002	0.543	0.672	
15:00-16:00	0.090	0.014	0.000	0.000	0.000	0.008	0.000	0.000	0.708	0.820	0.269	0.088	0.000	0.006	0.000	0.024	0.002	0.002	1.144	1.535	
16:00-17:00	0.076	0.012	0.000	0.000	0.000	0.024	0.000	0.000	0.415	0.527	0.156	0.020	0.000	0.045	0.000	0.020	0.002	0.002	0.886	1.131	
17:00-18:00	0.024	0.002	0.000	0.000	0.000	0.004	0.000	0.000	0.155	0.185	0.463	0.036	0.010	0.046	0.000	0.018	0.022	0.024	2.732	3.351	
18:00-19:00	0.004	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.038	0.044	0.154	0.026	0.000	0.042	0.000	0.008	0.022	0.024	0.886	1.162	
19:00-20:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020	0.039	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.078	0.118	
20:00-21:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.039	
21:00-22:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.039	0.039	
22:00-23:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
23:00-00:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
TOTAL	1.686	0.332	0.010	0.146	0.000	0.182	0.120	0.136	13.040	15.653	1.632	0.268	0.010	0.189	0.000	0.143	0.052	0.058	12.447	14.798	

APPENDIX 4.2
TRAVL: OFFICES

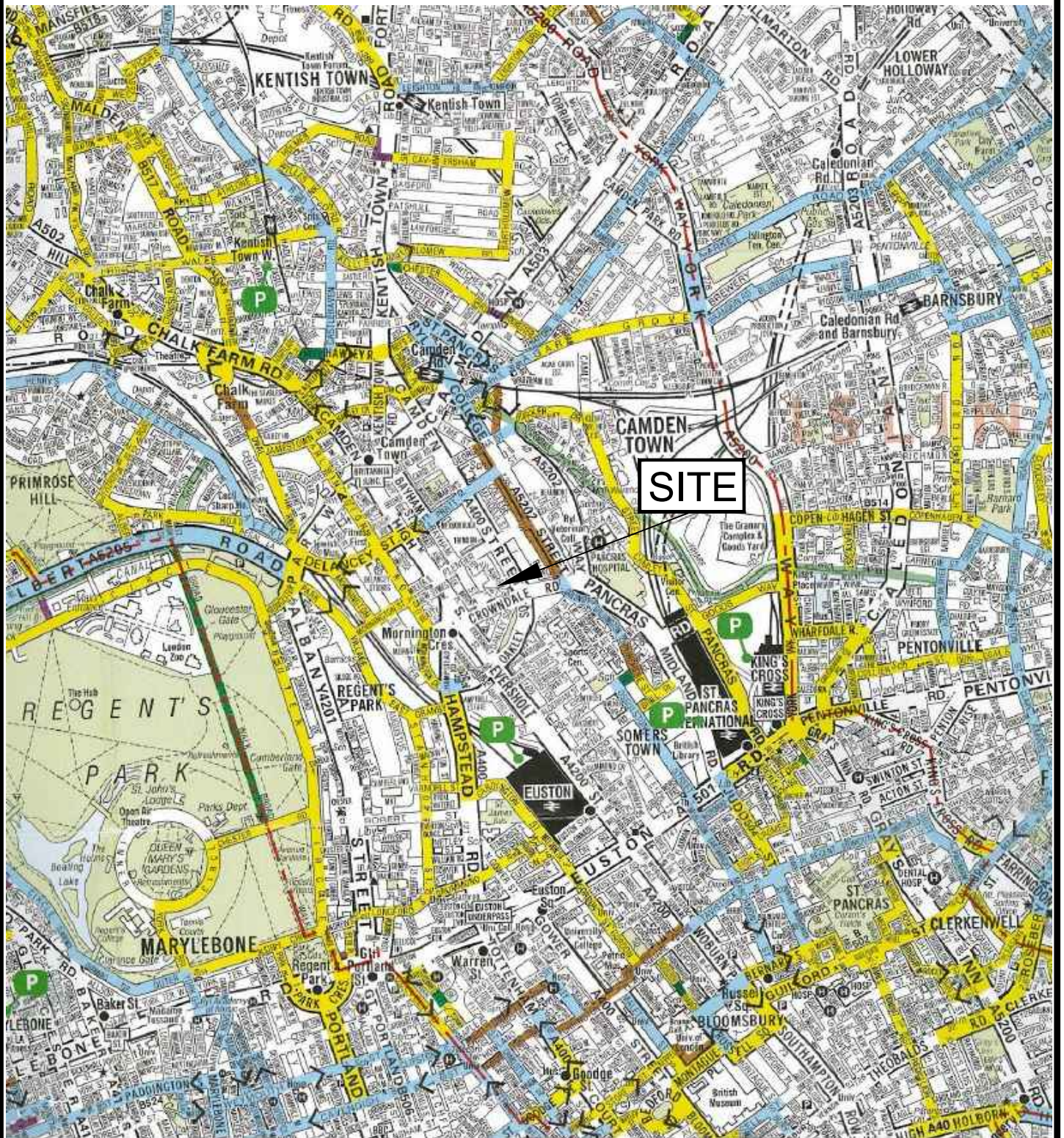
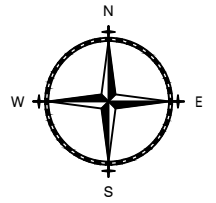
OFFICES - MODE SPLIT



APPENDIX 5.0

ACCESSIBILITY

- 5.1 Cycle Route Map
- 5.2 Bus Stop Locations
- 5.3 Bus Routes
- 5.4 Location of Mornington Crescent and Camden
Town Underground Stations
- 5.5 Full PTAL Report



