

Precis Advisory & Access Self Storage Ltd

Acorn House

Transport Statement

August 2020

TTP Consulting Ltd 111-113 Great Portland Street London W1W 600 Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399



Contents

1	INTRODUCTION	1
2	THE EXISTING CONDITION	3
	Site and Surrounding Area	3
	Local Highway Network	3
	Accessibility	4
3	POLICY	
	National Policy	10
	Regional Policy	
	Local Policy	
	Policy Summary	
4	DEVELOPMENT PROPOSAL AND EFFECTS	16
	Proposal Overview	16
	Access	
	Parking	
	Deliveries	
	Waste and Recycling	
	Trip Generation	
5	SUMMARY AND CONCLUSION	19

Figures

Figure 1.1	-	Site Location Plan
Figure 2.1	-	Walking Isochrone Map
Figure 2.2	-	Cycling Isochrone Map

Appendices

- Appendix A Existing Highway Arrangement Plan
- Appendix B Personal Injury Accident Reports
- Appendix C PTAL report
- Appendix D TfL Bus Spider Map
- Appendix E Architect's Site Layout Plans
- Appendix F TRICS Output Files Residential
- Appendix G TRICS Output Files Office



1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Precis Advisory & Access Self Storage Ltd to provide traffic and transport advice in relation to the redevelopment of Acorn House as a part 6, part 10 storey building to provide 33no. affordable housing units with affordable office space and a retail unit at ground and basement level together with cycle parking facilities. An external playspace is proposed at level 6 and a community room with kitchenette and landscaped terrace for residents at level 9.
- 1.2 The application site is highly accessible by public transport being located within a short walking distance of Kings Cross and St Pancras Stations and as well as local bus stops. The site location is shown at **Figure 1.1**.

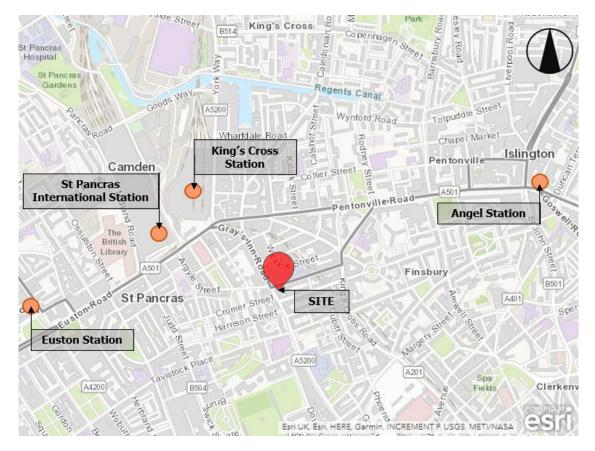


Figure 1.1 – Site Location Plan

1.3 The site is located on the southern corner of the junction of Swinton Street with Gray's Inn Road. The site currently contains a 6-storey building, predominantly office accommodation with 1no. residential unit and a lower ground floor car park, with vehicular access from Swinton Street.



- 1.4 This report benefits from a site visit and considers the effect of development in transport terms including trip generation, access, parking, deliveries and refuse collection.
- 1.5 The remainder of the report is structured as follows:
 - Section 2 describes the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 presents the development proposals and considers its effects; and
 - Section 5 provides a summary and conclusion.



2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site is located on the northern corner of the junction of Swinton Street with Gray's Inn Road. The existing building on site comprises 2,823 square metres gross internal area (GIA) of office floor space and 1 residential apartment. Access to the building can be taken from both Swinton Street and Gray's Inn Road. The building has a basement parking area that can accommodate 4 vehicles. Access to the car park is via a ramp located at the eastern extent of the site's Swinton Street frontage.
- 2.2 The surrounding area is characterised by a mix of land uses. Hotels are located opposite and next to the site and UCL hospital buildings face onto the northern side of Swinton Street near the site. Gray's Inn Road contains a range of commercial uses including shops, cafés and bars.

Local Highway Network

- 2.3 The A501 Gray's Inn Road borders the site to the west. The A501 forms a part of London's red route network. In the vicinity of the site, the A501 is one way from south to north and forms part of a one way gyratory system with York Way, Caledonian Road, Pentonville Road, Penton Rise, King's Cross Road, Swinton Street and Acton Rise. Gray's Inn Road is two way to the south of its junction with Acton Street. Outside the frontage of the site, Gray's Inn Road has four lanes, three for all traffic and a bus lane that operates between 7am and 7pm. Traffic signals with pedestrian crossing facilities are provided at the junction of Gray's Inn Road with Swinton Street.
- 2.4 Swinton Street is also a red route that accommodates traffic passing from King's Cross Road to the east to Gray's Inn Road to the west. It comprises two lanes and provides on street parking on both sides of the road over much of its length. Permit holder parking restrictions operate from 8:30am to 6:30pm from Monday to Friday and on a Saturday from 8:30am to 1:30pm. On street loading bays are provided on Swinton Street opposite the site and to the west of the site frontage outside the neighbouring hotel building.
- 2.5 A plan showing the layout of roads bordering the site is provided at **Appendix A**.



Accident Data

- 2.6 The Mayor of London's Vision Zero Action Plan seeks to eliminate all deaths and serious injuries from London's streets by 2041. Personal Injury Accident statistics have been obtained from Transport for London for the road network in the vicinity of the site to ascertain whether there are any fatalities or serious injury accidents recorded in the vicinity of the site over the 5 year period ending August 2019.
- 2.7 The data shows two serious injury accidents occurred on Gray's Inn Road in the vicinity of the site, one in April of 2018 and one in April of 2017. A copy of relevant accident data is provided at **Appendix B**.
- 2.8 The April 2018 accident occurred when a minibus travelling on Gray's Inn Road collided with the rear of a moped that had entered Gray's Inn Road from Acton Street. The accident report noted that the minibus was travelling too fast for the conditions and that its driver failed to look properly.
- 2.9 The mapping provided with the accident statistics indicates that the April 2017 accident occurred on Gray's Inn Road between its junction with Acton Street and Swinton Street. However, the accident report states that the location of the accident was the junction of Gray's Inn Road with Clerkenwell Road and noted that the accident occurred at a crossroads. There is no crossroads between Acton Street and Swinton Street and it is therefore concluded that this accident occurred at the junction of Gray's Inn Road with Clerkenwell Road, which form a crossroads with Theobalds Road.
- 2.10 It is not considered that the occurrence of one serious injury accident in the vicinity of the site indicates that there is a particular road safety incident in the vicinity of the site that needs to be addressed. The Vision Zero Action Plan notes that lowering speed is one of the most important things that can be done to make London's streets safer and Transport for London reduced speed limits on red routes within the congestion charging area in February of 2020. Gray's Inn Road adjacent to the site falls outside the congestion charging zone and the speed limit on this section of the A501 is 30mph. The introduction of a 20mph speed limit on Gray's Inn Road in the vicinity of the site would likely help to reduce the likelihood of serious injury accidents like that recorded in April 2018, where speed was cited as a factor.

Accessibility

2.11 The site is accessible by a variety of modes of transport with a range of amenities within a reasonable walking distance. The following paragraphs summarise the site's accessibility by non-car modes.



Walking

Figure 2.1 shows areas that are accessible within an 800m and 2km walk of the site based on a walking speed of 80m per minute.



Figure 2.1 – Walking Isochrone Map

2.12 **Table 2.1** shows the closest public transport facilities within walking distance of the site.

Table 2.1 – Approximate Distances to Local Public Transport Facilities							
Stop / Station Location Distance Approximate Walking Time							
Bus Stops	Gray's Inn Road	<100m -	<2 minutes				
King's Cross Station	Euston Road	450m	5-6 minutes				
St Pancras Station	Euston Road	600m	7-8 minutes				
*Based on 80m per minute walk speed							

2.13 Local facilities and amenities including a primary school, bank, convenience store and cafe that are located a short walking distance from the site are shown in **Table 2.2**.



Table 2.2 – Approximate Distances to Local Facilities							
Amenity	Location	Distance	Approximate Walking Time*				
Argyle Primary School	Tonbridge Street	450m	5-6 minutes				
Costa Coffee	Gray's Inn Road	60m	1 minute				
The Water Rats Gastropub	Gray's Inn Road	60m	1 minute				
The Queens Head Pub	Acton Street	120m	1-2 minutes				
Lloyds Bank	Gray's Inn Road	150m	2 minutes				
Co-op Food	Grays's Inn Road	100m	1-2 minutes				
Premier Food and Wine	Gray's Inn Road	100m	1-2 minutes				
Bloomsbury Surgery	Handel Street	600m	8 minutes				
*Based on 80m per minute							

Cycling

- 2.14 The site is located close to a network of cycle routes. An extract of the TfL cycle map is shown at **Figure 2.2**. Routes include:
 - Quietway 2 (east section) from Bloomsbury to Walthamstow Central;
 - Quietway 11 –from Angel to Upper Thames Street where it connects to Cycle Superhighway 3 (CS3) which has routes to Cannon Street Station; and
 - Cycleway 6 from Kentish Town to Elephant and Castle



Figure 2.2: TfL cycle map extract with site shown in red

2.15 At the end of 2019, Camden Council undertook a consultation on the implementation of segregated cycle lanes on Gray's Inn Road between Harrison Street and High Holborn to the



south of the development. The proposals include the provision of paved crossovers and continuous footways at side road junctions to improve facilities for pedestrians along the route.

- 2.16 The closest Santander cycle docking station to the site is located on Cromer Street, less than 100 metres walk to the south west. On street cycle parking facilities are provided on the northern side of Swinton Street, opposite the site.
- 2.17 **Figure 2.3** shows a 5km and 8km cycling catchment from the site. Much of central London is within a 5km cycle of the site, whilst Kensington, Highgate, Hackney and Hyde Park are accessible within an 8km cycle.

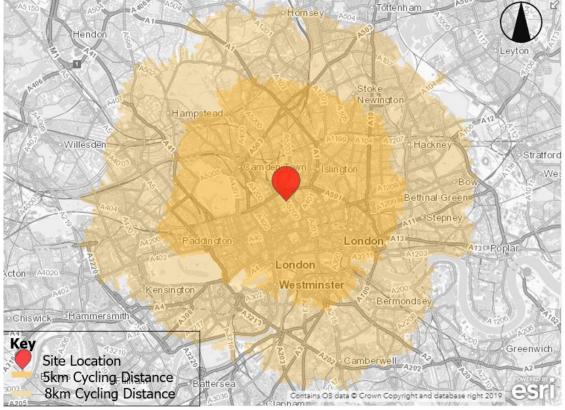


Figure 2.3 – Cycling Catchment Map

Public Transport Accessibility

2.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating the highest level of accessibility. The site has a PTAL level of '6b', demonstrating that it has an excellent level of accessibility to public transport. The PTAL report is included at **Appendix C**.



Bus

2.19 The closest bus stop to the site is located on Gray's Inn Road. It provides access to bus routes 17, 45, 46, 63, 259 & N63. Further stops are located outside King's Cross Station on Euston Road some 5 to 6 minutes walk to the north. These stop provide access to a further 9 bus services. The relevant TfL bus spider map is included at **Appendix D**.

Underground

2.20 King's Cross Station is the closest London Underground Station to the site. The station provides access to services on the Bank branch of the Northern line, Piccadilly line, Victoria line, Metropolitan line, Circle line and Hammersmith and City line. Step-free access is provided from the street to trains on all lines.

Rail Services

- 2.21 Kings Cross Station provides access to rail services, with Hull Trains, London North Eastern Railway, Thameslink and Great Northern running trains to north-east England, The Midlands, and Scotland. Destinations include Cambridge, Peterborough, Leeds, Kings Lynn, and Edinburgh.
- 2.22 St Pancras International Station is located 600m (7-8-minutes) walk west of the site and provides services to national and international locations. The station is served by East Midlands Railway, Southeastern, Thameslink and Eurostar services, with destinations including Nottingham, Margate, Brighton, Bedford and international destinations including Paris, Brussels and Amsterdam.

Method of Travel to Work

2.23 The 2011 Census has been examined to establish the method of journey to work for the local resident population. The data for the super output area – middle layer (Camden 008) in which the site is located is summarised in **Table 2.3**.



Table 2.3 – 2011 Method of Travel to Work [Camden 008]					
Mode	Number	(Percentage %)			
Underground, metro, light rail, tram	472	22.6%			
Train	140	6.7%			
Bus, minibus or coach	382	18.3%			
Taxi	7	0.3%			
Motorcycle, scooter or moped	16	0.8%			
Driving a car or van	150	7.2%			
Passenger in a car or van	21	1.0%			
Bicycle	170	8.1%			
On foot	684	32.7%			
Other Method	47	2.2%			
Total	2089	100%			

2.24 The data shows that very few people drive to work, which reflects the highly accessible nature of the area.



3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in June 2019. It sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.3 Paragraph 109 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.4 Paragraph 110 states that:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.



