

TRAVEL PLAN STATEMENT

KK4 Ltd

The Bird in Hand, Kilburn

July 2022

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1 Introduction

- 1.1 Vectos has been appointed to provide transport advice in relation to the proposed redevelopment of The Bird in Hand public house on West End Lane, Kilburn within the London Borough of Camden (LBC).
- 1.2 The site currently comprises a vacant and permanently closed public house with an apartment above. An existing gated vehicular access is located along the western border of the site which provides access to the rear of the existing building.
- 1.3 The site has a Public Transport Accessibility Level (PTAL) of 6a, which is categorised as ‘excellent’.
- 1.4 The proposals comprise the conversion of the former Bird in Hand Public House and associated flat to provide one dwelling, and the erection of a five storey building to the rear to provide nine flats, associated landscaping, plant, refuse and cycle storage.
- 1.5 Pre-application discussions with LBC have confirmed that the development would need to be car-free and would be secured through a S106 agreement, and that cycling facilities would need to comply with standards set out within the London Plan.
- 1.6 In accordance with the London Plan and given the accessibility of the site, the proposals will be car-free. Cycle parking will be provided in accordance with the standards set out in the Camden Local Plan.
- 1.7 The proposed site layout is provided in **Appendix A**.

Objectives of this Travel Plan Statement

- 1.8 The ultimate aim of this Travel Plan Statement (TPS) is to put in place the management tools deemed necessary so that residents and visitors to the site are able to make informed choices about their travel, with the aim of minimising any adverse impacts of their travel on the environment, surrounding highway network and local residents. In order to achieve this aim, this document has a number of objectives:
 - i) To reduce the need to travel to and from the site, particularly during peak hours;
 - ii) To increase the awareness of choice of travel modes and promote social inclusion;
 - iii) To promote the health, wealth and environment benefits of walking, cycling and public transport use; and
 - iv) To provide clear information to all residents and visitors on the alternative modes of transport available at the site.
- 1.9 The remainder of this document is structured as follows:
 - **Section 2: Policy Context**

- **Section 3:** Existing Site Context
- **Section 4:** Objectives, Management and Measures
- **Section 5:** Action Plan

2 Transport Planning Policy Context

- 2.1 This section of the report considers the relevant current and emerging land use and transport planning policies in relation to the development proposals.

Travel Plan Policy

- 2.2 This Travel Plan has been developed in accordance with DfT guidance, 'Delivering Travel Plans through the Planning Process', Planning Practice Guidance: Travel plans, transport assessments and statements in decision-taking, Transport For London (TfL) Travel Planning Guidance November 2013.

National Policy

National Planning Policy Framework (NPPF) (July 2021)

- 2.3 The National Planning Policy Framework (NPPF) was updated by the Ministry of Housing, Communities and Local Government in July 2021. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.4 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 104 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:

"a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

- 2.5 Paragraph 110 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guidance and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.6 Within the above context it is stated that all applications for developments should:

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

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

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

2.7 As such:

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

Regional Policy

The London Plan (2021)

2.8 At a regional level, policy requirements are informed by the London Plan (March 2021). The plan is the strategic planning policy framework document for Greater London setting out an integrated economic, environmental, transport and social framework for development over the next 20-25 years.

2.9 Chapter 10 discusses the transport aims with Policy T1 stating:

“All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”

2.10 Policy T5 states developments should help to remove barriers to cycling by providing appropriate levels of cycle parking.

2.11 Parking standards for cycle and car parking are contained in policies T5 and T6, respectively. The relevant standards are provided in **Table 3.1** and **Table 3.2**.

Table 3.1: Residential Car Parking Standards (Maximum)

Location	Parking Provision
All areas of PTAL 5-6	Car Free

- 2.12 As shown in **Table 3.1**, developments within PTAL 6 must be car-free.

Table 3.2: Residential Cycle Parking Standards (Minimum)

Use Class	Long Stay	Short Stay
C3-C4 Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

The Mayor's Transport Strategy (2018)

- 2.13 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. At the heart of this document is the aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

Local Policy

Camden Local Plan (2017)

- 2.14 Transport Planning Policies are contained within Section 10 of the Camden Local Plan.

- 2.15 Policy T1 'Prioritising walking, cycling and public transport' states:

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

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

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

- 2.16 Policy T2 'Parking and car-free development' states:

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

Summary

- 2.17 The proposed development is in accordance with the relevant national, regional and local planning policies relevant to transport. The development will provide policy compliant levels of cycle parking and will be car-free in order to promote sustainable travel.

3 Existing Site Context

- 3.1 This section of the report provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local highway network.

Site and Surroundings

- 3.2 The site currently comprises a permanently closed public house. The site is bordered by a residential unit to the east, and further residential land uses are located to the north, south and west.
- 3.3 An existing gated vehicular access is located along the western border of the site which provides access to the rear of the existing building.
- 3.4 The strategic location of the site is shown in **Figure 3.1** below, whilst the site's location in respect of the local area is shown in **Figure 3.2** overleaf.