Title	CYCLE ROUTE MAP
Scale	APPENDIX 5.1

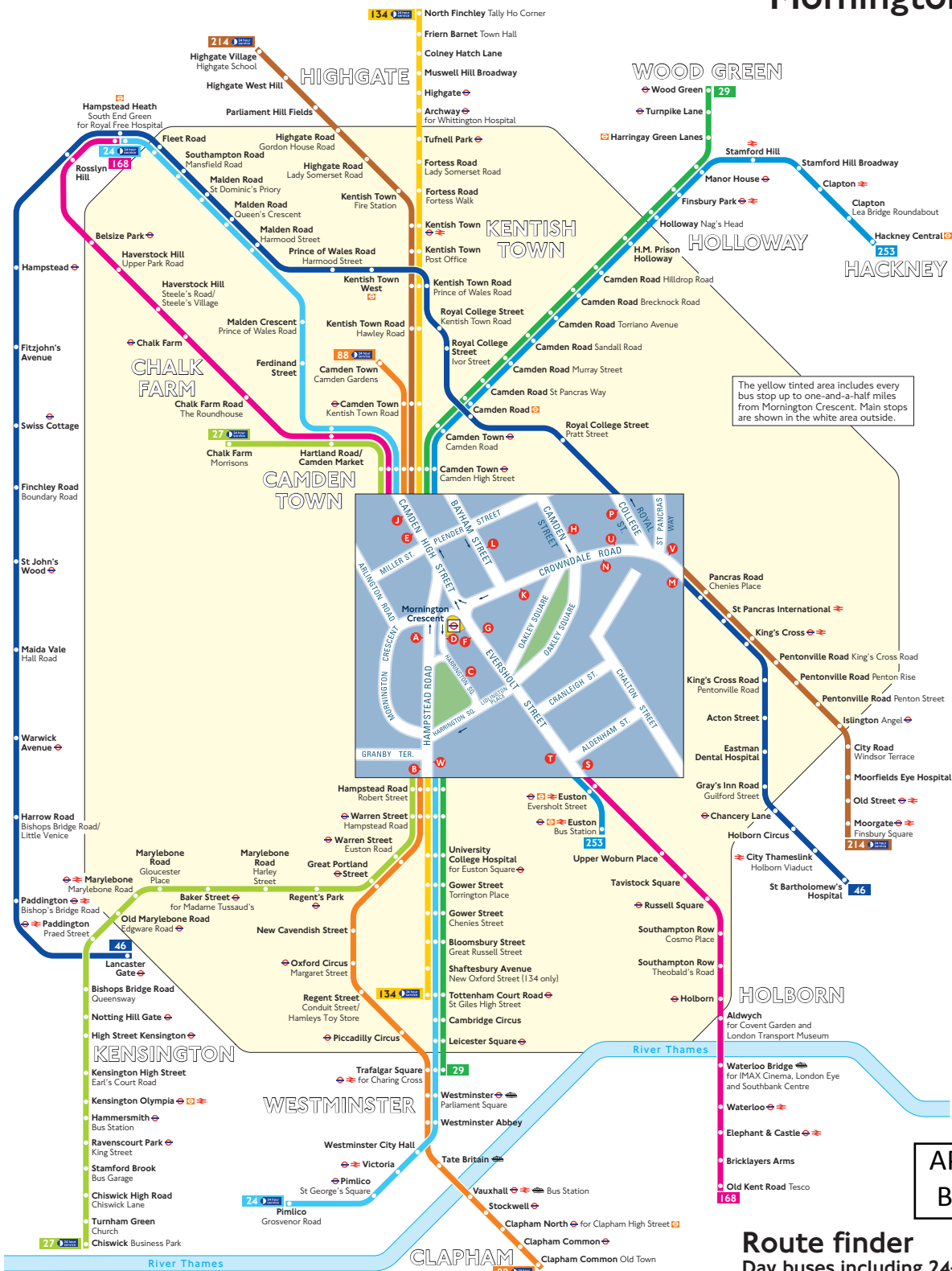


SITE



Title	BUS STOP LOCATIONS	
Scale	APPENDIX 5.2	

Buses from Mornington Crescent



APPENDIX 5.3 BUS ROUTES

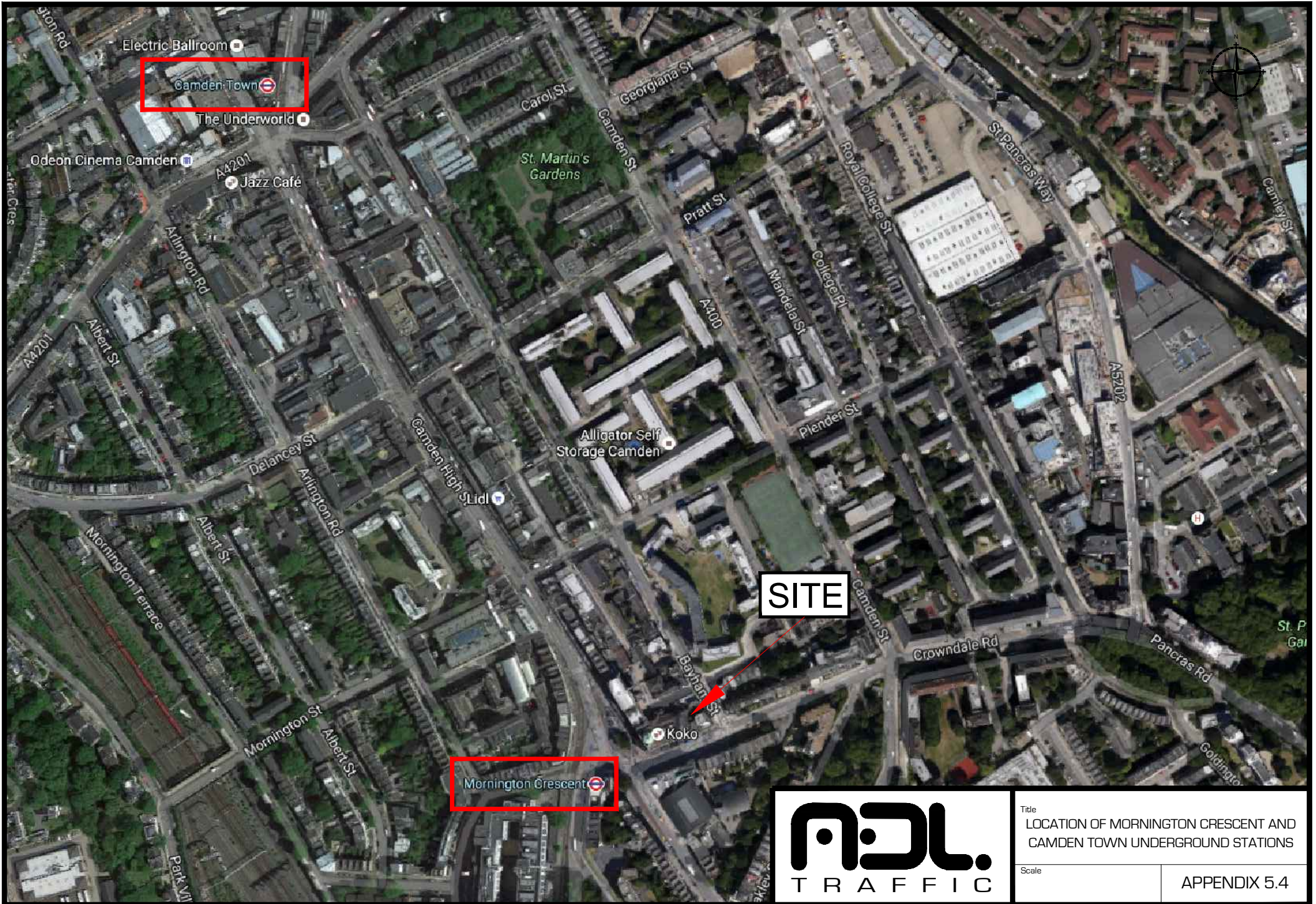
Route finder Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath	A B J
	Pimlico	C W
27	Chalk Farm	A B J
	Chiswick Business Park	D W
29	Trafalgar Square	C W
