

Appendix E

Transport Assessment Scoping Report

SMBL Developments Ltd

British Library

Transport Assessment Scoping Report

Issue | 2 June 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249622-00

Ove Arup & Partners Ltd
8 Fitzroy Street
London
W1T 4BJ
United Kingdom
www.arup.com

ARUP

Contents

	Page
1 Introduction	1
1.1 Scoping study	1
1.2 Site description	1
1.3 Policy context and compliance	3
2 Site and surroundings	4
2.1 Access	4
2.2 Vision Zero	8
2.3 Public realm	8
2.4 Cycle parking	8
2.5 Local car parking	10
2.6 Deliveries, servicing and waste	11
3 Active Travel Zone	12
3.1 Overview	12
3.2 Active Travel Zone	12
4 London-wide network	14
4.1 Proposed person trip generation	14
4.2 Delivery and servicing trips	18
4.3 Transport impacts and mitigation measures	18
5 Framework Travel Plan	20
6 Reporting	21

Tables

Table 1: Reviewed transport planning policy and guidance documents (adopted)

Table 2: TRICS relevant sites – office

Table 3: TRICS trip rates (per 100m² GEA) – office

Table 4: Proposed employee mode share

Table 5: Proposed library visitor mode share

Figures

Figure 1: Site location plan

Figure 2: Local PTAL map

Figure 3: ATZ study area – walking routes

Figure 4: ATZ study area – cycling routes

Figure 5: Map of selected workplace zone

1 Introduction

1.1 Scoping study

Arup has been appointed by the SMBL Developments Ltd to provide transport planning advice in relation to the development at the British Library (hereafter referred to as ‘the Proposed Development’) in the London Borough of Camden (LBC). It is intended that the planning application be submitted in summer 2021.

In accordance with *Appendix A: Thresholds for Transport Assessments and Transport Statements of the Camden Planning Guidance: Transport* (LBC, 2021), as the proposed floor area is more than 2,500m² GFA for B1 uses, a Transport Assessment (TA) will therefore be produced. It will follow the Transport for London’s (TfL) Healthy Streets format for TAs.

The purpose of this TA Scoping Report is to provide the local planning and highways authorities with a description of the work proposed to be undertaken in the TA. The methodology for the assessment work is to be informed by discussions with LBC and TfL. The report will also ensure that the scope and methodology of the TA is acceptable to them as well as any other relevant stakeholders.

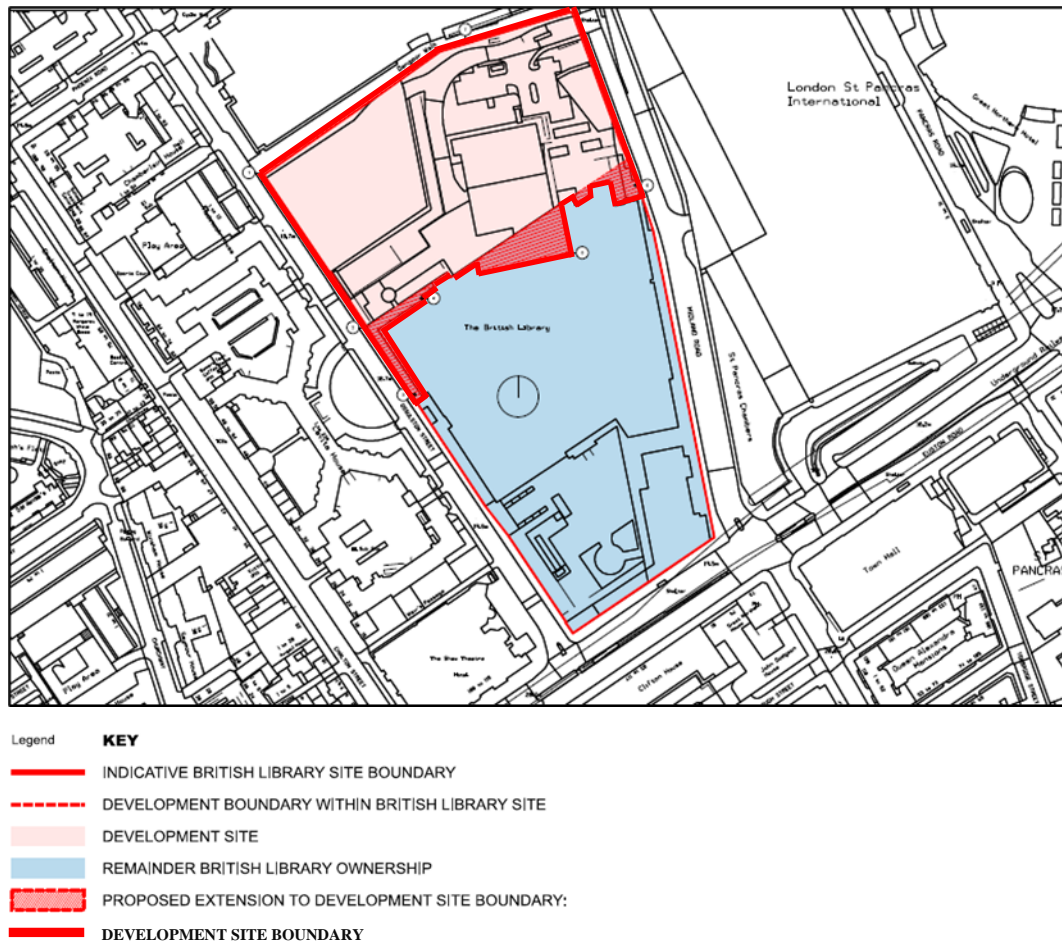
The TA will set out the transport issues relating to the Proposed Development, identify what measures will be taken to deal with the anticipated transport impacts of the scheme and improve accessibility and safety for all modes of travel, particularly for alternatives to the car including walking, cycling and public transport.

1.2 Site description

The approximate site boundary is indicated by the pink area within the solid red outline in **Figure 1**. The site is approximately 1.6ha in size and is directly bound to the north by the Francis Crick Institute along Dangoor Walk, to the east by St. Pancras International rail station on Midland Road, to the south by the existing British Library complex, and to the west by residential buildings on Ossulston Street. The existing land use of the library is Class F1 with ancillary office and retail facilities.

The existing British Library, piazza, boundary wall and railings to Ossulston Street, Euston Road and Midland Road are Grade I listed. The existing British Library complex is indicated by the blue area on **Figure 1**.

Figure 1: Site location plan



The Proposed Development would involve extending the northern aspect of the existing British Library to provide library accommodation; commercial space designed to cater for knowledge quarter uses (including life sciences, cultural, scientific and heritage collections and data sciences); retail space; and the Crossrail 2 works at basement level (excluding the eastern shaft). The Proposed Development would provide a gross internal area (GIA) of up to approximately 93,000m².

Approximately 73,000m² (GIA) would be provided for commercial space, approximately 1,500m² (GIA) for a public foyer, and approximately 1,000m² (GIA) for retail. The new library accommodation and the Alan Turing Institute (ATI) and public circulation would be provided at 10,000m², with the replaced British Library Centre for Conservation (BLCC) and British Library Sound Archive amounting to 1,700m². The basement level infrastructure related to Crossrail 2 would be provided at approximately 5,000m² (GIA), excluding the eastern shaft.

With respect to Crossrail 2, the Proposed Development would provide the main civils and structural elements of the Euston St Pancras station eastern shaft and passenger subway tunnel connecting the Crossrail 2 escalators and lifts to the Midland Road ticket hall space/connection to Thameslink platforms for Crossrail 2, as part of their development.

1.3 Policy context and compliance

The Proposed Development will be designed and assessed with reference to the following national, regional and local policy and planning guidance shown in **Table 1** (adopted).

Table 1: Reviewed transport planning policy and guidance documents (adopted)

Policy level	Document reference
National	National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2019)
	Travel Plans, Transport Assessments and Statements (Ministry of Housing Communities, and Local Government, 2014)
Regional	London Plan (GLA, 2021)
	The Mayor's Transport Strategy (GLA, 2018)
	A City for All Londoners (GLA, 2016)
	Healthy Streets for London (GLA, 2017)
	Walking Action Plan (TfL, 2018)
	Cycling Action Plan (TfL, 2018)
	Transport Assessments (TfL) ¹ including Healthy Streets TA Format (TfL, 2019) ² and Active Travel Zone (TfL, 2019) ³
Local	Travel Plans (TfL) ⁴
	Camden Local Plan (LBC, 2017)
	Camden Planning Guidance: Transport (LBC, 2021)

¹ <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>

² <http://content.tfl.gov.uk/healthy-streets-ta-format.pdf>

³ <http://content.tfl.gov.uk/atx-assessment-instructions.pdf>

⁴ <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>

2 Site and surroundings

In accordance with TfL's 2019 Healthy Streets format for TAs, the transport conditions immediately surrounding the site and on site will be reviewed with a focus on how people of all abilities will travel to, from, or around the site, on foot, cycle and public transport. Any future transport improvements that will improve accessibility in the local area will also be detailed in the TA.

2.1 Access

2.1.1 Pedestrians

The site is surrounded by a comprehensive network of footways and pedestrians would access the site from Midland Road, Ossulston Street and Dangoor Walk. The local pedestrian network benefits from adequate footway widths ensuring acceptable pedestrian comfort levels.

The TA will review the local existing walking network in further detail.

2.1.2 Cyclists

The local area is well served by cycle routes. Cycleway 3 (C3) runs along the southern boundary of the site on Euston Road with flow lightly segregated cycle lanes from Gower Street to Judd Street/ Midland Street, linking with Cycleway 6 (C6). The route is temporary and will be removed for HS2 works.

C6 runs to the east of the site from north to south along Midland Road, running through Camden, Islington and Southwark.

Local Cycle Network (LCN) Route 6 runs to the west of the site from north to south along Goldington Street, Purchase Street and Ossulston Street, and LCN Route 16 runs from east to west to the north of the site along Brill Place, Ossulston Street and Polygon Road.

The employees cycling would access the site via a dedicated ramp from Ossulston Street which would facilitate access to the cycle store in the basement.

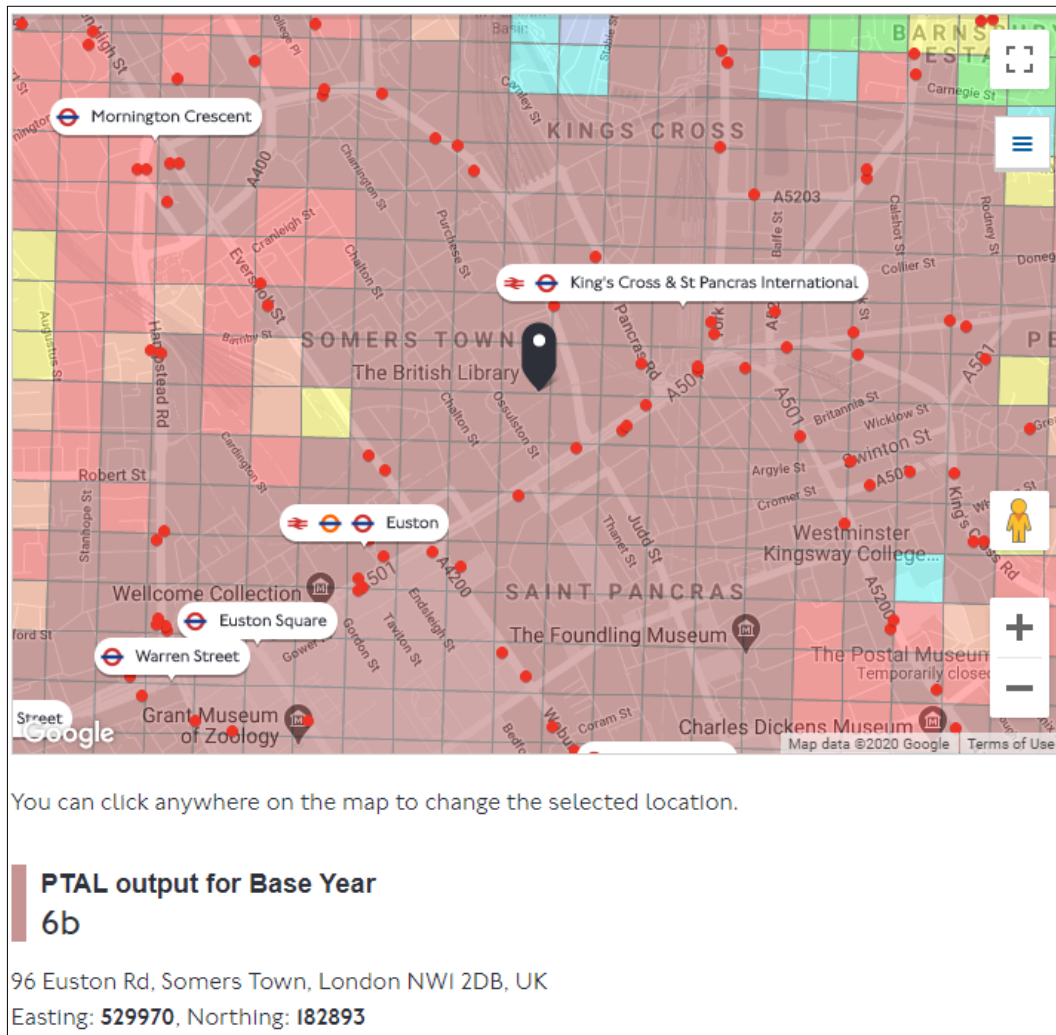
The TA will review the local existing and proposed cycle networks in further detail.