Figure 3.1: Strategic Site Location

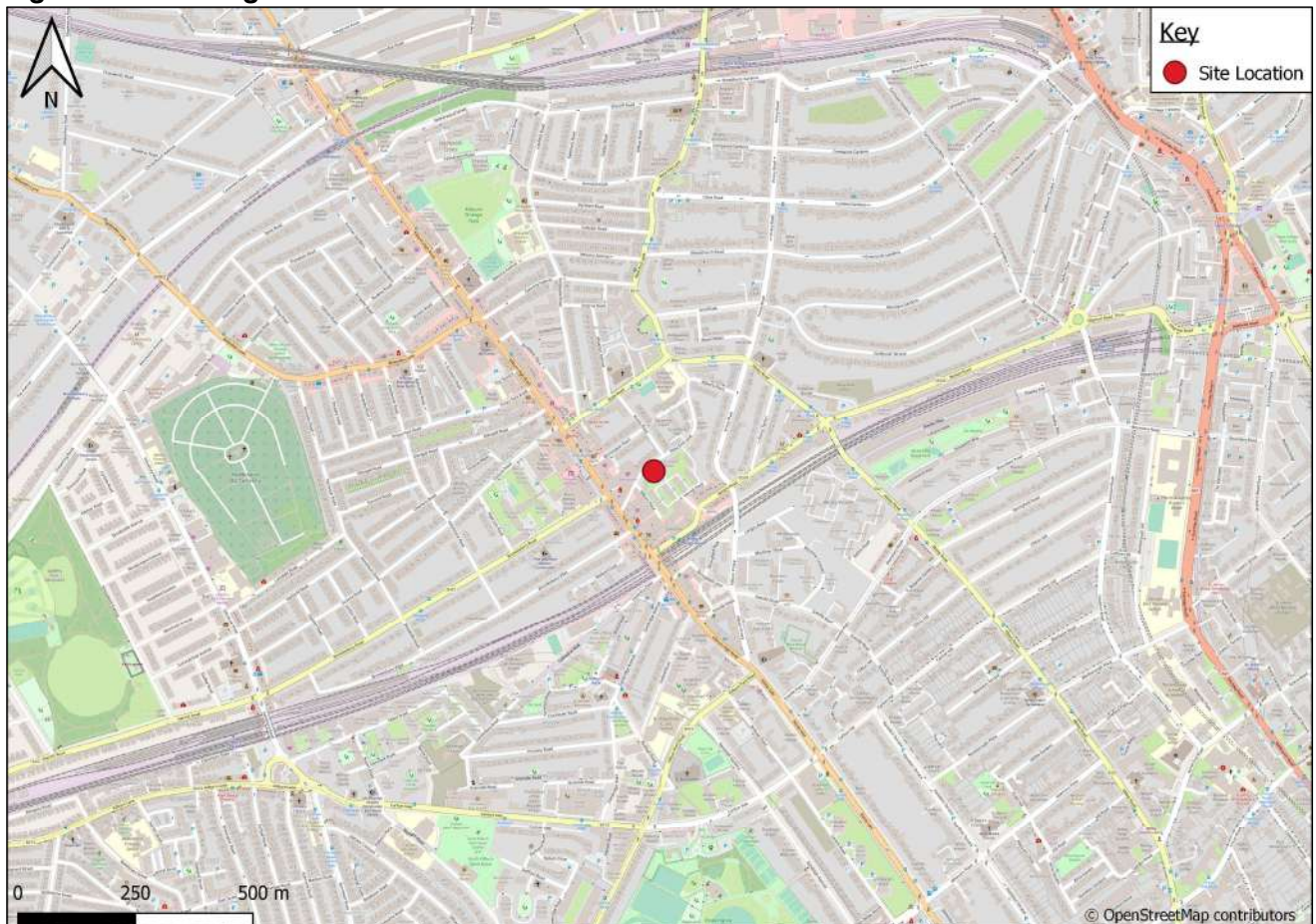
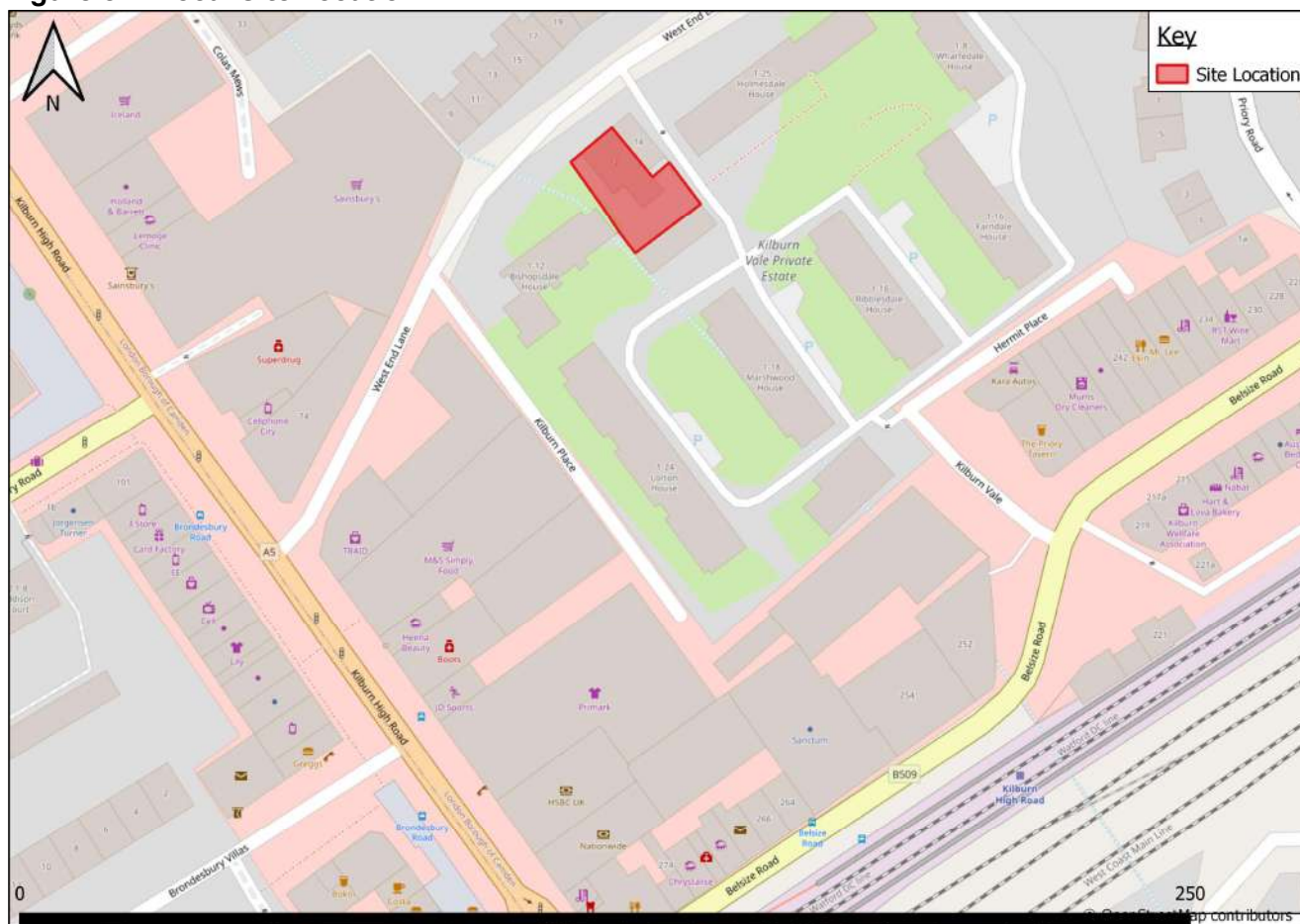


Figure 3.2: Local Site Location



Accessibility by Non-Car Modes

Walking and Cycling

- 3.5 West End Lane has good provision for walking with footways provided along both sides of the carriageway. Footways are also provided along the surrounding roads, which provide access to the nearby sustainable transport network including Kilburn High Road overground station, Kilburn Park tube station and the bus stops located along the A5 Kilburn High Road.
- 3.6 London Cycle Network (LCN) 5 runs along the A5 Kilburn High Road within the vicinity of the site which runs between Elstree and Croydon.
- 3.7 Quietway 3 (Q3) is accessible at Christchurch Avenue, located approximately 1.2km north along the A5 Kilburn High Road via LCN5. Q3 runs between Gladstone Park and Kilburn.

Public Transport

Bus Services

- 3.8 The nearest bus stops to the site are located along both sides of the A5 (Kilburn High Road) approximately 200m to the south of the site. The southbound stop is served by route 632, whilst the northbound stop is served by routes 16, 32, 316, 332, 632 and N16.
- 3.9 Many further bus stops are located within a 400m walking distance from the site, providing access to additional routes, including 31, 98, 139, 189, 316, 328, N28, N31, N98.
- 3.10 The services available from these stops are summarised in **Table 3.1** below.

Table 3.1: Bus Services

Bus Route	Stop Accessed	Frequency (minutes)		
		Weekdays	Saturdays	Sundays
16	Kilburn High Road Station	8-12	8-12	10-13
31	Kilburn High Road Station	8-11	9-11	9-11
32	Kilburn High Road / Quex Road	7-10	6-8	9-12
98	Kilburn High Road Station	5-8	6-9	10-13
139	Priory Road	7-10	7-11	11-13
189	Priory Road	9-12	9-12	10-13
316	Quex Road	6-10	7-11	12-14
328	Quex Road	9-12	9-13	11-13
332	Kilburn High Road Station	8-11	8-12	12-14
N16	Kilburn High Road Station	20-30	20	30
N28	Kilburn High Road Station	30	30	30
N31	Kilburn High Road Station	30	30	30
N98	Kilburn High Road Station	15	16	16

Railway

- 3.11 The nearest railway station to the site is West Hampstead Thameslink, which is located approximately 1.2km to the north of the site. The services available from this station are summarised in **Table 3.2**.

Table 3.2: Rail Services from West Hampstead Thameslink Station

Station	Frequency (Number of trains per hour)		
	Weekdays	Saturdays	Sundays
Richmond	5	4	3
Clapham Junction	5	4	4
Stratford (London)	10	8	8

TfL Services

- 3.12 The nearest overground and underground stations from the site are as follows:
- Kilburn High Road (Overground) – located approximately 250m to the south of the site
 - Kilburn Park (Underground – Bakerloo Line) – located approximately 550m to the south of the site
- 3.13 The services accessible from these stations are summarised in **Table 3.3** below.

