



APPENDIX E – TRAVEL PLAN



Bishopsgate Goodsynd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Travel Plan



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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: DECEMBER 2023

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	October 2023	December 2023		
Prepared by	DS	DS		
Signature				
Checked by	AT	AT		
Signature				
Authorised by	AT	AT		
Signature				
Project number	70099687	70099687		
Report number	001	001		
File reference				

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1. INTRODUCTION

1.1. APPOINTMENT

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters applications (RMA) for Plot 1 at the Bishopsgate Goodsyard site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).
- 1.1.2. This Travel Plan has been prepared in support of the Plot 1 RMA, however will make reference to the S106 Agreement (25 March 2022) for the Outline Planning Permissions (OPPs), which includes Schedule 6 regarding Travel Plans.
- 1.1.3. Schedule 6 is divided into two parts, with Part 1 – 'Obligations', specifying the requirements for a 'Framework Travel Plan' for the site-wide development and 'Phase Travel Plans' for individual plots. The 'Phase Travel Plans' section sets out the requirements for Plots within either LBTH or LBH, as well as Plots located within both boroughs. As Plot 1 is located in both boroughs, therefore paragraph 3.3 in the S106 Agreement is the relevant section, stating:

"The Owner shall:

- a) *prior to First Occupation of a Phase located within both the LBTH Site and the LBH Site, submit a draft Phase Travel Plan for that Phase to the Approval Panel for Approval;*
- b) *not First Occupy nor permit First Occupation of the relevant Phase until the Phase Travel Plan for that Phase has been Approved (an "AP Approved Phase Travel Plan"); and*
- c) *thereafter implement and procure compliance with that AP Approved Phase Travel Plan for the duration of the beneficial use of the Development, subject to any variations as may be agreed from time to time in writing between the Owner and the Approval Panel."*

- 1.1.1. It should be noted the obligation is for a Travel Plan for each plot to be approved prior to occupation. This Travel Plan will use the information provided in Schedule 6 to set out the content of the Travel Plan, however subsequent Travel Plans, providing more detail where possible, will be submitted for approval prior to occupation.
- 1.1.2. Part 2 of Schedule 6 in the S106 Agreement, Part 2 - 'Travel Plan Criteria' Section A, sets out the required components of the Travel Plan which will be covered in this Travel Plan.

1.2. BISHOPSGATE GOODSYARD DEVELOPMENT SITE

- 1.2.1. The wider Bishopsgate Goodsyard site is located in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH). The wider Bishopsgate Goodsyard site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.

1.2.2. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1.

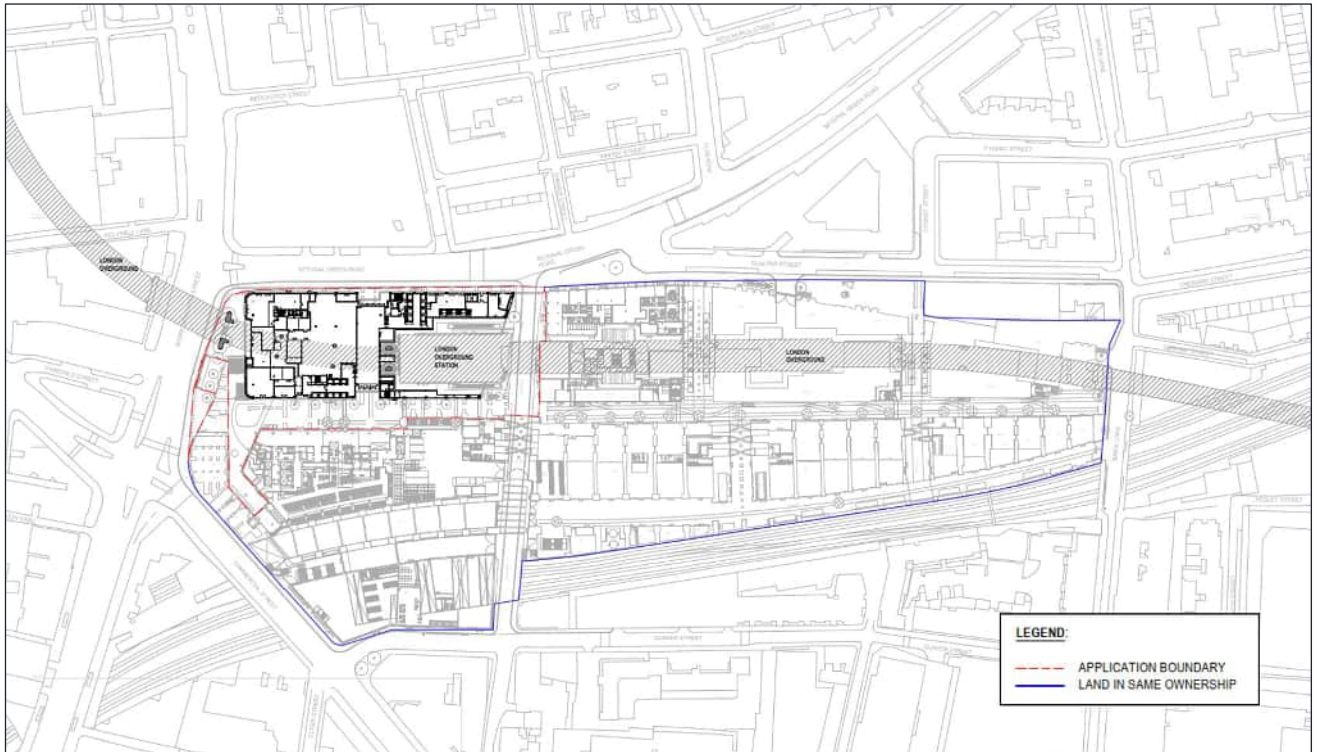


Figure 1-1 – Bishopsgate Goodsyard Site Location

1.2.3. The site currently contains Shoreditch High Street station; Shoreditch Box Park retail units; all-weather football pitches; and some residential / office use to the south of Sclater Street.

1.3. PLANNING BACKGROUND

1.1.3. The hybrid planning application for the wider Bishopsgate Goodsyard site development proposals was consented in 2022, herein referred to as the Outline Planning Permissions (OPPs), with the planning application references shown below (not the Listed Building Consent references):

- LB Hackney – ref: 2014/2425
- LB Tower Hamlets – ref: PA/14/02011
- GLA – GLA/1200cd

1.1.4. The key transport related reports submitted for the OPPs included:

- Transport Assessment (WSP, September 2019)
- Transport Addendum Note (WSP, June 2020)
- Transport Note (WSP, August 2020)

1.1.5. It should be noted the OPPs have been amended by identical non-material amendments granted by LBH (2023/2566) and LBTH (ref. PA/23/02025). The scope of the non-material amendments was to amend the relevant consented parameter plans to reflect the proposed design submitted under the RMAs as follows:

Extensions beyond the Maximum Parameters:

1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station;
2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure. Previously the maximum parameters included a gap ('the exclusion zone') between the Plot 1 building and the overground box. This has been brought down to the top of overground box to allow the installation of services between the building and the overground box; and
3. Amendment to the northern façade to align the plinth and upper structure.

Reductions beyond the Minimum Parameters:

1. Amendment to the annotated minimum parameter to allow for curved corners of the building onto Shoreditch High Street;
2. Recessed façade on the southern side of the Plot 1 building at ground;
3. Additional space made for the loading bay at ground level; and
4. Approximately 400mm recess on the western elevation of levels 6 and 7 inside the minimum parameter.

1.1.6. As such, references throughout the RMAs to the 'OPPs' are in respect of the OPPs as amended by the non-material amendments.

1.4. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS SUMMARY

1.4.1. The development proposals comprise of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);
- Plot 2: Office use north of the main suburban line (SLT) and over 8 track reserve space;
- Plot 3: Office use in the southwest corner of the site;
- Plots 4,5 and 10: Residential buildings south of Sclater Street;
- Plot 6: Community use south of Sclater Street and west of Brick Lane;
- Plot 7: Retail use underneath the existing brick arches; and
- Plot 8: Residential and Hotel use west of Braithwaite Street.

1.4.2. Figure 1-2 outlines the proposed sitewide development. This Travel Plan focuses on the proposed office use in Plot 1 only, shown in the northwest corner of the site.