2.1.3 Public transport users

Public transport users would benefit from the Proposed Development's Public Transport Accessibility Level (PTAL) rating of 6b which indicates an 'excellent' connectivity to the surrounding network, and the highest possible score on the PTAL scale. This assumes a walk speed of 4.8km per hour. PTAL considers rail stations within a 12-minute walk (960m) of the site and bus stops within an 8-minute walk of the site (640m), as accessible.

The site's excellent public transport accessibility is shown on **Figure 2** which is extracted from TfL's WebCAT online database.

Figure 2: Local PTAL map



The following London Underground services are available from the following stations within 960m of the site (approximate walking distance to the site and lines serving the respective station shown in brackets):

- King's Cross (460m to the southeast – Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria lines).
- Euston (480m to the southwest – Northern and Victoria lines).

There is one London Overground service within 960m walking distance of the site: Euston station. London Overground services start and terminate at Euston and serve Watford Junction via Queen's Park, Willesden Junction, Wembley Central and Harrow & Wealdstone.

National Rail services also run from King's Cross and St Pancras, and Euston stations, providing services to a range of locations in Scotland, north-east and north-west England, Wales and the West Midlands.

A total of 16 London bus services are available from the following stops in the vicinity of the site:

- St Pancras International – Stop S (40m to the east).
- British Library – Stop C (320m to the south).
- Euston Road – Stop L (640m to the southwest).
- Euston bus station – Stops E and G (650m to the southwest).
- King's Cross Station York Way – Stop G (490m to the northeast).

The TA will review the local existing and proposed public transport networks in further detail.

2.1.4 Public transport improvements and proposals

This section reviews currently proposed improvements to the local public transport network, which are unrelated to the Proposed Development.

London Underground line improvements

As part of TfL's ongoing commitment to improve London Underground services, the following upgrades to stations and London Underground lines in the vicinity of the site are planned:

- The Four Lines Modernisation programme (new signalling on the Circle, District, Hammersmith & City and Metropolitan Lines, with new S-stock trains already in service- forecast to increase capacity on these lines by 33% by the end of 2023).
- The Northern Line extension from Kennington to Battersea Power station expected to open between 2021 and 2022.
- Capacity improvements on the Jubilee and Northern lines, which are due to be completed by 2022. The aim is to have up to 32 trains an hour operating on the central section of the Jubilee line during peak hours, and the Northern line will increase to 31 trains per hour.

Due to the uncertainty around the evolution of the COVID-19 pandemic and the consequent pressures on transport revenue and expenditure, public transport capital expenditure may be curtailed, and some projects may face delayed completion dates.

Elizabeth Line (Crossrail)

The Elizabeth line will provide a rail connection through central London linking Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east. Once in operation, the line will be served by a total of 41 stations, with the closest station to the Proposed Development located being Farringdon station (approximately 1km walking distance from the site, approximately a 14-minute walk).

At peak times, up to 24 trains per hour in each direction will operate via the core section, tunnelled under central London. As well as Farringdon station, central London access will be provided at Paddington, Bond Street, Tottenham Court Road, Liverpool Street and Whitechapel stations.

Services on the eastern branch from Liverpool Street to Shenfield and on the western branch from Paddington to Heathrow and Reading are currently being operated as TfL Rail. Services through central London (from Paddington to Abbey Wood) are expected to begin in spring 2022. The Elizabeth line will open in phases.

- Spring 2022: Elizabeth line services through central London begin, while services are divided into the following segments:
 - Paddington (Elizabeth line station) to Abbey Wood.
 - Paddington (mainline station) to Heathrow and Reading.
 - Liverpool Street (mainline station) to Shenfield.
- The introduction of full Elizabeth line services, from Reading and Heathrow in the west to Abbey Wood and Shenfield in the east, will be aligned with the National Rail timetable change, which occurs twice a year, in May and December.

Crossrail 2

Crossrail 2 is a new proposed railway linking the national rail networks in Surrey and Hertfordshire to London. The new railway would stop at key locations throughout the city centre, including Euston St. Pancras (the nearest station to the Proposed Development).

This would improve access to and from London across the wider South East, and significantly reduce congestion on existing London Underground and National Rail services.

The new Euston St. Pancras station would link Euston and King's Cross St. Pancras stations and would:

- Improve journey with up to 30 trains per hour to destinations including London, Hertfordshire and Surrey.
- Reduce crowding on Northern and Victoria lines during peak periods by up to 25% each.
- Connect with existing National Rail and London Underground services and add station capacity and step free access to the Crossrail 2 platforms.

As stated in **Section 1.2**, the Proposed Development is proposed to provide the main civils and structural elements of the Crossrail 2 Euston St Pancras station.

2.1.5 Local highway users

The roads bounding the site are the A501 Euston Road to the south, Ossulston Street to the west and Midland Road to the east. Traffic on Midland Road is one-way southbound.

The nearest connection to the Transport for London Road Network (TLRN) is the A501 Euston Road. The Midland Road/ Euston Road and Ossulston Street/ Euston Road signalised junctions are located immediately to the east and west of the site respectively.

The A501 is part of the London Inner Ring Road, a 19km route formed from a number of major roads that encircle central London. In the vicinity of the site, it also forms the northern boundary of the London Congestion Charge (LCC) zone, but the road itself is not part of it. Drivers have to pay a £15 daily charge between 07:00 and 22:00 to get access to the LCC zone.

The A501 also gives local access to the Marylebone (Baker Street), Paddington and Euston areas to the west and the King's Cross, St. Pancras and Angel areas to the east.

The proposed access to the wheelchair-accessible car parking spaces would be from Ossulston Street and Midland Road, and the delivery and servicing vehicles would access the Proposed Development from Midland Road.

More details on the local highway network will be provided in the TA.

2.2 Vision Zero

Information regarding personal injury collisions in the vicinity of the site will be obtained from TfL or the CrashMap website⁵ for the most recent 36-month period available. The data will be analysed to identify any potential existing safety issues on key routes and junctions within the local area. The outcome of the analysis will be presented in the TA.

2.3 Public realm

Commentary will be provided against TfL's Healthy Streets indicators for the existing and proposed public realm around the site.

2.4 Cycle parking

2.4.1 On-site cycle parking provision

A total of 55 Sheffield stands are currently available on site, located at grade to the south of the existing car parking spaces, providing a 110 long-stay cycle parking spaces and are accessed from Midland Road.

There are also 36 Sheffield stands providing 72 spaces in the building undercroft next to Ossulston Street. In addition, 24 Sheffield stands (48 spaces) are provided in the 'bike sheds' on the piazza adjacent to the Ossulston Street gate with a further 19 free-standing cycle stands on site for the use of current British Library employees.

⁵ Source: <https://www.crashmap.co.uk/Search>

A total of 126 public cycle parking spaces are provided on-site in designated public cycle parking areas.

2.4.2 External cycle parking

Public cycle parking facilities are available at a number of locations in the immediate vicinity of the site. These stands are located at Euston Road outside of the British Library building (seven Sheffield stands), Midland Road to the south of Brill Place (29 Camden-M type stands), and Ossulston Street to the south of Brill Place (six Sheffield stands).

2.4.3 Cycle Hire docking station

There are a number of Cycle Hire docking stations within walking distance of the site, including:

- Ossulston Street, Somers Town (30 bicycles, 120m to the southwest).
- Cartwright Gardens, Bloomsbury (22 bicycles, 460m to the south).
- Doric Way, Somers Town (48 bicycles, 480m to the southwest).
- Belgrove Street, King's Cross (48 bicycles, 480m to the southeast).
- Birkenhead Street, King's Cross (27 bicycles, 630m to the southeast).
- Euston Square Gardens, Euston (30 bicycles, 640m to the southwest).
- Endsleigh Gardens, Euston (32 bicycles, 650m to the southwest).

2.4.4 Proposed cycle parking

The cycle parking for the Proposed Development would be provided to meet the standards set out in the *London Plan* (2021) and *Camden Planning Guidance* (2021).

In accordance with TfL *London Cycle Design Standards* (2016), approximately 5% of long-stay parking in the form of Sheffield stands (for non-standard and larger cycles, as well as for less able people) would be provided. Approximately 10% of the long-stay cycle parking provision would be in the form of lockers for folding cycles. All long-stay cycle parking spaces would be secure, lit and covered, and access to the long-stay cycle store would be controlled.

Short-stay cycle parking spaces would be provided in accordance with the *London Plan* (2021) standards. The form and location of these spaces to be agreed with the LBC officers.

Supporting facilities would be provided for land uses where long-stay cyclists require them, i.e. places of employment. These would include lockers, showers, and changing rooms.

The TA will set out the proposed cycle parking provisions based on the development quantum, with reference to the minimum policy requirements.

2.5 Local car parking

2.5.1 On-street parking restrictions

The streets surrounding the site are subject to parking controls as the site is in a Controlled Parking Zone (CPZ) known as CA-G. Parking restrictions apply from Monday to Friday, from 08:30 to 18:30.

More information on local on-street car parking will be set out in the TA. It is anticipated that it will not be appropriate to undertake parking surveys in the context of Covid.

2.5.2 On-site car parking provision

The site incorporates a total of 26 car parking spaces accessed from Midland Road, of which 23 are standard car parking spaces and three are dedicated spaces for blue badge holders. There is also one existing motorcycle parking area accommodating nine motorcycle bays. The parking bays are not for the use of the British Library employees and they are either allocated for security and maintenance vehicles or they should be booked in advance.

2.5.3 Off-street public parking

The nearest off-street publicly available car park to the site is approximately 600m to the southeast of the site on Bouverie Street.

More information on local off-street car parking will be provided in the TA.

2.5.4 Car clubs

There are several car club parking spaces within a 640m walking distance of the site. The nearest car club parking bay, operated by Zipcar, is approximately 60m to the southwest of the site on Ossulston Street.

More information on local car club provision will be set out in the TA.

2.5.5 Proposed vehicle parking

The site, located in the Central Activities Zone, is proposed to be car-free, in accordance with the *London Plan* (2021), with the exception of four wheelchair-accessible car parking spaces for users of the British Library and one space for the new commercial scheme, representing a significant reduction in the existing car parking spaces at the site. The wheelchair-accessible car parking spaces would be for the British Library disabled employees and the disabled guests (e.g. speakers / visitors from special need schools), and not general disabled visitors.

All car parking spaces would be fitted with rapid electric vehicle charging facilities to conform with the *London Plan* (2021) requirements. In addition, all operational parking would provide infrastructure for electric or other ultra-low emission vehicles.

The TA will provide further detail on the proposed on-site vehicle parking provisions.

2.6 Deliveries, servicing and waste

Servicing, deliveries and waste collection are currently undertaken from a vehicular access road on Midland Road to the north of the existing British Library building and to the south of the Francis Crick Institute building. The access road leads westwards into the site before routing to the south and ramping down to the dedicated lower ground floor servicing area.

In addition, there is an existing service access from Ossulston Street, which is used for servicing exhibitions.

The principle of the delivery and servicing vehicle access from Midland Road would remain as per the existing arrangements, i.e. by parking in an off-street service yard located just off Midland Road (albeit using a relocated access point on Midland Road). The proposed scheme would incorporate additional loading bays within the service yard. The loading/unloading activities are to be managed by on-site personnel.

In addition, two bays would be provided within the internal service yard and two would be provided within the Ossulston Street car park, providing a total of four maintenance bays.

A delivery and servicing strategy will be produced and presented within the TA. It will set out the delivery, servicing and waste management strategies for the Proposed Development, including the proposed delivery and servicing loading bay requirements, as well as the proposed waste storage requirements to be provided on site.

3 Active Travel Zone

3.1 Overview

The Active Travel Zone (ATZ) assessment is an important component of the Healthy Streets approach. Its purpose is to appraise the important active travel routes to and from the site and key nearby destinations and identify where gaps or shortcomings exist. This is particularly important in developments where car parking provision is sought to be minimised, as there needs to be consideration for the movement beyond the site for people of all abilities.

The TA will include an ATZ assessment showing how people of all abilities would make key journeys in the ATZ that are essential to support car-free lifestyles. This will be undertaken in accordance with the latest published ATZ guidance. The ATZ review will outline a series of observations and where relevant recommendations as to how conditions for active travel can be improved, and on which routes these improvements would be best focused.

Due to the current Covid-19 situation at the time of the assessment, certain on-site tasks and assessments will be replaced with desktop assessments. Therefore, the photographs shown in the ATZ Section will be extracted from Google Maps and/or Street View images.

3.2 Active Travel Zone

The ATZ is defined as a 20-minute cycle distance from a site, representing a comfortable and realistic time people might be willing to travel to a destination outside the site without use of a motor vehicle.

Given the large extent of the area covered by the 20-minute isochrone, it is proposed to focus on a selection of key walking routes to local destinations, rather than for the entire area (refer to **Figure 3**).

The following walking routes, connecting the site to bus stops, London Underground, London Overground and National Rail stations will be considered:

- Walking route from the site to St Pancras International – Stop S.
- Walking route from the site to British Library – Stop C.
- Walking route from the site to Euston Road – Stop L.
- Walking route from the site to King's Cross Station York Way – Stop G.
- Walking route from the site to Euston bus station – Stops E and G, and Euston station.
- Walking route from the site to King's Cross and St Pancras station.