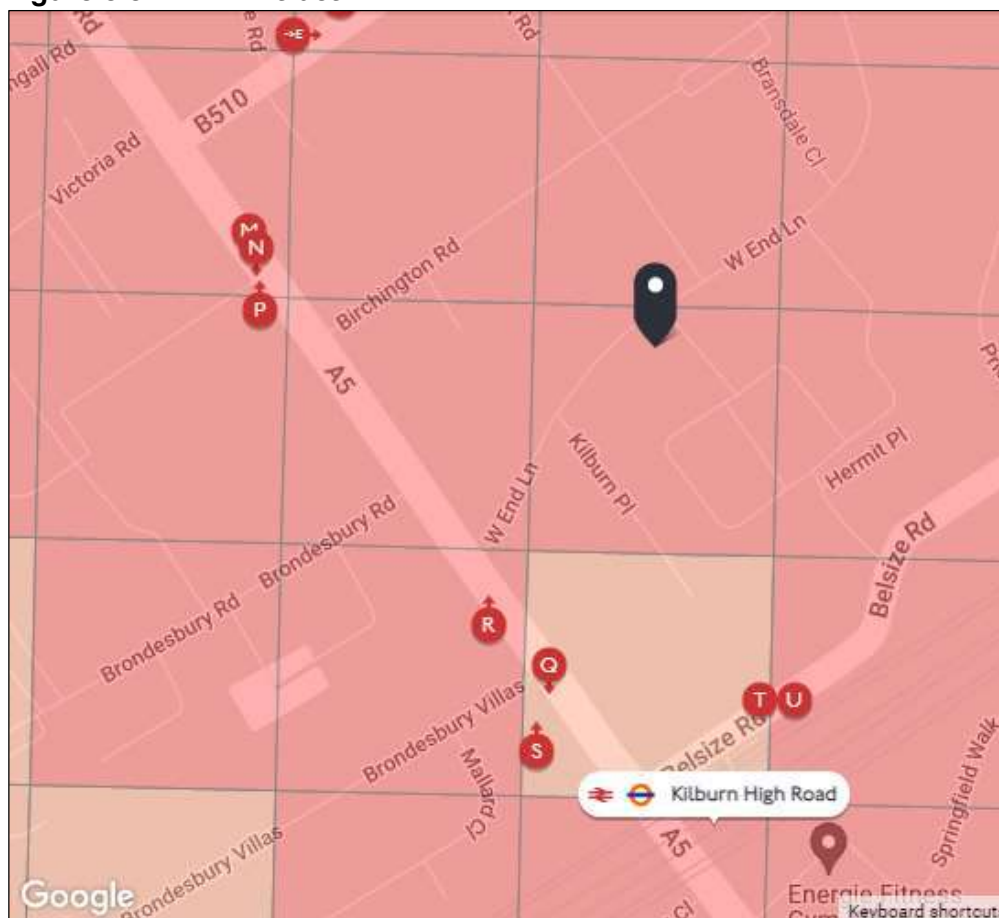
Table 3.3: Nearby TfL Services

Station	Lines	Destination	Frequency (Number of trains per hour)		
			Weekdays	Saturdays	Sundays
Kilburn High Road	Overground	London Euston	4	4	2
		Watford Junction	4	4	2
Kilburn Park	Underground (Bakerloo Line)	Harrow & Wealdstone	5	4	4
		Elephant & Castle	22	22	12

Public Transport Accessibility Level

- 3.14 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.
- 3.15 The PTAL measure, reflects:
- The walking distance from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 3.16 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility. The PTAL for the site is 6a, which is classified as being ‘excellent’.
- 3.17 The full Webcat output illustrating the PTAL is provided in **Appendix B** whilst an extract of the PTAL is provided at **Figure 3.3** overleaf.

Figure 3.3: PTAL Extract



Highway Network

- 3.18 The local highway network is centred around West End Lane which is subject to a 20-mph speed limit. Within the vicinity of the site there are parking restrictions, including:
- No stopping Monday-Friday between 8:30am-6:30pm immediately east of the site.
 - Permit holders only bays Monday-Friday between 8:30am-6:30pm immediately west of the site.

Summary

- 3.19 The site has a PTAL of 6a, which is classed as 'excellent'. It is therefore concluded that the site is well located with regard to access to the sustainable transport network. Given the high accessibility of the site, it is concluded that it is appropriate for the site to be provided as a car-free development.

4 Objectives, Management and Measures

Travel Plan Strategy

- 4.1 This framework document has been designed to give an overarching guide to future residents and users of the site with regard to the promotion of sustainable and active travel.
- 4.2 TfL Travel Plan guidance sets out the thresholds of when a travel plan is required. These are as follows:
- i) Travel Plan Statement – between 50 and 80 Units
 - ii) Full Travel Plan – equal or more than 80 Units
- 4.3 Given that the proposed development comprises 10 residential units which is below the thresholds set out above, a Travel Plan Statement has been produced. As such, no targets or monitoring are included.

Objectives

- 4.4 The Travel Plan's overriding objective is to:
- Put in place the management tools deemed necessary so residents at the site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment, their health and on the public transport network.
- 4.5 The sub-objectives are:
- i) To increase the awareness of choice of travel modes and promote social inclusion;
 - ii) To promote the health, wealth and environment benefits of walking and cycling; and
 - iii) To provide clear information to all residents on the alternative modes of transport available at the site.
- 4.6 These objectives will be achieved by introducing a package of physical and management measures that will facilitate resident travel by sustainable and active modes.

Management

- 4.7 The Site Owner/Management Company will appoint a Travel Plan Co-ordinator (TPC) whose role will be to encourage and foster a sustainable approach to the development wherever possible.

Framework Travel Plan Coordinator Responsibilities

- 4.8 The TPC will be responsible for overseeing the TPS for the residential units. The primary responsibilities of this role include:

- i) Liaise with LBC Travel Plan Officers;
- ii) Promote the objectives and benefits of the Travel Plan and the measures it includes;
- iii) Develop and distribute welcome travel packs;
- iv) Promote the sustainable characteristics of the site through the sales and induction process; and
- v) Maintain up to date information on information/notice boards.

4.9 Regular updating of the Travel Plan document is also part of the responsibility of the nominated person.

Travel Plan Statement Funding

4.10 The Site Owner/Management Company will be responsible for the cost of implementing and administering the TPS.

4.11 Therefore, Site Owner/Management Company will be responsible for funding:

- i) The Travel Plan Manager/Coordinator roles; and
- ii) The implementation of measures.

Measures and Initiatives

Measures to Raise Awareness of Sustainable Travel

Welcome Packs

4.12 The TPC will provide residents with information about the TPS and travel options through a travel welcome pack. The pack will contain at least the following information:

- i) A summarised version of the Travel Plan document, that sets out the purpose and benefits etc;
- ii) Timetables and route maps for public transport;
- iii) Contact numbers and web details for TfL and National Rail Enquiries;
- iv) Car share scheme details; and
- v) Cycling and walking maps for the local area.

Noticeboards

- 4.13 A noticeboard will be placed in a prominent location on site. The TPC will use this noticeboard as a means of ongoing communication with residents by displaying up to date information about the TPS, public transport information and contact details for the TPC. This process would also be supported by email communication.

Measures to Promote the Use of Public Transport**Public Transport Information**

- 4.14 Up-to-date timetables of bus and rail services, including route information and service frequencies, will be permanently on display for the information of residents.
- 4.15 National Rail and TfL websites/apps and enquiry phone numbers will be advertised through all relevant means to raise awareness.

Measures to Encourage and Promote Healthier Lifestyles**Walking**

- 4.16 Possible initiatives to help promote walking to residents of the site are as follows:
- i) Residents will be provided with information and advice concerning safe pedestrian routes to the site making sure users of the site are aware of strategic routes to key destinations; and
 - ii) The TPC will promote the health benefits of walking and explore the possibility of using such schemes as '10,000 steps a day campaign.'

Cycling

- 4.17 Cycle parking will be provided in excess of the minimum requirements set out in the London Plan.
- 4.18 Other resident specific cycle promotions will include the following:
- i) Promotion of the health benefits of cycling;
 - ii) Informing residents of free cycle skill training available on the TfL website;
 - iii) Awareness and promotion of National Bike Week events
 - iv) Providing cycling maps and cycle club information, which can be made accessible to residents on noticeboards and welcome packs; and
 - v) Organisation of social cycling events, e.g. on a weekend, or after work/shift rides.

- 4.19 There is also extensive information regarding cycling in London available on the TfL website including links to cycle routes including cycle superhighways, Santander Cycle membership and cycle parking information, which will be promoted.

Home Deliveries

- 4.20 The TPC will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. All four big supermarkets, Sainsbury's, Asda, Morrisons and Tesco, offer home delivery services, as does Waitrose via Ocado. The majority of online non-food retailers also now offer home delivery services.

5 Action Plan

- 5.1 The Action Plan outlined below in **Table 5.1** summarises the measures contained within the document which are aimed at influencing residential travel to meet the objectives outlined in this Travel Plan.