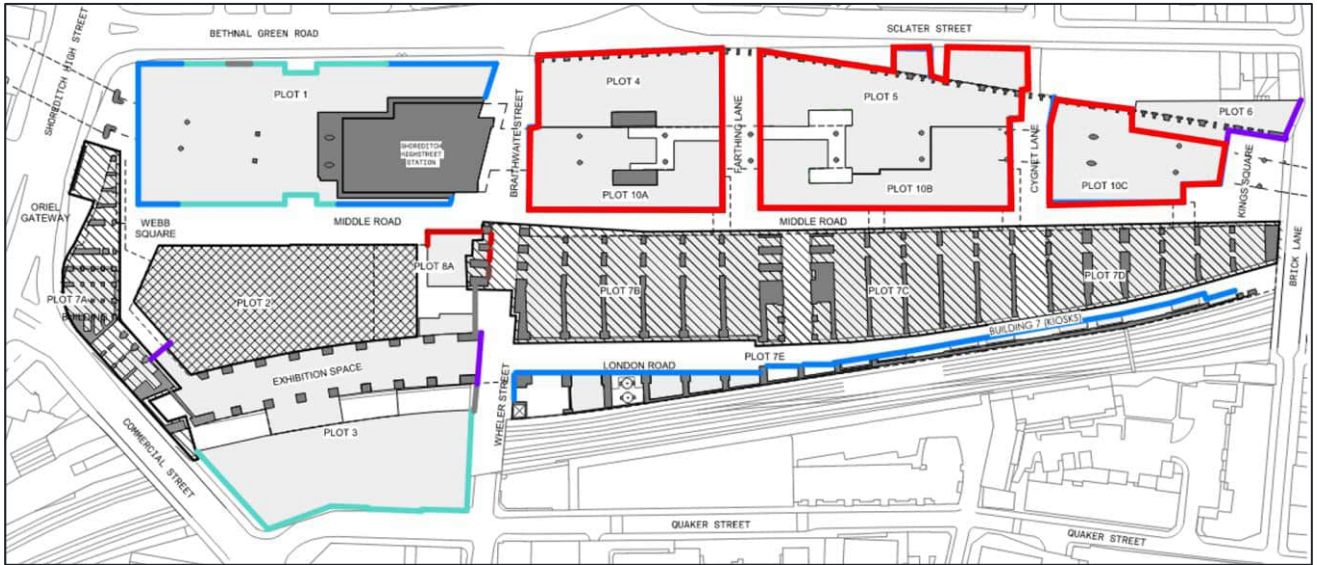


Figure 1-2 - Plan of Proposed Sitewide Development

1.2. PLOT 1 PROPOSED DEVELOPMENT

1.2.1. The Plot 1 proposed development is described below.

“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of Plot 1, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12); LB Hackney planning permission ref. 2014/2427 (GLA reference GLA/1200cd/13) dated 25/03/2022, for the erection of a building comprising office floorspace (Class B1), retail uses (Use Class A1-A5), plant and ancillary space landscaping, public realm, and all associated works.” (“the Proposed Development”).

1.5. TRAVEL PLAN OVERVIEW

1.5.1. In Transport for London’s (TfL’s) latest guidance, it defines a Travel Plan as:

“a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the Site”.

1.5.2. Travel Plans identify an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on ‘promoting alternatives to the car’.

1.5.3. Travel Plans establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is noted that whilst the location of a development, its physical design, and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

1.5.4. The Travel Plan will be a ‘living document’ requiring monitoring, regular reviews and revisions to ensure it remains relevant to the site and those using the site; and provides continuous improvements for its duration. It should be noted the Framework Travel Plan, covering the whole Bishopsgate

Goodsyard site, and Phase Travel Plans, for each Plot, will need to be submitted and approved prior to occupation.

- 1.5.5. The Travel Plan demonstrates a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. The Applicant is fully supportive of the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

1.6. STRUCTURE OF TRAVEL PLAN

1.6.1. The structure of the Travel Plan has been prepared to reflect the structure advised within TfL's Travel Planning Guidance, as follows:

- Chapter 2 - Policy Context
- Chapter 3 - Site Accessibility
- Chapter 4 - Travel Demands
- Chapter 5 - Objectives and Targets
- Chapter 6 - Travel Plan Management
- Chapter 7 - Measures
- Chapter 8 - Monitoring and Review
- Chapter 9 - Action Plan

2. POLICY CONTEXT

2.1. INTRODUCTION

2.1.1. Key themes relating to the preparation of this Travel Plan, as set out within relevant policy and guidance documents, are summarised below.

2.2. NATIONAL POLICY

NATIONAL PLANNING PRACTICE GUIDANCE

2.2.1. The guidance, updated in 2023, explains that when preparing Travel Plans the following key principles should be considered:

“In determining whether a Travel Plan will be needed for a proposed development, the local planning authorities should take into account the following considerations:

- *The Travel Plan policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.”*

NATIONAL PLANNING POLICY FRAMEWORK

2.2.2. The National Planning Policy Framework (NPPF) was adopted in March 2012 and most recently updated in September 2023.

2.2.3. The NPPF embraces a presumption in favour of sustainable development which should be delivered within three main dimensions: economic; social and environmental.

2.2.4. With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

2.2.5. The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:

- a) *Give priority first to pedestrian and cycle movements; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment*

area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.6. This Travel Plan is considered a key tool in achieving the above, and the NPPF recommends they are provided where developments generate significant amounts of movement (Paragraph 113).

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT)

2.2.7. The DfT guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are important for major new developments in order to:

- *“Support increased choice of travel modes.*
- *Promote and achieve access by sustainable modes.*
- *Respond to the growing concern about the environment, congestion, pollution and poverty of access.*
- *Promote a partnership between the authority and the developer in creating and shaping ‘place’.*

2.2.8. The document recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. This Travel Plan Pyramid is shown in Figure 2-1.

2.2.9. The DfT’s Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

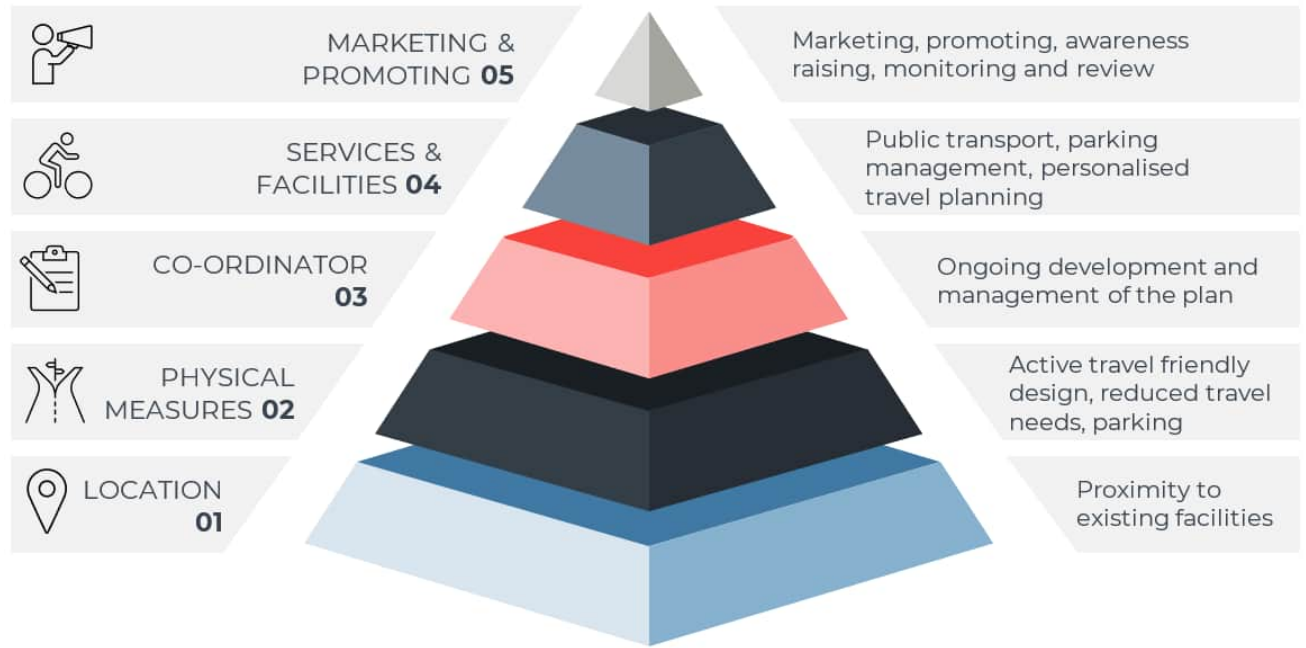


Figure 2-1 - Travel Plan Pyramid

2.3. REGIONAL POLICY

THE LONDON PLAN (2021)

- 2.3.1. The London Plan sets out to ensure London’s transport is easy, safe and convenient for everyone and encourages cycling, walking and the use of public transport.
- 2.3.2. The Mayor’s key target, as set out in Policy T1 is that 80% of all trips in London are to be made by foot, cycle or public transport by 2041.

“Development Plans should support, and development proposals should facilitate the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041”

- 2.3.3. The London Plan recognises that London’s challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.3.4. In order to achieve this, the London Plan acknowledges that a strategic shift is needed to reduce Londoners’ dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

TRANSPORT FOR LONDON – TRAVEL PLAN GUIDANCE

- 2.3.5. In November 2013 TfL first published a new guidance document to combine and simplify the previous Travel Plan document ‘Travel Planning for New Development in London: Incorporating Deliveries and Servicing’.

- 2.3.6. One of the purposes of the guidance was to ensure that deliveries and servicing are taken into account from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods / servicing aspects will depend on the nature and scale of the development.