Figure 3: ATZ study area – walking routes



As noted in **Section 2.1.2**, the site is connected to C3 to the south of the site on A501 Euston Road, which then connects to C6 running north-south along Midland Road. LCN Route 6 runs to the west of the site along Goldington Street, Purchase Street and Ossulston Street, and LCN Route 16 runs to the north of the site along Brill Place and Phoenix Road

The following cycling routes, as shown in **Figure 4**, will therefore be assessed:

- Cycling route from the site to C6 on Midland Road.
- Cycling route from the site to LCN Route 6 on Ossulston Street.
- Cycling route from the site to LCN Route 16 on Brill Place and Phoenix Road.

Figure 4: ATZ study area – cycling routes



4 London-wide network

This section outlines the trip generation and mode split methodology that will be adopted in the TA.

At this stage, it is assumed that the British Library facilities within the site would be replaced on a like-for-like basis, with the exception of the Alan Turing Institute (ATI), which would retain their current facilities in the main British Library site and provide additional floorspace in the Proposed Development. Further information on the use of the space released by the ATI will be considered as the design development progresses.

4.1 Proposed person trip generation

The following sub-sections set out the trip rates and mode share associated with the Proposed Development.

4.1.1 Trip rates

Employees – office

Trips associated with the proposed office space will be derived from the TRICS database, using the following parameters:

Land use and category: 02-employment, sub land use A-office.

Region: Greater London.

Survey date range: 2012-2019.

Survey days: weekdays.

PTAL: 6a and 6b.

Six sites meet the above criteria, as shown in **Table 2**.

Table 2: TRICS relevant sites – office

Site reference	Location	GEA
BT-02-A-03	London Borough of Brent	920m ²
CI-02-A-02	City of London	9,803m ²
CN-02-A-03	London Borough of Camden	26,639m ²
HM-02-A-01	London Borough of Hammersmith & Fulham	2,036m ²
LB-02-A-01	London Borough of Lambeth	10,200m ²
TH-02-A-01	London Borough of Tower Hamlets	7,049m ²

The average AM and PM peak-hour trip rates from the six surveys, as given in **Table 3**, will be used in the TA.

Table 3: TRICS trip rates (per 100m² GEA) – office

Time period	In	Out	Total
AM peak hour (08:00-09:00)	2.600	0.240	2.840
PM peak hour (17:00-18:00)	0.194	2.459	2.653

The trip rates will be applied to the GEA of the proposed office use in order to derive the proposed office trip generation.

Employees – ATI

The estimated number of employee trips generated by the new ATI space in the Proposed Development will be calculated on the basis of the *Employment Density Guide, 3rd Edition (2015)*, *Homes & Communities Agency, Section 4, Employment Density Matrix*. It predicts a density range of one employee per 40-60m² NIA for ATI (an average density of one employee per 50m² NIA). Typically, 85% of employees can be expected to attend work on any single day, as some staff will be away on annual or sick leave, working from home (if applicable) or at meetings elsewhere.

Employees – retail

The estimated number of employee trips generated by the retail use will also be assessed on a first principles basis, based on the estimated number of employees predicted to work on site, using the *Employment Density Guide, 3rd Edition (2015)*, *Homes & Communities Agency, Section 4, Employment Density Matrix*. It predicts a density range of one employee per 15-20m² NIA (an average density of one employee per 17.5m² NIA).

Typically, 85% of employees can be expected to attend work on any single day, with 30% of employees working on any given weekday travelling in the AM or PM peak hour. The resulting retail employee trip generation will be outlined in the TA.

The retail uses on site are assumed to be small units and they will primarily be used by users of the site and by visitors as part of pass-by or linked trips, rather than forming a destination in their own right. Therefore, no new customer trips are expected to be generated by the proposed retail use. In addition, given the type of retail use, trips will also be likely to not coincide with traditional peak hours (08:00-09:00 and 17:00-18:00). As such, it is considered that the retail land use will not generate any additional external customer trips and are therefore not assessed further in the TA.

Visitors – library

It is considered that the British Library facilities within the Proposed Development will generate an additional 800,00 visitors per annum. The trips generated by the visitors of these facilities will be assessed in the TA.

The estimated visitor trips will be assessed either based on the daily trip profiles from the existing British Library (subject to its availability) or will be derived from the TRICS database for the comparable sites.

4.1.2 Mode share

Employees

Total person trips associated with the employee of the Proposed Development will be broken down by main mode of transport using a modal split derived from 2011 Census journey-to-work data. Main modes of transport are the modes used for the longest part of the journey, and the first and last legs of a journey undertaken by public transport are expected to be completed on foot.

The Nomis database (official labour market statistics) will be used to establish the modal split. *Table WP7103EW – Workplace and usual residence by method of travel to work* for Workplace Zone E33029530 (encompassing the site, as illustrated on **Figure 5**) has been extracted and the original modal split for people working in the area is shown in **Table 4**.

Figure 5: Map of selected workplace zone



The proposed multi-modal employee trip generation will be established by further adjusting the Census journey-to-work modal split, in order to reflect the Proposed Development's characteristics and consideration will be given to the following:

- The car driver and car passenger mode shares will be reduced to 0.2% and 0.0% to reflect the absence of on-site car parking provision (with the exception of limited wheelchair-accessible car parking spaces) and the aspiration to reduce private car use (with the aim of no employees travelling as car drivers or passengers, except disabled ones).
- The taxi and motorcycle/ scooter/ moped mode shares are expected to remain the same as 0.1% and 1.2% respectively, recognising that there are a minimum irreducible number of employee trips that will be made by these modes.
- The walking mode share is assumed to increase slightly to 5.3% as the scope for increase is limited due to the location of the site.

- The mode share for cycling is assumed to increase to 10% considering the provision of over 1,000 long-stay cycle parking spaces and cycle facilities on site.
- The Proposed Development is assumed to be occupied after the opening of the Elizabeth line and consequently the proposed mode split includes an allowance for employees using that line (11%). This figure has been agreed previously by TfL on other TAs near to Elizabeth line stations (100 Liverpool Street – 2014 and 2015, 2-3 Finsbury Avenue – 2016, 1 Finsbury Avenue – 2017, 135 Bishopsgate – 2017, 1-2 Broadgate – 2018). The 11% mode split has been derived from TfL's future year Railplan model for 2031. The London Underground and National Rail mode splits were adjusted down proportionally in order to gain the 11% Elizabeth line mode split.

The employee mode share for the Proposed Development (office, R&D and retail) is shown in **Table 4**.

Table 4: Proposed employee mode share

Main mode	Original mode share (Census)	Proposed employee mode share
Walking	4.7%	5.3%
Cycling	3.3%	10.0%
Bus	13.7%	13.7%
London Underground/Overground	38.9%	31.0%
National Rail	32.8%	27.0%
Elizabeth line	-	11.0%
Taxi	0.1%	0.1%
Motorcycle, scooter or moped	1.2%	1.2%
Car/van driver	4.5%	0.2%
Car/van passenger	0.3%	0.0%
Other	0.5%	0.5%
Total	100.0%	100.0%

The resulting estimated number of proposed employee trips by mode of transport will be calculated in the TA.

Visitors (library)

The mode share for the library has been derived from TRICS, as presented in **Table 5**. The proposed multi-modal visitor trip generation will be established by adjusting the existing visitor mode share from TRICS further, in order to reflect the nature of the British Library with wider catchment compared to other local libraries.

Table 5: Proposed library visitor mode share

Main mode	Library (TRICS)	Adjusted mode share for library visitors
Walking	69.8%	12.0%
Cycling	1.3%	6.0%
Bus	19.9%	27.0%
London Underground/Overground/ Elizabeth line		43.0%
National Rail	3.1%	10.0%
Taxi	-	1.0%
Motorcycle, scooter or moped	-	1.0%
Car (single vehicle occupant)	4.8%	0.0%
Car (multi vehicle occupants)	1.1%	0.0%
Total	100%	100%

The resulting estimated number of proposed visitor trips by mode of transport will be calculated in the TA.

4.2 Delivery and servicing trips

Delivery and servicing trips associated with the existing site will be calculated in the TA using the survey data for the existing British Library operations, and the trips associated with the Proposed Development will be calculated based on Arup's in-house database of surveys from similar land uses and experience:

- Commercial (Class E) – office, R&D: 0.20 vehicle/100m² GIA/day.
- Commercial (Class E) – retail: 1.80 vehicle/100m² GIA/day.
- Learning and non-residential institutions (Class F) – library: 0.10 vehicle/100m² GIA/day.

4.3 Transport impacts and mitigation measures

The TA will assess the net effects of the Proposed Development on each relevant individual mode of transport. The Proposed Development is proposed to be car-free (with the exception of four wheelchair-accessible car parking spaces and one commercial parking space), hence the majority of the trips would be made by public transport or active travel modes.

Public transport impact assessment will assess the distribution of trips into the rail services, Underground lines and the bus network. Impacts on buses will be assessed by route corridors. A step-free assessment will be included within this section of the TA.

The TA will include an assessment of the cumulative impact of the proposals in conjunction with committed or planned developments in the vicinity of the Proposed Development. If necessary, the TA will identify any potential measures to mitigate the adverse effects of the trips generated by the Proposed Development

on network capacity. Should any mitigation measures be required, these will be discussed with LBC and TfL.

The possible scope of highway, pedestrian, cycle and environment improvements outlined below and shown in **Appendix A**, were discussed with LBC officers at a meeting held on 19 April 2021:

- New entrance to service yard from Midland Road.
- New entrance to car park from Ossulston Street.
- Close up existing site accesses on Midland Road.
- Loss of up to three residents permit parking spaces to provide new entrance to car park.
- Linkage to cycle routes.
- Proposed drop-off near new building entrance.
- Relocation of on-street cycle parking spaces.
- Improvement to wayfinding signage (links to stations).
- Improvement to Dangoor Walk.
- Disabled access route with cross falls 1:40 or shallower.
- Tactile paving.

Given the initial results of the net trip generation assessment, only the transport impacts during the weekday AM and PM peak hours are proposed to be assessed as these periods generate more trips when compared to the other time periods. It is considered that given that vehicle trips are expected to be low, there will be no adverse junction capacity issues and local junction modelling is therefore not proposed.

5 Framework Travel Plan

The TA will include a Framework Travel Plan for the Proposed Development, which will identify a series of measures aimed at encouraging sustainable travel choices and reducing the number of car-based trips generated as a result of the development.

The Travel Plan will be completed in accordance with current Department for Transport (DfT) and TfL travel plan guidance. In order to influence all modes of travel, the Travel Plan will include both physical and awareness-raising measures.

The Travel Plan will include the following:

- Sustainable travel objectives.
- Potential measures to promote walking and cycling, and public transport use.
- Promotion of on-site facilities that reduce the need to travel.
- Mode share targets.
- Travel information and marketing.
- The need for a Travel Plan Co-ordinator.
- Monitoring and review mechanisms.
- An Action Plan.
- Details on securing the Travel Plan and how it will be funded.

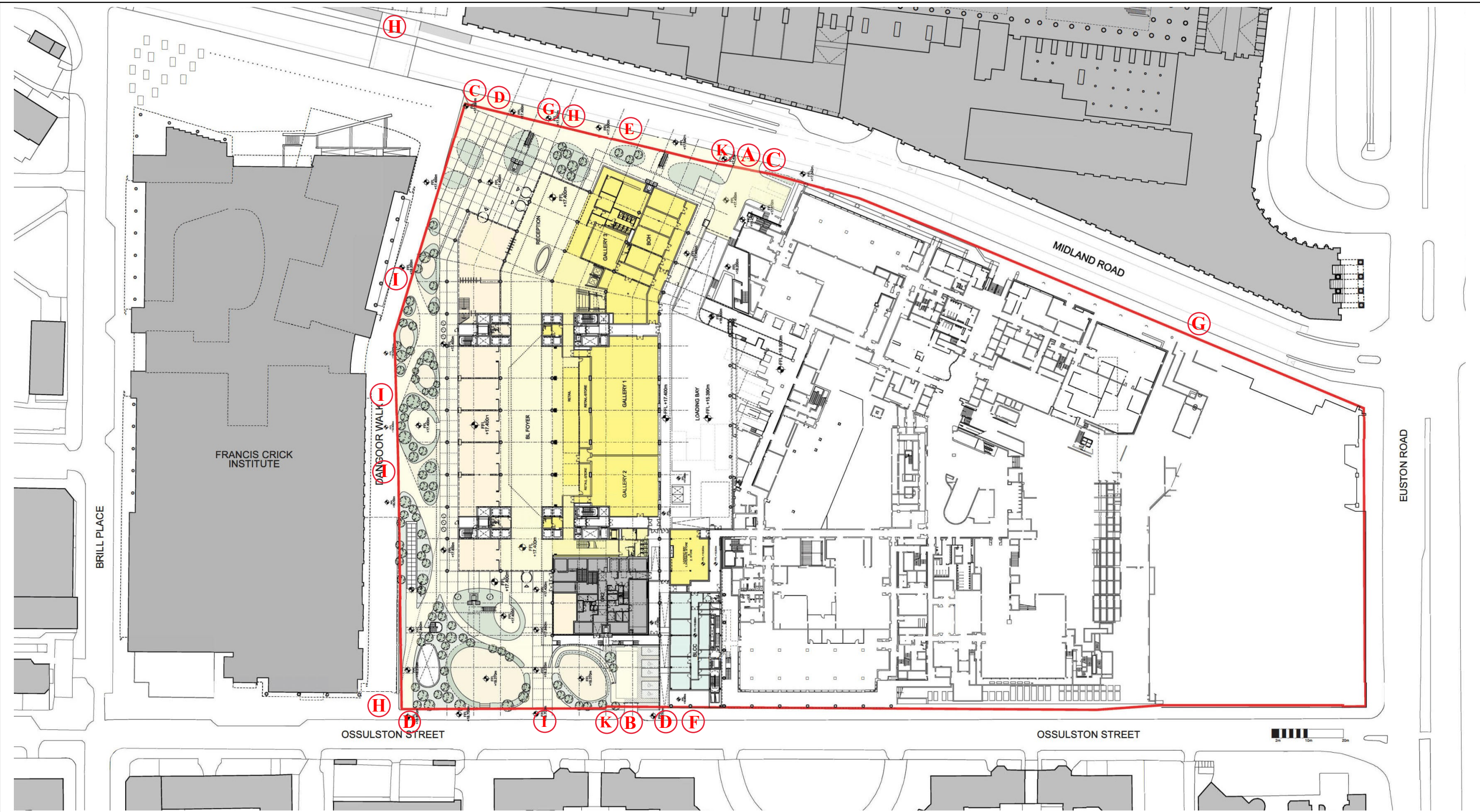
6 Reporting

All of the above will be reported in detail in the TA and associated appendices accompanying the planning application for the Proposed Development, which is anticipated to be submitted in summer 2021.