Regional Policy

London Plan

- 3.5 The March 2016 London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years.
- 3.6 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport.

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

3.7 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

3.8 Policy 6.13 Parking states that at a strategic level:

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

3.9 Table 6.3 of the London Plan summarises the minimum cycle standards for different land uses.The relevant minimum cycle parking standards are set out in Table 3.1.



Table 3.1 – Cycle Parking Current London Plan Minimum Standards					
Use Class Long-stay		Short-stay			
A1 Non Food Retail	1 space per 250sqm	1 space per 125sqm			
B1a (Office)	1 space per 90sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm			
C3 Residential	1 space per studio and 1 bedroom unit 2 space for all other dwellings	1 space per 40 units			

Intend to Publish London Plan

- 3.10 The Intend to Publish London Plan, dated December 2019, shows the Mayor's suggested changes following the Examination in Public. In March 2020, a letter from the Secretary of State for Housing, Development and Local Government was issued to the Mayor instructing amendments to the Plan. The Draft London is not therefore finalised or adopted but remains a material consideration in planning decisions.
- 3.11 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."

- 3.12 Furthermore, Policy T2 sets out the Healthy Streets Approach which states that development Plans should:
 - "Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;
 - Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant; and,
 - In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or



enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators."

3.13 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. The cycle parking standards as set out in Table 10.2 of the Draft London Plan are summarised in **Table 3.2**.

Table 3.2 –	Table 3.2 – Cycle Parking Draft New London Plan Minimum Standards					
Use Class	Long-stay	Short-stay				
A1 Non Food Retail	1 space per 250sqm	1 space per 60sqm				
B1a (Office)	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm				
C3 Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces				

Local Policy

Camden Local Plan

- 3.14 Camden's Local Plan was adopted in July 2017 and is the key strategic document in Camden's Development Plan. It sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions.
- 3.15 Policy T1 Prioritising Walking, Cycling and Public Transport states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

- c. are easy and safe to walk through ('permeable');
- d. are adequately lit;

Transport Statement: Acorn House

c:\Users\psturgeon\Desktop\WFH\3662 -Acorn\Outgoing\For Submission\R01-PS-Transport Statement (200819).docx August 2020



e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Super Highways and;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate."

3.16 Policy T2 Parking and Car-free Development advises:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to onstreet parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

3.17 Policy T4 Sustainable Movement of Goods and Materials states:

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:



a. encourage the movement of goods and materials by canal, rail and bicycle where possible; b. protect existing facilities for waterborne and rail freight traffic and;

c. promote the provision and use of freight consolidation facilities. Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. accommodate goods vehicles on site; and

f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

Camden Planning Guidance: Transport

3.18 The Camden Planning Guidance (CPG) on Transport, adopted in 2019, was prepared to support the policies of the Camden Local Plan. The guidance includes advice on cycle parking and states that;

> "The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."

Policy Summary

- 3.19 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.
- 3.20 It is evident that the site is in a sustainable location, being accessible by a choice of travel modes. It is therefore considered that a car-free development in this location is appropriate in transport policy terms.



4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

4.1 The proposals seek the redevelopment of Acorn House as a part 6, part 10 storey building to provide 33no. affordable housing units with 476 square metres GIA affordable office space and a 195 square metre GIA retail unit at ground and basement level together with cycle parking facilities. The Architect's proposed site plans are included at **Appendix E**.

Access

4.2 The building will have three main points of access, one for each use. The entrance to the offices will be taken from Gray's Inn Road and the retail unit will have an access at the corner of Gray's Inn Road with Swinton Street. Residents will enter the building from an entrance at the midpoint of Swinton Street frontage of the building. Residents will also be able to pass through the bin store and exit onto Swinton Street adjacent to the main building entrance.

Parking

- 4.3 No car parking is proposed for the development. This is considered appropriate given the highly accessible nature of the site and enables the existing vehicular access to be closed to the benefit of pedestrians using the footway along the site frontage.
- 4.4 Cycle parking will be provided in two areas, one for residents and one for tenants of the commercial uses on site. The residential cycle parking area is located at the ground floor of the building and can be accessed from the residential entrance lobby. In total, 66 spaces will be provided for residential use, of which two will be wider bays suitable for parking cargo bikes or tricycles, 38 will be provided by way of two tier parking (with the lower tier comprising Sheffield Stands) and 26 will be vertical cycle parking. Both the vertical and upper tier of the two tier cycle parking will be gas assisted to enable users to easily park their bike.
- 4.5 The commercial cycle parking area is provided at the basement of the building. A cycle lift with an internal dimension of 1.2m x 2.3m will be provided for cycle access to the basement in accordance with guidance provided by Transport for London's London Cycling Design Standards. The basement cycle store provides 11 spaces by way of the two tier/Sheffield stand system. Two stands would be provided for retail staff with the remainder for office use.
- 4.6 The footprint of the proposed building does not allow the provision of visitor/customer cycle parking within the site boundary and therefore it is proposed that short stay parking be provided on the footway on Gray's Inn Road in a similar fashion to the existing on street cycle parking



on Swinton Street. The location of all cycle parking can be seen on the plans provided at Appendix E.

Deliveries

4.7 Deliveries to a development of this scale will be modest and typically be undertaken by cycle, motorcycle or light van. So as to maximise the quantity of deliverable housing and workspace that can be delivered on this site, no on site service area is proposed and the development will utilise existing on street loading facilities on Swinton Street. This approach also enables the closure of the existing vehicle crossover to the site. There are two on street loading bays at the western end of Swinton Street, both of which are less than 10 metres away from the site.

Waste and Recycling

4.8 A waste and recycling store is located on the Swinton Street frontage of the site. Refuse vehicle will be able to stop within the loading bay on the southern side of Swinton Street when collecting material from the store.

Trip Generation

Total Person Trips

4.9 The trip generation by each mode of transport to and from the proposed development has been estimated for a typical weekday morning and evening peak period. Trips have been assessed for the residential and office elements of the scheme. It is envisaged that the retail unit will take custom from the local area rather than attract new trips to the area and as such will not effect the operation of the local transport infrastructure.

Residential

- 4.10 To establish trip rates for the 33 residential units, the TRICS database has been used to select survey data for comparable sites. The sites selected for this assessment are in Inner London Boroughs in town centre or edge of centre locations. To ensure a robust assessment, trips rates for privately owned flats have been used as these tend to be higher than those for local authority owned accommodation. The TRICS output reports are included at **Appendix F**.
- 4.11 A summary of the trip rates and resultant total person trips for the residential element of the scheme is shown in **Table 4.1**.



Table 4.1 – Total Person Tri	p Rates and Tri	ip Generation	33 Residentia	l Units	
Period	Trip Rates	per 100 sqm	Total Person Trips*		
i chou	In	Out	In	Out	
AM Peak	0.085	0.437	3	15	
6pm – 7pm	0.149	15	5		

<u>Office</u>

4.12

To enable consideration of the net effect of the development to be identified, an assessment of the trip attraction of the office element of the existing and proposed building has been undertaken. The TRICS database has been interrogated to determine the total person trips rates for offices in London. The trips rates and total person trips for both buildings are listed below in **Table 4.2**, whilst office TRICS data is provided at **Appendix G**.

Table 4.2: Total Person Office Trips							
Development		Arriva	ls	Departu	res		
Scenario	Period	Trip Rate/100sqm	Trips	Trip Rate/100sqm	Trips		
Existing	AM Peak	2.947	83	0.255	7		
	PM Peak	0.184	5	2.668	76		
Drepeed	AM Peak	2.947	14	0.255	1		
Proposed	PM Peak	0.184	1	2.668	13		

Net Development Trips

4.13 The net change in peak hour trips as a result of the development is detailed in **Table 4.3**.

Table 4.3 – Net Cha	able 4.3 – Net Change in Trips as a Result of Development						
Period	Arrivals	Departures	Two Way				
AM Peak Hour	-67	8	-58				
PM Peak Hour	10	-58	-48				

4.14 This assessment demonstrates that the development proposals should result in a reduction in trips to and from the site during both morning and evening peak hour periods. As such, it is considered that the development would have no effect on the operation of the local transport network.



5 SUMMARY AND CONCLUSION

- 5.1 TTP Consulting has been appointed by Precis Advisory & Access Self Storage Ltd to provide traffic and transport advice in relation to the proposed redevelopment of Acorn House at the junction of Swinton Street with Gray's Inn Road. The development proposals seek the demolition of the existing building on site and the construction of a part 6, part 10 storey building to provide 33no. affordable housing units with affordable office space and a retail unit.
- 5.2 In summary, it is considered that:
 - The site is in a highly accessible location, reflected by a PTAL rating of 6b;
 - The development will not be provided with any car parking, which is considered appropriate given the highly accessible location;
 - The level of trips to and from the site would reduce compared to the existing building;
 - Secure long stay cycle parking will be provided on site and short stay parking is proposed on street;
 - The existing vehicular access will be closed resulting in an improved pedestrian environment; and
 - Deliveries will take place on street from existing loading bays located close to the site frontage.
- 5.3 It is considered that the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of paragraph 109 the NPPF, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

(Existing Highway Network)



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN TTP CONSULTING LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT. © TTP Consulting. All rights reserved.

		-						
	Rev		Details	Drawn	Checked	Date		
Λ								
4								
()								
\mathcal{V}								
	κı	EY:	1					
			SITE BOUNDA	٨RY				
			EXISTING SIN	IGLE Y	ELLOW L	INES		
	_		EXISTING SIN	IGLE R	ED LINE	S		
			EXISTING DO	UBLE I	RED LINE	s		
	Г		RESIDENTS F		HOLDEI	RS		
]	Г	7	DISABLED PA	RKING	BAY			
- -		==-				v		
B's	Ĺ		LOADING ONI	LY BAY	,			
0	L	P	EXISTING LA	MP CO	LUMN			
B'sto		P●	EXISTING PO	ST (NC	SIGN)			
ω		•	EXISTING SIG		POST			
	BE	C	EXISTING BEI	ISHA	BEACON	S		
•LP		B• EXISTING BOLLARD						
2	N	ΟΤΕS	:					
	1.	Do not	scale from this dra	iwina.				
	2.							
	_		awing is for illustra	luve pur	poses only	/.		
	Clie	nt						
4								
	Proj	ect		_				
5			Acorn F	lous	е			
B	Ļ							
	Dra	wing Title						
			Eviation	liabu				
			Existing F	-	•			
			Arrange	mer	IL			
g	Sca	le	4.500	<u> </u>	Size			
9			1:500			A3		
	Dra Che	wn ecked	AS EH		12.09. 12.09.			
			ttp co	nc	111+5	na		
			ttp co	115	uiti	ng		
		1	transport pla	annin	g specia	alists		
	11	1 - 112 /	Great Portland					
		ndon		Suee	L			
	W	1W 6QC						
		No. 0207 wing Numb				Rev		
		0	019-3662-	001				

Appendix B

(Personal Injury Accident Reports)

299										
1180104697	SAT 28/04/2018 2	22:30	DARK	GRAYS INN RD .	I/W ACTON ST			NODE 659		530560/182710
OLICE - AT SCEN		ROAD-DRY	WEATHER- (FINE)	SINGLE CWY	MULTIJUN	GIVEWAY /UNCO		ZEBRA XING		NONE IN 50M)
			TNESSES HAVE STAT ACK OF THE MOPED (PEED, AS IT REACHE	ED THE JUNCTION W	ITH ACTON STREET	A MOPED HAD PULL
SUALTY	001 (002)	(25 YRS - M - RE	EDA)	SERIOUS	DRIVER/RIDER					
EHICLE	001 (000)	MINIBUS >=17 P/ (BT - NOT REQ)	4X)	(60 YRS - M - (REDACT))		(<mark>G/AHEAD - OTHE</mark>	R	(S TO N) FRONT HIT FIRST	(J/P - UNKN) (JCT APP)	
'EHICLE	002 (000)	M/C 126-500CC (BT - NOT REQ)		(25 YRS - M - REDACT)		(<mark>G/AHEAD - OTHE</mark>	R	(E TO N) (BACK HIT) (FIRST)	J/P - UNKN JCT APP	
/001	A	405 (FAILED TO I	LOOK PROPERLY)			V001	A	307 (TRAVELLING	G TOO FAST FOR CO	NDITIONS)
00		00.07								500740/400500
1180105358	WED 02/05/2018	08:37	LIGHT	EUSTON RD J/W	EUSTON RD			NODE 91		529740/182580
ELF-REPORTED	N COLLISION OCCUF	ROAD-WET RRED	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE AT	S	NONE IN 50M
ASUALTY	001 (001)	(39 YRS - M - RE	EDA)	SLIGHT	PEDESTRIAN		STILL	FROM DRIVERS	O/SIDE	
EHICLE	001 (000)	OTHER VEH BT - DRV NOT CO	ONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT	J/P - UNKN UNKNOWN S/R	