2.4. LOCAL POLICY

TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS (2020)

- 2.4.1. It should be noted the east part of the Plot 1 site is located in the London Borough Tower Hamlets.
- 2.4.2. Section 3: Policies provides a chapter (16) on improving connectivity and travel choice within the Borough. The chapter draws on Tower Hamlets being a well-connected part of London that enjoys an extensive public transport network. Policy S.TR1 relating to Sustainable travel states that:
- *Travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development will therefore be expected to:*
 - *prioritise the needs of pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport*
 - *be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough*
 - *be focused within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips, and*
 - *not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.*
 - *Where appropriate, development must support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth, including improvement to capacity, connectivity, quality and interchanges across the network.*
- 2.4.3. Section 3: Policies also discusses the implementation of transport assessments and travel plans, in line with The London Plan, and states that:
- “Applicants/developers should submit a travel plan alongside the planning application, where appropriate. The scale of development and the level of impact determined by the transport assessment or statement will dictate the type and scope of the travel plan. Transport for London provides guidance that sets out the requirements for each type of travel plan. Such plans must be action-orientated and provide a long-term strategy to meet sustainable transport objectives. They should contain a package of measures that will minimise the number of car-borne trips (e.g. restricting car parking provision), encourage use of sustainable transport and reduce the need to travel to and from the development. Travel plans must set targets, objectives and provide detail on implementation, funding and monitoring.”*
- 2.4.4. Policy D.TR3 relating to Parking and permit-free states that:
- *Development is required to comply with the parking standards for vehicles and bicycles set out in Appendix 3.*
 - *Development is required to prioritise sustainable approaches to any parking through ensuring:*

- *Priority is given to space for cycle parking*
- *There are sufficient electric-charging points*
- *Any parking spaces are distributed across all tenure types with priority given to family homes and accessible properties, and*
- *Where suitable, publicly accessible shared cycle hire scheme docking station(s) are provided as part of the development (or through a financial contribution).*

HACKNEY LOCAL PLAN 2033

- 2.4.5. The west part of the Plot 1 site is located within the London Borough Hackney.
- 2.4.6. Chapter 10 of the Hackney Local Plan (2020) focuses on improving accessibility and promoting sustainable transport within the borough. The chapter draws on falling levels of car ownership, and increasing usage of walking. Policy LP41 states that:
- 2.4.7. *New development and its associated transport systems should contribute towards transforming Hackney's places and streets into one of the most attractive and liveable neighbourhoods in London.*
- 2.4.8. In doing so, new developments must:
- *Create an environment where people actively choose to walk and cycle as part of everyday life.*
 - *Reduce the dominance of the car both in terms of traffic and congestion on our roads and managing excessive parking on our streets.*
 - *Contribute to the Healthy Streets approach to improve air quality, manage congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business.*
 - *Contribute to a safe road environment where traffic accident casualties are steadily reduced supporting Vision Zero objectives.*
 - *Contribute towards greening our neighbourhoods: creating a cleaner healthier environment that is able to cope with changes to the climate.*
 - *Make improvements to the pedestrian environment including the provision of high quality public realm, safe road crossings, water fountains, seating, wayfinding and increased tree and vegetation coverage.*
 - *Tackle poor air quality, seeking to reduce NOx emissions to achieve the National Air Quality objective and in particular reduce the exposure of children and vulnerable people to transport-related air pollution.*
 - *Provide for and financially contributing towards measures to support Low Emission Neighbourhoods (LENs) including but not limited to the increased use of car sharing, low emission vehicles including taxis, freight consolidation and associated engagement with businesses, residents and other stakeholders to support these aims.*
 - *Improve permeability and the reallocation of road space away from car use to promote walking, cycling and use of public transport.*
- 2.4.9. The plan also emphasises the important of promoting walking and cycling (LP42), protecting existing and proposed transport infrastructure (LP44) and reducing car usage through car-free development (LP45).
- 2.4.10. Policy LP42 states that *“Major development proposals are required to include the submission of either a Transport Assessment and Travel Plan, or a Transport Statement and Local Level Travel Plan, in*



accordance with the London Borough of Hackney thresholds and in line with Transport for London (TfL) Guidance.”

3. SITE ACCESSIBILITY

3.1. INTRODUCTION

- 3.1.1. This chapter introduces the proposed development in the context of how people will travel within the existing transport networks surrounding the Plot 1 site.

3.2. PEDESTRIAN ACCESSIBILITY

- 3.2.1. The Plot 1 site is bordered by Bethnal Green Road to the north, Braithwaite Street to the east; and Shoreditch High Street to the west, with the south edge of the site bordering the wider Bishopsgate Goodsyards site, which includes the proposed Middle Road which will extend between Shoreditch High Street and Brick Lane.
- 3.2.2. Bethnal Green Road has footways on both sides of the carriageway, with pedestrian demand signalised crossing points at the junction with Shoreditch High Street. There is a pedestrian refuse on Bethnal Green Road, east of the junction with Ebor Street. There is also a pelican crossing on Bethnal Green Road, east of the junction with Sclater Street.
- 3.2.3. Braithwaite Street provides access to Shoreditch High Street Station, therefore is a busy pedestrian route. Braithwaite Street has footways on both sides of the carriageway, with dropped kerbs and tactile paving on Braithwaite Street, at the junction with Bethnal Green Road.
- 3.2.4. Shoreditch High Street has footways on both sides of the carriageway and pedestrian demand signalised crossing points at both the junction with Bethnal Green Road to the north and Commercial Street to the south.
- 3.2.5. As part of the 2019 Transport Assessment, a Pedestrian Comfort Level (PCL) assessment was undertaken on key links within the local area using pedestrian survey data from June 2018. The assessment was undertaken in accordance with TfL's 'Pedestrian Comfort Guidance for London' document. The results of the PCL assessment showed a very good level of service across the footway links assessed.
- 3.2.6. An Active Travel Zone (ATZ) assessment has been undertaken as part of the Transport Assessment. The ATZ assessment provides a qualitative assessment of the walking network and assists in the understanding of the proposed development potential to contribute to promoting sustainable travel.
- 3.2.7. Figure 3-1 shows the existing walking isochrones, measured from the site centre, up to a 30-minute walking time.

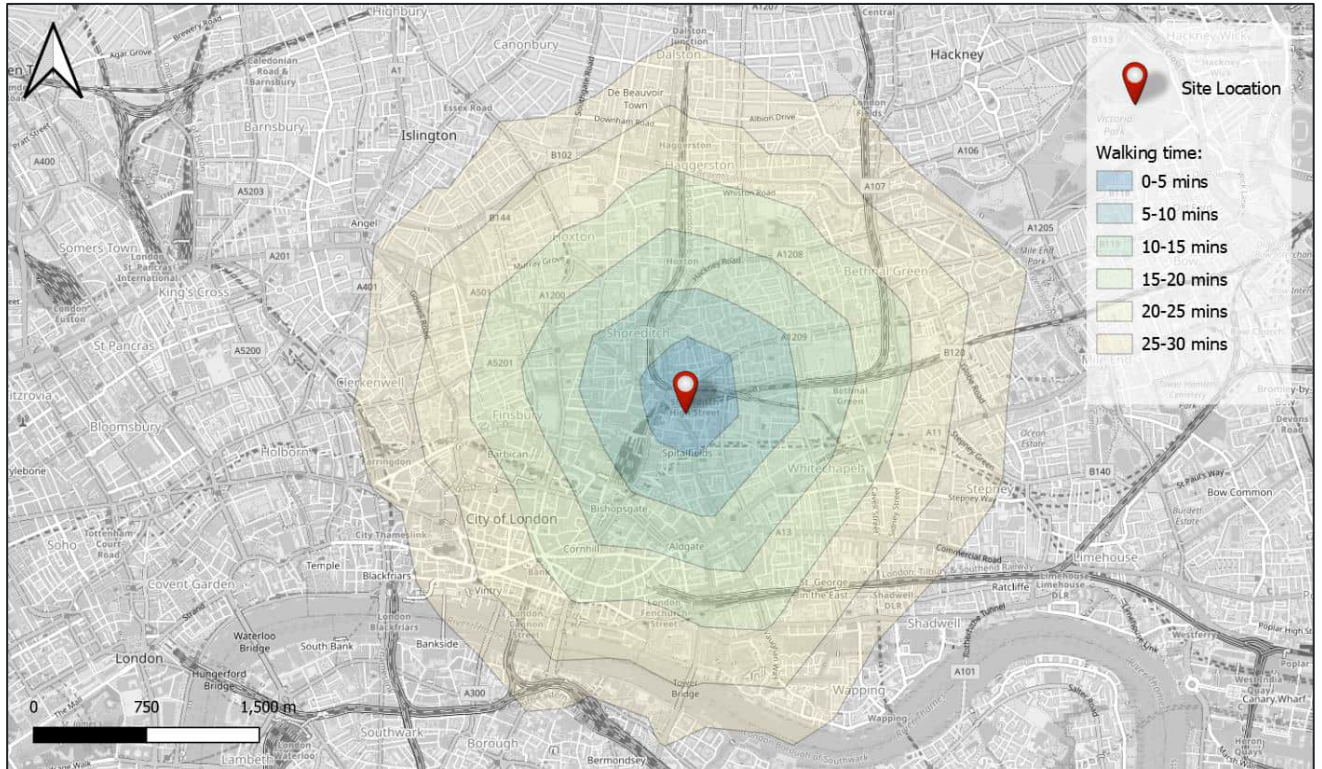


Figure 3-1 - Walking Isochrones

3.3. CYCLE ACCESSIBILITY

- 3.3.1. It is considered that cycling has the potential to substitute for short car trips, particularly those under five kilometres. This makes cycling to the site particularly attractive given its location in central London.
- 3.3.2. There is a TfL recommended quiet cycle route along Sclater Street, which is eastbound only, east of the junction with Cygnet Street, and two-way west of the Cygnet Street junction.
- 3.3.3. A further quiet cycle route recommended by cyclists for eastbound travel only is located on a section of Redchurch Street, approximately 150 metres to the north of the site. This cycle route connects with Chance Street to the east and Shoreditch High Street to the west.
- 3.3.4. Braithwaite Street is a signed cycle route which passes along the east edge of the Plot 1 site, extending north via Chance Street, and connecting with Commercial Street to the south.
- 3.3.5. Quaker Street is a signed cycle route, westbound only, between Braithwaite Street to the west and Grey Eagle Street to the east. Calvin Street is a signed cycle route running parallel to Quaker Street and provides an eastbound route for cyclists.
- 3.3.6. A two-way quiet cycle route recommended by cyclists is provided on Folgate Street approximately 250 metres to the south of the site. In addition, a two-way signed route for cyclists is located on Hanbury Street and Lamb Street, approximately 300 metres to the south of the site.
- 3.3.7. TfL are currently investigating cycle and pedestrian improvements at the junction between Shoreditch High Street, Great Eastern Street and Commercial Street. The proposed design would include improved facilities for cyclists in the form of a southbound cycle lane on Shoreditch High Street and turning movements reserved for cyclists.