Arup proposes to maintain a continuing dialogue with LBC and TfL through a series of meetings to discuss and agree various elements of the TA prior to its submission.

Appendix A

Possible scope of highway,
pedestrian, cycle and
environment improvements



Highway Improvements

- A New entrance to service yard from Midland Road
- B New entrance to car park from Ossulston Street
- C Close up existing site accesses on Midland Road
- F Loss of up to 3 residents permit parking spaces to provide new entrance to car park

Pedestrian, Cycle and Environment Improvements

- D Linkage to cycle routes
- E Possible drop-off near new building entrance
- G Relocation of on-street cycle parking spaces
- H Improvement to wayfinding signage (links to stations)
- I Disabled access route with cross falls 1:40 or shallower
- K Tactile paving

©Copyright Information

D2	15/4/2021	AS	FJ	MR/JD
Issue	Date	By	Chkd	Appd

ARUP

8 Fitzroy Street
London W1T 4BJ
Tel +44 20 7636 1531 Fax +44 20 7580 3924
www.arup.com

Client
Stanhope Plc and Mitsui Fudosan UK Ltd
Job Title
British Library Commercial Scheme

Possible Scope of 'Highway, Pedestrian,
Cycle and Environment' Improvements

Scale at A4

Job No 249622	Drawing Status For Information	Issue D2
Drawing No 001		

Appendix F

PTAL report

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PANCRAS ROAD MIDLAND RD	46	259.19	6	3.24	7	10.24	2.93	0.5	1.46
Bus	PANCRAS ROAD MIDLAND RD	214	259.19	8	3.24	5.75	8.99	3.34	0.5	1.67
Bus	MIDLAND RD ST PANCRAS STN	45	351.39	7	4.39	6.29	10.68	2.81	0.5	1.4
Bus	MIDLAND RD ST PANCRAS STN	63	351.39	12	4.39	4.5	8.89	3.37	1	3.37
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-LUTON 2O00'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2O06'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-LUTON 2O10'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	St Pancras	'LUTON-SUTTON 2O17'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'STALBCY-SUTTON 2O21'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STALBCY-SUTTON 2O29'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-LUTON 2T99'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2V02'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-STALBCY 2V08'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'LUTON-SUTTON 2V19'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STALBCY-SUTTON 2V27'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'LUTON-SUTTON 2V31'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'RCHT-BEDFDM 1E67'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'SVNOAKS-WHIMPSTM 2E63'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BROMLYS-LUTON 2E93'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STPNCI-FAVRSHM 1F08'	231.41	2	2.89	15.75	18.64	1.61	1	1.61
Rail	St Pancras	'BRSR-STPNCI 1F13'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'FAVRSHM-STPNCI 1F17'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	St Pancras	'EBSFLT-STPNCI 1F85'	231.41	1.33	2.89	23.31	26.2	1.15	0.5	0.57
Rail	St Pancras	'STPNCI-MARGATE 1J08'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'STPNCI-DOVERP 1J10'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	St Pancras	'RAMSGTE-STPNCI 1J11'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'STPNCI-MARGATE 1J12'	231.41	0.67	2.89	45.53	48.42	0.62	0.5	0.31
Rail	St Pancras	'MARGATE-STPNCI 1J13'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'MARGATE-STPNCI 1J17'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'DOVERP-STPNCI 1J19'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'MARGATE-STPNCI 1J21'	231.41	0.33	2.89	91.66	94.55	0.32	0.5	0.16
Rail	St Pancras	'MSTONEW-STPNCI 1T91'	231.41	1	2.89	30.75	33.64	0.89	0.5	0.45
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	780.36	0.33	9.75	91.66	101.41	0.3	0.5	0.15
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	King's Cross	'PBRO-KNGX 1P62'	632.06	1.33	7.9	23.31	31.21	0.96	0.5	0.48
Rail	King's Cross	'ROYSTON-KNGX 1R50'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	632.06	0.67	7.9	45.53	53.43	0.56	0.5	0.28
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	632.06	0.67	7.9	45.53	53.43	0.56	0.5	0.28
Rail	King's Cross	'KNGX-PBRO 2P04'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
Rail	King's Cross	'LTCE-KNGX 2R07'	632.06	0.67	7.9	45.53	53.43	0.56	0.5	0.28
Rail	King's Cross	'HITCHIN-KNGX 2R94'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
Rail	King's Cross	'WJWYNGC-KNGX 2Y04'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
LUL	King's Cross	'Hammersmith-Edgware'	632.06	6	7.9	5.75	13.65	2.2	0.5	1.1
LUL	King's Cross	'Barking-Hammersmith'	632.06	6.34	7.9	5.48	13.38	2.24	0.5	1.12
LUL	King's Cross	'Hammersmith-Plaistow'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
LUL	King's Cross	'AldgateFast'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
LUL	King's Cross	'Ches-AldgateFast'	632.06	2	7.9	15.75	23.65	1.27	0.5	0.63
LUL	King's Cross	'Uxbridge-AldSlow'	632.06	5.33	7.9	6.38	14.28	2.1	0.5	1.05
LUL	King's Cross	'Watford-AldSlow'	632.06	3.67	7.9	8.92	16.83	1.78	0.5	0.89
LUL	King's Cross	'Aldg-WatfordSlow'	632.06	3.67	7.9	8.92	16.83	1.78	0.5	0.89
LUL	King's Cross	'Ald-HarrowHill'	632.06	1.33	7.9	23.31	31.21	0.96	0.5	0.48
LUL	King's Cross	'Edgware-Morden'	632.06	9	7.9	4.08	11.98	2.5	0.5	1.25
LUL	King's Cross	'Morden-HighBarnet'	632.06	14.67	7.9	2.79	10.7	2.8	0.5	1.4
LUL	King's Cross	'Morden-MillHillE'	632.06	4	7.9	8.25	16.15	1.86	0.5	0.93
LUL	King's Cross	'Cockfosters-LHRT4LT'	632.06	4.67	7.9	7.17	15.07	1.99	0.5	1
LUL	King's Cross	'RayLane-Cockfosters'	632.06	3.67	7.9	8.92	16.83	1.78	0.5	0.89
LUL	King's Cross	'LHRT4LT-ArnosGrove'	632.06	4.67	7.9	7.17	15.07	1.99	0.5	1
LUL	King's Cross	'ArnosGrove-RayLane'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
LUL	King's Cross	'ArnosGrove-Nthfields'	632.06	3	7.9	10.75	18.65	1.61	0.5	0.8
LUL	King's Cross	'Oakwood-RayLane'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
LUL	King's Cross	'LHRT5-Cockfosters'	632.06	6	7.9	5.75	13.65	2.2	0.5	1.1
LUL	King's Cross	'Uxbridge-Cockfosters'	632.06	3.67	7.9	8.92	16.83	1.78	0.5	0.89
LUL	King's Cross	'Ruislip-Cockfosters'	632.06	2.33	7.9	13.63	21.53	1.39	0.5	0.7
LUL	King's Cross	'ArnosGrove-Uxbridge'	632.06	1	7.9	30.75	38.65	0.78	0.5	0.39
LUL	King's Cross	'Oakwood-Uxbridge'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'Oakwood-Ruislip'	632.06	0.33	7.9	91.66	99.56	0.3	0.5	0.15
LUL	King's Cross	'Brixton-WalthamstowC'	632.06	15.67	7.9	2.66	10.57	2.84	1	2.84
LUL	King's Cross	'SevenSisters-Brixton'	632.06	11.67	7.9	3.32	11.22	2.67	0.5	1.34
Rail	Kings Cross St Pancras	'PBRO-KNGX 2P90'	736.18	0.33	9.2	91.66	100.86	0.3	0.5	0.15
Rail	Kings Cross St Pancras	'WLVYNGC-KNGX 2Y13'	736.18	0.67	9.2	45.53	54.73	0.55	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	654.83	0.67	8.19	45.53	53.71	0.56	0.5	0.28
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	654.83	0.67	8.19	45.53	53.71	0.56	0.5	0.28
Total Grid Cell AI:										51.54

Appendix G

Cumulative schemes

British Library Extension

Committed Development List

1. Following a meeting held with Camden officers on 18 November 2020, the developments listed are within a 1km radius of the site.
2. The developments in the table below have been selected based on the criteria set out by Arup in their email, dated 14 October 2020, as follows:
 - a. 500m from our red line boundary / application boundary (note this was subsequently increased to 1km following a meeting with Camden);
 - b. All EIA developments and other major developments, including NSIPs;
 - c. Planning status:
 - i. submitted but not yet determined.
 - ii. permitted (within last 5 years) but not yet implemented
 - iii. under construction
3. The list has been updated following the ES Scoping Opinion formal response from Camden, dated 28 June 2021 (ref: 2021/2164/P). The opinion (p. 3) requested the following additional developments to be considered:
 - a. Updated list to be agreed with LB Camden before assessment work takes place;
 - b. Original consents and variations under s73; and
 - c. Outline planning applications and the associated reserved matters applications.
4. The Developments are:

DRAFT



GERALDEVE

British Library Extension

(ID for purpose of map)	LPA Reference	Site/ Address	Description of Development	Status
1a	2015/2704/P	Central Somers Town Covering Land At Polygon Road Open Space, Edith Neville Primary School 174 Ossulston Street And Purchase Street Open Space, London, NW1 1EE (Brill Place)	Demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A1/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to including demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of 2community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A31/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to include a children's nursery and community play facility with 10no. residential units above; Plot 2: 35 residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 137sq.m); Plot 3: Extension of Grade II listed terrace to provide 3no. dwellings; Plot 4: Replacement school (Use Class D1) ; Plot 5: 20no. residential units over a replacement community hall (Use Class D1) (approximately 211sq.m); Plot 6: 14no. residential units; and Plot 7: 54no. residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 70sq.m). Provision of 11,765 sqm of public open space along with associated highways works and landscaping. Namely, to include amendments to architectural design, building footprint, internal layouts, quantum of residential units, structural column positions and the energy strategy, in relation to Plot 7, Central Somers Town.	Granted 14 October 2016

British Library Extension

1b	2019/5882/P		Variation of conditions 2 (approved drawings), 3 (approved documents), 15 (quantum of housing, plot 7) and 80 (cycle parking, plot 7) of planning permission reference 2015/2704/P dated 14/10/2016 for Demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A1/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to including demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of 2community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A31/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height comprising: Plot 1: Community uses at ground floor (Use Class D1) (approximately 1,554sq.m) to include a children's nursery and community play facility with 10no. residential units above; Plot 2: 35 residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 137sq.m); Plot 3: Extension of Grade II listed terrace to provide 3no. dwellings; Plot 4: Replacement school (Use Class D1) ; Plot 5: 20no. residential units over a replacement community hall (Use Class D1) (approximately 211sq.m); Plot 6: 14no. residential units; and Plot 7: 54no. residential units over flexible A1/A2/A3/D1 floorspace at ground level (approximately 70sq.m). Provision of 11,765 sqm of public open space along with associated highways works and landscaping. Namely, to include amendments to architectural design, building footprint, internal layouts, quantum of residential units, structural column positions and the energy strategy, in relation to Plot 7, Central Somers Town.	Granted 14 October 2016 Conditions are currently being discharged against this permission.
2	2020/4825/P	St Pancras Hospital 4 St Pancras Way London NW1 0PE	Partial redevelopment of the site, involving the demolition of seven existing buildings (Ash House, Bloomsbury Day Hospital, the Camley Centre, Jules Thorn Day Hospital, Kitchen and the Post Room & Former Mortuary) and construction of a part seven, part ten storey (plus roof plant) purpose-built eyecare, medical research and educational centre for Moorfields Eye Hospital, the UCL Institute of Ophthalmology and Moorfields Eye Charity. New building to comprise a mixture of clinical, research and education purposes, including eye care accident and emergency department, outpatients, operating theatres, research areas, education space, cafe and retail areas, admin space and plant space. Associated site relandscaping works including formation of patient drop off area to St Pancras way, new public realm and routes through the site, cycle parking and servicing ramp and cross over to Granary street.	Application registered November 2020
3a	2004/2307/P	Kings Cross Central - Main site Land between Euston Road, St Pancras Station,	Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment	Granted 22 December 2006