	Wood Green	A B J
46	Lancaster Gate	M P
	St Bartholomew's Hospital	H U V
88	Camden Town	A B E
	Clapham Common	D W
134	North Finchley	A B E
	Tottenham Court Road	C W
168	Hampstead Heath	F J T
	Old Kent Road	G S
214	Highgate Village	E K M N
	Moorgate	L U V
253	Euston	G S
	Hackney Central	F J T

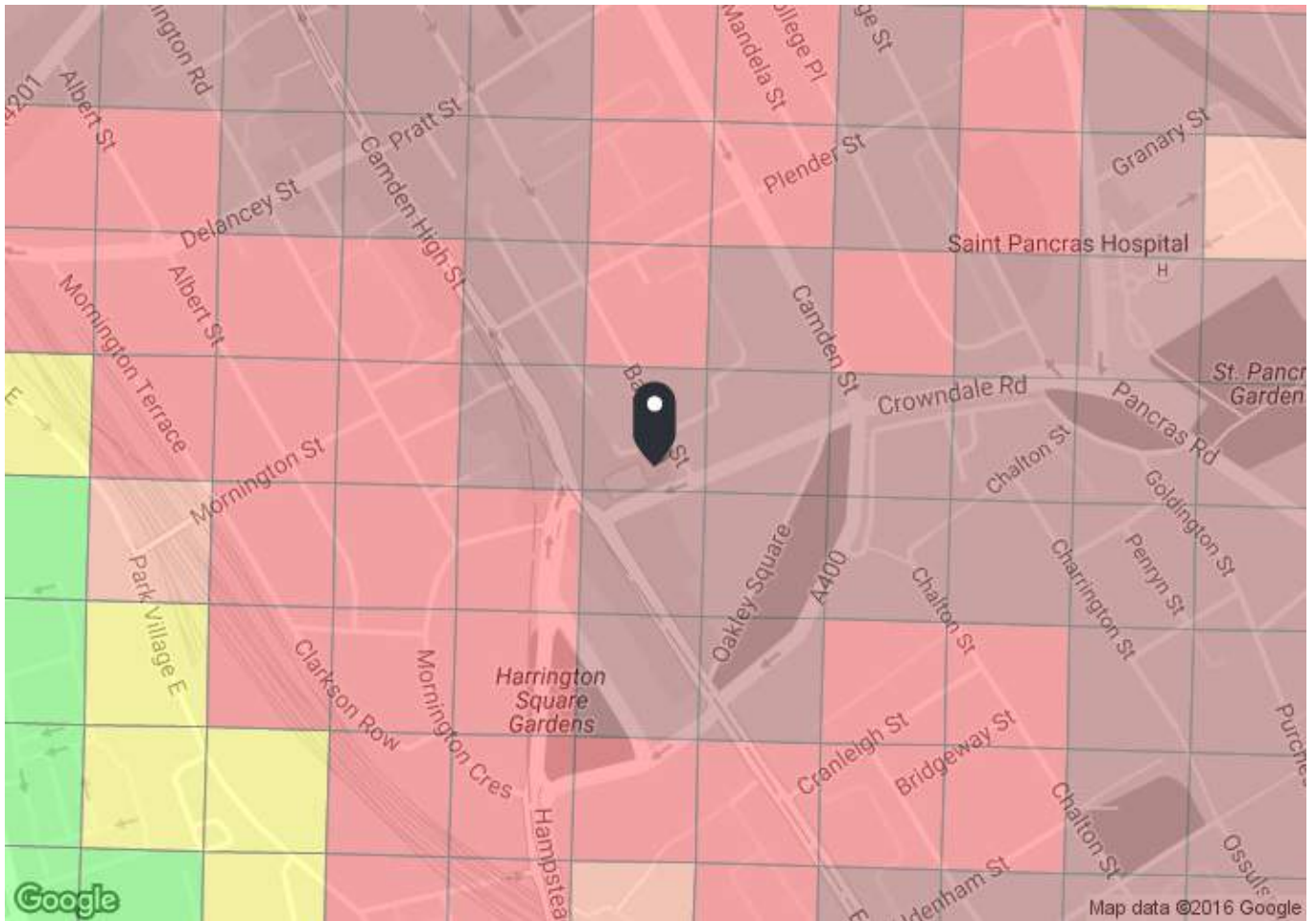
Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats

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



Title LOCATION OF MORNINGTON CRESCENT AND CAMDEN TOWN UNDERGROUND STATIONS	
Scale	APPENDIX 5.4



PTAL output for 2011 (Base year)
6b

74 Crowndale Rd, Kings Cross, London NW1 1TP, UK

Easting: 529257, Northing: 183412

Grid Cell: 96612

Report generated: 19/08/2016

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

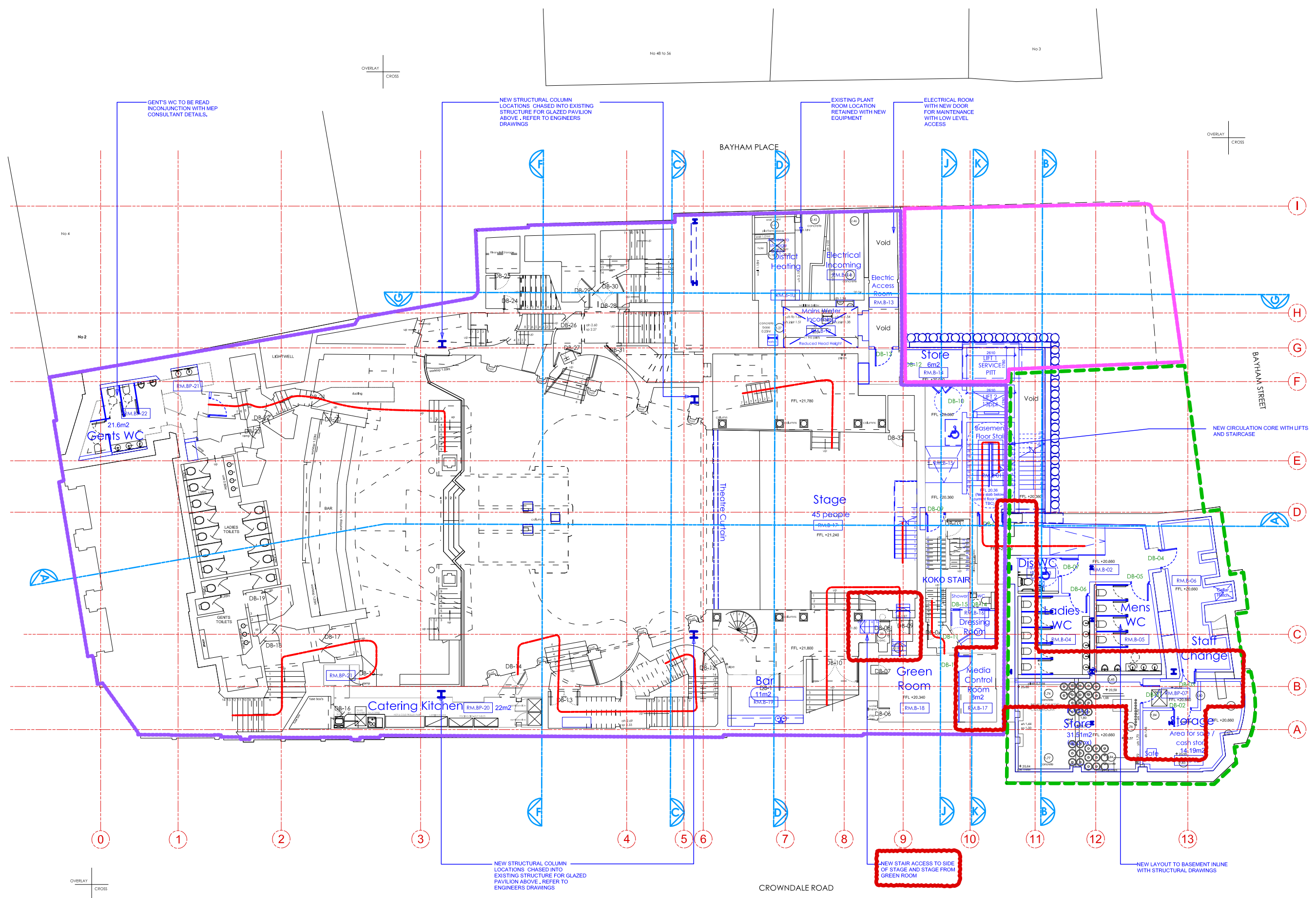
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN TOWN STATION	31	508.9	10	6.36	5	11.36	2.64	0.5	1.32
Bus	MORNINGTON CRESCENT STN	24	255.37	10	3.19	5	8.19	3.66	0.5	1.83
Bus	MORNINGTON CRESCENT STN	134	255.37	12	3.19	4.5	7.69	3.9	0.5	1.95
Bus	MORNINGTON CRESCENT STN	29	255.37	15	3.19	4	7.19	4.17	0.5	2.09
Bus	MORNINGTON CRESCENT STN	88	255.37	9	3.19	5.33	8.53	3.52	0.5	1.76
Bus	MORNINGTON CRESCENT STN	27	255.37	8	3.19	5.75	8.94	3.35	0.5	1.68
Bus	E'SHOLT S CROWDALE CENT	168	189.18	9	2.36	5.33	7.7	3.9	0.5	1.95
Bus	E'SHOLT S CROWDALE CENT	253	189.18	12	2.36	4.5	6.86	4.37	0.5	2.19
Bus	CROWDALE RD BAYHAM ST	214	72.62	8	0.91	5.75	6.66	4.51	1	4.51
Bus	CAMDEN ST CROWDALE RD	46	300.04	6	3.75	7	10.75	2.79	0.5	1.4
Bus	PRATT STREET	C2	391.79	8	4.9	5.75	10.65	2.82	0.5	1.41
Bus	PRATT STREET	274	391.79	7.5	4.9	6	10.9	2.75	0.5	1.38
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	946.63	3.67	11.83	8.92	20.76	1.45	1	1.45
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	946.63	3.67	11.83	8.92	20.76	1.45	0.5	0.72
LUL	Camden Town	'Edgware-Morden'	639.25	9	7.99	4.08	12.07	2.48	0.5	1.24
LUL	Camden Town	'Morden-HighBarnet'	639.25	14.67	7.99	2.79	10.79	2.78	0.5	1.39
LUL	Camden Town	'Morden-MillHillE'	639.25	4	7.99	8.25	16.24	1.85	0.5	0.92
LUL	Mornington Crescent	'Morden-Edgware'	174.45	4.67	2.18	7.17	9.35	3.21	0.5	1.6
LUL	Mornington Crescent	'HighBarnet-Morden'	174.45	0.33	2.18	91.66	93.84	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	174.45	14.67	2.18	2.79	4.98	6.03	1	6.03
LUL	Mornington Crescent	'HighBarnet-Kenningt'	174.45	5.33	2.18	6.38	8.56	3.51	0.5	1.75
LUL	Mornington Crescent	'MillHill-Morden'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
LUL	Mornington Crescent	'MillHillE-Kenningt'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
Total Grid Cell AI: 40.14										