201 01170031162	SAT 01/04/2017 1	9:30	LIGHT	GRAYS INN RD .	I/W CLARKENWELL R	D	NODE 99		530530/182740
SELF-REPORTED		ROAD-DRY	WEATHER-) (FINE)	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL	N 50M	NONE IN 50M
CASUALTY	001 (001)	(64 YRS - M - RE	EDA)	SERIOUS	PEDESTRIAN	STILL	STATIONARY N	OT CROSSING	
VEHICLE	001 (000)	MINIBUS >=17 PA (BT - DRV NOT CC		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT (IMPACT)	(J/P - UNKN) (JCT APP)	
<mark>202</mark> 01170031950	WED 12/04/2017 2	22:52	DARK	KING'S CROSS F	RD J/W PENTONVILLE	RD	NODE 749		530530/183000
POLICE - AT SCEN	E	ROAD-DRY	WEATHER- FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	PEDN PHASE AT	S	NONE IN 50M
CASUALTY	001 (001)	(38 YRS - M - RE	EDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(70 YRS - M - RE	EDA)	SERIOUS	PEDESTRIAN	EBOUND	FROM DRIVERS	N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(38 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(S TO NE) FRONT HIT FIRST	JOURNEY P/O V JCT CLEARED	VORK
V001	В	306 (EXCEEDING	SPEED LIMIT)						

Appendix C

(PTAL Report)

WebCAT PTAL Report _____ Site Details -----Grid Cell: 91967 Easting: 530545 Northing: 182752 Report Date: 29/06/2020 Scenario: Base Year 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 Frequency (vph) Walk Time (mins) Mode Stop Route Distance (metres) SWT (mins) TAT (mins) EDF Weight AI Bus G INN RD ROYAL ENT HOSP 259 82.07 8 5.75 6.78 1.03 4.43 0.5 2.21 Bus G INN RD ROYAL ENT HOSP 46 82.07 6 1.03 7 8.03 3.74 0.5 1.87 7.5 Bus G INN RD ROYAL ENT HOSP 17 82.07 1.03 6 7.03 4.27 0.5 2.13 7 G INN RD ROYAL ENT HOSP 45 82.07 1.03 6.29 7.31 4.1 Bus 0.5 2.05 Bus G INN RD ROYAL ENT HOSP 63 82.07 12 1.03 4.5 5.53 5.43 5.43 1 Bus KINGS CROSS STATION 10 345.59 4.5 4.32 8.67 12.99 0.5 2.31 1.16 KINGS CROSS STATION 9.32 Bus 59 345.59 10 4.32 5 3.22 0.5 1.61 KINGS CROSS STATION 91 345.59 9 4.32 5.33 9.65 Bus 3.11 0.5 1.55 Bus KINGS CROSS STATION 390 345.59 8 4.32 5.75 10.07 2.98 0.5 1.49 KINGS CROSS STATION 345.59 7.5 10.32 Bus 30 4.32 6 2.91 1.45 0.5 Bus KINGS CROSS STATION 73 345.59 18 4.32 3.67 7.99 1.88 3.76 0.5 345.59 7.5 KINGS CROSS STATION 10.32 476 4.32 6 Bus

2.91	0.5 1.45						
Bus	KINGS CROSS STA	TION 205	345.59	8	4.32	5.75	10.07
2.98	0.5 1.49	205	515155	U	11.52	5.75	10.07
Bus	KINGS CROSS STA	TION 214	345.59	8	4.32	5.75	10.07
2.98	0.5 1.49		545.55	U	4.52	5.75	10.07
Rail		'BEDFDM-SVNOAKS	1F62 '	601 84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	, ILOZ	001.04	0.55	/.52	51.00
Rail		'BEDFDM-BROMLYS	1683 '	601 81	0.33	7.52	91.66
99.18	0.3 0.5	0.15	1105	001.04	0.55	7.52	91.00
Rail	St Pancras	'BEDFDM-ORPNGTN	1160 '	601 01	0.33	7.52	91.66
99.18	0.3 0.5	0.15	I ILUU	001.04	0.55	1.52	91.00
Rail	St Pancras	'BEDFDM-SUTTON	1012 1	601 04	0 22	7 5 2	01 66
89.18	0.3 0.5	0.15	1013	601.84	0.33	7.52	91.66
			1005 1	CO1 04	0.22	7 50	01 66
Rail	St Pancras	'BEDFDM-KENTHOS	1282	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	4 T 4 4 4	601 04	0 22	7 50	01 66
Rail	St Pancras	'BEDFDM-BRGHTN	1111	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	4 7 4 5 1	604 OA	0 67		45 50
Rail	St Pancras	'BEDFDM-BRGHTN	1115	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28					
Rail		'BRGHTN-BEDFDM	1T83 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail		'BEDFDM-SUTTON	1V23 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	BEDFDM-SUTTON	1V82 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	'BRGHTN-BEDFDM	1W06 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	'BRGHTN-BEDFDM	1W81 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	'BEDFDM-BRGHTN	1W84 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	'BEDFDM-BRGHTN	1W86 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail		STALBCY-SVNOAK	S 2E11'	601.84	1	7.52	30.75
		0.39					
	St Pancras		2E19 '	601.84	0.33	7.52	91.66
	0.3 0.5	0.15					
	St Pancras	'LUTON-SVNOAKS	2E21 '	601.84	0.33	7.52	91.66
	0.3 0.5						
	St Pancras	STALBCY-SVNOAK	S 2E95'	601.84	0.33	7.52	91.66
99.18	0.3 0.5						
Rail		SUTTON-LUTON 2	.000 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5						
Rail	St Pancras	SUTTON-BEDFDM	2004 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15					
Rail	St Pancras	SUTTON-STALBCY	2006 '	601.84	0.33	7.52	91.66
	0.3 0.5						
Rail	St Pancras	SUTTON-LUTON 2	010 '	601.84	1	7.52	30.75
	0.78 0.5						
Rail	St Pancras	LUTON-SUTTON 2	017 '	601.84	0.67	7.52	45.53

53.05	0.57 0.5	0.28				
Rail	St Pancras	'STALBCY-SUTTON 2021 '	601 81	0 33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.00	1.52	91.00
Rail		'STALBCY-SUTTON 2029 '	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28	001.04	0.07	1.52	47.77
Rail		LUTON-BCKNHMJ 2S91 '	601 81	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	51.00
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	601 81	0 33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	91.00
Rail	St Pancras	'BRGHTN-BEDFDM 2T02 '	601 81	0 33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	51.00
Rail		'BRGHTN-BEDFDM 2T04 '	601 84	0 33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	51.00
Rail	St Pancras	'BEDFDM-BRGHTN 2T15 '	601 81	1	7.52	30.75
38.27	0.78 0.5	0.39	001.04	1	1.52	50.75
Rail	St Pancras	'BEDFDM-BRGHTN 2T25 '	601 81	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.00	1.52	91.00
Rail		BRGHTN-LUTON 2T99	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.00	1.52	91.00
Rail		'SUTTON-STALBCY 2V02 '	601 81	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	91.00
Rail	St Pancras	'SUTTON-STALBCY 2V08 '	601 81	0 67	7.52	45.53
53.05	0.57 0.5	0.28	001.04	0.07	1.52	+5.55
Rail	St Pancras	'BEDFDM-SUTTON 2V15 '	601 84	0 33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	91.00
Rail		'SUTTON-BEDFDM 2V16 '	601 84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	91.00
Rail	St Pancras	LUTON-SUTTON 2V19	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.01	0.55	,	51,00
Rail	St Pancras	'SUTTON-KNTSHTN 2V20 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001101	0.55	/ • • • =	2100
Rail		'STALBCY-SUTTON 2V27 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15				
Rail		'LUTON-SUTTON 2V31 '	601.84	0.33	7.52	91.66
	0.3 0.5	0.15				
	St Pancras	BRGHTN-BEDFDM 2W08	601.84	0.33	7.52	91.66
	0.3 0.5					
		'BRGHTN-BEDFDM 2W12 '	601.84	0.33	7.52	91.66
	0.3 0.5					
		BRGHTN-BEDFDM 2W16	601.84	0.33	7.52	91.66
99.18	0.3 0.5					
		'ASHFKY-BEDFDM 1E61 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15				
Rail		'ASHFKY-BEDFDM 1E63 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5					
		'RCHT-BEDFDM 1E67 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5					
		'SVNOAKS-BEDFDM 1E69 '	601.84	0.33	7.52	91.66
	0.3 0.5					
		'BROMLYS-BEDFDM 1E82 '	601.84	0.33	7.52	91.66
	-					

99.18	0.3 0.5	0.15				
Rail	St Pancras	BCKNHMJ-BEDFDM 1G65	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15		0.55	/ • • • =	2100
Rail	St Pancras	'KENTHOS-BEDFDM 1G71 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.01	0.55	,	21.00
Rail		'ORPNGTN-STALBCY 2D93'	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15		0.55	/ • • • =	2100
Rail	St Pancras	'ORPNGTN-LUTON 2D95 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.01	0.55	,	21.00
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28	001.01	0.07	,	13.35
Rail	St Pancras	'SVNOAKS-LUTON 2E61 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	,.,22	51.00
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	601 84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	,.,22	51.00
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	51.00
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	51.00
Rail		BROMLYS-LUTON 2E93	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	1.52	51.00
Rail	St Pancras	'ORPNGTN-LUTON 2L59 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	51.00
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	7.52	51.00
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.04	0.55	,.,22	51.00
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88 '	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001.01	0.55	,	21.00
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	601.84	2	7.52	15.75
23.27	1.29 1	1.29		-	/ • • • =	
Rail	St Pancras	'BRSR-STPANCI 1F13 '	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28		••••		
Rail		'FAVRSHM-STPANCI 1F17'	601.84	1	7.52	30.75
38.27	0.78 0.5	0.39		-		
	St Pancras	'EBSFLTI-STPANCI 1F85'	601.84	1.33	7.52	23.31
30.83	0.97 0.5					
		STPANCI-MARGATE 1308	601.84	0.33	7.52	91.66
99.18	0.3 0.5					
Rail		'STPANCI-DOVERP 1J10 '	601.84	1	7.52	30.75
38.27	0.78 0.5					
Rail		'RAMSGTE-STPANCI 1J11'	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28				
Rail	St Pancras	'STPANCI-MARGATE 1J12'	601.84	0.67	7.52	45.53
53.05	0.57 0.5	0.28				
Rail	St Pancras	'MARGATE-STPANCI 1J13'	601.84	0.33	7.52	91.66
99.18	0.3 0.5			-		
Rail		'MARGATE-STPANCI 1J17'	601.84	0.33	7.52	91.66
	0.3 0.5			-		
Rail		'DOVERP-STPANCI 1J19 '	601.84	0.33	7.52	91.66