Table 5.1: Action Plan for Travel Plan Measures

Action	Notes	Status/ Target Date	Method of Monitoring	Responsibility
Travel Plan Co-Ordinator				
Appointment of Travel Plan Co-ordinator	A TPC will be appointed for the development	One month prior to first occupation	N/A	Developer
Information Provision				
Welcome Packs for Residents	Provision of Welcome Packs to residents setting out transport options and travel information	On occupation of each dwelling	TPC to keep a record of progress	TPC
Cycling				
Provision of cycle parking	Cycle parking spaces provided to meet London Plan standards	Provided as part of development process prior to completion of the residential units	N/A	TPC
Provide cycle route maps and other information relating to cycle facilities	Provision of information and advice concerning safe cycle routes to the site	Provided as part of Travel Packs	TPC to monitor uptake	TPC
Cycle training	Making residents aware of cycle training available through TfL	On tenant occupation	N/A	TPC
Walking				
Residents to be provided with information related to safe walking routes	Provision of information and advice concerning safe walkable routes to the site	Provided as part of Travel Packs	N/A	TPC
Public Transport				
Residents to be provided with public transport information and timetables	Provision of information and advice concerning safe public transport information to and from the site	Provided as part of Travel Packs	N/A	TPC

Appendix A



Revisions

1B/2P

2B/4P

3B/5P

14 West End Lane

Circulation/Ancillary

Existing walls to be retained

New walls

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Site Plan

SCALE
1 : 200 @ A1

DATE
March 2022

DRAWN
DK

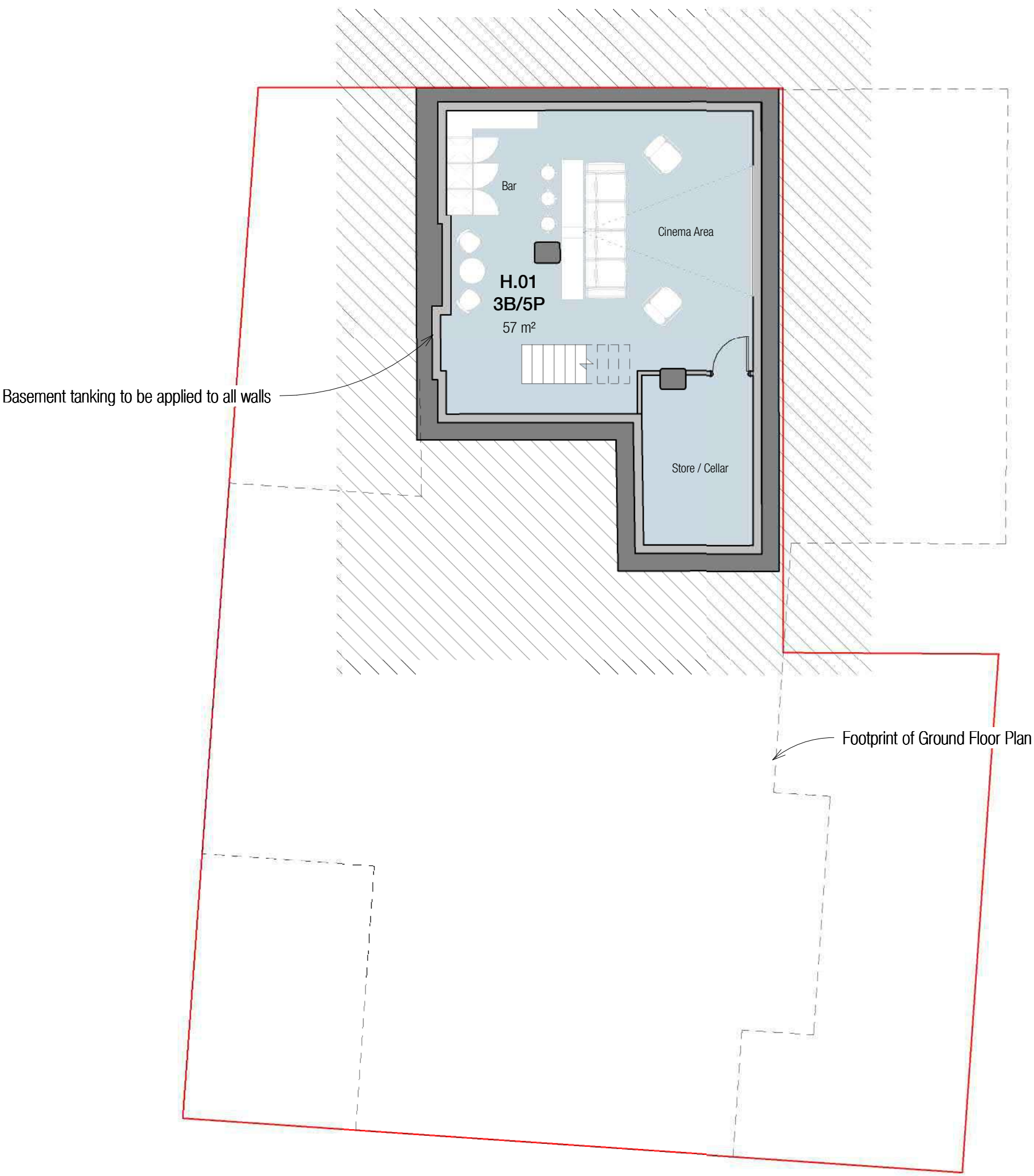
REVIEWED
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DRAWING NUMBER
2019-008_A2010

REVISION

This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development .
Do not scale drawing. Figure dimensions to be worked to in all cases.

Revisions		
A	20/01/22	House layout amended. Site boundary line amended.



Key	
<div></div> 1B/2P	<div></div> Ancillary
<div></div> 2B/4P	<div></div> Circulation
<div></div> 3B/5P	<div></div> Existing walls to be retained
<div></div> 14 West End Lane	<div></div> New walls

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Basement

SCALE 1 : 100 @ A1	DATE November 2021
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DRAWN DK	REVIEWED IPL
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DRAWING NUMBER 2019-008_A2100	REVISION A
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This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development .

Do not scale drawing. Figure dimensions to be worked to in all cases.





Revisions		
A	24/01/22	House layout amended. Site boundary line amended.
B	03/03/22	Access to block of flats revised. Ground floor flat layout amended.

Key	
1B/2P	Circulation/Ancillary
2B/4P	Existing walls to be retained
3B/5P	New walls
14 West End Lane	

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Ground Floor Plan

SCALE 1 : 100 @ A1	DATE November 2021
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DRAWN DK	REVIEWED IPL
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DRAWING NUMBER 2019-008_A2101	REVISION B
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This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development .

Do not scale drawing. Figure dimensions to be worked to in all cases.

Revisions			
A	25/01/22	House layout amended. Site boundary line amended.	



Key	
	1B/2P
	2B/4P
	3B/5P
	14 West End Lane
	Circulation/Ancillary
	Existing walls to be retained
	New walls

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed First Floor Plan

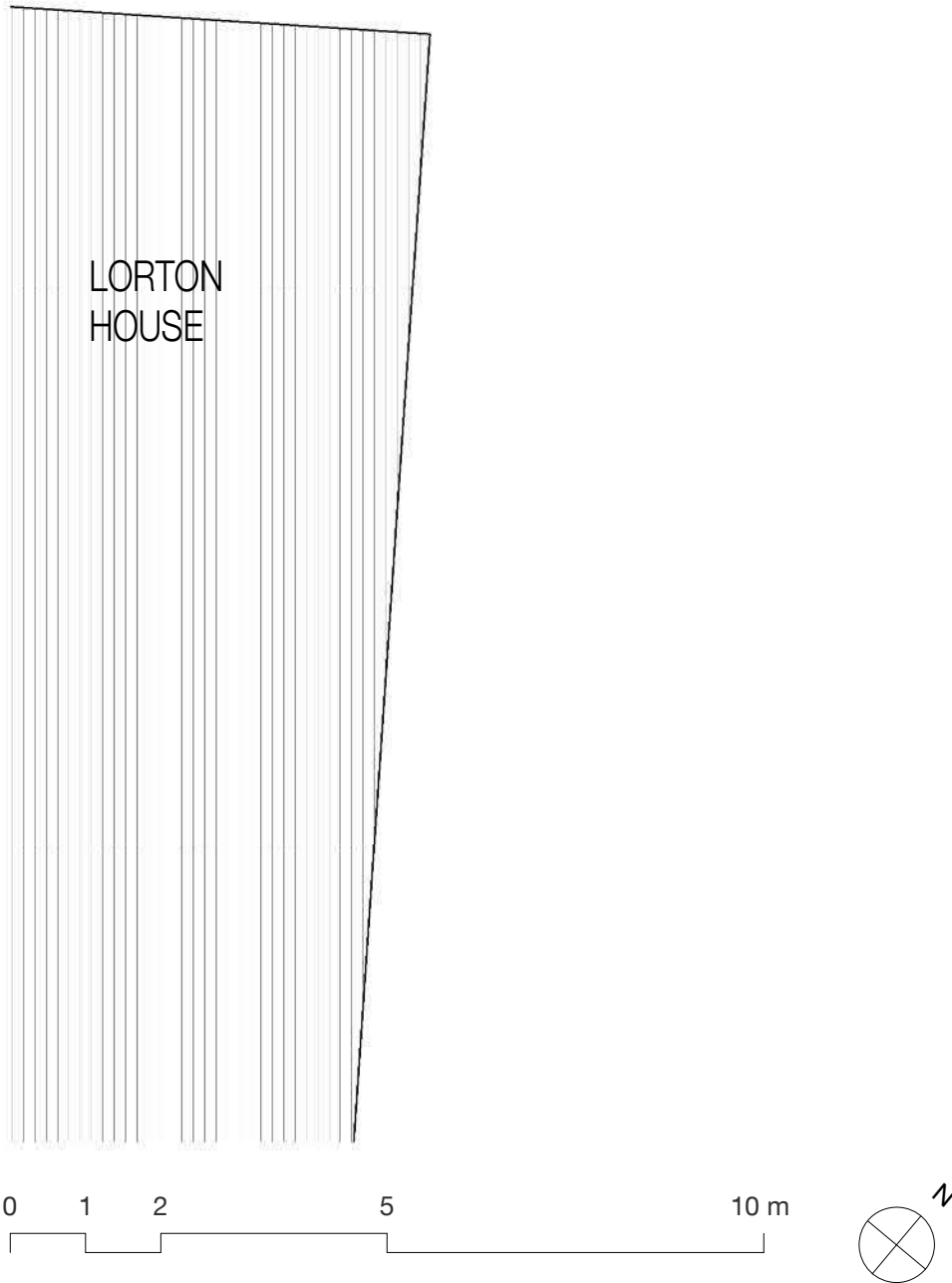
SCALE 1 : 100 @ A1	DATE November 2021
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DRAWN DK	REVIEWED IPL
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DRAWING NUMBER 2019-008_A2102	REVISION A
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This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development .