British Library Extension

		Midland Main Line, The New Channel Tunnel Rail Link, York Way and Kings Cross Station.	uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities (R1).	
3b	2020/5885/P	Plot S4 King's Cross Central York Way London, N1C 4AB	Reserved matters relating to Building S4 for the erection of a 13 storey building above ground floor to provide 176 residential homes comprising 120 market and 56 social rented units with associated public realm works, as required by conditions 9, 10, 12, 14, 16-22, 24, 27, 28, 31, 33-39, 42, 42A, 43, 45, 46, 48, 49, 50A, 51, 56, 60, 61, 64-67 67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	Committee resolved to approve on 4 March 2021
3c	2017/3133/P	King's Cross Central Development Zone A N1C 4UR	Reserved matters in relation to Zone A for erection of 7-11 storey building for use as offices (Class B1) with ancillary staff facilities including a cafe, gym, pool, Multi Use Games Area, events centre and landscaped roof garden; retail at ground floor level (Class A1) and two levels of basement incorporating a loading bay, 4 x accessible parking spaces, mechanical plant; and works to public realm in Battle Bridge Place, King's Boulevard and Goods Way as required by conditions 6, 9,10,12, 14, 16-23, 26, 27, 28, 31, 33-38, 45, 46, 48, 49, 50A, 51, 56, 60, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 subject to a S106 agreement for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area.	Granted 16 August 2017 (not yet started)
3d	2016/3195/P	Plot T2-T4 King's Cross Central Canal Reach N1C 4BD	Reserved matters relating to Plots T2-T4 within Development Zone T for erection of two buildings, T2 (part 9, part 10 storeys) and T3 (part 10, part 12 storeys), for use as offices (Class B1) on upper floors, a primary health care centre in T2 (Class D1) at ground floor and flexible commercial/office/leisure units to ground and first floors (A1-A4/B1/D2) and a fuel cell to the south west corner of T2. Associated cycle and car parking, refuse store, storage and plant areas provided. Public realm works to the western side of Canal Reach. As required by conditions 9, 10, 14, 16-22, 27, 28, 31, 33- 36, 45, 46, 48, 49, 50A, 51, 56, 60 and 63-67 of outline planning permission	Granted 10 June 2016 (GLA website says not yet started)

British Library Extension

			reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	
3e	2016/4445/P	Midlands Goods Shed and Handyside Canopies, Wharf Road N1C 4UZ	Submission of Reserved Matters relating to Development Zone K (Grade II Listed Midland Goods Shed and Handyside Canopies) for alterations and refurbishment works to provide a total of 3,385sqm of retail floorspace (Class A1), 3,504sqm of office space (Class B1) and 334sqm of space for a cookery school (Class D1); with associated public realm works, plant, refuse and cycle storage, and staff facilities. Matters addressed by this submission entail associated details in compliance with condition nos. 16, 27, 33, 34, 35, 36 of the outline planning permission for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area (Ref: 2004/2307/P granted subject to s106 agreement on 22 December 2006).	Granted on 18 August 2016 (completed)
3f	2016/1877/P	Kings Cross Central - Main Site Building R8 Development Zone R York Way N1C 4DA	Reserved matters relating to Building R8 for erection of a 9-12 Storey building (excluding basement and roof levels), comprising office (class B1) and 151 residential units (class c3) (82x Social Rented Affordable and 69x market), and retail units (Flexible A1-A5 Use Class) at ground floor level as required by conditions 9, 10, 12, 14, 16-22, 24, 27, 28, 31, 33-39, 42, 42A, 43, 45, 46, 48, 49, 50A, 51, 56, 60, 61, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	Granted on 5 April 2016 (GLA website says not yet started)
3g	2015/4819/P	King's Cross Central Building R3 and Zone R Gardens Development Zone R York Way N1C 4AF	Reserved matters relating to Building R3 and the Zone R Gardens within Development Zone R for erection of a part 8, part 11 storey building with 2 retail units at ground floor level (flexible class A1-A5) and 61 residential units (class C3). Associated cycle and car parking, refuse store, storage and plant areas provided within a single storey (shared) basement. New hard and soft landscaping to include a new area of public realm to the east of the building in the form of the Zone R Gardens; landscaping along the western façade of R3 connecting the Cubitt Park access route to the building and providing a shared surface loading bay; tertiary North and South routes connecting buildings within Zone R as well as Cubitt Park to the Zone R Gardens; and associated cycle parking and seating facilities as required by conditions 9, 10, 12, 14, 16-22, 24, 27, 28, 31, 33- 39, 42, 42A, 43, 45, 46, 48, 49, 50A, 51, 56, 60, 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	Granted on 24 August 2015 (under construction)
3h	2018/2628/P	Building P2 King's Cross Central York Way N1C 4UZ	Reserved matters relating to Plot P2 within Development Zone P for the erection of a 12 storey building for office use (Class B1) with flexible retail (A1-A5) and theatre (Sui Generis) uses at ground floor, and public realm works to parts of Handyside Street, Wollstonecraft Street and between the proposed building and the Gasholder	Granted 7 June 2016 (GLA website says not yet started)

British Library Extension

			Triplets. As required by conditions 6, 9, 10, 14, 16-22, 27, 28, 31, 33- 36, 37, 38, 44, 46, 48, 49, 50A, 51, 56, 60 and 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	
3i	2016/6197/P	Building R5 South (R6) King's Cross Central York Way N1C 4DF	Reserved matters in connection with Building R5 south (R6), including minor amendments to the original 2013 permission (2013/1573/P, dated 23/05/2013, as amended by 2015/2891/P, dated 03/08/2015) for a part 8 / part 16 storey block providing a total of 76 residential units on upper floors and a 379sqm unit for either retail/café/drinking establishment/take away uses (Class A1/A3/A4/A5), business and employment use (Class B1) and/or community use (Class D1) at ground floor level, 2 levels of basement to accommodate 38 car parking spaces, 3 car parking spaces at ground floor (for the Extra Care housing in R5 North), 90 cycle parking spaces, associated servicing and refuse areas together with new public realm linking Cubitt Park with East Street at Development Zone R5 South, King's Cross Central. Matters addressed by this submission entail associated details in compliance with condition nos. 19, 24, 27, 39, 42A, 43, 51 of the outline planning permission for a comprehensive, phased, mixed-use development of former railway lands within the Kings Cross Opportunity Area (2004/2307/P, granted subject to s106 agreement on 22 December 2006). The amendments relate to a reconfiguration of the layout of the fourteenth floor to accommodate 3x units (2x 2-bed and 1x 1-bed) instead of 2x units (1x 2-bed and 1x 3-bed) (76 units proposed overall), additional cycle parking at ground level	Granted on 10 November 2016 (completed)
3j	2018/4813/P	Building S5, King's Cross Central, York Way N1C 4BE	Reserved matters relating to Plot S5 within Development Zone S for the erection of a 15 storey residential building (Class C3) with flexible retail A1-A5, B1, D1 and D2 uses at ground floor level and associated public realm works, as required by conditions 9, 10, 14, 16-22, 24, 27, 28, 31, 33- 36, 37, 38, 39, 42. 42a, 43, 45, 46, 48, 49, 50A, 51, 55, 56, 60, 61, 63 and 64-67 of outline planning permission reference 2004/2307/P granted 22/12/06 (subject to S106 agreement) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.	Granted 11 October 2018 (GLA website says not yet started)
4a	2004/2311/P	Kings Cross Central - Triangle Site: Land Between York Way, The Thameslink 2000 Rail Line and the East Coast Main Line	A mixed use development of part of the former railway lands within the King's Cross Opportunity Area and Islington Area of Opportunity, comprising residential (use class C3), retail, food and drink and financial and professional services (within use classes A1, A2, A3 and A4), a health and fitness centre (use class D2) to incorporate a medi-centre facilities with the potential to incorporate a crèche and community facilities (use class D1), other ancillary uses, the provision of communal open space and a habitat area, recycling facilities, car and cycle parking and	Granted on 23 March 2006

British Library Extension

			highway works to allow access to the site and other supporting infrastructure works and facilities (R1).	
4b	P041261 (Islington)	Kings Cross Triangle Site, bounded by York Way, East Coast Main Line & Channel Tunnel Rail Link, London N1C 0AZ	Mixed use development of part of the former railway lands within the Camden Kings Cross Opportunity Area and an Islington Area of Opportunity. The development comprises residential; shopping, food and drink and professional services within the A1, A2 and A3 use classes; a health and fitness centre (use class D2) incorporating medi-centre facilities, a crèche and community facilities (use class D1); amenity and open space; habitat area; recycling and other ancillary uses; parking; highway works to provide access; and other supporting infrastructure works and facilities.	Allowed on appeal 22 July 2008
4c	P2016/1030/RMS (Islington)		Reserved matters relating to Buildings W1 and W2 comprising 12 to 17 storeys of mixed use accommodation for 140 Open Market residential units on the upper floors of Building W1 and 8 storeys of residential accommodation for 36 General Needs Social Rented, 23 Intermediate and 19 Open Market units at the upper levels of Building W2; four retail units at lower ground floor and podium levels (flexible class A1-A4); and associated cycle and disabled car parking, loading bay, refuse stores, storage, plant areas provided within the shared lower ground floor/basement area, as required by conditions 2, 4, 6, 9-20 and 22-30 of outline planning permission reference P041261 granted 22 July 2008 (subject to a S106 agreement) for a comprehensive, phased, mixed-use development of part of the former railway lands within the Camden King's Cross Opportunity Area and an Islington Area of Opportunity.	Granted 15 April 2016
4d	2016/1530/P		Reserved matters relating to Development Zone W for: - A shared part lower ground part basement area across Development Zone W. - Plot W1 for the erection of a 12 to 17 storey building to provide 140 residential units (Use Class C3) and commercial space to ground floor (Use Class A1-A5). - Plot W2 for the erection of an 8 storey building to provide 78 residential units (Use Class C3)(including 36 social rented and 23 intermediate) and commercial space to ground floor (Use Class A1-A5). - Basement area to include 363 cycle spaces, 48 car parking spaces, plant, refuse and ancillary uses. As required by conditions 2, 4, 6, 9-19, 20, 22-30 of outline planning permission granted at appeal subject to a S106 agreement (Appeal Ref: APP/X5210/A/07/2051898, Council Ref:2004/2311/P) for a comprehensive, phased, mixed-use development of the Triangle Site of former railway lands within the Kings Cross Opportunity Area.	Granted 6 June 2016 but online records do not show any conditions discharged against this permission.
4e	P2018/3844/RMS (Islington)		Revised reserved matters relating to Buildings W1 and W2 comprising 12 to 17 storeys of mixed use accommodation comprising 218 residential units; four retail units at lower ground floor and podium levels (flexible class A1-A4); and associated cycle and disabled car parking, loading bay, refuse stores, storage, plant areas provided within the shared lower ground floor/basement area. The revision to the	Granted on 3 December 2018 (GLA website says not yet started)

British Library Extension

			reserved matters granted approval under application ref: P2016/1030/RMS include: changes to internal layouts including revision to unit mix; an increase in total GEA of 190 m ² ; minor changes to building elevations; an increase in green roof area; a revised retail service strategy; and the removal of 6 no. car parking spaces.	
4f	P2018/4062/RMS (Islington)		Revised reserved matters in relation to landscaping and public realm pursuant to outline planning permission granted on appeal for mixed use development of part of the former railway lands within the Camden Kings Cross Opportunity Area and an Islington Area of Opportunity approved under outline planning permission ref: P041261. The revised reserved matters relate to Zone W Landscaping and Public Realm and comprise revisions to the hard and soft landscaping approved under consent ref: P2016/3637/RMS and include the provision of an additional loading bay within the Northern Gateway.	Granted 5 March 2019
5	2020/3881/P	Belgrove House, Belgrove Street WC1H 8AA	Redevelopment of Belgrove House as a part 5 part 10 storey building plus 2 basement levels for use as office and research and laboratory floorspace; with cafe, flexible retail and office floorspace at ground floor; an auditorium at basement; incorporating step free entrance to Kings Cross Underground station in place of two entrance boxes along Euston Road; together with terraces at fourth and fifth floor levels, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works. [Consultation note: this application is linked to redevelopment of Acorn House, 314-320 Euston Road (ref 2020/3880/P)]	Planning committee resolve to approve subject to a S106 legal agreement (25 February 2021)
6a	2017/5497/P	1-6 St Pancras Way (Ugly Brown Building) NW1 0TB	Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed use business floorspace (B1), residential (C3), hotel (C1), gym (D2), flexible retail (A1 – A4) and storage space (B8) development with associated landscaping work.	Granted 19 July 2018 (under construction)
6b	2021/2671/P		Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision.	Registered 2 June 2021
7a	2017/3518/P	Stephenson House 75 Hampstead Road NW1 2PL	Extensive internal and external refurbishment of Stephenson House to provide a ground plus 7 storey building containing 18,181sqm (GIA) of office (B1) floorspace, 904sqm (GIA) of flexible office/healthcare (B1/D1) floorspace, 857sqm (GIA) of retail (A1) floorspace, 118sqm (GIA) of cafe (A3) floorspace and 17 residential (C3) units (total 2130sqm GIA), comprising 11 market units (1x1 bed, 6x2 bed, 4x3 bed) and 6 affordable units (3 x2 bed and 3x3 bed). The works include the removal of existing colonnade to Hampstead Road elevation, creation of double height entrance on Hampstead Road, multiple storey extensions and infills to the building, creation of	Granted subject to a S106 legal agreement (9 March 2018) Conditions are currently being discharged against this permission