99.18	0.3 0.5	0.15				
Rail	St Pancras	'MARGATE-STPANCI 1J21'	601.84	0.33	7.52	91.66
99.18	0.3 0.5	0.15	001101	0.55	/ • • • =	2100
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	601.84	1	7.52	30.75
38.27	0.78 0.5	0.39		-		
Rail	King's Cross	'KNGX-CAMBDGE 1C35 '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15				
Rail	King's Cross	'CAMBDGE-KNGX 1C82 '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15				
Rail	King's Cross	'KNGX-PBRO 1P11 '	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42		-	5.2	50175
Rail	King's Cross	'PBRO-KNGX 1P62 '	416.26	1.33	5.2	23.31
28.51	1.05 0.5	0.53	110.20	1.55	5.2	23.31
Rail	King's Cross		416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15		0.55	5.2	2100
Rail	King's Cross	'ROYSTON-KNGX 1R51 '	416.26	0.67	5.2	45.53
50.73	0.59 0.5	0.3	410.20	0.07	5.2	+5.55
Rail	King's Cross	'KNGX-CAMBDGE 2C03 '	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42	410.20	-	5.2	50.75
Rail	King's Cross	'CAMBDGE-KNGX 2C54 '	416.26	0.67	5.2	45.53
50.73	0.59 0.5	0.3	410.20	0.07	5.2	+5.55
Rail	King's Cross	'CAMBDGE-KNGX 2C91 '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15	410.20	0.55	5.2	51.00
Rail	King's Cross	'CAMBDGE-KNGX 2C92 '	416.26	0.67	5.2	45.53
50.73	0.59 0.5	0.3	410.20	0.07	5.2	+5.55
Rail	King's Cross	'KNGX-PBRO 2P04 '	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42	110.20	-	5.2	50.75
Rail	King's Cross	'PBRO-KNGX 2P90 '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15	.10.10	0.55	5.2	2100
Rail	King's Cross	'WLWYNGC-KNGX 2Y04 '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15	.10.10	0.55	5.2	2100
Rail	King's Cross	'WLWYNGC-KNGX 2Y13 '	416.26	0.67	5.2	45.53
50.73	0.59 0.5	0.3	.10.10		5.2	
LUL	King's Cross	'Edgware-Hammersmith '	416.26	6	5.2	5.75
10.95	2.74 0.5	1.37	110.20	U	5.2	5.75
LUL	King's Cross	'Barking-Hammersmith '	416.26	6.34	5.2	5.48
10.69	2.81 0.5	1.4	110.20	0.51	5.2	5.10
LUL	King's Cross	'Hammersmith-Plaistow'	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42	410.20	-	5.2	50.75
LUL	King's Cross	'Amer-AldgateFast '	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42	410.20	-	5.2	50.75
LUL	King's Cross	'Ches-AldgateFast '	416.26	2	5.2	15.75
20.95	1.43 0.5	0.72	410.20	2	5.2	19.75
LUL	King's Cross	'Uxbridge-AldSlow '	416.26	5.33	5.2	6.38
11.58	2.59 0.5	1.3	410.20		5.2	0.50
LUL	King's Cross	'Watford-AldSfast '	416.26	3.67	5.2	8.92
14.13	2.12 0.5	1.06	-10 . 20	5.07	2.2	0.72
LUL	King's Cross	'Aldg-WatfordSlow '	416.26	3.67	5.2	8.92
14.13	2.12 0.5	1.06	-10 . 20	5.07	2.2	0.72
LUL	King's Cross	'Ald-HarrowHill '	416.26	1.33	5.2	23.31
LUL	KING 3 CI USS	ATR-HULLOWITTT	410.20	T.))	2.2	10.17

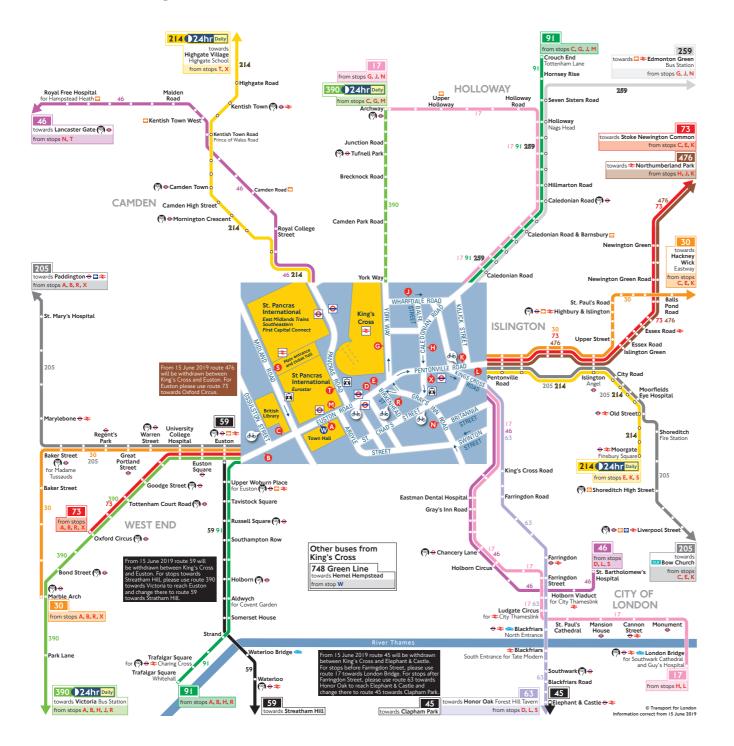
28.51	1.05 0.5	0.53				
LUL	King's Cross	•	416.26	9	5.2	4.08
9.29	3.23 0.5	1.62				
LUL	King's Cross	'Morden-HighBarnet '	416.26	14.67	5.2	2.79 8
3.75	0.5 1.88		446.26		F 0	0.05
	King's Cross	'Morden-MillHillE '	416.26	4	5.2	8.25
13.45	2.23 0.5	1.11	116 26	1 67	гþ	7.17
LUL 12.38	King's Cross 2.42 0.5	'Cockfosters-LHRT4LT ' 1.21	410.20	4.67	5.2	/.1/
LUL	King's Cross	'RayLane-Cockfosters '	416 26	3.67	5.2	8.92
14.13	2.12 0.5	1.06	410.20	5.07	5.2	0.92
LUL	King's Cross	'LHRT4LT-ArnosGrove '	416.26	4.67	5.2	7.17
12.38	2.42 0.5	1.21			5.1	
LUL	King's Cross	'ArnosGrove-RayLane '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15				
LUL	King's Cross	'ArnosGrove-Nthfields'	416.26	3	5.2	10.75
15.95	1.88 0.5	0.94				
LUL	King's Cross	'Oakwood-RayLane '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15				
LUL	King's Cross	'Nthfields-Cockfoster'	416.26	1	5.2	30.75
35.95	0.83 0.5	0.42				
LUL	King's Cross	'LHRT5-Cockfosters '	416.26	6	5.2	5.75
10.95	2.74 0.5	1.37	44.6 9.6	2 67		0.00
	King's Cross	'Uxbridge-Cockfosters'	416.26	3.6/	5.2	8.92
14.13	2.12 0.5 King's Cross	1.06	116 26	2 22	гþ	12 62
LUL 18.83	1.59 0.5	'Ruislip-Cockfosters ' 0.8	410.20	2.33	5.2	13.63
LUL	King's Cross	'ArnosGrove-Uxbridge '	116 26	1	5.2	30.75
35.95	0.83 0.5	0.42	410.20	1	5.2	50.75
LUL	King's Cross		416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15	.10.10	0.55	512	52100
LUL	King's Cross	'Oakwood-Ruislip '	416.26	0.33	5.2	91.66
96.86	0.31 0.5	0.15				
LUL	King's Cross	'Brixton-WalthamstowC'	416.26	15.67	5.2	2.66
7.87	3.81 1	3.81				
LUL		'SevenSisters-Brixton'	416.26	11.67	5.2	3.32
8.52	3.52 0.5					
Rail	-	Pancras 'KNGX-CAMBDGE 1	LC33 '	476.3	0.67	5.95
45.53		0.5 0.29				
Rail	•	Pancras 'LTCE-KNGX 2R07	/	476.3	0.67	5.95
45.53		0.5 0.29		176 2	0.22	F 0F
Rail 91.66	•	Pancras 'HITCHIN-KNGX 2 0.5 0.15	2894	4/0.3	0.33	5.95
91.00	97.61 0.31	0.5 0.15				

Total Grid Cell AI: 74.65 PTAL: 6b

Appendix D

(TfL Bus Spider Map)

Buses from King's Cross



How to use this map

- Find your destination on the map

- Use the central map to find the nearest bus stop for your route

Key Connections with London Underground e Connections with London Overgr Connections with TfL Rail ⊖ Connections with National Ra DLR Connections with DLR Connections with river boats -66 Cycle hire docking station Image: Specific state Taxi rank Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

»))	Use contactless (car Oyster pay as you g
O Ticket Stop	Download the free T anytime, anywhere, Alternatively, find yo tfl.gov.uk/ticketstop
	The Hopper fare off Bus and Tram journe Always use the sam
	If you fail to show o

See the coloured lines on the map for the bus routes that go to your destination
Check the map (at the end of each coloured line) for the bus stops to catch your bus from the bus stops to catch your bus stop

Look for the bus stop letters at the top of the stop (see example for stop A to the right)



ard or device). It's the same fare as go and you don't need to top up

e TfL app to top up or buy a ticket e, or visit tfl.gov.uk/oyster. I your nearest Oyster Ticket Stop at opfinder or visit your nearest TfL station

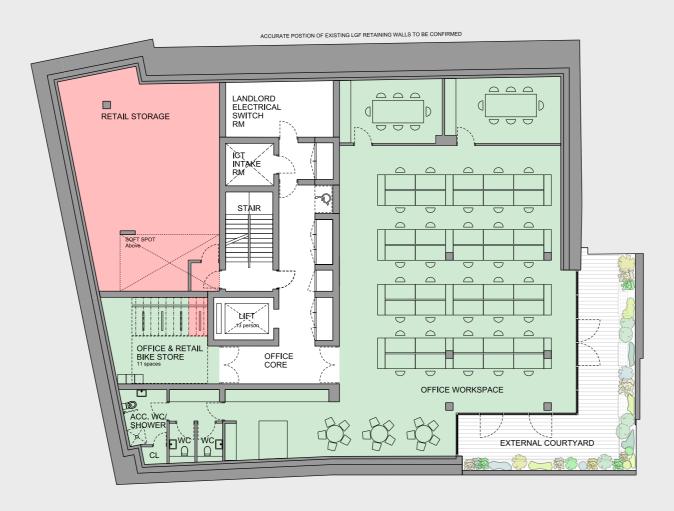
ffers you unlimited pay as you go neys within one hour for £1.50. me card or device to touch in

If you fail to show on demand a ticket, validated smartcan or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted

1075.03.19 (P) ÷

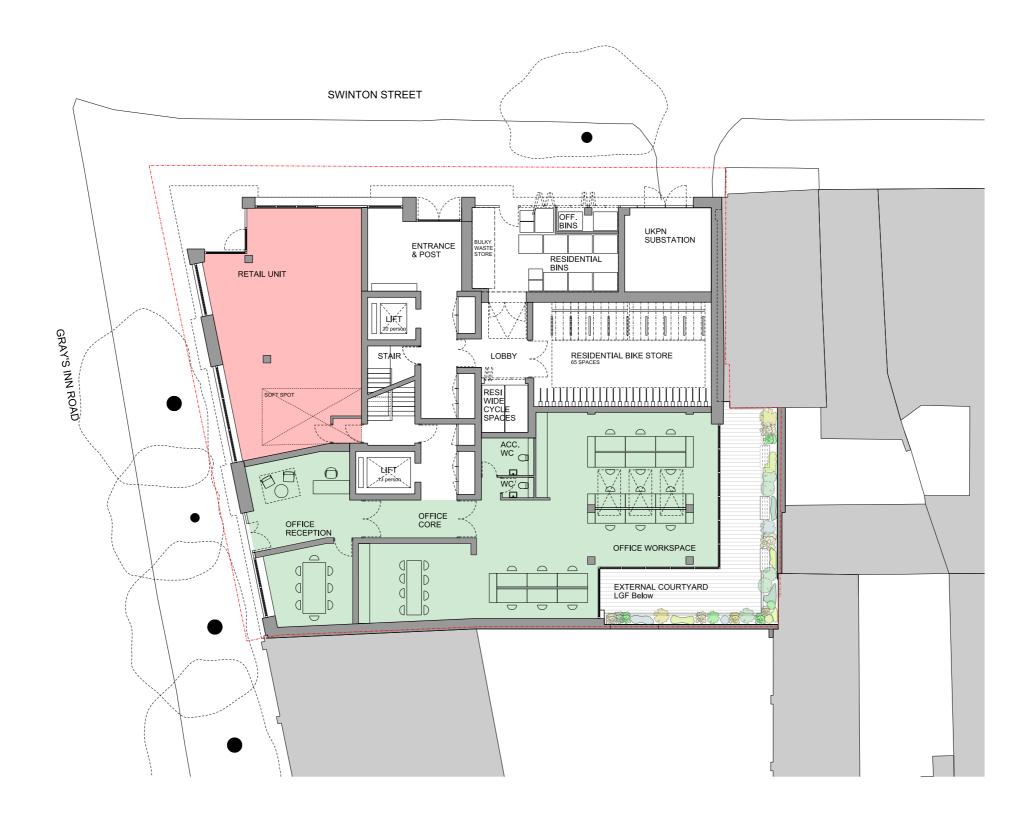
Appendix E

(Architect's Site Layout Plans)