PROPOSED DEVELOPMENT FLOOR PLAN

- 6.1 Basement Floor – Drawing AHA/KKC/GA/099
- 6.2 Ground Floor – Drawing AHA/KKC/GA/100
- 6.3 Cycle Store Plan

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 Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings.
 All shop drawings to be submitted to the architect for comment prior to fabrication.
 This drawing is to be read in conjunction with the Architects' specification, Bills of quantities / schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect.
 Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments
 - / - / -



- LEGEND**
- Proposed Works
 - Existing Building Fabric KOKO née Camden Palace Theatre (1900)
 - Existing Building Fabric Hope & Anchor (approx. 1850)
 - Existing Building Fabric Bayham Place (from 1875)
 - Existing Modern Building Fabric Bayham Place (from 2006)
 - Building Fabric to be demolished
 - Demolition of Flooring / Elevation / Wall
 - Proposed Excavation
 - Remove and retain in alternate location
 - Retain and protect existing
 - Retain, make good, ease and adjusted
 - Means of escape Route
 - Private Members Route
 - Koko Customer Route
 - Public Route
 - Artist Route
 - Proposed Riser
 - Proposed Risers Above
 - RM.4-06 Room Number
 - D4-02 Door Number
 - W4-05 Window Number
 - Hope & Anchor Demise
 - Koko Demise
 - 1 Bayham Street & 65 Bayham Place Demise