- 3.3.8. Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 3.3.9. Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Stret, Moor Lane and Wood Street.
- 3.3.10. Figure 3-2 shows the cycling isochrones for the site in which shows that much of central London is accessible to the site within a 15-minute journey time.

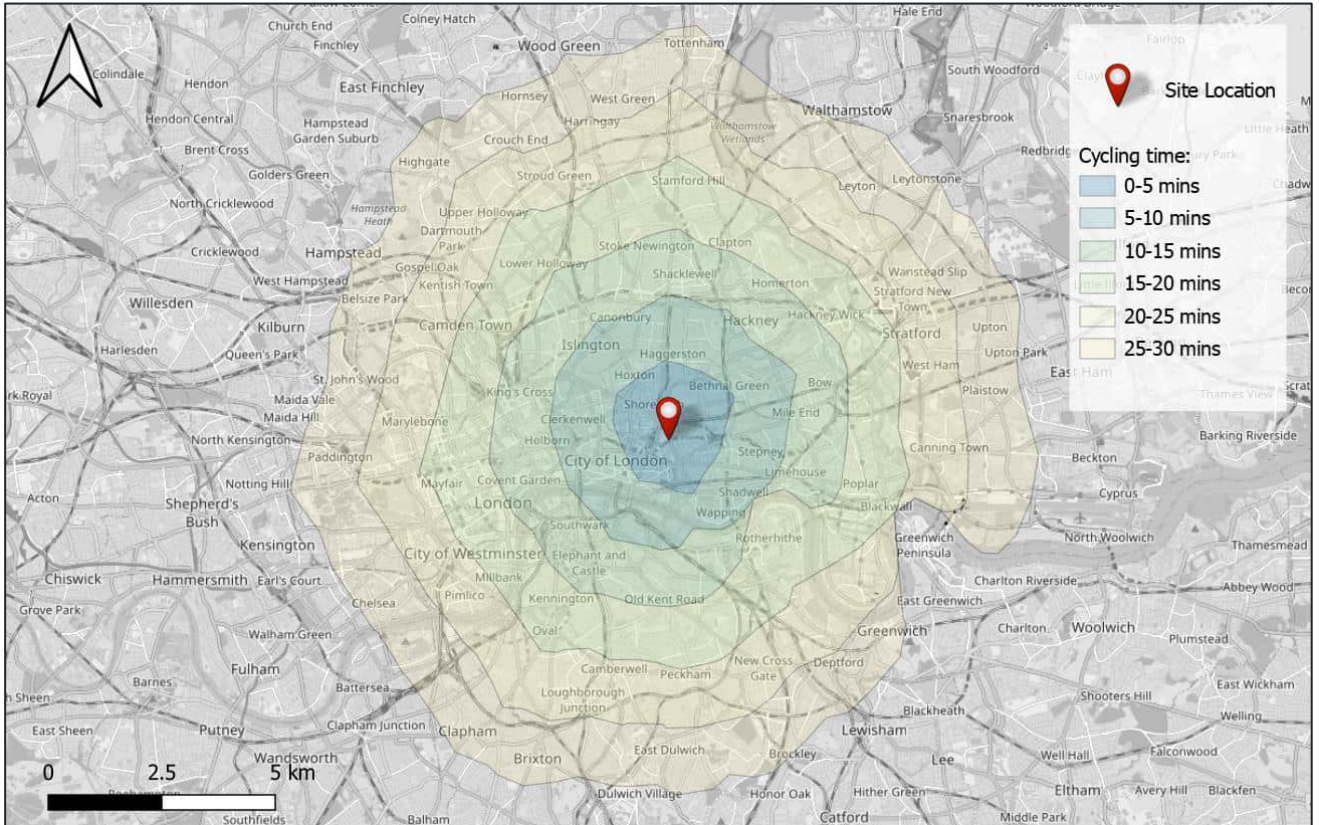


Figure 3-2 - Cycling Isochrones

- 3.3.11. Cycle parking is provided next to Shoreditch High Street station, accessed via Braithwaite Street, in the form of 20 Sheffield stands, providing cycle parking for 40 cycles.
- 3.3.12. In addition, sixteen Sheffield stands (32 cycle parking spaces) are located in the footway on both sides of Shoreditch High Street directly opposite the site. Sheffield stands are also provided on Brick Lane, just to the south of its junction with Buxton Street, approximately 150 metres to the south of the site.
- 3.3.13. Several cycle hire docking stations are located in close proximity to the Plot 1 site. There is a cycle hire station with 37 docking points located on the south edge of Bethnal Green Road, west of the junction with Sclater Street. There are also 22 docking points on the west edge of Brick Lane, north of the junction with Quaker Street. A further docking station with 16 docking points is located on Commercial Street, a short distance to the south of the site in proximity to the junction with Wheler Street.

3.3.14. Further to this, on-demand bikes, including electric bikes, for example Lime and Uber bikes, are readily available and can be located or reserved via an app.

3.4. PUBLIC TRANSPORT ACCESSIBILITY

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

3.4.1. The PTAL methodology has been adopted by TfL to quantify and compare accessibility to public transport services for given sites. It considers the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

3.4.2. Using this methodology, the site has a PTAL score of 6b, indicating excellent public transport accessibility, as shown in Figure 3-3.

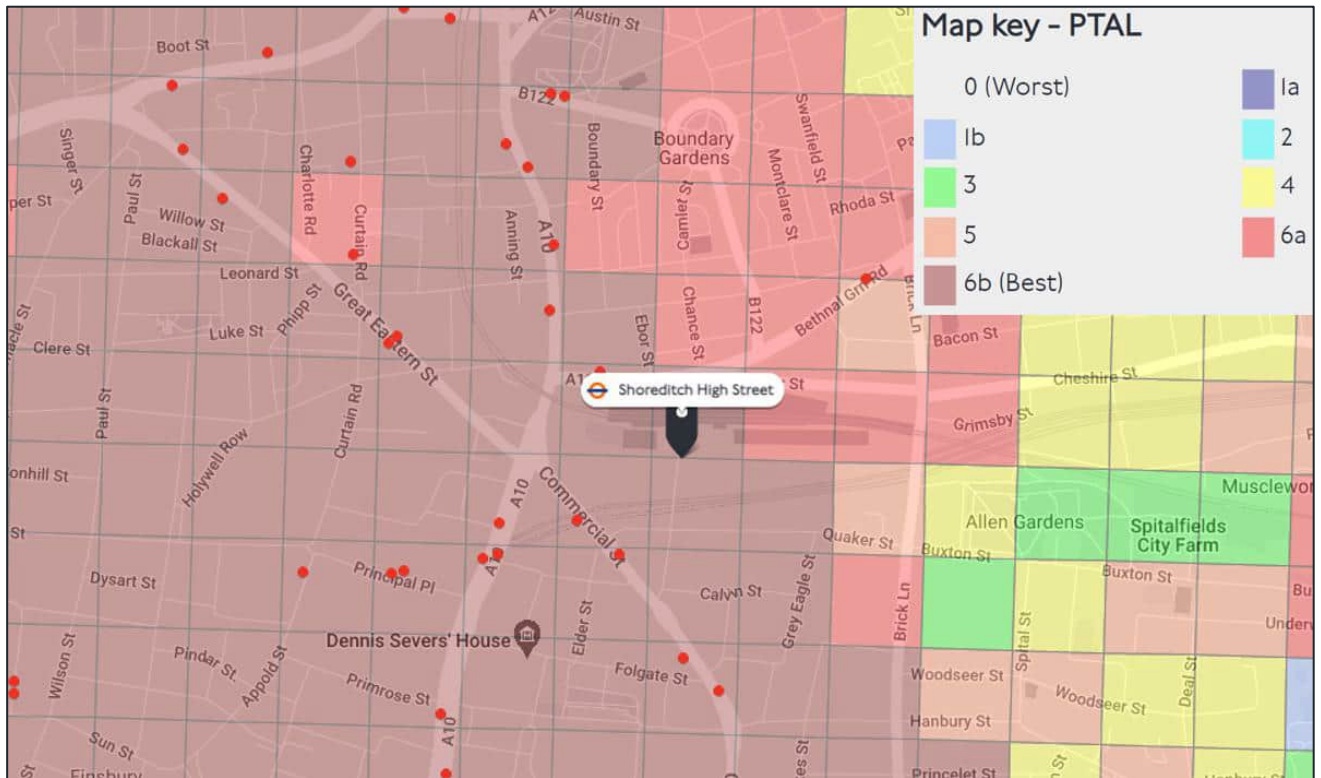


Figure 3-3 – Public Transport Accessibility Level

3.4.3. Public transport connections for the site are shown in Figure 3-4.



Figure 3-4 - Local Public Transport Services

MAINLINE RAIL / LONDON UNDERGROUND / LONDON OVERGROUND

- 3.4.4. Shoreditch High Street station is located within the Plot 1 site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 3.4.5. The nearest London Underground station is Liverpool Street which is located approximately 750m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 3.4.6. Old Street Station is located approximately 1km northwest of the site, is served by the Bank branch of the Northern Line.
- 3.4.7. The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and operates Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUS

- 3.4.8. The nearest bus stops serving the site are located on Bethnal Green Road and Commercial Street. The bus stops on Bethnal Green Road provide access to bus routes 8, 388 and N8. The bus stops on the north and south side of Bethnal Green Road, stops J and K, provide seating and a bus shelter.