01 PLAN: PROPOSED LOWER GROUND FLOOR

KEY	
Site Boundary	
0 <u>1</u> m 2 <u>m</u>	<u> </u>
NOTE:	
	as have been propered
	ngs have been prepared aphic information from
Greenhatch	Lane & Frankham CAD files
L F1025 of the	e existing Acorn House
	S map data & Z map data. All
	I and building dimensions are
	ed with a measured survey
P1 27/07/20 PLANN	ING SUBMISSION
REV DATE	
CONSULTANTS	NAME
CLIENT:	ACCESS STORAGE
STRUCTURAL ENGINEER	R: AKT II
STRUCTURAL ENGINEER MECHANICAL ENGINEER	R: AKT II I: ATELIER TEN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT	R: AKT II
STRUCTURAL ENGINEER MECHANICAL ENGINEER	R: AKT II :: ATELIER TEN CAST CONSULTANCY RPM
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT PROJECT MANAGER	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT PROJECT MANAGER: ACOUSTIC CONSULTANT	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT PROJECT MANAGER: ACOUSTIC CONSULTANT	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT PROJECT MANAGER: ACOUSTIC CONSULTANT	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT PROJECT MANAGER: ACOUSTIC CONSULTANT	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	R AKT II CAST CONSULTANCY RPM
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: POJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	k: AKT II CAST CONSULTANCY RPM RISE SANDY BROWN ECTOR BUREAU VERITAS
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: POJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	k: AKT II I:: ATELIER TEN CAST CONSULTANCY RPM r: SANDY BROWN ECTOR BUREAU VERITAS I:: In uncontrolled CAD format It will be accompanied by a to enable the recipient to prepare their own documents / to they are solely responsible. Id newno enrors, omisions and discrepancies to the
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: POJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	AKT II ATELIER TEN CAST CONSULTANCY RPM RPM SANDY BROWN SANDY BROWN OF SANDY BROWN OF SANDY BROWN Of the secompanied by a on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents / on anable the recipient to prepare their own documents /
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	AKT II ATELIER TEN CAST CONSULTANCY RPM SANDY BROWN SANDY BROWN SOURCEAL VENITAS Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient to prepare their own documents // Interface of the recipient or responsibility or liability for:-
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE MONTE When this drawing is issued models / drawings for which models / drawings for which models / drawings for which models / drawings for which models / drawing is issued models / drawing is issued Alford Hall Monaghan Morr any use of this drawing by	AKT II ATELIER TEN CAST CONSULTANCY RPM RPM SANDY BROWN SANDY BROWN SOURCEAL VERITAS dIn uncontrolled CAD format It will be accompanied by a to enable the recipient to prepare their own documents / al drawing errors, omissions and discrepancies to the ould be checked on site by the contractor and such tractor's responsibility. dis United accepts no responsibility or liability fors- parties other than the party for whon it was prepared or
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is issued models / drawings for which mesoins shall be the cor Allford Hall Monaghan Mor- any use of this drawing by for purposes other than those or addition	AKT II ATELIER TEN CAST CONSULTANCY RPM RPM SANDY BROWN SONDY BRO
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDP version and is lasued models / drawings for which the recipient should report architect, All dimensions sho dimensions shall be the con Aliford Hall Monaghan Morr - any use of this drawing bus any abreations or addition background Information on a dwithen of status	AKT II ATELIER TEN CAST CONSULTANCY RPM RPM SANDY BROWN SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCEASE Interaction SourceAse In uncontrolled CAD format It will be accompanied by a to so mable the recipient to prepare their own documents / In they are solely responsible. Interaction responsibility or liability fors- parties other than the party for whom it was prepared or parties other than the party for whom it was prepared or so for disorgeneise astifting out of changes to the which the drawlops are based that was current at the who the drawlops are based that was current at the who the drawlops are based that was current at the who the drawlops are based that was current at the which the drawlops are based that was current at the who the drawlops are based that was current at the who the drawlops are based that was current at the who the drawlops are based that was current at the who the drawlops are based that was current at the
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE NOTE When this drawing is issued provide the state of the state of the state models / drawings for which the recipient should report architect, All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by re purposes other than thos - any adentificant or addroin or state of the state of the state and which cor - any uses or degradation of the ofiginal	AKT II ATELIER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCE
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE NOTE When this drawing is issued models / drawings for which the recipient should report architect, All dimensions sho dimensions shall be the con Allford Hall Monaghan Morr - any use of this drawing by madegroup futer than those - any alterations or addition a drawing of a drawing or a dottor - any use of this drawing by madegroup futer than the - any alterations or addition a drawing of it many other pro- translation from the original reading of it in any other pro- transition from the original	AKT II ATELLER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SANDY BROWN SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCEASE SOURCEAS
STRUCTURAL ENGINEER MECHANICAL ENGINEER PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issue When this drawing is issue to the second second second second MOTE When this drawing is issue to the second second second second Aliford Hall Monaghan Morry - any use of this drawing in the second Aliford Hall Monaghan Morry - any barrations shall be the con transferior of second secon	AKT II ATELER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN SOUTHER SECTION BUREAU VERITAS UREAU VERITAS Interpretation Int
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is lasued models / drawings for which the recipient should report architect, All dimensions sh dimensions shall be the cor Alliford Hall Monagham More any use of this drawing by for purposes other than those any use of this drawing by the of size, and which co- any loss or degradation of tanaslation from ad which co- any bass or degradation of tanaslation from the drawing the of size, and which co- any tass of the orginal reading of it in any other pro- tendings and expenses	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN SOUTHER SECTION BUREAU VERITAS UREAU VERITAS Interpretation Int
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is lasued models / drawings for which the recipient should report architect, All dimensions sh dimensions shall be the cor Alliford Hall Monagham More any use of this drawing by for purposes other than those any use of this drawing by the of size, and which co- any loss or degradation of tanaslation from ad which co- any bass or degradation of tanaslation from the drawing the of size, and which co- any tass of the orginal reading of it in any other pro- tendings and expenses	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing is issued PDF version and is Issued models / drawings for which the recipient should report architect. All dimensions sh dimensions shall be the con Allford Hall Monaghan Mor - any use of this drawing by models / drawings for which manasian from the draw manasian from the draw manasian from the draw tanslation from the draw the organized and which co - any loss or degradation of translation from the draw the purposes of degradation of the purposes of degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the organized and which co - any loss or degradation of the purposes of degradation of the purposes of the planning	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Provision and Is Issued PDP version and Is Issued PDP version and Is Issued PDP version and Is Issued The Automation of the Issue and Issue and Issue and Issue Activity of Marking I or which archites, All demansions shall be the con Allford Hall Monagham Morr any use of this drawing by for purposes other than those any observer and any other pro- that which was used to pre- any loss of degradation of translation from the ofiginal the purposes of the planning of the purposes of the planning of the purposes of the planning of the purposes of the planning ACLIFCORD HJ ARCHTECTS Ltd	AKT II AATTLIER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN COOR BUREAU VERITAS
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this drawing Is issued PDF version and is issued 1 models / drawings for which the recipient should report architect. All dimensions should report any use of this drawing by for purposes other than the orang data of the ordiginal metal which was used to prefix the accuracy of survey Infi proceedings and expenses any scaling from the dired of the accuracy of the planning the dimension should be the cort and be accuracy of the planning the dimension should be direct any scaling from the direct any	AKT II ATELLER TEN CAST CONSULTANCY CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY BROWN
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE DEPORT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE DEPORT OF A DEPORT MARKING AND AND AND AND AND AND POP version and Issued 1 models / drawings for which models / drawing for purposes other than tho background Information be drawing to any use of this drawing by for purposes other than those any salidit for mitre original means and which was used to pre- reading of its any other pro- teading of the plannin LOCATION ARCHITECTS LIG MORELANDS, E32 OLD S TEL (20 7251 5261 FAXO)	AKT II AFTELER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY
STRUCTURAL ENGINEER MECHANICAL ENGINEER PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Provision and Is Issued PDP version and Is Issued Intervision Shall be the con- Allford Hall Monagher with the original Allford Hall Monagher with the original Allford Hall Monagher with the original Allford Hall Monagher with the original achieves and which co- any use of the Issue and which co- any loss of dergradation of translation from the original activity of the purposes of the plannin the purposes of the plannin LOCATION ALLEFORD HI ARCHITECTS LID MORELANDS, 5-23 OLD S	AKT II AFTELER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE DEPORT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE DEPORT OF A DEPORT MARKING AND AND AND AND AND AND POP version and Issued 1 models / drawings for which models / drawing for purposes other than tho background Information be drawing to any use of this drawing by for purposes other than those any salidit for mitre original means and which was used to pre- reading of its any other pro- teading of the plannin LOCATION ARCHITECTS LIG MORELANDS, E32 OLD S TEL (20 7251 5261 FAXO)	AKT II AFTELER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM RPM SANDY BROWN SOUTHER SANDY
STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Deversion and Is issued PDP version and Is issued PDP version and Is issued models / drawings for which models / drawing brows for purposes of the planning the accuracy of survey inf models of the planning the purposes of the planning the purpose of	AKT II ATELLER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM RPM CAST CONSULTANCY RPM CONSULTANCY CAST CONSULTANCY RPM CAST CONSULTANCY RPM CAST CONSULTANCY RPM CAST CONSULTANCY
STRUCTURAL ENGINEER MECHANICAL ENGINEER PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE UNITY OF CONSULTANT FIRE & APPROVED INSPE DEVELOPMENT MODEL / dawing is issued PDF version and issued i models / drawings for which models / drawings for which architect. All dimensions sho dimensions shall be the con Allford Hall Monagham Morr architect. All dimensions sho models / drawing so which ackground Information be the propeedings and expenses - any safe diff arewing by proceedings and expenses - any safe diff on the digital proceedings and expenses - any safe diff on the digital proceedings and expenses - any safe diff on the diff of purposes of the plannin proceedings and expenses - any scaling from the diff MORELANDS, SET AS, STAN, TEL 020 7291 5281 FAX, 00 Job the ACORN HC	AKT II ATELLER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM RPM SANDY BROWN SOLUTION SOLUTION
STRUCTURAL ENGINEER MECHANICAL ENGINEER PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Provision and Is issued PDF version and Is issued PDF version and Is issued PDF version and Is issued that with a state of the provision Allford Hall Monagaha with a state dimensions shall be the con- any use of this drawing by for purposes other than those architect, All dimensions shall be the con- tany use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any observer of this drawing by for purposes other than those any observer of this drawing by for purposes other than those any acallegit of the planting that which was used to pre- sued to the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting the purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purpose of the planting that which was us	AKT II AFTELIER TEN CAST CONSULTANCY RPM CAST CONSULTANCY RPM SANDY BROWN COOR BUREAU VERTAS do anable the recipient to prepare their own documents / and the recipient to prepare their own documents / and the recipient to prepare their own documents / and the recipient to prepare their own documents / and the recipient to prepare their own documents / and the recipient to prepare their own documents / and the recipient on sile by the contractor and such ntractor's responsibility. did the checked on sile by the contractor and such ntractor's responsibility or lability for: parties dort may are such and two sucremant at the cur to the information held in this drawing resulting from the file information held in the drawing resulting from the file ormation to which it relates for any costs, claims, adding any other file formation from the recipients of the matching authority solely for graphication to which it relates for any costs, claims, adding out of results of themation after than by the local planning authority solely for graphication to which it relates for application to WHAIN MORENES STREET LONDON ECITY 9HL SUPLAN ROUND FLOOR a
STRUCTURAL ENGINEER MECHANICAL ENGINEER ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Provision and Is Issued PDP version and Is Issued PDP version and Is Issued PDP version and Is Issued monoscience in the observation of the AUTOR Internation of the Observation AUTOR Internation of the Observation of the AUTOR Internation of the Observation of the AUTOR Internation of the Observation of the AUTOR Internation of the Observation of the Observation of the AUTOR Internation of the Observation of the Observation of the AUTOR Internation of the Observation of the Observatio	AKT II AFTELIER TEN CAST CONSULTANCY RPM
STRUCTURAL ENGINEER MECHANICAL ENGINEER PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Provision and Is issued PDF version and Is issued PDF version and Is issued PDF version and Is issued that with a state of the provision Allford Hall Monagaha with a state dimensions shall be the con- any use of this drawing by for purposes other than those architect, All dimensions shall be the con- tany use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any use of this drawing by for purposes other than those any observer of this drawing by for purposes other than those any observer of this drawing by for purposes other than those any acallegit of the planting that which was used to pre- sued to the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting the purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purposes of the planting that which was used to pre- te purpose of the planting that which was us	AKT II AFTELIER TEN CAST CONSULTANCY RPM CONSULTANCY RPM CONSULTANCY RPM CAST CONSULTANCY RPM CAST CONSULTANCY RPM CAST CONSULTANCY RPM CONSULTANCY RPM CAST CONSULTANCY RPM RPM