17.10.17
DRAFT
 0 1 2 3 4 5 8m

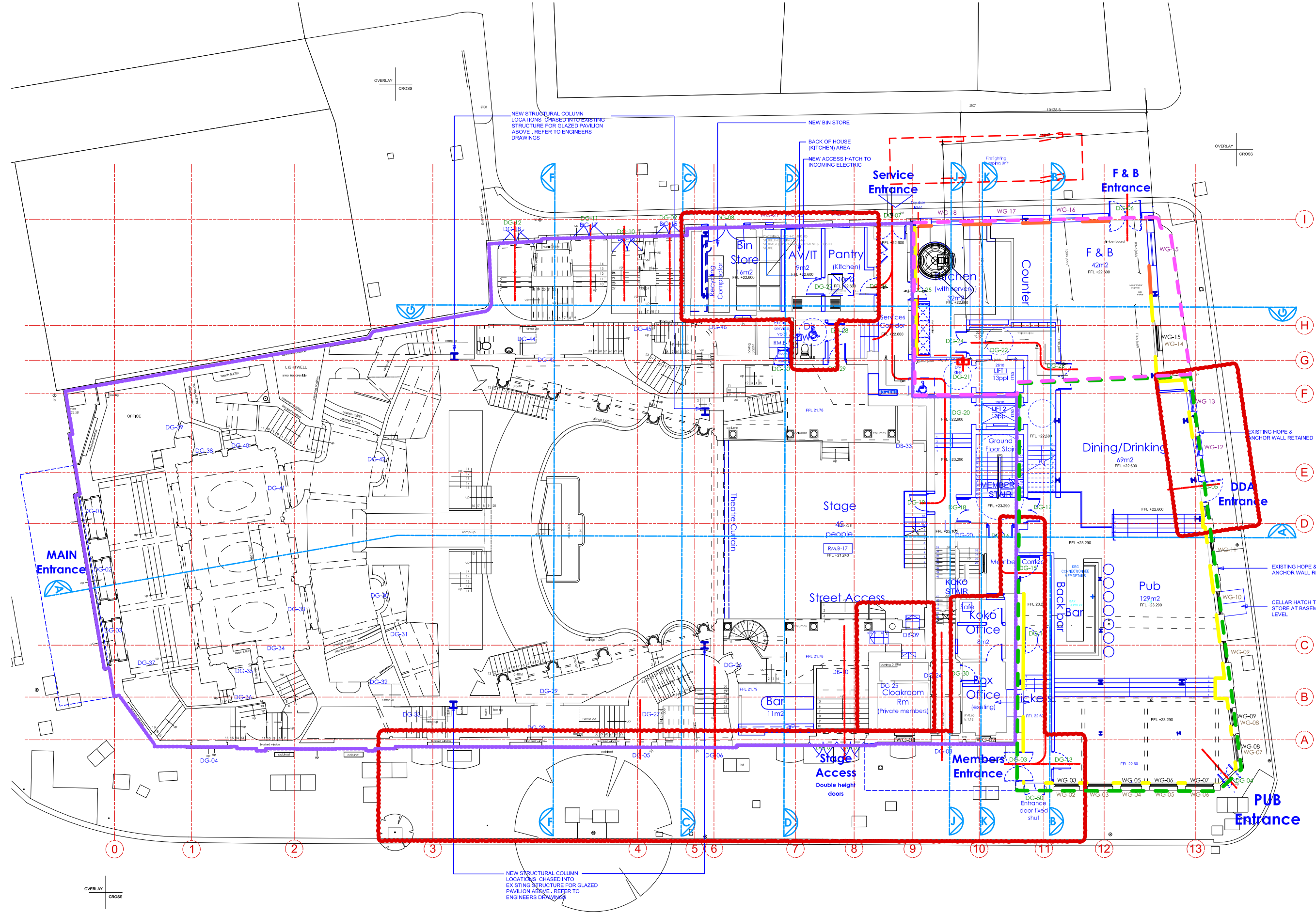
PLANNING
 Archer Humphries Architects

**APPENDIX 6.1
 BASEMENT FLOOR**

project title KOKO + Hope & Anchor + Bayham Place Carr	
drawing title Proposed Basement Plan	scale date 1:100 (B.A1) 13.04.17
drawing number AHA/KKC/GA/099	drawn checked FR/PC DA
	revision -

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 Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments
 - / - / -

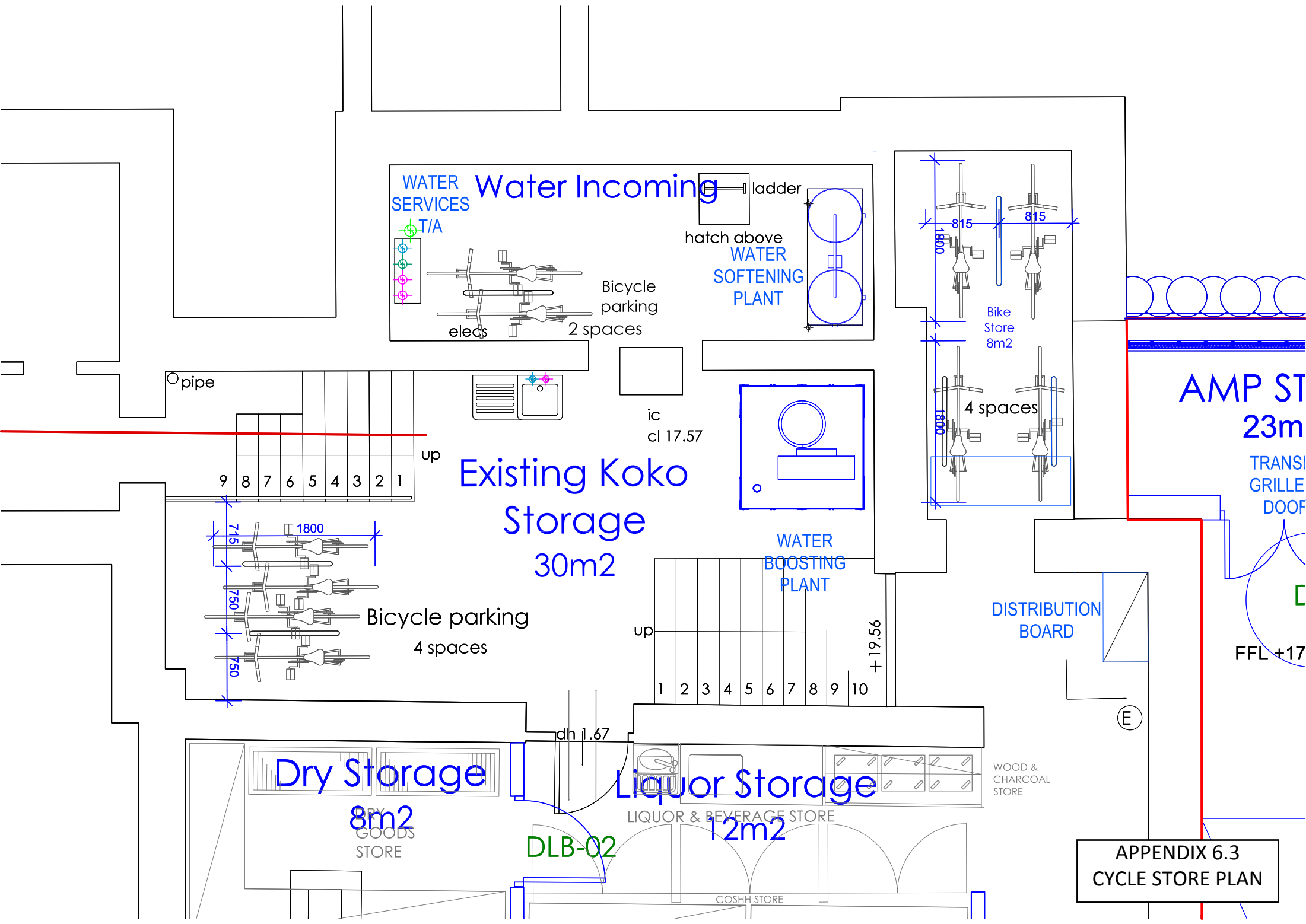


- LEGEND**
- Proposed Works
 - Existing Building Fabric KOKO née Camden Palace Theatre (1900)
 - Existing Building Fabric Hope & Anchor (approx. 1850)
 - Existing Building Fabric Bayham Place (from 1875)
 - Existing Modern Building Fabric Bayham Place (from 2006)
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 - Proposed Excavation
 - Remove and retain in alternate location
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 - Retain, make good, ease and adjusted
 - Means of escape Route
 - Private Members Route
 - Koko Customer Route
 - Public Route
 - Artist Route
 - Proposed Riser
 - Proposed Risers Above
 - RM.4-06 Room Number
 - D4-02 Door Number
 - W4-05 Window Number
 - Hope & Anchor Demise
 - Koko Demise
 - Bayham Street & 65 Bayham Place Demise
 - Original brickwork exposed
 - New brickwork exposed