British Library Extension

			three terraces to the rear, three integral pocket gardens to the Hampstead Road elevation and balconies facing Hampstead Road to all residential units. Addition of PV panels to the roof, 249 commercial cycle parking spaces, 33 residential cycle parking spaces, 4 disabled car parking spaced and associated landscaping and works.	
7b	2018/0663/P		Variation of condition 2 (approved plans) of 2017/3518/P dated 08/03/2018 (for extensive refurbishment of building and extensions to create 16,709sqm office, 904sqm flexible office/healthcare, 857sqm retail, 118sqm café and 17 residential units (including 6 affordable) and associated works (summary)) namely to demolish 60% of the existing primary structure (as opposed to 30%) and to increase the overall height of the building by 450mm.	Granted 18 January 2018
8a	2018/5715/P	Eastman Dental Hospital Site and Buildings (including the former Royal Free Hospital the Eastman Dental Clinic and the Levy Wing) WC1X 8LD	Partial redevelopment of the site, including to the former Royal Free Hospital (Plot 1); Eastman Dental Clinic (Plot 2); Levy Wing (Plot 3); Frances Gardner House and the Riddell Memorial Fountain within the courtyard of the former Royal Free Hospital, to create approximately 23,861sqm of medical research, outpatient facility and academic (Use Class D1) floorspace. Former Royal Free Hospital: demolition of the New, Sussex and Victoria Wings (with retention of the Alexandra Wing); single storey extensions and reinstatement of southern pediment on Alexandra Wing; erection of five storey building (plus two storeys of plant and two storeys of basement) to the rear of the Alexandra Wing, including plant, terraces, flues, to provide a dementia and neurology research facility. Eastman Dental Clinic: alterations to the listed building including the part rebuilding of the northern façade and new entrance; replacement windows; new plant; works to the courtyard and associated external and internal alterations associated with its conversion to education use. Levy Wing: substantial demolition of the building and erection of a part 4, part 7 storey building (plus two storey basement, including plant and external amenity spaces), to provide education space. Frances Gardner House: installation of photovoltaic panels on the roof and landscaping works to the courtyard. Riddell Memorial Fountain: relocation of the listed fountain from the courtyard of the former Royal Free Hospital to the courtyard of the Eastman Dental Clinic. Associated landscaping arrangements including the creation of a new public square, other public spaces and routes, and pedestrian connections to Gray's Inn Road, St Andrew's Gardens, Cubitt Street and Langton Close. Associated transport and servicing arrangements including cycle parking, parking and a new servicing ram	Granted subject to a Section 106 legal agreement (10 March 2020) NMA and MMA submitted on 23 October 2020 for changes to DoD and ground floor plans.
8b	2020/4919/P		Variation of Condition 2 (Approved Plans) granted under Planing Application reference 2019/2879/P dated 10/03/20 (for: Partial redevelopment of the site to create medical research, outpatient facility and academic floorspace); CHANGES include an extension to the Plot 1 basement and amended ground floor plan to include vent.	Application registered on 23 October 2020

British Library Extension

8c	2020/5791/P		Variation of Condition 2 (Approved Plans) granted under Planning Application reference 2019/2879/P dated 10/03/20 (for: Partial redevelopment of the site to create medical research, outpatient facility and academic floorspace); CHANGES include rear and front extensions to the basement of Plot 1; significant extension of the Plot 3 basement at both level B1 and level B2 to provide two lecture theatres (net additional 852sqm GIA floorspace); additional plant and servicing equipment. This application is accompanied by an addendum to the original Environmental Statement.	Application registered on 14 December 2020
8d	2021/1809/P		Variation of Condition 2 (Approved Plans) granted under Planning Application reference 2019/2879/P dated 10/03/20 (for: Partial redevelopment of the site to create medical research, outpatient facility and academic floorspace); CHANGES include amendments to Plot 1 (former Royal Free Hospital Building) to amend the lecture theatre east facade; east facade updates (locations of doors); north west corner facade (change of detailing); facade level changes; firefighting lift; Alexandra Wing demolition and construction methodology. This application is accompanied by an addendum to the original Environmental Statement.	Application registered on 12 May 2021
9a	2015/3076/P	Regent's Park Estate, Robert Street NW1 3QJ	Two-phased mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots including on green/open space in plots 2,3,4. Development would range from 3 to 11 storeys in height, with associated landscape and public realm works, reorganisation of car parking and associated infrastructure works, following demolition of Dick Collins Hall, Victory Public House, and the Cape of Good Hope Public House. All in association with High Speed 2 proposals.	Granted Subject to a Section 106 Legal Agreement (9 th December 2015) Conditions are currently being discharged against this permission.
9b	2016/1402/P		Variation of conditions 6,11,17,19,26,35 and 50 to alter the time at which the conditions need to be approved, of 2015/3076/P dated 09/12/2015, (Two-phased mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots including on green/open space in plots 2,3,4. All in association with High Speed 2 proposals.)	Granted 21 March 2016
9c	2016/4901		Variation of condition 43 (Provision of community centre) and removal of condition 37 (Servicing and Vehicle Management Plan) of planning permission 2015/3076/P dated 09/12/2015 (for two-phased mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots including on green/open space in plots 2,3,4), namely to allow for the demolition of the Victory Public House prior to the occupation of the new Community centre at the Robert Street Car Park block.	Granted 10 March 2017

British Library Extension

9d	2019/3453/P		Variation of Conditions 2 (approved plans) and 54 (number of approved units) of planning permission 2015/3076/P dated 09/12/2015 (as amended by 2016/4901/P dated 10/03/2017 and 2020/0589/P dated 13/02/19) for mixed use development 3 to 11 storeys across 8 plots in relation to HS2 replacement housing, namely to amend unit number and tenure mix, for phase 1: change the tenure from 70 x Social Rent and 24 Intermediate (Total 94) to 88 Social Rent and 6 Intermediate (Total 94) and for phase 2: change the tenure from 7 x Social Rent, 5 x Intermediate and 10 x Private (Total 22) to 11 x Social Rent and 13 x Private (Total 24), all affordable units to be within the Victory Pub Site, with alterations to the external elevations of Dick Collins Hall and the Victory Pub sites in Phase 2.	Granted 12 November 2020
9e	2020/0589/P		Amendment to development description in relation to unit number and addition of condition to confirm unit number of planning permission 2015/3076/P dated 09/12/2015 (as amended by 2016/4901/P dated 10/03/2017) (for a two-phased mixed use development to provide residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots) in association with High Speed 2 proposals.)	Granted 13 February 2020
10	2019/4201/P	St Pancras Commercial Centre 63 Pratt Street London NW1 0BY	Demolition of existing buildings (Class B1c/B8); erection of 3x buildings ranging in height from 5 to 7 storeys above ground and a single basement level comprising a mixed use development of light industrial floorspace (Class B1c/B8), office floorspace (Class B1), 33x self-contained dwellings (Class C3), flexible retail floorspace (Class A1/A3); associated access and servicing, public realm, landscaping, vehicular and cycle parking, bin storage and other ancillary and associated works	Pending determination (Currently at Stage 1 statutory referral)
11	2018/2398/P	93-103 Drummond Street and 63 Cobourg Street NW1 2HJ	Redevelopment to create 112 student apartments (60 studio units, 9 twin units, 30 cluster units, 3 wheelchair cluster units, and 10 wheelchair studio units) comprising 123 bed spaces with a floor area of 2388sqm (GIA) within a 5-storey building with basement and a commercial unit of 192sqm (GIA) at basement and ground floor levels	Permission granted 18 April 2020
12a	2016/6069/P	1 Triton Square & St Anne's Church Laxton Place NW1 3DX	Erection of 3 storey extension at roof (6 th floor) level of 1 Triton Square to provide additional office floorspace (Class B1) with relocated plant above, creation of roof terraces at 6 th floor level, reconfiguration of ground floor including infill of Triton Square Mall including flexible retail (A1, A3 and A4), affordable workspace (B1) and reprovision of gym (D2); erection of part 6, part 9 storeys residential building to provide 22 flats (10 x 3-bed, 11 x 2-bed and 1 x 1-bed) (Class C3) following demolition of St Anne's Church (Class D1); hard and soft landscaping including garden at junction of Longford Street and Triton Square; reconfigured vehicle and pedestrian accesses; and other ancillary works.	Permission granted 2 November 2016

British Library Extension

12b	2017/6573/P		Amendment to the wording of conditions 2, 4-9, 11-24 and 26 to allow for part discharge between the residential and commercial elements and to alter the triggers for submission to 'erection of 3 storey extension at roof (6th floor) level of 1 Triton Square to provide additional office floorspace (Class B1) including flexible retail (A1, A3 and A4), affordable workspace (B1) and reprovision of gym (D2); erection of part 6, part 9 storeys residential building to provide 22 flats following demolition of St Anne's Church (Class D1)' approved under planning permission 2016/6069/P dated 21/11/2017.	Granted 22 December 2017
13a	2014/4385/P	101 Camley Street NW1 0PF	Demolition of existing building and redevelopment for a mixed use building ranging from 6 -13 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, the provision of a pedestrian footbridge with disabled access over the Regent's Canal, and associated landscaping and other works relating to the public realm.	Permission granted 4 July 2014 (subject to legal agreement) Conditions are currently being discharged against this permission.
13b	2016/6311/P		Variation of Condition 2 (approved plans) of planning permission 2014/4385/P dated 18/03/2015 for (Demolition of existing building and new building ranging from 6 -13 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, pedestrian footbridge over the Regent's Canal and associated works) CHANGES include the relocation of affordable housing into southern block; changing the tenure of 4 x Shared Ownership units into Intermediate Rent; rationalisation of core arrangements and access points; internal works to basement including removal of car ramp and introduction of lifts; 11 additional cycle parking spaces; uplift of 908sq.m (GIA) of office (B1a) space and associated internal and external alterations.	Granted 19 December 2016
13c	2018/3682/P		Variation of Condition 2 (approved plans) of planning permission 2014/4385/P dated 18/03/2015 (as varied by 2016/6311/P dated 14/07/2017) for (Demolition of existing building and new building ranging from 6 -13 storeys comprising 2,220sqm employment floorspace (Class B1), 121 residential flats, pedestrian footbridge over the Regent's Canal and associated works) CHANGES INCLUDE external amendments to the approved development - Landscaping works, façade development (spandrels, doors, glazing, canopies, windows), terraces and balconies, edge protection and building services.	Granted 9 September 2018
14a	2014/4381/P	102 Camley Street NW1 0PF	Demolition of existing warehouse building (Class B8) and redevelopment for a mixed use building ranging from 8-12 storeys comprising 1,620sqm employment floorspace (Class B1), 154 residential flats, the provision of a public ramp access to the Regents Canal towpath, and associated landscaping and other works relating to the public realm.	Permission granted on 2 July 2014 subject to S106 legal agreement.