٨

01 PLAN: PROPOSED GROUND FLOOR

KEY				
Site Boundary				
				10m
0 1m 2m	5n	1		TOIL
NOTE:				
These drawin	igs have	e been p	repared	
using topogra	phic inf	ormation	n from	
Greenhatch,	Lane &	Frankha	am CAE) files
LF1025 of the				
building & OS				
topographical				
to be confirme	ed with a	a measi	irea sur	vey
P1 27/07/20 PLANN		N		
P1 2//0//20 PLANN	NG SUBMISSIO	JN		
REV DATE				
CONSULTANTS	NAME			
CONSULTANTS CLIENT:		SS STORAGE		
	ACCE	SS STORAGE		
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER:	ACCE AKT II ATEL	SS STORAGE ER TEN		
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT:	ACCE AKT II ATELI CAST	SS STORAGE	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER:	ACCE AKT II ATELI CAST RPM	SS STORAGE ER TEN CONSULTANC	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER:	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN CONSULTANC Y BROWN	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN CONSULTANC Y BROWN	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN CONSULTANC Y BROWN	Y	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN CONSULTANC Y BROWN	Y	
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER; COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE AKT II ATELI CAST RPM SAND	SS STORAGE ER TEN CONSULTANC Y BROWN	Ŷ	
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE AKT II CAST RPM SAND CCTOR BURE	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS		
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE AKT II ATELI ATELI CAST RPM SAND BURE U In uncontrolled o enable the re	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS	will be accompa	nled by a
CLENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE AKT II ATELL CAST RPM SAND CCTOR BURE In uncontrollec o enable the re they are solely	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS	will be accompa	cuments /
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACAST A	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It jalent to preparate c, s, omissions at o naile by the	will be accompr e their own doo	s to the
CLIENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACATIL ACCE ACTIL A	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It LOAD format It LOAD format It splent to prepare sponsible, to a site by the sibility.	will be accompa e their own doc nd discrepancie contractor and	s to the such
CLIENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Version and Is Issued 1 models / drawing Is Issue DPT version and Is Issued 1 models / drawing Is Issue dimensions shall be the con Alford Hall Monaghan Morr any use of this drawing by	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC ONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible rs, omissions ability, ts no responsible an the party for an the party for an the party for the preparity of the party of the party of the party of the preparity of the party of the	will be accompa e their own doc nd discrepancie contractor and litty or liability of	cuments / s to the such or :-
CLENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE VIEW ON THE APPROVED INSPE When this drawing is issued models / drawings for which models / drawings for which architect, All dimensions shale the cor Allford Hall Monagham Morr any use of this drawing by for purposes other than those or addition	ACCE ACT III A	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS ICAD format It iplent to preparer responsible. rs, omissions ability. I can be party oblights solving a prepared rates and the party for a prepared rates arbiting out of a service of the service of	will be accompa e their own doc contractor and Nitty or Itability f whom It was p	s to the such or:- repared or the
CLIENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE UNTE When this drawing is issued models / drawings for which the recipient should report architect. All dimensions should report any alterations or addition background Information on a dimensions should which coc	ACCE ACCE ACT III	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepare responsible. rs, omissions auto d on alte by the sibility. Jals no responsible an the party for an the party for mail on after It houses and sing out responsible.	will be accompa e their own door contractor and Nilly or liability f whom It was pr of of changes to been fssued s been fssued	s to the such or- repared or the t at the by AHMM
CLENT: STRUCTURAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ATT III A	ER TEN CONSULTANC Y BROWN AU VERITAS I CAD format It ipplent to prepar responsible. I on site by the solution, to not solution to not solution to solution.	will be accompa- be their own dock contractor and illiy or lability f whom II was pi ben issued source is been issued is been issued to of changes to been issued is been issued at or from the star or from the star or form the star or from the star or from the star or from the star or from the s	suments / s to the such or- repared or the t at the by AHMM rom the ecipients
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE MORE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued The recipient should report. The recipient should report architect, Al dimensions shall be the cor Alford Hall Monagham Mor - any use of this drawing busckground information or time of issue, and which oc renalisation from the original reading of it in any other pro- tat which was used to prep	ACCE ACCE ACT III ACCE ACT III ACT III ACCE ACT III ACCE ACT III ACCE ACT	ER TEN CONSULTANC Y BROWN AU VERITAS I CAD format It i Splerit to prepar responsible. I o naite by the sibility. I o naite by the sibility.	will be accompany the ther own dock contractor and solution of the two the whorn it was pr whorn it was pr whorn it of changes to that was current is been issued is been issued at or from the to roogramme oth	suments / s to the such or- repared or the at the by AHMM room the ecipients er than
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued models / drawing for which The recipient should report. Califord Hall Moneations shall be the con adilard Hall Moneation and which co - any alterations or addition time of issue, and which co - any other than thor - any other than thor - any other than thor - any other of period and which co - any other of period and which co - any other of period and which co - any other than thor - any other of period and which co - any other of period and which - co any loss or degradation of translation from the ofiginal - the accuracy of survey this	ACCE ACCE ACT III ACCE ACT III ACT IIII ACT III ACT II	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS ICAD formal It jalent to prepar responsible. To a site by the sibility. To a site by the sibility and the site of the sibility wersion of the jarvers of the sibility wersion of the jarvers of the land on a field in this dark of the held in this dark of the form y other file form y version of the jarvers of the jarvers of the lance on such others or lance on such others or	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Version and Is issued PDP version and Is issued PDP version and Is issued models/drawings for which the recipient should report archited. All dimensions sho dimensions shall be the con Allford Hall Monagham Morr any use of this drawing by for purposes other than the orany discount of and which oc - any loss or digradual be the on Allford Hall Monagham Morr and which oss or degradual which oc - any loss or discount of and which oc - any loss or discount of and which oc - any loss or discount of a diversions that which was used to prey the accuracy of survey lift proceedings and expenses	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER MECHANICAL ENGINEER COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE Version and Is issued PDP version and Is issued PDP version and Is issued models/drawings for which the recipient should report archited. All dimensions sho dimensions shall be the con Allford Hall Monagham Morr any use of this drawing by for purposes other than the orany discount of and which oc - any loss or digradual be the on Allford Hall Monagham Morr and which oss or degradual which oc - any loss or discount of and which oc - any loss or discount of and which oc - any loss or discount of a diversions that which was used to prey the accuracy of survey lift proceedings and expenses	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible in the party of uche arising ou output this dra y other file form version of the j a dy otheris or the j a dy other sin or	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible in the party of uche arising ou output this dra y other file form version of the j a dy otheris or the j a dy other sin or	will be accompa- e their own door contractor and discrepancie contractor additional was pu- dify or tability of tability or tability of whom it was pu- tat or from the r act or from the r act or from the r was graveling to table table of table of table table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of table of ta	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible in the party of uche arising ou output this dra y other file form version of the j a dy otheris or the j a dy other sin or	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible in the party of uche arising ou output this dra y other file form version of the j a dy otheris or the j a dy other sin or	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible in the party of uche arising ou output this dra y other file form version of the j a dy otheris or the j a dy other sin or	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE	ACCE ACCE ACT III ACT	SS STORAGE ER TEN CONSULTANC CONSULTANC CONSULTANC Y BROWN AU VERITAS ICAD format It ipplent to prepar responsible, rs, omissions avious to n sile by the sbillity. It is no responsible an the party to yther file form version of the I ad by others for of the I al by the local plane	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued PDF version and is issued pDF version and is issued rodels / drawings for which The recipient should report. Califord Hall Managharn Morn any use of this drawing by the of this drawing by the of this drawing by the of this drawing by the of the drawing by the of the drawing by the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the optical of the opt	ACCE ATT II ATT II CAST RPM SAND CTOR BURE SAND CTOR BURE In uncontrolled o enable the re- they are solely all drawing erro out be checked all of they are solely all drawing erro out be checked they are solely all drawing erro out be checked they are solely parties other it is to or discrepa which the drawing erro out be checked the information of the information of the information of the information of the information of the information of the i	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS	will be accompa- e their own door contractor and discrepancie contractor additional when it was pri of changes to hat was current s been Issued wing resulting thing resulting thing resulting those of the magnetic state of from the roorgamme of the for any costs, c.	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FRE & APPROVED INSPE When this drawing Is issue PDF version and Is issued PDF version and Is issued PDF version and Is issued to achieve Alford Hall Monestors shi dimensions shall be the con- construction of the any other pro- sequences of advances of a strength and and the original reading of It in any other pro- transistion from the original reading of It in any other pro- tany loss or degradation of the any alterations of advances any activity of the planning the planning the purposes of the planning the purpose of the planning the purpose of the planning the purpose of the planning the planning the purpose of the planning the planning the purpose of the planning the planning the planning the planning the planning the planning the planning the planning the planning the planning the planning th	ACCE ATT II ATT II CAST RPM SAND CTOR BURE SAND CTOR BURE In uncontrolled o enable the re- they are solely all drawing erro quide be checked all drawing erro quide be checked and and and and and and and and and and	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT FIRE & APPROVED INSPE When this downing is issued When this downing is issued When this downing is issued when this downing is issued when this downing is issued and the second of the second and the second of the second official (for which the recipient should report. any use of this downing by the accuracy of survey lint more official of the second the accuracy of survey lint proceedings and expenses any search official of the planning of the accuracy of survey lint proceedings and expenses any search official of the planning the accuracy of survey lint proceedings and expenses any search official of the planning the accuracy of survey lint proceedings and expenses any search of the planning the accuracy of the planning the purposes of the planning the purposes of the planning the purposes of the planning the purpose of the planni	ACCE ACT II ACCE ACT II ACTEL ACT II ACTEL CAST RPM SAND CTOR BURE ACTOR	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issued PDF version and is issued PDF version and is issued PDF version and is issued PDF version and is issued models / drawings for which The recipient should report. Califord Hall Monagham Morr - any use of this drawing by the purposes of adjusted to the original background findershons shall be the con - any loss or degradation of translation from the original the original or adjusted to pro- report should report. - The accuracy of survey find the purposes of the planning the purpose of the planning LOCATION LOCATION ALLEFORD HI ARCHITECTS LID MORELANDS, 5-23 OLDS	ACCE ACT II ACCE ACT II ACTEL ACT II ACTEL CAST RPM SAND CTOR BURE ACTOR	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued PDF version and is issued The recipient should report. Alford Hall Mongahan Mor - any use of this drawing by the purposes of the plannih the recipient should report. Alford Hall Mongahan Mor - any use of this drawing by the purpose of the plannih recording of it in any other pro- record dependence of the plannih the purpose of the plannih CONTENCE ALLEFORD HJ ARCHTEOTS ILM MOTEL 200 7251 5261 FAX 0 Job TIB ACORN HC	ACCE ATT II ATELI CAST RPM SAND CTOR BURE SAND CTOR BURE UNIT AND AND AND AND SAND SAND SAND SAND SAND SAND SAND S	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued models / drawing for which The recipient should report achiect. All dimensions shall be the con achiect. All dimensions shall be the con achiect. All dimensions shall be the con- achiect. All dimensions shall	ACCE ART II ATELI CAST RPM SAND CTOR BURE SAND CTOR BURE In uncontrolled o enable the re- they are solely all drawing erro out be checked all of they are solely all drawing erro out be checked by article the re- they are solely partiles other it is to or discrepa which the drawing erro out be checked and the checked partiles other it is to or discrepa partiles other it is for which the sole and the checked partiles other it is for which the sole partiles other it is for an article of the sole of the partiles other it is for an article of the sole partiles other it is for an article of the sole other it is for an article of the sole of	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued PDF version and is issued The recipient should report. Alford Hall Mongahan Mor - any use of this drawing by the purposes of the plannih the recipient should report. Alford Hall Mongahan Mor - any use of this drawing by the purpose of the plannih recording of it in any other pro- record dependence of the plannih the purpose of the plannih CONTENCE ALLEFORD HJ ARCHTEOTS ILM MOTEL 200 7251 5261 FAX 0 Job TIB ACORN HC	ACCE AACT II ATELI CAST RPM SAND CTOR BURE SAND CTOR BURE COR	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CAD format It i CAD format It CAD	will be accompare the their own dot and discrepancie contractor and tilty or liability f wing resulting fi wing resulting fi wing resulting fi wing resulting fi wing resulting fi or any costs, c nformation information information authority s	suments / s to the such or- repared or the tat the by AHMM room the ecipients er than lalms,
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing Is issue PDF version and Is issued PDF version and Is issued PDF version and Is issued The recipient should report. ACUE AND A State of the analysis dimensions shall be the con- aryluss of dimensions shall be the con- aryluss of dimensions and all be the con- arylus of this drawing Is background findersions and all be the con- any loss of degradation of translation from the original translation from the original the purposes of dispensions or addition- any loss of degradation of translation from the original the purposes of degradation of translation from the original the purpose of degradation of translation from the original ACUE TON ALLEFORD HI ARCHITECTS Lid MORELANDS, 523 OLDS TEL 402 7215 281 FAX.0 Job tile ACORN HC drawing tile / location PROPOSE	ACCE AACT II ATELI CAST RPM SAND CTOR BURE SAND CTOR BURE COR	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CONSULTANC CONSULTANCC CONSULTANC CONSULTANC CONSULTANCC CONSULTANCC CONSULTANCC CON	will be accomptor the their own dots their own dots discrepancia contractor and diffy or liability f wing resulting f at or from the r and vasa current is been Issued wing resulting f at or form the r or any costs, c nformation ing authority s	suments / s to the work repared or the start the that by ArMM by ArMM by ArMM original er than alms, olely for DRRIS
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing is issue PDF version and is issued PDF version and is issued PDF version and is issued models / drawing for which The recipient should report. Active LAI dimensions shall be the con- advantage of this drawing by the of this drawing is used to prove than those of this drawing by the of this drawing is used to prove than those of the drawing by the of this drawing is used to pre- selection of the drawing by the of this drawing is used to pre- selection of the drawing by the of the prove than those of the drawing by the purposes of the planning LOCATION ACLEFORD HI ACORN HIC drawing tik / location PROPOSE GROUNDD I drawn by checked scale AW Scale zone	ACCE ATTIL ATTIL ATTIL CAST RPM SAND CTOR BURE SAND CTOR BURE AND SAND SAND SAND SAND SAND SAND SAND	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CONSULTANC CONSULTANCC CONSULTANC CONSULTANC CONSULTANCC CONSULTANCC CONSULTANCC CON	will be accompany e their own door didity or lability of divon it was p whom it was p divon it was p divon it was p or do thanges to hat was current s been issued wing resulting it at or from the r or any costs, c or any c or any costs, c or any costs, c or any c o	uments / s to the such ors- repared or the si at the by AHMM orn the ser than olely for DRRIS
CLENT: STRUCTURAL ENGINEER: MECHANICAL ENGINEER: COST CONSULTANT: PROJECT MANAGER: ACOUSTIC CONSULTANT: FIRE & APPROVED INSPE When this drawing Is issue PDF version and Is issued PDF version and Is issued PDF version and Is issued Models / drawing for which The recipient should report. Active LAI dimensions shall be the con- any loss or degradation of translation from the original background findershows and which co- any loss or degradation of translation from the original the purposes of any seven by any CLEATION LOCATION LOCATION ACCINENT ACCORN HIC drawing title / location PROPOSE I ACCORN HIC drawing title / location PROPOSE I ACCORN HIC SS	ACCE ATTIL ATTIL ATTIL CAST RPM SAND CTOR BURE SAND CTOR BURE AND SAND SAND SAND SAND SAND SAND SAND	SS STORAGE ER TEN CONSULTANC Y BROWN AU VERITAS CONSULTANC Y BROWN AU VERITAS CAD formal I: jalent to prepare responsible. rs, omisions at on alte by the sishifiy. Y be on spectra of the sishifiy. The dia this data of the held in this data of the held in this data of the held in this data of the sishifiy. Y the local plan which I relates ONAGCH NECTY 9HL VED WWWAH	will be accompany e their own doc di discrepandie contractor and lilly or labilly of hait or from the rat or f	uments / s to the such ors- repared or the si at the by AHMM orn the ser than olely for DRRIS