17.10.17
DRAFT
 0 1 2 3 4 5 6 7 8m

PLANNING
 Archer Humphries Architects
APPENDIX 6.2
GROUND FLOOR

project title KOKO + Hope & Anchor + Bayham Place Carr	
drawing title Proposed Ground Floor Plan	scale date 1:100 @ A1 13.04.17
drawing number AHA/KKC/GA/100	checked FR/PC DA
	revision -



APPENDIX 6.3
CYCLE STORE PLAN

TRAVL: RESTAURANTS/BARS

- 7.1 TRAVL: Sites Chosen
- 7.2 TRAVL: Trip Rates
- 7.3 TRAVL: Mode Split

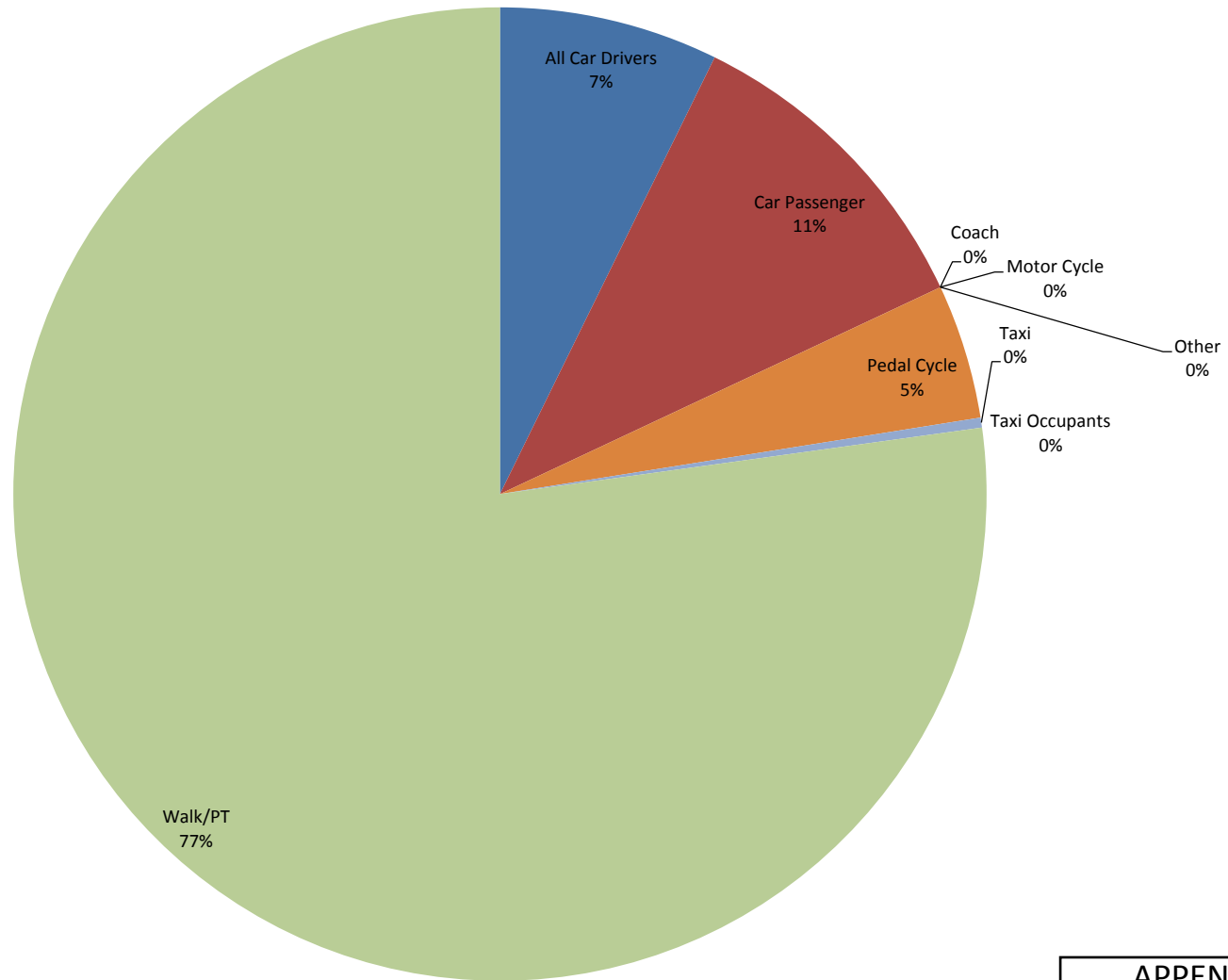
Survey Code	421	426
Land Use	A3 - Restaurant	A3 - Restaurant
Name	Carluccio's	ChilliChutney
Borough	WANDSWORTH	LAMBETH
Survey Date	08/09/2005	23/04/2005
PTAL	6	6
Area	Inner	Inner
Total Parking	0	0
Survey Hrs1	07:00-22:00	11:30-23:30
GFA	249	130
Seats	230	120