- 3.4.9. A bus stop is also located on the north side of Commercial Street, bus stop H, providing access to southbound services for bus route 242. Bus stop H has a shelter and seating for bus passengers. A bus stop for northbound services is located on the south side of Commercial Street, bus stop G, which also has a bus shelter and seating.
- 3.4.10. There are also bus stops on Shoreditch High Street, approximately 100 metres to the north and south of the site, providing access to numerous additional services for bus routes 26, 35, 47, 78, 149, 242, N26, and N242.

3.5. LOCAL HIGHWAY NETWORK

- 3.5.1. Shoreditch High Street forms part of the TfL Road Network (TLRN). At the northwest corner of the Plot 1 site, Shoreditch High Street forms a signal controlled junction with Bethnal Green Road. North of this junction, vehicular traffic flow, with the exception of taxis and buses, is southbound only. At the southwest corner of the wider Bishopsgate Goodsyards site, Shoreditch High Street forms a signal-controlled junction with Commercial Street, which permits two-way traffic flow through the junction.
- 3.5.2. Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction, in addition to a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.
- 3.5.3. Braithwaite Street is a two-way carriageway, however is a no through route with vehicle access control barrier underneath the rail arches stopping through movements between the junction with Bethnal Green to the north and the junction with Quaker Street to the south.

4. TRAVEL DEMANDS

4.1. INTRODUCTION

- 4.1.1. This chapter provides the forecast trip generation by mode of travel for the Plot 1 site. The full trip generation for the proposed Plot 1 development is presented in the Transport Assessment.
- 1.2.2. The trip generation estimates are based upon development proposals of approximately 56,131 sqm GEA of office use, including plant, ancillary and services, and approximately 788 sqm GEA of retail use.

4.2. FORECAST TRAVEL PATTERNS

- 4.2.1. The trip rates used in the Transport Assessment (WSP, 2019), submitted as part of the OPPs, have been used to estimate trips for the Plot 1 development proposals.
- 4.2.2. Table 4-1 shows the total person office trip rates from the OPPs which will be applied.

Table 4-1 – Office Trip Rates and Estimated Total Person Trips

Mode	Weekday AM Peak hour			Weekday PM Peak hour		
	In	Out	Two-way	In	Out	Two-way
Total Person Trip Rate (per 100 sqm)	2.675	0.078	2.753	0.055	1.916	1.971
Total Person Trips (56,131 sqm GEA)	1,502	44	1,545	31	1,075	1,106

- 4.2.3. In the Transport Assessment (WSP, 2019), the forecast mode share was estimated using Census data which was adjusted to reflect the car-free nature of the development. The estimated mode share has been applied to the weekday peak hour total person trips to derive trips by mode of travel for the proposed office use. The office mode share is shown in Table 4-2.

Table 4-2 – Office Mode Share

Mode	Mode Share from Census Data	Adjusted Modal Share
Underground	32.07%	34.14%
Train	51.36%	54.67%
Bus	4.88%	5.20%
Motorcycle	1.53%	1.53%

Car Driver	4.89%	0.00%
Car Passenger	0.61%	0.00%
Taxi / Minicab	0.72%	0.72%
Bicycle	1.06%	1.06%
Walk	2.69%	2.69%
Other	0.19%	0.00%
Home	0.01%	0.00%
Total	100%	100%

4.2.4. Following the methodology outlined above, Table 4-3 shows the resulting multi-modal trip generation.

Table 4-3 – Trip Generation by Mode of Travel

Mode	Mode share	AM Peak hour			PM Peak hour		
		In	Out	Two-way	In	Out	Two-way
Underground	34.14%	513	15	528	11	367	378
Train	54.67%	821	24	845	17	588	605
Bus	5.20%	78	2	80	2	56	58
Motorcycle	1.53%	23	1	24	0	16	17
Car Driver	0.00%	0	0	0	0	0	0
Car Passenger	0.00%	0	0	0	0	0	0
Taxi / Minicab	0.72%	11	0	11	0	8	8
Bicycle	1.06%	16	0	16	0	11	12
Walk	2.69%	40	1	42	1	29	30
Other	0.00%	0	0	0	0	0	0
Home	0.00%	0	0	0	0	0	0
Total	100%	1,502	44	1,545	31	1,075	1,106

4.2.5. The results outline a total of 1,545 two-way total person trips in the AM peak and 1,106 in the PM peak associated with the proposed office use.

4.2.6. It is considered that the retail trips are ancillary to the proposed office use, and the wider Bishopsgate Goodsyrd development site. The proposals show 788 sqm GEA of retail use for Plot 1 which is



considered minimal. It is considered the proposed retail use, due to the size, would not attract primary new trips to the site.

5. OBJECTIVES AND TARGETS

5.1. OBJECTIVES

- 5.1.1. TfL's travel plan guidance states that the objectives are 'the key goals that the travel plan seeks to achieve'. The achievement of these objectives is measured by the targets that are set.
- 5.1.2. Given the sustainable nature of the site location, this Travel Plan has been prepared to further promote sustainable travel options particularly in relation to travel by active modes, predominantly walking and cycling.
- 5.1.3. The strategy for this Travel Plan therefore has the following general objectives:
- To establish sustainable travel principles for the development;
 - To minimise single occupancy vehicle and taxi-trips;
 - To increase the attractiveness and use of cycling for day-to-day journeys;
 - To encourage healthy and active travel;
 - To facilitate tailored travel information; and
 - To raise awareness of sustainable modes of transport available for employees and visitors travelling to and from the site.

5.2. TARGETS

- 5.2.1. TfL provide recommendations on the requirements of targets as follows:
- Target should be **SMART**; **S**pecific, **M**easurable, **A**ttainable, **R**ealistic, and **T**ime-bound, and should link to the objectives of the Travel Plan;
 - Targets should enable measurement of success in achieving objectives of the Travel Plan; and
 - Targets should be a minimum five-year time frame, with interim targets at year three of implementation (year three and five targets are required as a minimum).
- 5.2.2. On this basis, two types of targets have been identified. 'Action' type targets are defined as 'non-quantifiable actions that need to be achieved' (e.g. appointing a Sustainable Travel Manager prior to occupation), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes.
- 5.2.3. Given the 'car free' nature of the proposals, it is not considered necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as the design of the site ensures that employees will travel to and from the site via sustainable modes of transport. Instead, it is proposed that the aim targets will focus primarily on the promotion of cycling to and from the site, particularly given the proposed number of cycle parking spaces and additional provisions.
- 5.2.4. The interim targets will be reviewed after the initial travel surveys have been undertaken at the site. TfL provide recommendations on the requirements of targets as shown in Table 5-1.

Table 5-1 – Interim Cycle Mode Share Targets

Mode	Year 3	Year 5
Cycling	3% increase from baseline survey	5% increase from baseline survey

6. TRAVEL PLAN MANAGEMENT

6.1. INTRODUCTION

- 6.1.1. This chapter sets out the key roles responsible for managing the implementation, operation and monitoring of the Travel Plan for the Plot 1 site.
- 6.1.2. The Travel Plan will be co-ordinated by a group of key personnel, with the intended management structure shown below in Figure 6-1.



Figure 6-1 - Travel Plan Management Structure

6.2. SUSTAINABLE TRAVEL MANAGER

- 6.2.1. A Sustainable Travel Manager (STM) will be appointed to take responsibility for the Plot 1 development and management of the travel plan and ensuring its delivery. The STM role for the Plot 1 site will be fulfilled by an appointed consultant or member of the Facilities Management Team. It will be the responsibility of the developer to ensure that a STM Manager is appointed prior to the first occupation of the Plot 1 site. The roles and responsibilities of the STM include:
- Giving a 'human face' to the Travel Plan – explaining its purpose and the opportunities on offer;
 - Helping establish and promote the individual measures in the plan;
 - Ensuring the structures for the on-going management of the plan are set up and running effectively;
 - Overseeing the monitoring and reporting of the Travel Plan including liaising with TfL / LBTH / LBH where appropriate;
 - Overseeing and monitoring the regular surveys and questionnaires, which will inform the on-going development of the plan;
 - Administration of the Travel Plan, which involves the maintenance of necessary systems, data collection, consultation and promotion. These duties are permanent for the duration of the plan; and
 - Measuring success and monitoring change.

6.3. TRAVEL PLAN REPRESENTATIVES

- 6.3.1. To ensure that there is Plot 1 building-wide adoption of the Travel Plan, the STM would be assisted in delivering the measures by Travel Plan Representatives. The STM would facilitate the appointment of representatives from each company occupying the building and work with them to help jointly promote the Travel Plan to employees.
- 6.3.2. It is envisaged that the on-site representative role would be fulfilled by a nominated employee. The on-site representative role would involve:
- To liaise with the STM on matters concerning travel;
 - To implement, market and manage sustainable transport initiatives associated with the Travel Plan;
 - Act as a point of contact for the STM, for the implementation of site-wide initiatives (where applicable);
 - To ensure effective monitoring when required;
 - Act as a point of contact for staff regarding travel and the wider Travel Plan; and
 - Assist the STM in gathering monitoring data.
- 6.3.3. Details of each of the relevant on-site representatives would be provided to the STM following appointment.