Do not scale drawing. Figure dimensions to be worked to in all cases.



Revisions		
A	25/01/22	House layout amended. Site boundary line amended.



Key	
1B/2P	Circulation/Ancillary
2B/4P	Existing walls to be retained
3B/5P	New walls
14 West End Lane	

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Second Floor Plan

SCALE
1 : 100 @ A1

DATE
November 2021

DRAWN
DK

REVIEWED
IPL

DRAWING NUMBER
2019-008_A2103

REVISION
A

This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing. Figure dimensions to be worked to in all cases.

Revisions		
A	25/01/22	House layout amended. Site boundary line amended.



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Do not scale drawing. Figure dimensions to be worked to in all cases.

Revisions		
A	25/01/22	House layout amended. Site boundary line amended.



Key	
1B/2P	Circulation/Ancillary
2B/4P	Existing walls to be retained
3B/5P	New walls
14 West End Lane	

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Fourth Floor Plan

SCALE 1 : 100 @ A1	DATE November 2021
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DRAWN DK	REVIEWED IPL
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DRAWING NUMBER 2019-008_A2105	REVISION A
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Do not scale drawing. Figure dimensions to be worked to in all cases.

Revisions		
A	25/01/22	House layout amended. Site boundary line amended.



Key	
1B/2P	Circulation/Ancillary
2B/4P	Existing walls to be retained
3B/5P	New walls
14 West End Lane	

METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Roof Plan

SCALE 1 : 100 @ A1	DATE November 2021
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DRAWN DK	REVIEWED IPL
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DRAWING NUMBER 2019-008_A2106	REVISION A
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Do not scale drawing. Figure dimensions to be worked to in all cases.



Proposed North Elevation
1:50



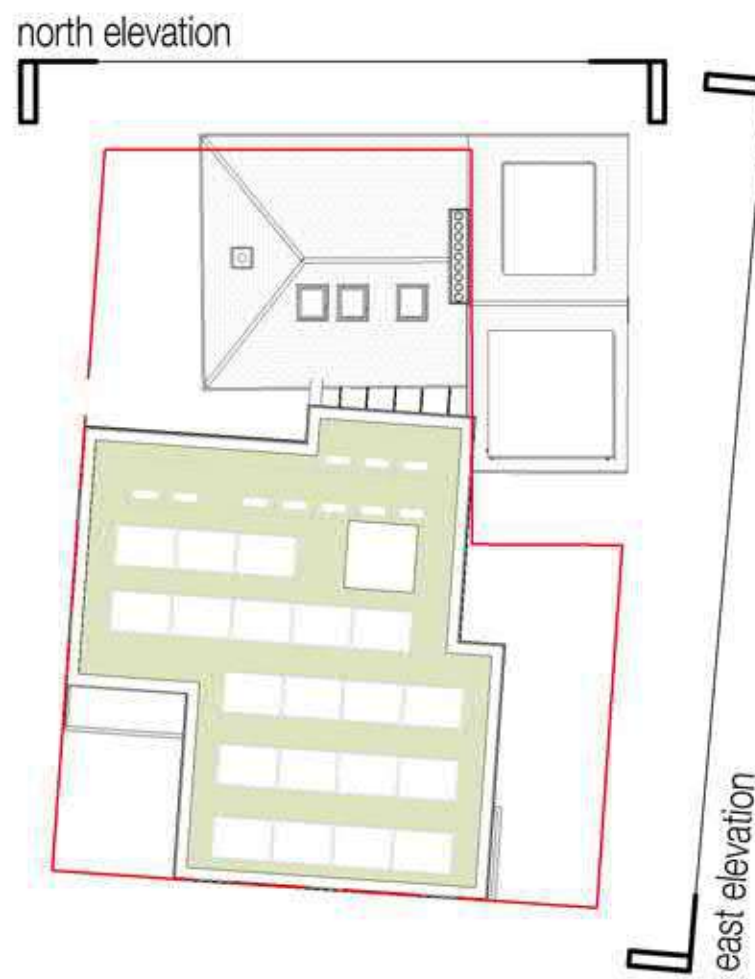
Proposed East Elevation
1:50



Revisions

Materials Key

- 1 Red multi bricks with dark mortar
- 2 Projected brick banding and white brickwork in soldier course in between
- 3 Top course of white soldier bricks and projected brick banding underneath
- 4 Red multi brickwork with white colour brick pattern
- 5 Chamfered brick lintel in soldier course
- 6 Brick sill in soldier course
- 7 Brick steps in soldier course to match proposed facade
- 8 Brick balustrade with frameless toughened glass balustrade fixed on top - 1,100mm high
- 9 Frameless obscure toughened glass privacy screen fixed on brick balustrade - 1,800mm high
- 10 Bronze bifold balcony doors
- 11 Bronze tilt and turn windows/ Bronze tilt and turn windows with fixed glazed spandrel panel
- 12 Existing glazed brick glass pub facade
- 13 Existing brickwork
- 14 Existing tiled roof
- 15 New brickwork to match existing buff brickwork of existing pub building
- 16 Bronze metal railings and gate 1,100 high
- 17 Red multi bricks in soldier course
- 18 Bronze metal door
- 19 Glazed door with bronze metal frame and glazed overhead panel
- 20 Bronze powder coated aluminum cladding
- 21 Bronze tilt and turn windows with obscure glazing to all bathrooms
- 22 Existing red brick boundary wall
- 23 Low brick planter wall, red multi bricks in soldier course
- 24 White brickwork with light mortar
- 25 Bronze sliding balcony doors
- 26 Existing pub facade signage to be retained



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Elevations Sheet 1 of 2

SCALE
As indicated @ A0

DATE
February 2022

DRAWN
IKK

REVIEWED
IPL

DRAWING NUMBER
2019-008_A2200

REVISION

This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing. Figure dimensions to be worked to in all cases.



Proposed South Elevation
1:50

Materials Key

- 1 Red multi bricks with dark mortar
- 2 Projected brick banding and white brickwork in soldier course in between
- 3 Top course of white soldier bricks and projected brick banding underneath
- 4 Red multi brickwork with white colour brick pattern
- 5 Chamfered brick lintel in soldier course
- 6 Brick sill in soldier course
- 7 Brick steps in soldier course to match proposed façade
- 8 Brick balustrade with frameless toughened glass balustrade fixed on top - 1,100mm high
- 9 Frameless obscure toughened glass privacy screen fixed on brick balustrade - 1,800mm high
- 10 Bronze bifold balcony doors
- 11 Bronze tilt and turn windows/ Bronze tilt and turn windows with fixed glazed spandrel panel
- 12 Existing glazed brick glass pub façade
- 13 Existing brickwork
- 14 Existing tiled roof
- 15 New brickwork to match existing buff brickwork of existing pub building
- 16 Bronze metal railings and gate 1,100 high
- 17 Red multi bricks in soldier course
- 18 Bronze metal door
- 19 Glazed door with bronze metal frame and glazed overhead panel
- 20 Bronze powder coated aluminum cladding
- 21 Bronze tilt and turn windows with obscure glazing to all bathrooms
- 22 Existing red brick boundary wall
- 23 Low brick planter wall, red multi bricks in soldier course
- 24 White brickwork with light mortar
- 25 Bronze sliding balcony doors
- 26 Existing pub façade signage to be retained