ARRIVAL TRIP RATE PER 100 SQM									
	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupant	Walk/PT
00:00-00:30	0	0	0	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0	0	0	0
03:30-04:00	0	0	0	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0	0	0	0
05:00-05:30	0	0	0	0	0	0	0	0	0
05:30-06:00	0	0	0	0	0	0	0	0	0
06:00-06:30	0	0	0	0	0	0	0	0	0
06:30-07:00	0	0	0	0	0	0	0	0	0
07:00-07:30	0	0	0	0	0	0.201	0	0	0.803
07:30-08:00	0	0	0	0	0	0	0	0	0.803
08:00-08:30	0	0	0	0	0	0	0	0	0.803
08:30-09:00	0.402	0	0	0	0	0	0	0	0.402
09:00-09:30	0	0	0	0	0	0	0	0	1.606
09:30-10:00	0	0	0	0	0	1.205	0	0	1.606
10:00-10:30	0.402	0	0	0	0	0.402	0	0	0.803
10:30-11:00	0	0	0	0	0	0	0	0	3.213
11:00-11:30	0	0	0	0	0	0	0	0	3.815
11:30-12:00	0.201	0	0	0	0	0.201	0	0	2.525
12:00-12:30	0.402	0	0	0	0	0	0	0	2.576
12:30-13:00	1.004	2.209	0	0	0	0	0	0	2.542
13:00-13:30	0.201	0	0	0	0	0	0	0	2.944
13:30-14:00	0.402	0	0	0	0	0	0	0	3.781
14:00-14:30	1.372	1.154	0	0	0	0	0	0	2.376
14:30-15:00	0	0	0	0	0	0	0	0	2.995
15:00-15:30	0.201	0.201	0	0	0	0	0	0	2.777
15:30-16:00	0	0	0	0	0	0.803	0	0	2.393
16:00-16:30	0	0	0	0	0	0.402	0	0	3.982
16:30-17:00	0.385	1.154	0	0	0	0.201	0	0	5.286
17:00-17:30	0	0	0	0	0	0	0	0	2.393
17:30-18:00	0.201	0	0	0	0	0	0	0	1.756
18:00-18:30	0.402	0.602	0	0	0	0.201	0	0	0.987
18:30-19:00	0.385	0.769	0	0	0	0	0	0	1.957
19:00-19:30	0.385	1.538	0	0	0	0.201	0.201	0	2.542
19:30-20:00	0.786	1.572	0	0	0	0.803	0	0	6.007
20:00-20:30	0.769	1.923	0	0	0	0.201	0	0	10.758
20:30-21:00	1.154	1.923	0	0	0	0.201	0	0	8.784
21:00-21:30	0.769	1.538	0	0	0	0.602	0	0	9.438
21:30-22:00	0	0	0	0	0	0.402	0	0	5.789
22:00-22:30	0	0	0	0	0	0	0	0	1.538
22:30-23:00	0	0	0	0	0	0	0	0	0
23:00-23:30	0	0	0	0	0	0	0	0	0
23:30-24:00	0	0	0	0	0	0	0	0	0

DEPARTURE TRIP RATE PER 100 SQM									
	All Car Drivers	Car Passenger	Coach	Motor Cycle	Other	Pedal Cycle	Taxi	Taxi Occupant	Walk/PT
00:00-00:30	0	0	0	0	0	0	0	0	0
00:30-01:00	0	0	0	0	0	0	0	0	0
01:00-01:30	0	0	0	0	0	0	0	0	0
01:30-02:00	0	0	0	0	0	0	0	0	0
02:00-02:30	0	0	0	0	0	0	0	0	0
02:30-03:00	0	0	0	0	0	0	0	0	0
03:00-03:30	0	0	0	0	0	0	0	0	0
03:30-04:00	0	0	0	0	0	0	0	0	0
04:00-04:30	0	0	0	0	0	0	0	0	0
04:30-05:00	0	0	0	0	0	0	0	0	0
05:00-05:30	0	0	0	0	0	0	0	0	0
05:30-06:00	0	0	0	0	0	0	0	0	0
06:00-06:30	0	0	0	0	0	0	0	0	0
06:30-07:00	0	0	0	0	0	0	0	0	0
07:00-07:30	0	0	0	0	0	0	0	0	0
07:30-08:00	0	0	0	0	0	0	0	0	0
08:00-08:30	0	0	0	0	0	0	0	0	0
08:30-09:00	0	0	0	0	0	0	0	0	0
09:00-09:30	0	0	0	0	0	0.803	0	0	0.803
09:30-10:00	0	0	0	0	0	0	0	0	1.004
10:00-10:30	0	0	0	0	0	0	0	0	2.008
10:30-11:00	0	0	0	0	0	1.004	0	0	1.004
11:00-11:30	0.402	0	0	0	0	0.402	0	0	1.205
11:30-12:00	0	0	0	0	0	0	0	0	1.807
12:00-12:30	0	0	0	0	0	0	0	0	2.995
12:30-13:00	0	0	0	0	0	0	0	0	2.209
13:00-13:30	0	0	0	0	0	0	0	0	5.973
13:30-14:00	0	0	0	0	0	0	0	0	4.183
14:00-14:30	0.385	0.769	0	0	0	0	0	0	8.097
14:30-15:00	0.201	0.201	0	0	0	0.201	0	0	1.79
15:00-15:30	0	0	0	0	0	0	0	0	4.717
15:30-16:00	0	0	0	0	0	0	0	0	4.768
16:00-16:30	0.201	0	0	0	0	0.201	0	0	2.811
16:30-17:00	0	0	0	0	0	0	0	0	1.991
17:00-17:30	0.385	0.769	0	0	0	0	0	0	0
17:30-18:00	0	0	0	0	0	0	0	0	1.406
18:00-18:30	0.385	0.385	0	0	0	0	0	0	4.265
18:30-19:00	0	0	0	0	0	0	0	0	0.201
19:00-19:30	0.402	0.201	0	0	0	0	0	0	1.974
19:30-20:00	0.201	0.402	0	0	0	0.402	0	0	2.41
20:00-20:30	0.803	0.803	0	0	0	0	0	0	2.376
20:30-21:00	1.171	2.124	0	0	0	0.201	0.402	0	6.123
21:00-21:30	0.97	1.555	0	0	0	0.402	0.201	0	8.4
21:30-22:00	0.385	1.538	0	0	0	1.205	0	0	6.776
22:00-22:30	1.154	1.923	0	0	0	0	0	0	2.308
22:30-23:00	0.769	0.769	0	0	0	0	0	0	2.308
23:00-23:30	0	0	0	0	0	0	0	0	1.154
23:30-24:00	0	0	0	0	0	0	0	0	0

APPENDIX 7.2
TRAVL: TRIP RATES

RESTAURANTS - MODE SPLIT



APPENDIX 7.3
TRAVL: MODE SPLIT