6.4. SECURING THE TRAVEL PLAN AND FUNDING

- 6.4.1. The provision of approved travel plans in accordance with current TfL guidance will take the form of both a 'Framework Travel Plans' (site-wide) and 'Phase Travel Plans' (plot specific) which will provide 'action' type targets and have been secured through the signed S106 Agreement for the site-wide Bishopsgate Goodsyrd development as part of the OPPs.
- 6.4.2. All measures implemented prior to the development being occupied will be funded by the developer (or appointed agent) including the appointment of the Sustainable Travel Manager, production of a marketing material, and wider sustainable travel measures.

7. MEASURES

7.1. INTRODUCTION

- 7.1.1. This chapter details the strategy of the Travel Plan and identifies the 'hard' (engineering) measures incorporated into the design of the development together with the key services and facilities, and the 'soft,' (marketing and management) measures which will be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.

7.2. WORKPLACE MEASURES

HARD MEASURES – SITE DESIGN

Cycle Parking & Maintenance Facilities

- 7.2.1. High quality cycle parking will be provided including 784 long-stay spaces in Plot 1, along with end of trip facilities including showers and lockers, and 334 short-stay spaces across the wider Bishopsgate Goodsyrd site.

Car Free Development

- 7.2.2. Given the high level of access to public transport services, there will be no general on-site car parking for the office use.

SOFT MEASURES – PROMOTION & KEY SERVICES

- 7.2.3. The location of the site, the design of the development, and the proximity to public transport services and amenities within the local area will create all of the conditions required to enable travel by sustainable modes. However, it is also recognised that a communication strategy is key to the success of the Travel Plan, with details of the proposed communication strategy set out below.

Cycle User Group

- 7.2.4. The Travel Plan will promote local cycle groups. A Cycle User Group will also be encouraged to provide a forum for employees to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area.
- 7.2.5. This will allow cyclists to discuss concerns and ideas with the estate management; help new and potential cyclists to switch from other modes; and share safety, equipment and route advice.

London Cycling Campaign

- 7.2.6. The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice.
- 7.2.7. LCC also offer 'Pop-Up Cycle Cafes' to encourage cycling; for example, providing advice for new cyclists and urban cycle training. The STM will liaise with LCC with regard to training sessions and other initiatives.

Cycle to Work Scheme

- 7.2.8. The national Cycle to Work Scheme enables employees who wish to cycle to work to purchase a cycle on a tax-free basis. The scheme will be promoted to all workplace occupiers for the benefit of their staff.

Cycle to Work Days

- 7.2.9. The STM will organise and promote days to encourage people to cycle to the development, including the national, annual Cycle To Work day in August.

Development Travel Portal & Email Marketing

- 7.2.10. A travel portal will be set up to inform employees of key active and sustainable travel information. All employees will be notified of the travel portal as part of their induction training. The travel portal will include information such as:

- Promotion of cycle parking and end-of-trip facilities;
- Details of the Cycle User Group and promotion of the London Cycling Campaign (LCC);
- Cycle repair videos and maintenance tips will be provided. Details on the development's maintenance facilities will also be shared.
- Promotion of Cycle to Work scheme and Cycle to Work Days;
- Promotion of TfL Cycle Hire stations;
- Information on TfL Cycle Skills Training; and
- Information on public transport services.

- 7.2.11. The STM will also communicate any key updates via email including any facility closures, new requirements and upcoming events.

8. MONITORING AND REVIEW

8.1. BACKGROUND

1.2.3. Paragraph 3.4 in Schedule 6 of the S106 Agreement states *'the Owner undertakes that:*

- a) *it shall appoint an Independent Field Company to undertake monitoring of the Approved Phase Travel Plans in accordance with the TRICS methodology;*
- b) *any data collected by the Independent Field Company when monitoring the Approved Phase Travel Plans shall be provided to TRICS Consortium Limited in a form that can be accepted by TRICS Consortium Limited and that is useful to understand how the Development is operated, such data to be based on survey data that can be verified by TRICS Consortium Limited;*
- c) *it shall submit an Annual Monitoring Report (verified by the Independent Field Company) to the Councils every 12 months from the First Approval of an Approved Phase Travel Plan until the date that is the fifth anniversary of the date of the Occupation of 75 per cent of the final Phase comprised in the Development, such report to demonstrate how the Approved Phase Travel Plans have operated during the previous 12 month period; and*
- d) *in the event that the Annual Monitoring Report shows that the Approved Phase Travel Plans' objectives/targets have not been met in any respect then the Owner shall within two calendar months indicate to the Councils the measures that it will take in order to secure that the Approved Phase Travel Plans' objectives/targets are met and it shall thereafter carry out the new measures so as to ensure that the Approved Phase Travel Plans' objectives/targets are met and adhered to'.*

1.2.4. With regard to the monitoring costs, the Owner shall:

- a) *pay the LBH Travel Plan Monitoring Contribution to LB Hackney prior to First Occupation of the first Phase located within the LBH Site; and*
- b) *not First Occupy nor permit First Occupation of the first Phase located within the LBH Site until the LBH Travel Plan Monitoring Contribution has been paid in full to LB Hackney.*

8.1.1. In accordance with Schedule 6 of the S106 Agreement, Part 2 – 'Travel Plan Criteria', Section B covers the following:

Review and Monitoring of the Travel Plan

The Owner shall ensure that the Travel Plans contain arrangements for the review and monitoring of the Phase Travel Plans and are carried out on an ongoing basis. These arrangements will deal with the matters set out below establishing firm timescales for the taking of each step, specific targets to be adopted for the measuring of the effectiveness of each measure and a reporting mechanism to the Councils. It is acknowledged that it will be appropriate to amend the Travel Plans by agreement in the light of developing circumstances.

Review the Development's Transport Accessibility

The first stage will be to review the Development's accessibility by all modes. An accessibility report will be produced and this will form the basis for the next stages.

Consultation with employees

The second stage will involve meeting employees of the Development to promote the concept of a Travel Plan. The meetings will seek to identify a common set of objectives for encouraging public transport usage and reducing the reliance on the private car.

User / Employee Consultation and Travel Surveys

The third stage will be based around consultation. It will be extremely important to secure the support of employees and users if the Travel Plans are to succeed. This stage will include employee and user travel surveys to examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measures to promote sustainable transport for commuting journeys and employers business. The Owner will consult with the Councils and providers of public transport at this stage.

Implementation

Stages one to three in paragraphs 7 - 9 (inclusive) of this Section B of Part 2 will provide the base information for the review of the Approved Phase Travel Plans.

- 8.1.2. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the STM.
- 8.1.3. This chapter sets out the strategy for monitoring and review of the Travel Plan.

MONITORING

Aim Target Monitoring and Reporting

- 8.1.4. To measure progress against the aim type target, the following monitoring regime is proposed:
 - Year 0 Survey:
 - A TRICS SAM (Standard Assessment Methodology) compliant monitoring survey will be undertaken during the first reasonably practicable neutral month following occupation and a monitoring report setting out the surveyed results will be submitted to LBTH.
 - Annual Surveys:
 - A TRICS SAM compliant annual monitoring survey will be undertaken during the same neutral month as the year 0 survey and a monitoring report setting out the surveyed results will be submitted to the approving authority.
- 8.1.5. The monitoring surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken.



REVIEW

- 8.1.6. The TPC will report the survey results to LBTH/LBH within one month of each survey. Council officers together with TfL and the TPC will then review the results and, if appropriate, revise the targets accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of this Travel Plan.

9. ACTION PLAN

- 9.1.1. The Action Plan for the Plot 1 site, shown in Table 9-1, sets out tasks, intended implementation dates and funding sources. It is intended to be a live document which would be updated by the STM to reflect the outcome of consultation with LBTH/LBH, once the first full multi-modal travel survey has been completed.

Table 9-1 - Action Plan

Action	Target Date	Funding	Responsibility
Appointment of Sustainable Travel Manager (STM)	Prior to occupation	Developer	Developer
Provision of Cycle Parking and facilities secured through planning	Prior to occupation	Developer	Developer
Provision of Cycle Maintenance Facilities	Prior to occupation	Developer	Developer
Implementation of On-line Travel Portal & Travel Pack	Prior to occupation	Developer / Facilities Management	Developer
TRAVEL PLAN MONITORING			
Undertake initial travel surveys	Within three months of operational occupation	Developer	Developer / STM
Agree modal split targets with LBTH / LBH / TfL	One month after receipt of results of initial travel survey	Developer	Developer / STM
Monitor and review travel plan LBTH / LBH / TfL	Annually after initial baseline travel survey Monitoring report to be submitted within 2 months of receipt of travel survey results.	Developer	Developer / STM



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APPENDIX F – DELIVERY & SERVICING PLAN



Bishopsgate Goodsynd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Delivery and Servicing Plan



Bishopsgate Goodsyard Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Delivery and Servicing Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: DECEMBER 2023

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	October 2023	December 2023		
Prepared by	DS	DS		
Signature				
Checked by	AT	AT		
Signature				
Authorised by	AT	AT		
Signature				
Project number	70099687	70099687		
Report number	001	001		
File reference				

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APPENDICES

APPENDIX A – SERVICE YARD LAYOUT
APPENDIX B – SWEPT PATH ASSESSMENTS

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. WSP has been appointed by Bishopsgate Goodsyard Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters applications (RMA) for Plot 1 at the Bishopsgate Goodsyard site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).

1.1.2. This Delivery and Servicing Plan (DSP) has been prepared for the Plot 1 RMA.

1.2. BISHOPSGATE GOODSYARD DEVELOPMENT SITE

1.1.3. The wider Bishopsgate Goodsyard site is located in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH). The wider Bishopsgate Goodsyard site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.