© Allford Hall Monaghan Morris Limited

Appendix F

(TRICS Output Report Residential)

Calculation Reference: AUDIT-752101-200701-0757

Licence No: 752101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : C - FLATS PRIVATELY OWNED MULTI - MODAL OGVS

Sele	octed regions and areas:
01	GREATER LONDON

GREA	IER LONDON	
HM	HAMMERSMITH AND FULHAM	1 days
IS	ISLINGTON	3 days
SK	SOUTHWARK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	14 to 194 (units:)
Range Selected by User:	9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/15 to 14/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

<u>Selected survey days:</u>	
Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

> 1 4

1 1 3

<u>Selected Locations:</u>	
Town Centre	
Edge of Town Centre	

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	
Residential Zone	
Built-Up Zone	

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

5 7.7.1 250620 B19.43		
onsulting 111-113 Gre	leat Portland Street London Licence No:	Page 2 752101
5		
Secondary Filtering	selection:	
<u>Use Class:</u>		
C3	5 days	
	number of surveys per Use Class classification within the selected set. The Use Classes Order 200 s purpose, which can be found within the Library module of TRICS®.	05
Population within 1 mi	<u>//e:</u>	
50,001 to 100,000	2 days	
100,001 or More	3 days	
This data displays the	number of selected surveys within stated 1-mile radii of population.	
Population within 5 mi	iles:	
500,001 or More	5 days	
This data displays the	number of selected surveys within stated 5-mile radii of population.	
Car ownership within s	<u>5 miles:</u>	
0.5 or Less	5 days	
, ,	number of selected surveys within stated ranges of average cars owned per residential dwelling, illes of selected survey sites.	
<u>Travel Plan:</u>		
Yes	3 days	
No	2 days	
	number of surveys within the selected set that were undertaken at sites with Travel Plans in place rveys that were undertaken at sites without Travel Plans.	e,
DTAL Dating		

<u>PTAL_Rating:</u>	
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	2 days

Т

This data displays the number of selected surveys with PTAL Ratings.

TRICS 7.7.1	250620 B19.43 Da	tabase right of	TRICS Cor	nsortium Limited, 20	20. All rights reserved	Wednesday 01/07/20 Page 3
TTP Consultir	ng 111-113 Great Po	ortland Street	London			Licence No: 752101
<u>LIST</u>	OF SITES relevant to	selection param	neters			
1	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF F	LATS		HAMMERSMITH AND	FULHAM
2	Town Centre Built-Up Zone Total No of Dwellings <i>Survey date:</i> I S-03-C-05 LEVER STREET FINSBURY		ATS	194 <i>30/04/19</i>	<i>Survey Type: MANL</i> I SLI NGTON	IAL
3	Edge of Town Centre Built-Up Zone Total No of Dwellings <i>Survey date:</i> I S-03-C-06 CALEDONIAN ROAD HOLLOWAY		ATS	15 <i>29/06/16</i>	<i>Survey Type: MANL</i> I SLI NGTON	IAL
4	Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i> I S-03-C-07 CITY ROAD ISLINGTON		ATS	14 <i>27/06/16</i>	<i>Survey Type: MANL</i> I SLI NGTON	IAL
5	Edge of Town Centre Development Zone Total No of Dwellings <i>Survey date:</i> SK-03-C-02 LAMB WALK BERMONDSEY		ATS	185 <i>06/06/19</i>	<i>Survey Type: MANL</i> SOUTHWARK	IAL
	Edge of Town Centre Built-Up Zone Total No of Dwellings <i>Survey date:</i>			29 <i>23/04/15</i>	Survey Type: MANL	IAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	Outer London
BM-03-C-01	Outer London
HO-03-C-03	Outer London
KI-03-C-03	Outer London

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL OGVS Calculation factor: 1 DWELLS Estimated TRIP rate value per 33 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

		AF	RIVALS			DEP	ARTURES			Т	OTALS	
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
08:00 - 09:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
09:00 - 10:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
10:00 - 11:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
11:00 - 12:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
12:00 - 13:00	5	87	0.002	0.076	5	87	0.000	0.000	5	87	0.002	0.076
13:00 - 14:00	5	87	0.000	0.000	5	87	0.002	0.076	5	87	0.002	0.076
14:00 - 15:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
15:00 - 16:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
16:00 - 17:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
17:00 - 18:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
18:00 - 19:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
19:00 - 20:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
20:00 - 21:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	0.304			0.008	0.304			0.016	0.608

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS Estimated TRIP rate value per 33 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	87	0.057	1.888	5	87	0.252	8.307	5	87	0.309	10.195
08:00 - 09:00	5	87	0.085	2.794	5	87	0.437	14.423	5	87	0.522	17.217
09:00 - 10:00	5	87	0.103	3.398	5	87	0.220	7.249	5	87	0.323	10.647
10:00 - 11:00	5	87	0.108	3.549	5	87	0.142	4.682	5	87	0.250	8.231
11:00 - 12:00	5	87	0.069	2.265	5	87	0.089	2.945	5	87	0.158	5.210
12:00 - 13:00	5	87	0.108	3.549	5	87	0.126	4.153	5	87	0.234	7.702
13:00 - 14:00	5	87	0.128	4.229	5	87	0.124	4.078	5	87	0.252	8.307
14:00 - 15:00	5	87	0.105	3.474	5	87	0.128	4.229	5	87	0.233	7.703
15:00 - 16:00	5	87	0.121	4.002	5	87	0.135	4.455	5	87	0.256	8.457
16:00 - 17:00	5	87	0.178	5.890	5	87	0.151	4.984	5	87	0.329	10.874
17:00 - 18:00	5	87	0.185	6.117	5	87	0.094	3.096	5	87	0.279	9.213
18:00 - 19:00	5	87	0.430	14.197	5	87	0.149	4.908	5	87	0.579	19.105
19:00 - 20:00	5	87	0.277	9.137	5	87	0.124	4.078	5	87	0.401	13.215
20:00 - 21:00	5	87	0.144	4.757	5	87	0.119	3.927	5	87	0.263	8.684
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.098	69.246			2.290	75.514			4.388	144.760

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL LGVS Calculation factor: 1 DWELLS Estimated TRIP rate value per 33 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

		AF	RIVALS			DEP	ARTURES			Т	OTALS	
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	87	0.005	0.151	5	87	0.005	0.151	5	87	0.010	0.302
08:00 - 09:00	5	87	0.007	0.227	5	87	0.002	0.076	5	87	0.009	0.303
09:00 - 10:00	5	87	0.014	0.453	5	87	0.016	0.529	5	87	0.030	0.982
10:00 - 11:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
11:00 - 12:00	5	87	0.011	0.378	5	87	0.011	0.378	5	87	0.022	0.756
12:00 - 13:00	5	87	0.009	0.302	5	87	0.009	0.302	5	87	0.018	0.604
13:00 - 14:00	5	87	0.011	0.378	5	87	0.016	0.529	5	87	0.027	0.907
14:00 - 15:00	5	87	0.005	0.151	5	87	0.007	0.227	5	87	0.012	0.378
15:00 - 16:00	5	87	0.009	0.302	5	87	0.014	0.453	5	87	0.023	0.755
16:00 - 17:00	5	87	0.021	0.680	5	87	0.018	0.604	5	87	0.039	1.284
17:00 - 18:00	5	87	0.005	0.151	5	87	0.002	0.076	5	87	0.007	0.227
18:00 - 19:00	5	87	0.007	0.227	5	87	0.007	0.227	5	87	0.014	0.454
19:00 - 20:00	5	87	0.009	0.302	5	87	0.011	0.378	5	87	0.020	0.680
20:00 - 21:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.127	4.155			0.129	4.308			0.256	8.463

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL Servicing Vehicles Calculation factor: 1 DWELLS Estimated TRIP rate value per 33 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES				TOTALS				
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	87	0.007	0.227	5	87	0.007	0.227	5	87	0.014	0.454
08:00 - 09:00	5	87	0.014	0.453	5	87	0.009	0.302	5	87	0.023	0.755
09:00 - 10:00	5	87	0.018	0.604	5	87	0.016	0.529	5	87	0.034	1.133
10:00 - 11:00	5	87	0.018	0.604	5	87	0.016	0.529	5	87	0.034	1.133
11:00 - 12:00	5	87	0.014	0.453	5	87	0.016	0.529	5	87	0.030	0.982
12:00 - 13:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
13:00 - 14:00	5	87	0.021	0.680	5	87	0.025	0.831	5	87	0.046	1.511
14:00 - 15:00	5	87	0.007	0.227	5	87	0.009	0.302	5	87	0.016	0.529
15:00 - 16:00	5	87	0.014	0.453	5	87	0.021	0.680	5	87	0.035	1.133
16:00 - 17:00	5	87	0.032	1.057	5	87	0.030	0.982	5	87	0.062	2.039
17:00 - 18:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
18:00 - 19:00	5	87	0.023	0.755	5	87	0.023	0.755	5	87	0.046	1.510
19:00 - 20:00	5	87	0.021	0.680	5	87	0.021	0.680	5	87	0.042	1.360
20:00 - 21:00	5	87	0.007	0.227	5	87	0.009	0.302	5	87	0.016	0.529
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.224	7.326			0.224	7.404			0.448	14.730