Proposed West Elevation
1:50

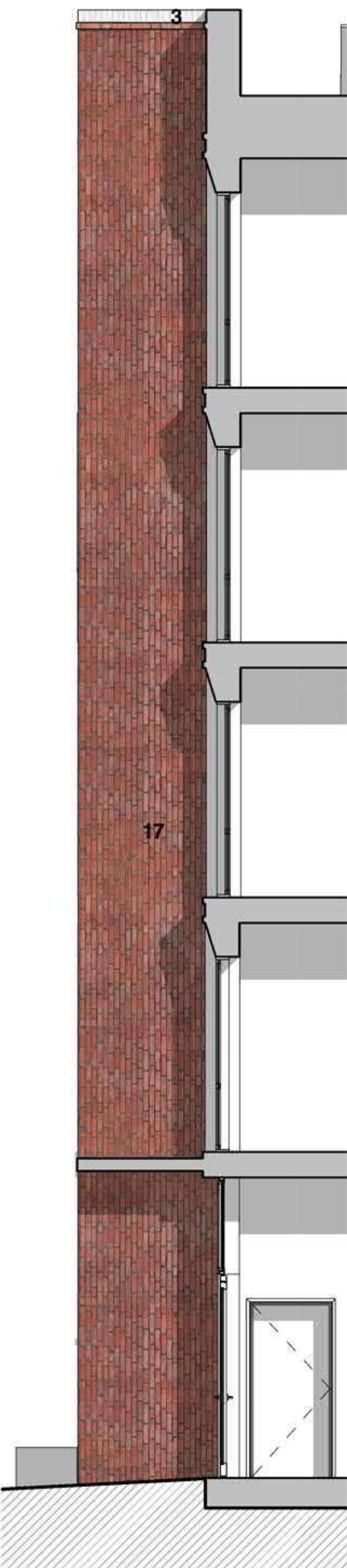
0 0.5 1 2 5 m



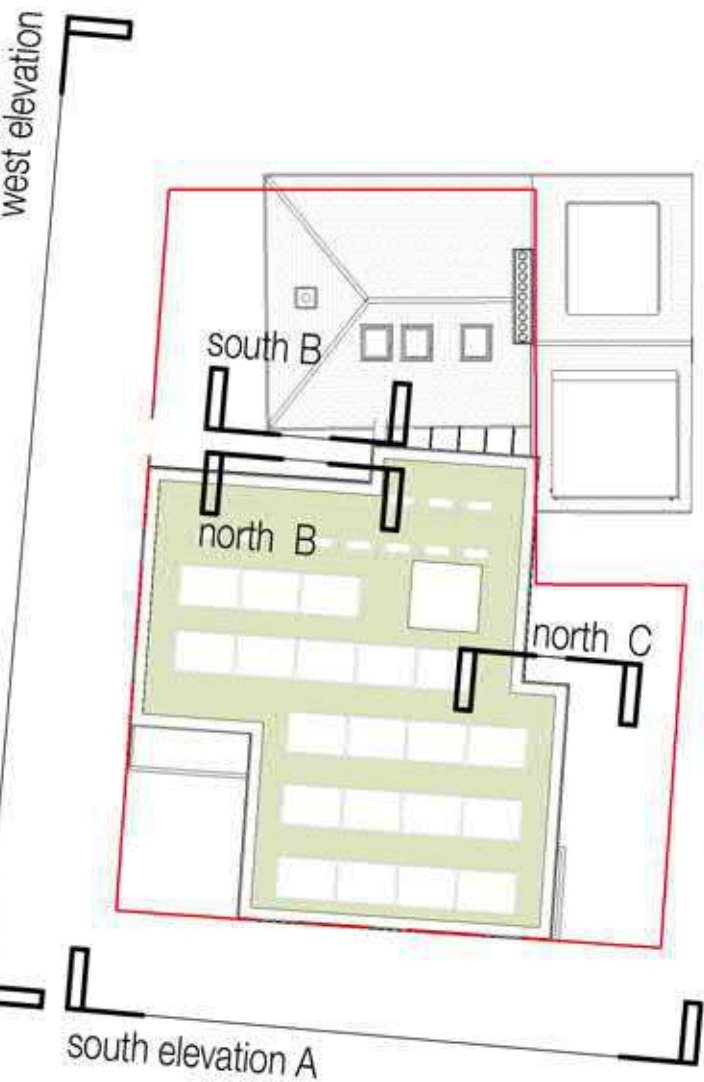
Proposed North Elevation B
1:50



Proposed South Elevation B
1:50



Proposed North Elevation C
1:50



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Elevations Sheet 2 of 2

SCALE
As indicated @ A0

DATE
February 2022

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DRAWING NUMBER
2019-008_A2201

REVISION

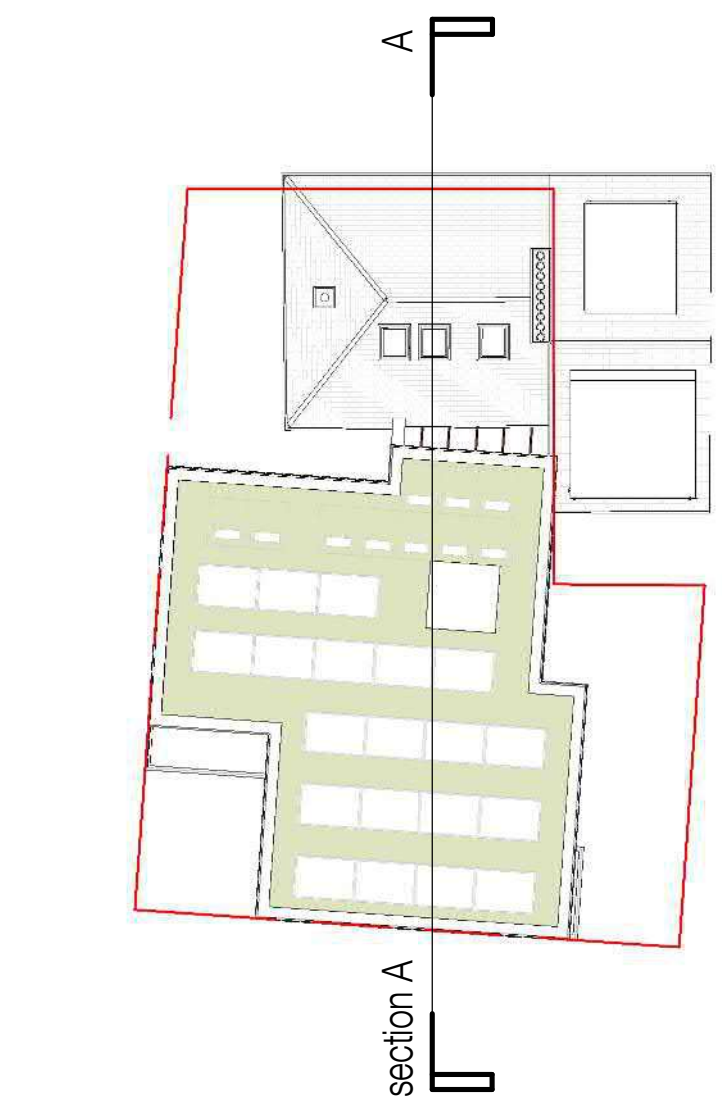
This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing. Figure dimensions to be worked to in all cases.