1.1.4. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1.

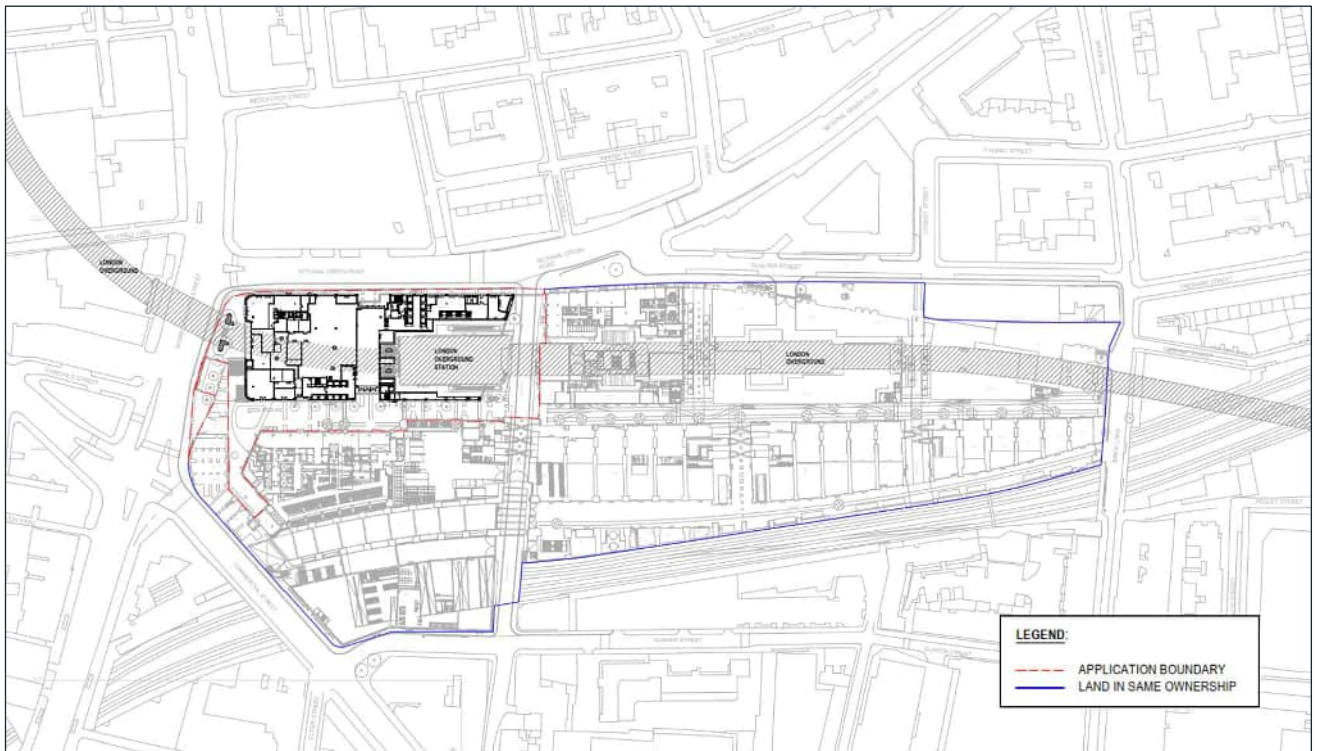


Figure 1-1 – Bishopsgate Goodsyard Site Location

- 1.1.5. The wider Bishopsgate Goodsyard site currently contains Shoreditch High Street station; Shoreditch Box Park retail units; all-weather football pitches; and some residential / office use along the south edge of Sclater Street.

1.3. PLANNING BACKGROUND

- 1.3.1. The hybrid planning application for the wider Bishopsgate Goodsyard site development proposals was consented in 2022, herein referred to as the Outline Planning Permissions (OPPs), with the planning application references shown below (not the Listed Building Consent references):

- LB Hackney – ref: 2014/2425
- LB Tower Hamlets – ref: PA/14/02011
- GLA – GLA/1200cd

- 1.3.2. The key transport related reports submitted for the OPPs included:

- Transport Assessment (WSP, September 2019)
- Transport Addendum Note (WSP, June 2020)
- Transport Note (WSP, August 2020)

- 1.3.3. It should be noted the OPPs have been amended by identical non-material amendments granted by LBH (2023/2566) and LBTH (ref. PA/23/02025). The scope of the non-material amendments was to amend the relevant consented parameter plans to reflect the proposed design submitted under the RMAs as follows:

Extensions beyond the Maximum Parameters:

1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station;
2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure. Previously the maximum parameters included a gap ('the exclusion zone') between the Plot 1 building and the overground box. This has been brought down to the top of overground box to allow the installation of services between the building and the overground box; and
3. Amendment to the northern façade to align the plinth and upper structure.

Reductions beyond the Minimum Parameters:

1. Amendment to the annotated minimum parameter to allow for curved corners of the building onto Shoreditch High Street;
2. Recessed façade on the southern side of the Plot 1 building at ground;
3. Additional space made for the loading bay at ground level; and
4. Approximately 400mm recess on the western elevation of levels 6 and 7 inside the minimum parameter.

1.3.4. As such, references throughout the RMAs to the 'OPPs' are in respect of the OPPs as amended by the non-material amendments

1.3.5. The requirements for a Delivery and Servicing Strategy are set out in the LBH planning conditions for the OPPs, however are not referenced in the LBTH planning conditions. LBH planning condition 27 states:

'A delivery and servicing plan (DSP) for all uses in each phase shall be submitted to and approved, in writing, by the Local Planning Authority prior to occupation of the relevant phase of development. The DSP shall cover the following items:

- *Deliveries and collections;*
- *Servicing trips (including maintenance);*
- *Cleaning and waste removal, including arrangements for refuse collection; and*
- *Monitoring and review of operations'.*

1.3.6. It should be noted planning condition 27 is prior to occupation, therefore the DSP will be updated and further details will be provided where possible during the Plot 1 construction period.

1.3.7. In addition, Schedule 10 in the S106 Agreement, dated 25 March 2022, defines a 'Site-wide Delivery & Servicing Strategy (DSS)' as:

'a package of best practice measures to be adopted by the Owner for the management of the deliveries and servicing at all times to the Development the objectives of which shall be to ensure that the DSS Trip Cap shall not be exceeded, that the DSS Trip Reduction Target is achieved, securing coordination between Service Yards, the consolidation of deliveries and servicing where possible, enabling pedestrian and cycle portage where appropriate, the minimisation of conflicts between service vehicle and car and pedestrian movements and the minimisation of damage to amenity from such servicing and deliveries and identifying efficiency and sustainability measures which shall include inter alia the following:

(a) a requirement for delivery vehicles to unload from a specific suitably located area with secure off street loading and drop off facilities;

(b) details of the person(s) responsible for directing and receiving deliveries to the Development and booking systems;

(c) measures to avoid a number of delivery vehicles arriving at the same time;

(d) measures to encourage servicing and delivery vehicle movements to occur outside of peak usage of the relevant Service Yard;

(e) likely frequency and duration of servicing movements and measures to be taken to avoid any conflict;

(f) in respect of the Commercial Units, the likely nature of goods to be delivered;

(g) in respect of the Commercial Units, the likely size of the delivery vehicles entering the Site;

- (h) measures taken to ensure pedestrian management and public safety during servicing including a statement setting out how highway safety will be maintained during servicing movements;*
- (i) measures taken to address servicing movements on and around the Site with a view inter alia to combining and / or reducing servicing and minimising the demand for the same;*
- (j) provision of swept path drawings to ascertain manoeuvring when entering and exiting the Site in accordance with the drawings submitted to and Approved by the Approval Panel;*
- (k) details of arrangements for refuse storage and servicing;*
- (l) in respect of the Commercial Units, the use of operators committed to best practice;*
- (m) identifying means of ensuring the provision of information to the Approval Panel and provision of a mechanism for review and update as required from time to time;*
- (n) steps to achieve the DSS Trip Reduction Target and consequential reductions to the DSS Trip Cap against which monitoring is carried out; and*
- (o) a methodology for tracking, monitoring and recording the number of motorised vehicles making delivery and/or servicing trips to the Development on a daily basis, the nature of Monitoring Data and a template DSS Monitoring Report'.*

1.3.8. With regard to submission and approval, Schedule 10 of the S106 Agreement states:

“2.1 The Owner shall:

- a) submit a draft Site-Wide DSS to the Approval Panel for Approval prior to First Occupation of the Development and use of any Service Yard;*
- b) not First Occupy nor permit First Occupation of the Development or use any Service Yard until the Site-Wide DSS has been Approved (the "Approved DSS"); and*
- c) implement and procure compliance with the Approved DSS for the duration of the beneficial use of the Development (subject to such amendments or updates as may be agreed pursuant to this schedule) and shall not exceed the DSS Trip Cap.”*

“2.2 The Owner shall:

- a) submit an updated draft Site-Wide DSS (an "Updated DSS") to the Approval Panel for Approval prior to First Occupation and use of each subsequent Service Yard, such Updated DSS to have due regard to any DSS Monitoring Reports submitted to or amendments proposed by the Approval Panel pursuant to paragraph 3 below;*
- b) not First Occupy or use nor permit First Occupation and use of the relevant Service Yard until the Updated DSS has been Approved (the "Approved Updated DSS"); and*
- c) implement and procure compliance with the Approved Updated DSS for the duration of the beneficial use of the Development (subject to such amendments or updates as may be agreed pursuant to this schedule) and shall not exceed the DSS Trip Cap.”*

- 1.3.9. Schedule 10 in the Section 106 Agreement refers to a 'DSS Trip Cap', which is 126 two-way delivery and servicing vehicle trips a day for the Plot 1 service yard. The 'DSS Trip Reduction Target' is a reduction of 20% of the 'DSS Trip Cap', at a point not later than ten years after the development is first occupied.
- 1.3.10. Schedule 10 in the Section 106 Agreement prescribes the monitoring required, which would be once the buildings are occupied, and sets out the contributions required.