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix G

(TRICS Output Report Office)

Calculation Reference: AUDIT-752101-200529-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : A - OFFICE MULTI-MODAL VEHICLES

Sele	ected regions and areas:
01	GREATER LONDON

GREA	TER LONDON	
CN	CAMDEN	1 days
HD	HILLINGDON	1 days
HM	HAMMERSMITH AND FULHAM	1 days
LB	LAMBETH	1 days
		-

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Include all surveys

Parameter:	Gross floor area
Actual Range:	2036 to 26639 (units: sqm)
Range Selected by User:	408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision: Selection by:

Date Range: 01/01/15 to 17/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

<u>Selected survey days:</u>	
Monday	2 days
Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

<u>Selected survey types:</u>	
Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

<u>Selected Locations:</u>	
Town Centre	2
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

<u>Selected Location Sub Categories:</u>	
Commercial Zone	
Built-Up Zone	

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

1 3

Secondary Filtering selection:

<u>Use Class:</u> B1

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

TRICS 7.7.1 0	70420 B19.39	Database right of	TRICS Consortium Limi	ted, 2020. All rights reserved	Friday 29/05/20 Page 2
TTP Consulting	111-113 Gre	at Portland Street	London		Licence No: 752101
Second	ary Filtering s	selection (Cont.):			
<u>Populati</u>	ion within 1 mil	le:			
25,001	to 50,000		1 days		
50,001	to 100,000		1 days		
100,001	or More		2 days		
This dat	ta displays the i	number of selected	surveys within stated 1	-mile radii of population.	
Populati	ion within 5 mil	les:			
500,001	or More		4 days		
This dat	ta displays the i	number of selected	surveys within stated 5	-mile radii of population.	
Car own	nership within 5	miles:			
0.5 or L	ess		1 days		
0.6 to 1	.0		2 days		
1.1 to 1	.5		1 days		
		number of selected les of selected surve		anges of average cars owned pe	er residential dwelling,
Travel F	Plan:				
Yes	-		2 days		
No			2 days		
			-		

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:	
4 Good	1 days
6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

ICS 7.7.1	070420 B19.39	Database right of	TRICS Consortium Limited,	2020. All rights reserved	Friday 29/05/20 Page 3
P Consultir	ng 111-113 Great	t Portland Street	London		Licence No: 752101
<u>LIST</u>	OF SITES relevant	to selection param	neters		
1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING &	ENGI NEERI NG	CAMDEN	
2	Town Centre Built-Up Zone Total Gross floor a <i>Survey dat</i> HD-02-A-09 MILLINGTON ROAI HAYES	<i>te: WEDNESDAY</i> DATA CENTRI	26639 sqm <i>06/12/17</i> E	<i>Survey Type: MANU</i> HILLINGDON	42
3	Edge of Town Cent Commercial Zone Total Gross floor a <i>Survey dat</i> HM-02-A-01 QUEEN CAROLINE HAMMERSMITH	rea: <i>te: TUESDAY</i> REGUS OFFIC	12100 sqm <i>26/06/18</i> CES	<i>Survey Type: MANU,</i> HAMMERSMITH AND F	
4	Town Centre Built-Up Zone Total Gross floor a <i>Survey dat</i> LB-02-A-01 DURHAM STREET VAUXHALL	te: MONDAY	2036 sqm <i>13/11/17</i> FICES & STUDIOS	<i>Survey Type: MANU,</i> LAMBETH	42
	Edge of Town Cent Built-Up Zone Total Gross floor a <i>Survey dat</i>		10200 sqm <i>19/11/18</i>	Survey Type: MANU	42

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL VEHICLES Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

		AF	RIVALS			DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	12744	0.261	52.284	4	12744	0.022	4.324	4	12744	0.283	56.608
08:00 - 09:00	4	12744	0.502	100.637	4	12744	0.039	7.862	4	12744	0.541	108.499
09:00 - 10:00	4	12744	0.180	36.167	4	12744	0.039	7.862	4	12744	0.219	44.029
10:00 - 11:00	4	12744	0.092	18.476	4	12744	0.063	12.580	4	12744	0.155	31.056
11:00 - 12:00	4	12744	0.067	13.366	4	12744	0.075	14.938	4	12744	0.142	28.304
12:00 - 13:00	4	12744	0.067	13.366	4	12744	0.098	19.656	4	12744	0.165	33.022
13:00 - 14:00	4	12744	0.039	7.862	4	12744	0.041	8.255	4	12744	0.080	16.117
14:00 - 15:00	4	12744	0.035	7.076	4	12744	0.067	13.366	4	12744	0.102	20.442
15:00 - 16:00	4	12744	0.026	5.110	4	12744	0.104	20.835	4	12744	0.130	25.945
16:00 - 17:00	4	12744	0.035	7.076	4	12744	0.263	52.677	4	12744	0.298	59.753
17:00 - 18:00	4	12744	0.024	4.717	4	12744	0.408	81.768	4	12744	0.432	86.485
18:00 - 19:00	4	12744	0.012	2.359	4	12744	0.190	38.132	4	12744	0.202	40.491
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.340	268.496			1.409	282.255			2.749	550.751

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: 752101

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:2036 - 26639 (units: sqm)Survey date date range:01/01/15 - 17/06/19Number of weekdays (Monday-Friday):4Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:2Surveys manually removed from selection:0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI - MODAL OGVS Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
08:00 - 09:00	4	12744	0.004	0.786	4	12744	0.004	0.786	4	12744	0.008	1.572
09:00 - 10:00	4	12744	0.008	1.572	4	12744	0.004	0.786	4	12744	0.012	2.358
10:00 - 11:00	4	12744	0.006	1.179	4	12744	0.006	1.179	4	12744	0.012	2.358
11:00 - 12:00	4	12744	0.002	0.393	4	12744	0.006	1.179	4	12744	0.008	1.572
12:00 - 13:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
13:00 - 14:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
14:00 - 15:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
15:00 - 16:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
16:00 - 17:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
17:00 - 18:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	4.323			0.022	4.323			0.044	8.646

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI - MODAL TOTAL PEOPLE Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	12744	0.842	168.646	4	12744	0.094	18.869	4	12744	0.936	187.515
08:00 - 09:00	4	12744	2.947	590.458	4	12744	0.255	51.105	4	12744	3.202	641.563
09:00 - 10:00	4	12744	2.362	473.310	4	12744	0.339	68.009	4	12744	2.701	541.319
10:00 - 11:00	4	12744	0.893	178.867	4	12744	0.549	110.072	4	12744	1.442	288.939
11:00 - 12:00	4	12744	0.553	110.858	4	12744	0.475	95.134	4	12744	1.028	205.992
12:00 - 13:00	4	12744	0.818	163.929	4	12744	1.026	205.599	4	12744	1.844	369.528
13:00 - 14:00	4	12744	0.969	194.198	4	12744	1.055	211.495	4	12744	2.024	405.693
14:00 - 15:00	4	12744	0.594	119.114	4	12744	0.585	117.148	4	12744	1.179	236.262
15:00 - 16:00	4	12744	0.265	53.070	4	12744	0.679	136.018	4	12744	0.944	189.088
16:00 - 17:00	4	12744	0.208	41.670	4	12744	1.036	207.564	4	12744	1.244	249.234
17:00 - 18:00	4	12744	0.184	36.953	4	12744	2.668	534.635	4	12744	2.852	571.588
18:00 - 19:00	4	12744	0.067	13.366	4	12744	1.730	346.727	4	12744	1.797	360.093
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			10.702	2144.439			10.491	2102.375			21.193	4246.814

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: 752101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL LGVS Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES			Т	OTALS	
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	12744	0.018	3.538	4	12744	0.010	1.966	4	12744	0.028	5.504
08:00 - 09:00	4	12744	0.020	3.931	4	12744	0.010	1.966	4	12744	0.030	5.897
09:00 - 10:00	4	12744	0.006	1.179	4	12744	0.010	1.966	4	12744	0.016	3.145
10:00 - 11:00	4	12744	0.024	4.717	4	12744	0.029	5.897	4	12744	0.053	10.614
11:00 - 12:00	4	12744	0.018	3.538	4	12744	0.020	3.931	4	12744	0.038	7.469
12:00 - 13:00	4	12744	0.022	4.324	4	12744	0.016	3.145	4	12744	0.038	7.469
13:00 - 14:00	4	12744	0.010	1.966	4	12744	0.016	3.145	4	12744	0.026	5.111
14:00 - 15:00	4	12744	0.022	4.324	4	12744	0.026	5.110	4	12744	0.048	9.434
15:00 - 16:00	4	12744	0.006	1.179	4	12744	0.012	2.359	4	12744	0.018	3.538
16:00 - 17:00	4	12744	0.018	3.538	4	12744	0.026	5.110	4	12744	0.044	8.648
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.166	32.627			0.177	34.988			0.343	67.615

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI -MODAL MOTOR CYCLES Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS			
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	12744	0.008	1.572	4	12744	0.004	0.786	4	12744	0.012	2.358
08:00 - 09:00	4	12744	0.031	6.290	4	12744	0.000	0.000	4	12744	0.031	6.290
09:00 - 10:00	4	12744	0.012	2.359	4	12744	0.002	0.393	4	12744	0.014	2.752
10:00 - 11:00	4	12744	0.010	1.966	4	12744	0.002	0.393	4	12744	0.012	2.359
11:00 - 12:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
12:00 - 13:00	4	12744	0.012	2.359	4	12744	0.010	1.966	4	12744	0.022	4.325
13:00 - 14:00	4	12744	0.002	0.393	4	12744	0.004	0.786	4	12744	0.006	1.179
14:00 - 15:00	4	12744	0.000	0.000	4	12744	0.006	1.179	4	12744	0.006	1.179
15:00 - 16:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
16:00 - 17:00	4	12744	0.002	0.393	4	12744	0.006	1.179	4	12744	0.008	1.572
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.026	5.110	4	12744	0.028	5.503
18:00 - 19:00	4	12744	0.002	0.393	4	12744	0.020	3.931	4	12744	0.022	4.324
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.083	16.511			0.082	16.116			0.165	32.627

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Friday 29/05/20 Page 10

Licence No: 752101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI - MODAL Servicing Vehicles Calculation factor: 100 sqm Estimated TRIP rate value per 20039 SQM shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS					DEP	ARTURES		TOTALS				
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	
Time Range	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	Days	GFA	Rate	Trip Rate	
00:00 - 01:00													
01:00 - 02:00													
02:00 - 03:00													
03:00 - 04:00													
04:00 - 05:00													
05:00 - 06:00													
06:00 - 07:00													
07:00 - 08:00	4	12744	0.018	3.538	4	12744	0.010	1.966	4	12744	0.028	5.504	
08:00 - 09:00	4	12744	0.024	4.717	4	12744	0.014	2.752	4	12744	0.038	7.469	
09:00 - 10:00	4	12744	0.014	2.752	4	12744	0.014	2.752	4	12744	0.028	5.504	
10:00 - 11:00	4	12744	0.026	5.110	4	12744	0.031	6.290	4	12744	0.057	11.400	
11:00 - 12:00	4	12744	0.018	3.538	4	12744	0.024	4.717	4	12744	0.042	8.255	
12:00 - 13:00	4	12744	0.024	4.717	4	12744	0.018	3.538	4	12744	0.042	8.255	
13:00 - 14:00	4	12744	0.010	1.966	4	12744	0.016	3.145	4	12744	0.026	5.111	
14:00 - 15:00	4	12744	0.020	3.931	4	12744	0.024	4.717	4	12744	0.044	8.648	
15:00 - 16:00	4	12744	0.006	1.179	4	12744	0.012	2.359	4	12744	0.018	3.538	
16:00 - 17:00	4	12744	0.014	2.752	4	12744	0.022	4.324	4	12744	0.036	7.076	
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786	
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000	
19:00 - 20:00													
20:00 - 21:00													
21:00 - 22:00													
22:00 - 23:00													
23:00 - 24:00													
Total Rates:			0.176	34.593			0.187	36.953			0.363	71.546	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.