Key

- 1B/2P
- 2B/4P
- 3B/5P
- Circulation/Ancillary
- Existing walls to be retained
- New walls



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Sections Sheet 1 of 3

SCALE
As indicated @ A0

DATE
March 2022

DRAWN
DK

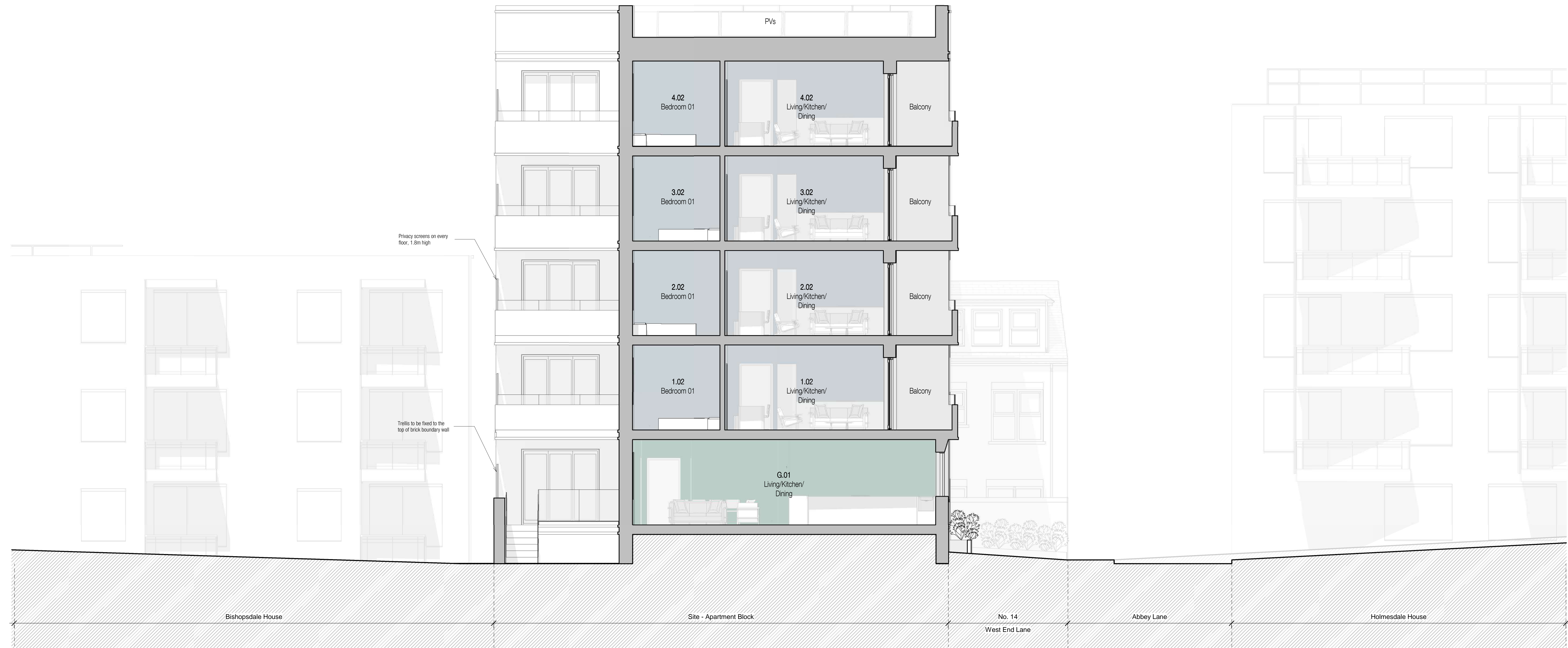
REVIEWED
IPL

DRAWING NUMBER
2019-008_A2210

REVISION

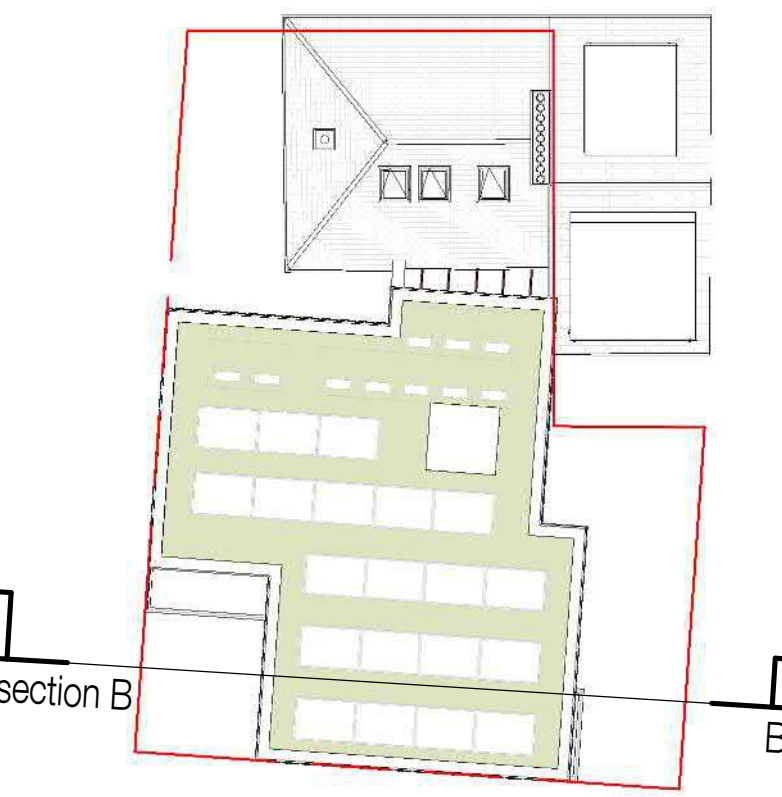
This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing. Figure dimensions to be worked to in all cases.



Proposed Section B-B
1:50

- Key
- 1B/2P
 - 2B/4P
 - 3B/6P
 - Circulation/Ancillary
 - Existing walls to be retained
 - New walls



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Sections Sheet 2 of 3

SCALE
As indicated @ A0

DATE
March 2022

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DRAWING NUMBER
2019-008_A2211

REVISION

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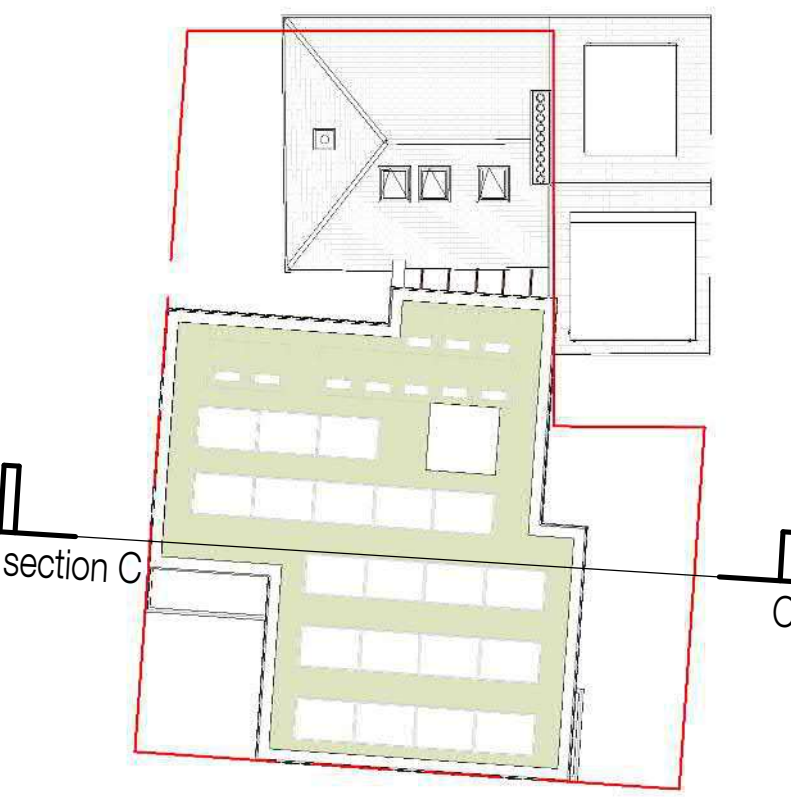
Do not scale drawing. Figure dimensions to be worked to in all cases.



Proposed Section C-C
1:50

Key

- 1B/2P
- 2B/4P
- 3B/6P
- Circulation/Ancillary
- Existing walls to be retained
- New walls