British Library Extension

				S106 agreed and conditions are being discharged against this permission.
14b	2015/5185/P		Proposal: Amendments to the scheme including the reduction and relocation of servicing at basement and roof level, rearrangement of commercial floorspace at mezzanine level (use class B1), relocation of the entrance of the affordable housing block to the western frontage, relocation of affordable units into northern block, relocation of the substation and parking and waste storage areas, alterations to the access points of the commercial units, amendments to landscape layout and introduction of residential amenity space at mezzanine level as approved under planning permission (2014/4381/P) dated 30/03/2015.	Granted 16 December 2015
15	P2016/0199/FUL (Islington)	4-8 Rodney Street N1 9JH	Redevelopment of the site to provide for a mixed use development comprising of 2,601 square metres (GEA) of Use Class B1 office floorspace (representing an uplift of 996 sq m on existing 1,605 sq m office floorspace) and 1,208 square metres (GEA) of Use Class D1 education floorspace, including the erection of a part 5/part 6-storey building fronting Rodney Street with associated outdoor learning terrace at 6-storey level, along with partial demolition of the building to the rear and ground floor extensions covering the plot of the site, part 2/part 3-storey extensions adjoining the retained building to the rear of the site with external terrace areas at 2nd storey, 3rd storey and roof level, along with associated access and servicing/parking arrangements along Rodney Street.	Granted 4 February 2016 (completed)
16	2013/3807/P	Land to west of Royal mail Sorting office bounded by Phoenix Place, Mount Pleasant, Gough Street & Calthorpe Street, Camden W1CX 0DH	Comprehensive redevelopment, following the demolition of existing buildings, to construct four new buildings ranging from 5 to 15 storeys (above basement level) in height, to provide 38,724 sqm (GIA) of residential floorspace (345 dwellings) (Class C3), 823 sqm (GIA) of flexible retail and community floorspace (Use Classes A1, A2, A3, D1 or D2), with associated energy centre, waste and storage areas, basement level residential car parking (54 spaces), the re-provision of Royal Mail staff car parking (approx 196 spaces) cycle parking, residential cycle parking (431 residential spaces) hard and soft landscaping to provide public and private areas of open space, alterations to the public highway and all other necessary excavation and enabling works. The application is accompanied by an Environmental Statement. The proposed redevelopment is to be considered in the context of the redevelopment of the adjacent site, north of the Sorting Office building (within the London Borough of Islington) which has been submitted simultaneously under the Islington planning & conservation area consent application reference numbers: P2013/1423 & P2013/1435. That development involves: The demolition of existing buildings to construct 3 to 12 storey buildings, providing 38,015sqm (336 dwellings)	Granted 15 June 2018 (under construction)

British Library Extension

			residential floorspace (Class C3), 4,260sqm (GIA) office floorspace (Class B1), 1.428sqm flexible retail and community floorspace, (Classes A1, A2, A3, D1 or D2) with associated energy centre, waste and storage areas, car (65 spaces) and cycle (523 spaces) parking, hard and soft landscaping to provide public and private areas of open space, alterations to the public highway and construction of a new vehicle ramp to basement level to service Royal Mail operations, an acoustic roof deck over the existing servicing yard and other necessary excavation and enabling works. This application is accompanied by an Environmental Statement.	
17	2016/4208/P	Greater London House Hampstead Road London NW1 7AW	The construction of 3 storey infill extensions at upper ground, 1st and 2nd floor levels within the open air atrium of the building to create an additional 3,897m ² of office floorspace (B1a); the removal of the existing redundant bridge link structures; associated facilities at lower ground level; the addition of plant at roof level and cycle parking.	Granted on 28 July 2016 (GLA website indicates not yet started)
18a	2015/6955/P	Panther House, 38 Mount Pleasant, 156-164 Gray's Inn Road WC1X 0AN	Redevelopment of the site following partial demolition of Panther House and Brain Yard buildings, partial demolition of 160-164 Gray's Inn Road and demolition of 156 Gray's Inn Road. Proposals would result in part 4 storey, part 7 storey (plus plant and basement) buildings at Panther House and Brain Yard for predominantly employment (B1) uses (including 1450sq.m of subsidised workspaces) and a new 7 storey (plus plant and basement) building at 156-164 Gray's Inn Road behind the retained facade of 160-164 Gray's Inn Road to provide flexible retail/restaurant (A1/3) uses at ground and basement levels with 15 self-contained residential units (C3) (including 3 Intermediate Rent flats) at the upper levels. Associated landscaping, plant and public realm works.	Granted 18 December 2015 (GLA website indicates not yet started)
18b	2021/1056/P		Variation of Condition 2 (Approved Plans) of planning permission ref: 2015/6955/P dated 01/11/2017 (as amended by 2020/1368/P dated 14/04/2020) for: ('Redevelopment of the site to provide a 7 storey (plus plant and basement) buildings at Panther House and Brain Yard for predominantly employment uses (including subsidised workspaces) and a new 7 storey (plus plant and basement) building at 156-164 Gray's Inn Road to provide flexible retail/restaurant uses with 15 self-contained residential units (including 3 Intermediate Rent flats) at the upper levels (summary)). THE CHANGES include: namely relocation of the main office entrance and reception, internal and external alterations and extensions to Panther House and the building fronting Gray's Inn Road, consolidation of the plant room at 4th floor of Brain Yard building to roof level of Panther House, removal of 'Lower Ground Floor 2' basement floorspace and replacement of glazed curtain walling at 2nd to 4th floor at Brain Yard building.	Application registered 25 March 2021
19	P2013/1423/FUL	Land North West of the Royal Mail Sorting Office, Farringdon Road,	Comprehensive redevelopment of the site following the demolition of existing buildings & structures to construct six new buildings ranging from 3 to 12 storeys in height to provide 38,015sqm (GIA) of residential floorspace (336 dwellings) (Class	Granted 2 March 2018 (under construction)

British Library Extension

		EC1A 1BB	C3), 4,260sqm (GIA) of office loorspace (Class B1), 1.428sqm (GIA) of flexible retail & community floorspace, (Classes A1, A2, A3, D1 and D2) with associated energy centre, waste and storage areas, vehicle (65 spaces) & cycle parking (523 spaces), hard & soft landscaping to provide public (approx 5,124sqm) & private areas open space, alterations to the public highway & construction of a new dedicated vehicle ramp to basement level to service Royal Mail operations, construction of an acoustic roof deck over the existing service yard (encloses 14,150sqm at basement & ground floor levels) & all other necessary excavation & enabling works. The Camden & Islington applications are accompanied by an Environmental Statement. The proposed redevelopment will be considered in the context of the proposals on the adjacent site, located on the west side of Phoenix Place (within London Borough of Camden). The Camden planning reference no. is: [2013/3807/P] & involves: Comprehensive redevelopment, following the demolition of existing buildings, to construct four new buildings ranging from 5 to 15 storeys (above basement level) in height, to provide 38,724sqm (GIA) of residential floorspace (345 dwellings) (Class C3), 823sqm (GIA) of flexible retail & community floorspace (Use Classes A1, A2, A3, D1 or D2), with associated energy centre, waste & storage areas, basement level residential car parking (54 spaces), the re-provision of Royal Mail staff car parking (approx 196 spaces) cycle parking, residential cycle parking (431 residential spaces) hard & soft landscaping to provide public & private areas of open space, alterations to the public highway & all other necessary excavation & enabling works.	
20a	2017/0414/P	44 Cleveland Street W1T 4JT	Refurbishment of and alterations to the existing former Workhouse Building (Grade II listed) and North and South Houses (fronting onto Cleveland Street) to provide 12x residential units (Class C3); demolition of part of South House and buildings at rear of Workhouse Building and redevelopment to provide a part 4, part 5, part 8 storey building comprising 4,535sqm of commercial floor space (flexible use of Class B1 / D1 healthcare) and 38x residential units (Class C3); and associated works including opening up of Bedford Passage, creation of public open space, landscaping works, and partial demolition of front boundary wall	Granted on 25 January 2017 (under construction)
20b	2018/1584/P		Variation of condition 2 (approved drawings) and removal of condition 3 (demolition contract) of planning permission ref 2017/0414/P (dated 15th Jan 2018) for refurbishment of the Workhouse and North/South Houses and redevelopment of the remainder of the site, to provide a mixed-use development comprising 50 residential units and commercial space; namely to increase extent of basement to incorporate MRI scanners with 3 no. external quench pipes, internal modifications to affordable housing layouts, change of mix of market tenure housing to create 3 no. additional units, alterations to South House to incorporate community room and North House to increase floorspace and provide basement level courtyards, alterations to rooftop plant area, fenestration of new build, cycle parking, access and landscaping.	Granted 30 September 2019

British Library Extension

20c	2021/3087/P		Variation of conditions 2 and 3 (approved plans), 4 (accessible units) and 5 (wheelchair user dwellings) of planning permission 2017/0414/P, dated 15/01/2018 (as amended by 2018/1584/P, dated 30/09/2019) (for: Refurbishment / alterations to the Workhouse and North and South Houses and redevelopment of the remainder of the site to provide a mixed-use development comprising residential units and commercial floorspace, external quench pipes to serve basement, a community room, rooftop plant, and associated works, including opening up of Bedford Passage, creation of public open space, landscaping works etc.), namely to allow a change in housing tenure (reduction in the number of affordable dwellings)	Application registered 24 June 2021
21a	2015/1139/P	Astor College 99 Charlotte Street London W1T 4QB	Refurbishment of existing student accommodation (Sui Generis) comprising 2 storey upper ground floor front extension, 8 storey rear extension and front central bay extended forward (from 1st to 6th floor) to provide 60 additional bedrooms, elevational alterations including overcladding, relocation of main access, provision of ground floor cafe (Class A3) and pedestrianisation of Bedford Passage.	Granted on 3 March 2015 (under construction)
21b	2016/4842/P		Variation of condition 10 (SUDS) of planning permission 2015/1139/P dated 27/08/15 (for refurbishment of existing student accommodation comprising 2 storey upper ground floor front extension, 8 storey rear extension and front central bay extended forward to provide 60 additional bedrooms, provision of ground floor cafe and pedestrianisation of Bedford Passage), namely to change the trigger for condition 10.	Granted 20 September 2016
21c	2016/6984/P		Variation to Condition 14 (piling method statement) of planning permission 2015/1139/P dated 27/08/15 (for refurbishment of existing student accommodation comprising 2 storey front extension, 8 storey rear extension and front central bay extended forward to provide 60 additional bedrooms), namely to alter the trigger to allow partial discharge.	Granted 23 December 2016
21d	2017/3751/P		Variation of condition 3 (approved drawings) of planning permission 2015/1139/P dated 27/08/15 (for extensions to student accommodation to provide 60 additional bedroom and associated alterations), namely to allow redesigned main entrance including alterations to layout, longer access ramp and extended canopy; alterations to window design; alterations to lower ground plinth (ceramic cladding replaced by brick with addition of ventilation louvres); alterations to gym entrance; alterations to Bedford Passage elevation (removal of windows / doors); fixed guarding at roof level; alterations to metal fins to rear elevation; and changes to pattern of bricks.	Granted 22 January 2018
22	2014/7908/P	140-146 Camden Street London NW1 9PF	Demolition of existing buildings, excavation of extension to existing single storey basement and erection of 1 - 8 storey building comprising 2,026sqm of commercial floorspace (flexible B1 use class) and 52 residential units (4 x studio, 19 x 1-bed, 18 x 2-bed and 11 x 3-bed C3 use class) with associated landscaping.	Granted on 23 December 2014

British Library Extension

23a	P2016/1999/FUL (Islington)	Fitzpatrick Building, 188-194 York Way London N7 9AS	Demolition of the existing office building and redevelopment to provide a part 7/part 8/part 9 storey building to provide office (use class B1a) and flexible (Use class B1) floorspace, including basement, ancillary ground floor cafe, cycle parking, plant/storage, landscaping and all other necessary works associated with the development.	Granted 21 November 2017 (under construction)
23b	P2017/2937/S73		Minor material amendment under Section 73 of the Town and Country Planning Act (1990) to vary Condition 2 (Plan Numbers) of planning permission ref. P2016/1999/FUL dated 30 June 2017 to amend the approved plans to indicate reduced basement extents and revised ground, first and eighth floor layouts.	Granted 22 March 2018
24	2020/5593/P	Royal National Throat, Nose And Ear Hospital Site 330 Grays Inn Road (and fronting Swinton Street and Wicklow Street) London WC1X 8DA	Redevelopment of the former Royal National Throat, Nose and Ear Hospital site, comprising: Retention of 330 Gray's Inn Road and a two storey extension above for use as hotel (5 above ground storeys in total), demolition of all other buildings, the erection of a part 13 part 9 storey building plus upper and lower ground floors (maximum height of 15 storeys) for use as a hotel (including a cafe and restaurant); covered courtyard; external terraces; erection of a 7 storey building plus upper and lower ground floors (maximum height of 9 storeys) for use as office (for consultation purposes only: 13,275sqm office space) together with terraces; erection of a 10 storey building plus upper and lower ground floors (maximum height of 12 storeys) for use as residential (44 units and 748sqm affordable workspace, for consultation purposes only) on Wicklow Street and office space at lower ground and basement floors; erection of a 5 storey building plus upper and lower ground floors (maximum height of 7 storeys) for use as residential (32 units, for consultation purposes only) on Swinton Street and associated residential amenity space; together with a gymnasium; new basement; rooftop and basement plant; servicing; cycle storage and facilities; refuse storage; landscaping and other ancillary and associated works (for consultation purposes only the development includes 9,427sqm of hotel floorspace (182 rooms)).	Application submitted on 2 December 2020
25	2015/6383/P	42 Phoenix Road London NW1 1TA	Redevelopment of the site involving demolition of the existing building and erection of a new six storey building with basement comprising community use (Class D1) at ground and basement level and student accommodation (7 x 6 bedroom units, 1 x 4-bedroom unit, 7 studio units and 53 bedrooms) on the upper floors; part widening of Clarendon Grove alleyway and the provision of 30 cycle spaces at basement level.	Granted at appeal 13 th September 2017
26	2020/4825/P	St Pancras Hospital 4 St Pancras Way London NW1 0PE	Partial redevelopment of the site, involving the demolition of seven existing buildings (Ash House, Bloomsbury Day Hospital, the Camley Centre, Jules Thorn Day Hospital, Kitchen and the Post Room & Former Mortuary) and construction of a part seven, part ten storey (plus roof plant) purpose-built eyecare, medical research and educational centre for Moorfields Eye Hospital, the UCL Institute of Ophthalmology and Moorfields Eye Charity. New building to comprise a mixture of clinical, research and education purposes, including eye care accident and emergency department,	Committee resolved to approve on 30 June 2021