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Sections Sheet 3 of 3

SCALE
As indicated @ A0

DATE
03/29/22

DRAWN
DK

REVIEWED
IPL

DRAWING NUMBER
2019-008_A2212

REVISION

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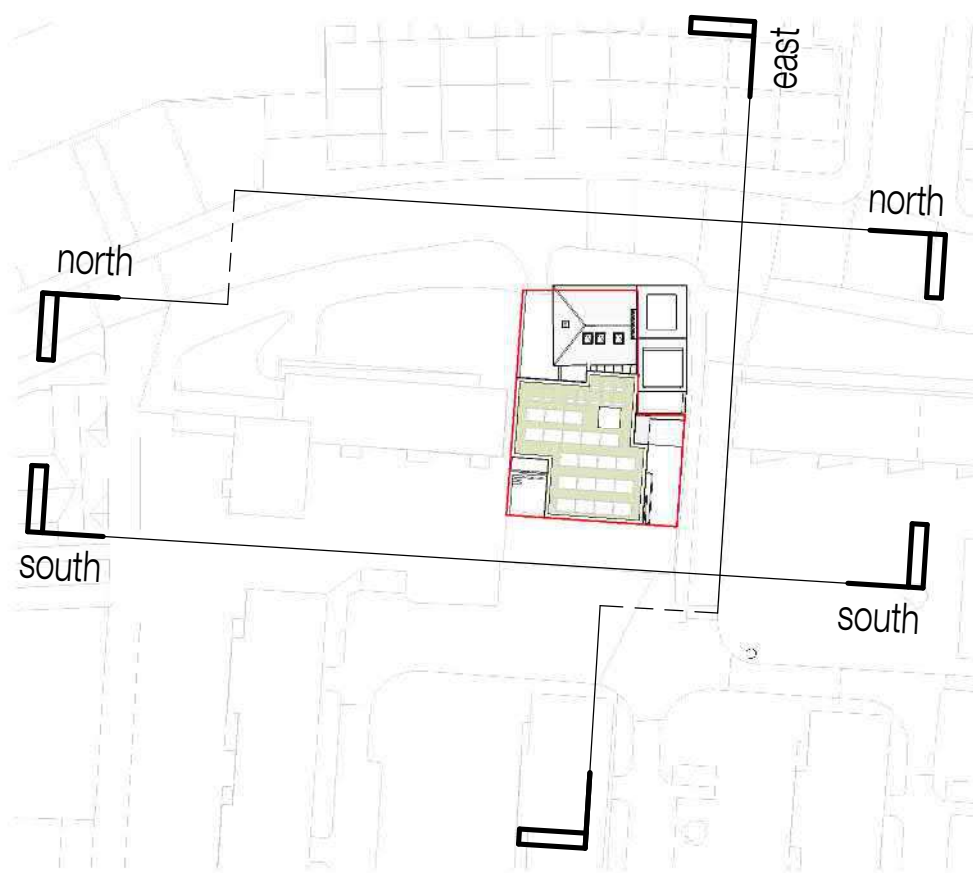
Proposed North Site Elevation
1:100



Proposed South Site Elevation
1:100



Proposed East Site Elevation
1:100



METASHAPE | ARCHITECTS

STATUS
PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT
Bird In Hand, West End Lane NW6 4NX

TITLE
Proposed Site Elevations

SCALE
As indicated @ A0

DATE
03/28/22

DRAWN
Author

REVIEWED
Checker

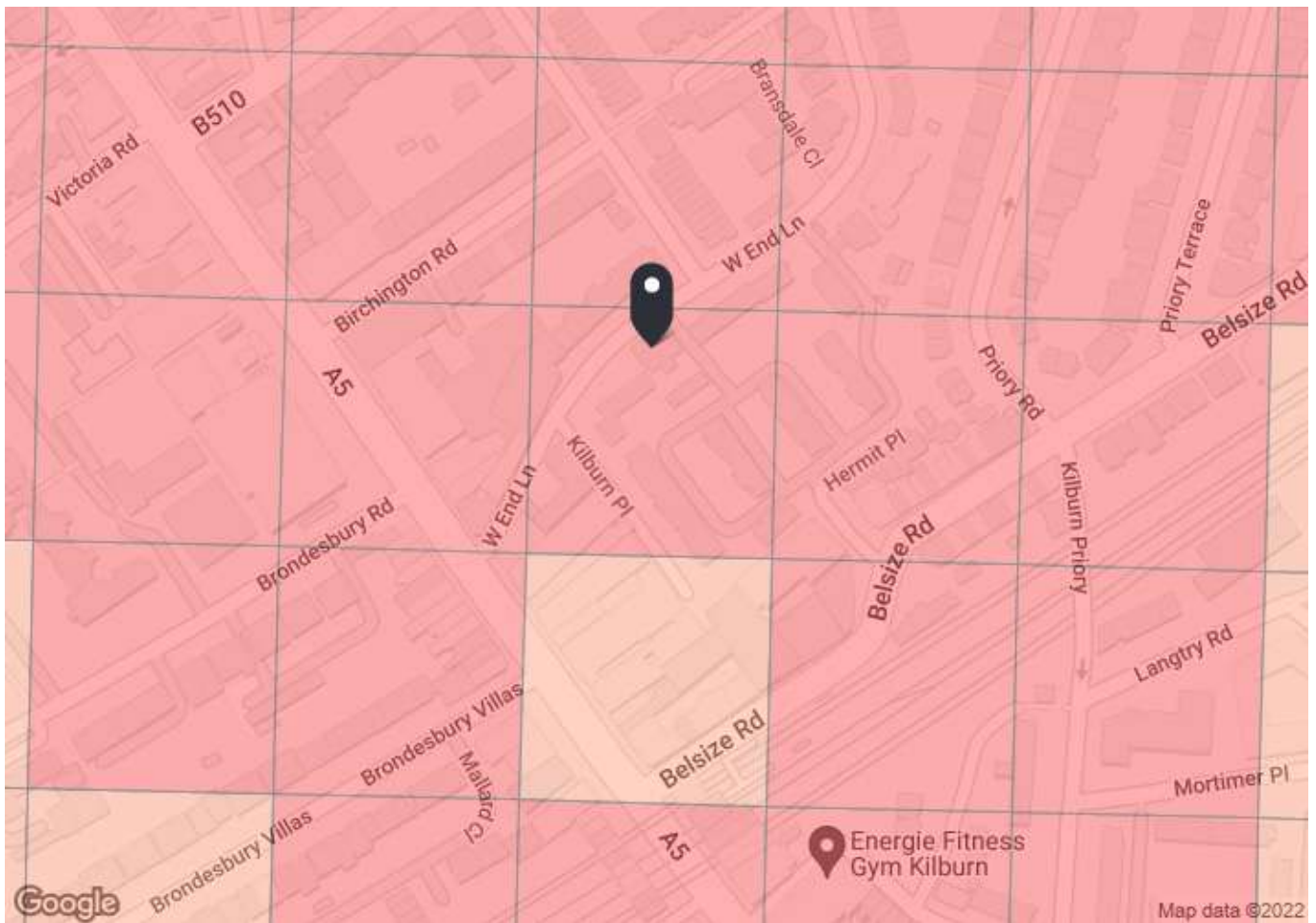
DRAWING NUMBER
2019-008_A2220

REVISION

This drawing is for information only and is subject to Planning Approval, Statutory undertaker searches, Building Control Approval and Detailed Design Development.

Do not scale drawing. Figure dimensions to be worked to in all cases.

Appendix B



PTAL output for Base Year 6a

12 W End Ln, North Maida Vale, London NW6 4NX, UK
Easting: 525446, Northing: 183778

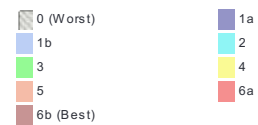
Grid Cell: 97150

Report generated: 25/04/2022

Calculation Parameters

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

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	QUEX R/W END LN/ABBEY RD	139	418.97	7.5	5.24	6	11.24	2.67	0.5	1.33
Bus	KILBURN HIGH ROAD STN	16	245.16	9	3.06	5.33	8.4	3.57	1	3.57
Bus	KILBURN HIGH ROAD STN	32	245.16	7.5	3.06	6	9.06	3.31	0.5	1.65
Bus	KILBURN HIGH ROAD STN	316	245.16	7.5	3.06	6	9.06	3.31	0.5	1.65
Bus	KILBURN HIGH ROAD STN	332	245.16	6	3.06	7	10.06	2.98	0.5	1.49
Bus	KILBURN HIGH ROAD STN	98	245.16	9	3.06	5.33	8.4	3.57	0.5	1.79
Bus	KILBURN HIGH ROAD STN	206	245.16	5	3.06	8	11.06	2.71	0.5	1.36
Bus	KILBURN MARKET	328	261.39	9	3.27	5.33	8.6	3.49	0.5	1.74
Bus	BELSIZE R KILBURN HIGH R	31	292.27	10	3.65	5	8.65	3.47	0.5	1.73
Bus	QUEX RD KILBURN HIGH RD	189	375.89	7.5	4.7	6	10.7	2.8	0.5	1.4
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	275.63	2.67	3.45	11.99	15.43	1.94	0.5	0.97
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	275.63	3	3.45	10.75	14.2	2.11	1	2.11
LUL	Kilburn Park	'QueensPk-El&Castle'	616.18	11.01	7.7	3.47	11.18	2.68	1	2.68
LUL	Kilburn Park	'El&Castle-Harrow&W'	616.18	5.67	7.7	6.04	13.74	2.18	0.5	1.09
LUL	Kilburn Park	'StbridgePk-El&Castle'	616.18	5	7.7	6.75	14.45	2.08	0.5	1.04
LUL	Kilburn Park	'Waterloo-QueensPk'	616.18	1	7.7	30.75	38.45	0.78	0.5	0.39
LUL	Kilburn Park	'Waterloo-Harrow&W'	616.18	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Total Grid Cell AI:										26.16