DRAFT



GERALDEVE

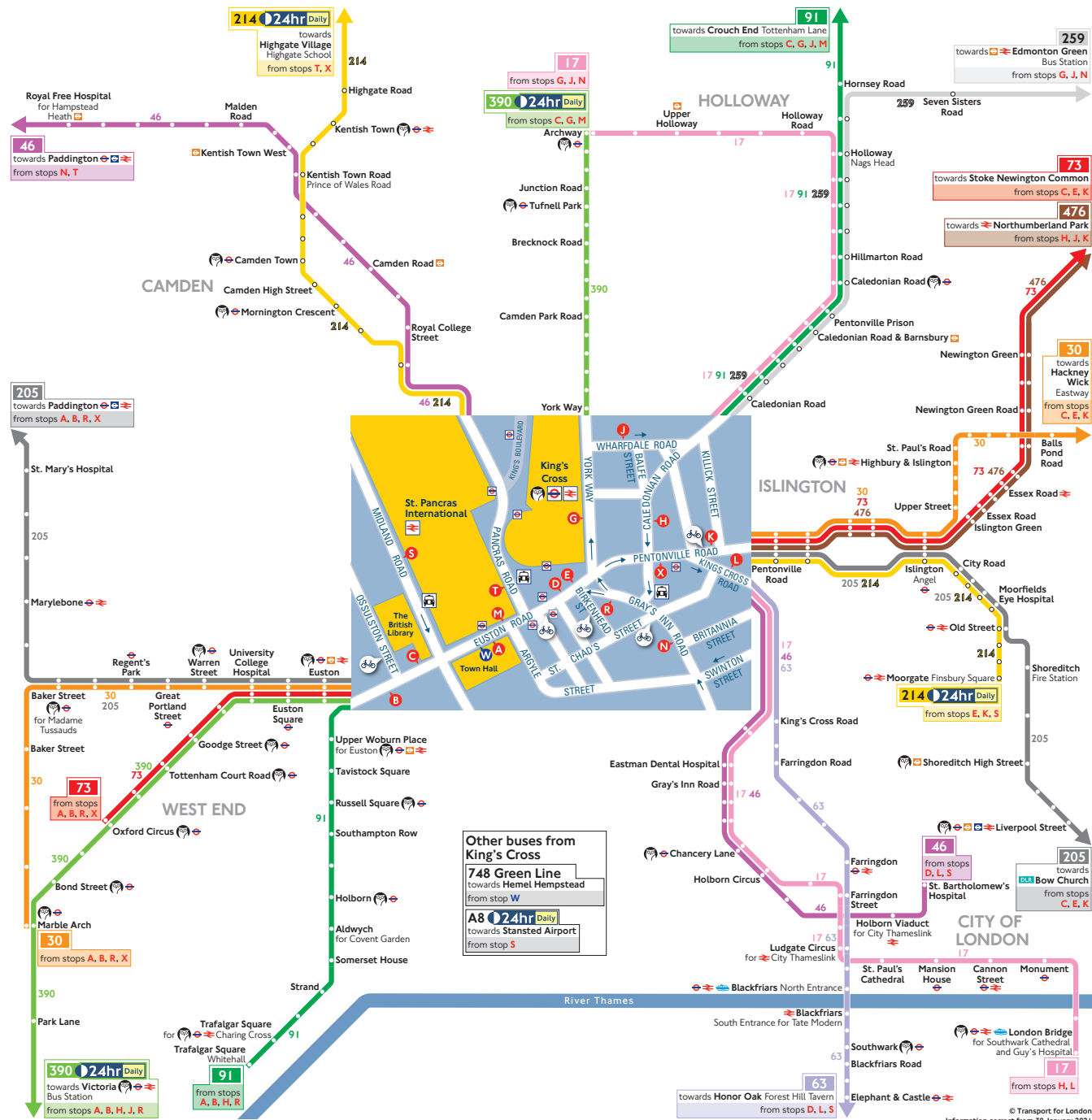
British Library Extension

			outpatients, operating theatres, research areas, education space, cafe and retail areas, admin space and plant space. Associated site relandscaping works including formation of patient drop off area to St Pancras way, new public realm and routes through the site, cycle parking and servicing ramp and cross over to Granary street.	
27	N/A	HS2 at Euston	https://consultations.wearecamden.org/corporate-services/euston/user_uploads/200131_draft-euston-planning-brief-2020-website.pdf	Not yet submitted

Appendix H

Bus spider maps

Buses from King's Cross



How to use this map

- Find your destination on the map
- 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
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

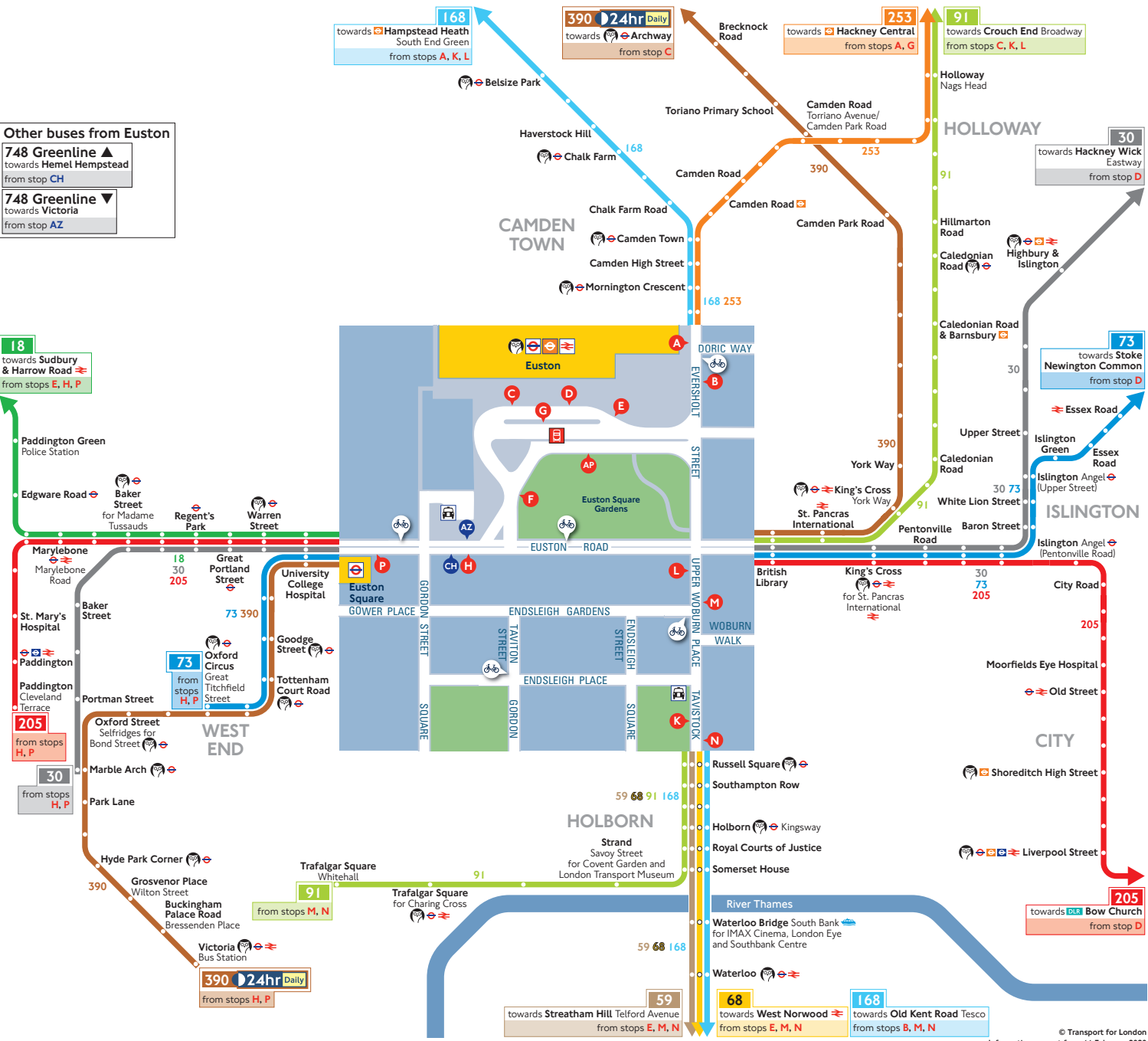
- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Buses from Euston

Other buses from Euston

748 Greenline ▲
towards Hemel Hempstead
from stop CH

748 Greenline ▼
towards Victoria
from stop AZ



How to use this map

- Find your destination on the map
- 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
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



Key

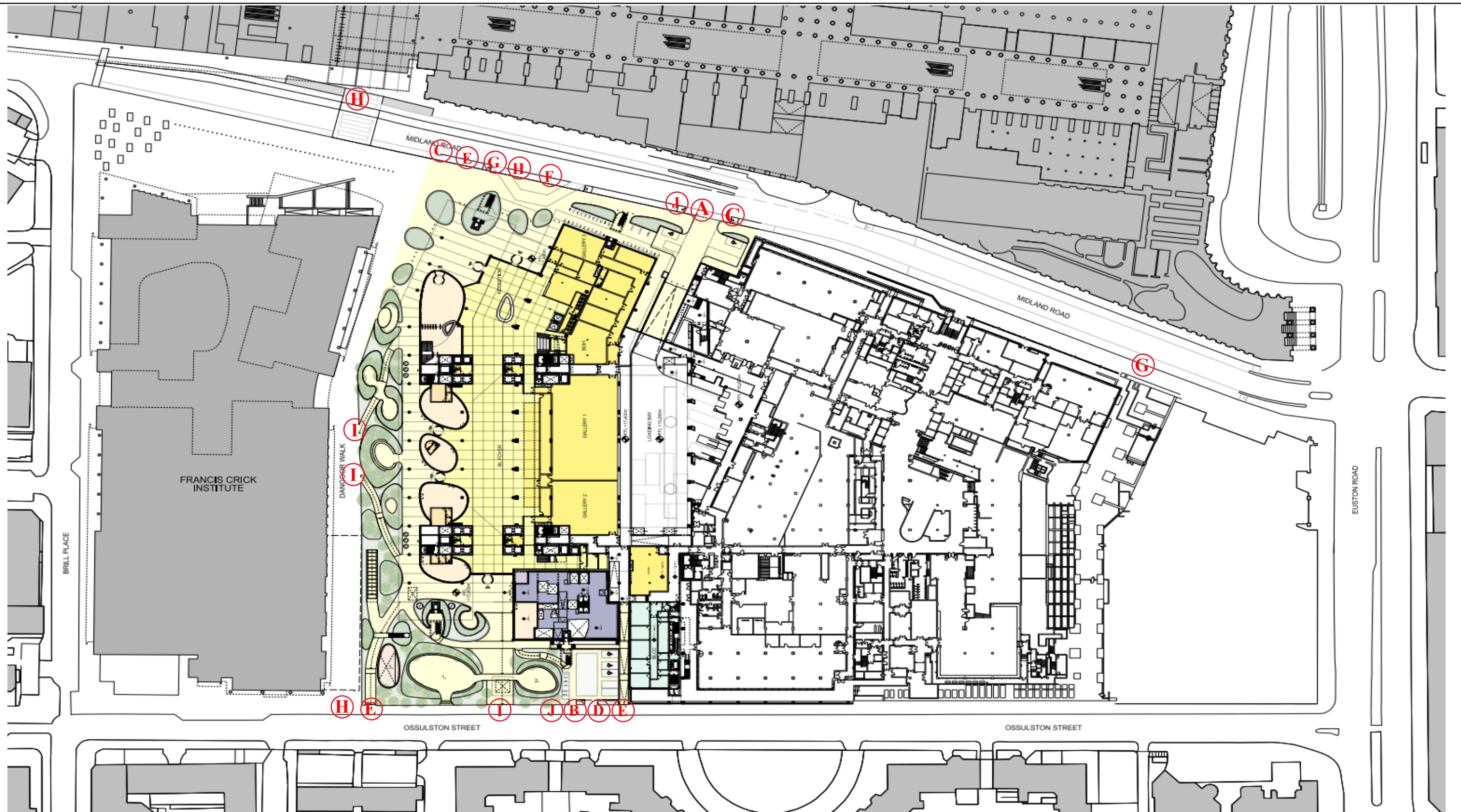
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Monday to Friday morning peak
	Monday to Friday evening peak

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix I

Proposed scope of highway,
pedestrian, cycle and
environment improvements



Highway Improvements

- A** New entrance to service yard from Midland Road
- B** New entrance to car park from Ossulston Street
- C** Close up existing site accesses on Midland Road
- D** Relocation of two residents' permit parking spaces to facilitate new entrance to car park

Pedestrian, Cycle and Environment Improvements

- E** Direct connections to local cycle routes
- F** Drop-off near new building entrance with tactile paving
- G** Relocation of on-street cycle parking spaces
- H** Improvement to wayfinding signage (links to stations)
- I** Disabled access route with cross falls 1:40 or shallower
- J** Tactile paving at vehicle crossover

©Copyright Information

P1	24/9/2021	AS	FJ	MR/JD
Issue	Date	By	Chkd	Appd

ARUP

8 Fitzroy Street
London W1T 4BJ
Tel +44 20 7636 1531 Fax +44 20 7580 3924
www.arup.com

Client
British Library and SBL Developments Ltd
Job Title
British Library Extension

Proposed Scope of 'Highway, Pedestrian, Cycle and Environment' Improvements

Scale at A4

Job No 249622-00	Drawing Status For Information	Issue P1
----------------------------	--	--------------------