1.4. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

1.4.1. The wider Bishopsgate Goodsyard site comprises of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);
- Plot 2: Office use north of the main suburban line (SLT) and over 8 track reserve space;
- Plot 3: Office use in the southwest corner of the site;
- Plots 4, 5 and 10: Residential buildings south of Sclater Street;
- Plot 6: Community use south of Sclater Street and west of Brick Lane;
- Plot 7: Retail use underneath the existing brick arches; and
- Plot 8: Residential and Hotel use west of Braithwaite Street.

1.4.2. Figure 1-2 outlines the proposed sitewide development. This Delivery and Servicing Plan focuses on the proposed office use in Plot 1 only, shown in the northwest corner of the site.

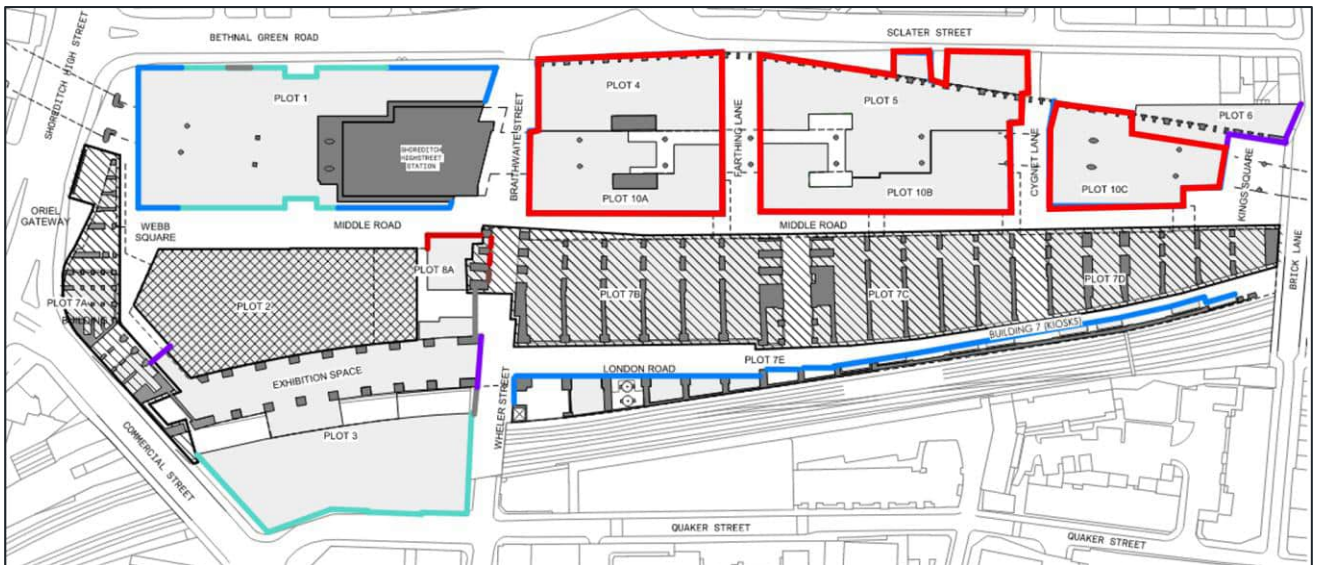


Figure 1-2 - Plan of Proposed Sitewide Development

1.5. PLOT 1 PROPOSED DEVELOPMENT

1.5.1. The Plot 1 proposed development is described below.

“Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) in respect of Plot 1, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12); LB Hackney planning permission ref. 2014/2427 (GLA reference GLA/1200cd/13)

dated 25/03/2022, for the erection of a building comprising office floorspace (Class B1), retail uses (Use Class A1-A5), plant and ancillary space landscaping, public realm, and all associated works.” (“the Proposed Development”).

1.6. DSP PURPOSE & OBJECTIVES

- 1.6.1. DSPs developed through the planning process seek to support sustainable development. Transport for London’s (TfL) guidance states that “a DSP is usually secured by means of a Section 106 obligation or similar planning condition once planning permission is granted to a developer by the local authority”. They should be live documents that are updated over time to reflect change and cover both deliveries and servicing to businesses as the site and personal deliveries of staff and guests.
- 1.6.2. This DSP has been prepared to set the principles associated with servicing of the proposed development and outline a package of management measures that will be implemented in order to ensure that the activity associated with deliveries and servicing does not adversely impact upon the operation of the local highway network or vulnerable road users.
- 1.6.3. The DSP aims to ensure that servicing at the development can be undertaken sustainably and efficiently, with the view of achieving wider benefits including contributing towards a reduction in congestion, associated environmental benefits, and improved road safety conditions.

1.7. DSP STRUCTURE

- 1.7.1. The purpose of this DSP is to inform LBH and LBTH of the intent of the Applicant to manage service vehicle trips to and from the development, with the aim to minimise the impact of these vehicle trips on the surrounding public highway.
- 1.7.2. The remainder of the DSP is structured as follows:
 - Chapter 2: Policy Context;
 - Chapter 3: Servicing Strategy & Proposals;
 - Chapter 4: Objectives and Measures; and
 - Chapter 5: Targets and Monitoring.

2. POLICY CONTEXT

2.1. INTRODUCTION

- 2.1.1. The national, regional and local transport policies relevant to this development are well documented and this section does not seek to replicate them. Instead, the key themes in the relevant policies are summarised briefly in turn.

2.2. NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The National Planning Policy Framework (NPPF) promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies.

2.3. REGIONAL POLICY

THE MAYORS TRANSPORT STRATEGY

- 2.3.1. The Mayor's Transport Strategy (MTS) sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. In terms of freight and logistics, the MTS states:

“The Mayor aims to reduce emissions from freight through encouraging a switch to lower emission vehicles, adopting smarter practices and reducing freight movements through better use of consolidated trips.”

- 2.3.2. London's continued success relies on safe, reliable, sustainable and efficient goods delivery and servicing. It is vital that freight and servicing trips are accommodated properly on London's streets, with adequate loading space and minimal congestion (Proposal 15).
- 2.3.3. The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to improve the efficiency of last mile deliveries and servicing (Proposal 16).
- 2.3.4. The MTS also focuses on the safety of pedestrians and cyclists and vulnerable users, though the Vision Zero Action Plan (Policy 3).

“New developments will be expected to be designed to encourage efficient, safe and low-emission delivery and servicing trips. Planning permissions should secure delivery and servicing plans that support off-peak (including night-time) deliveries.” (Proposal 82).

LONDON PLAN

- 2.3.5. The London Plan (2021) is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- 2.3.6. The London Plan recognises that an efficient freight network is necessary to support the function of the city. The London Plan seeks to facilitate sustainable freight movement by rail, waterways and road

in London through consolidation, modal shift and promoting deliveries at different times of day and night in order to reduce the impact on road congestion and air quality, and conflict with other users.

2.3.7. The London Plan Policy T7 (Deliveries, Servicing & Construction) states that:

*“Development proposals should facilitate safe, clean, and efficient deliveries and servicing. **Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.**”*

“Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”

“At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.”

TRANSPORT FOR LONDON – DELIVERIES IN LONDON

2.3.8. TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.

2.3.9. The ‘Deliveries in London’ online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road users. The guidance portal seeks to:

- Ensure that London’s transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London’s economy;
- Minimise the adverse environmental impact of freight transport and servicing in London; and
- Minimise the impact of congestion on the carriage of goods and provision of servicing.

TRANSPORT FOR LONDON – RETHINKING DELIVERIES REPORT

2.3.10. The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.

2.3.11. The goal of the report is to consolidate deliveries; reducing the number of vehicles carrying freight into a city by improving utilisation of available vehicle capacity. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- **Behavioural solutions:**
 - ✓ Procurement led solutions;
 - ✓ Upstream supply chain; and
 - ✓ Click and collect at store.
- **Physical Solutions:**
 - ✓ Urban consolidation centres;
 - ✓ Micro-consolidation centres;
 - ✓ Locker boxes / locker banks; and

✓ *Pick-up drop-off (PUDO) facility shop.*

2.3.12. The Rethinking Deliveries Report identifies that working in tandem “with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts”.

2.4. LOCAL POLICY

TOWER HAMLETS LOCAL PLAN 2031: MANAGING GROWTH AND SHARING BENEFITS (2020)

- 2.4.1. It should be noted the east part of the Plot 1 site is located in the London Borough Tower Hamlets.
- 2.4.2. This Local Plan sets out how growth will be managed in Tower Hamlets and ensure that they share the benefits with all our residents over the next 15 years.
- 2.4.3. Development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases is required to demonstrate how:
- Impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistic plans, and delivery and servicing plans;
 - Delivery of goods and servicing will be provided within the site to encourage shared arrangements and timing of deliveries, unless demonstrated it can take place on-street without affecting highway safety or traffic flow;
 - Movement by water and/or rail; and the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised; and
 - Deliveries to sites will be reduced through suitable accommodation and management.

HACKNEY LOCAL PLAN 2033

- 2.4.4. The west part of the Plot 1 site is located within the London Borough Hackney.
- 2.4.5. Chapter 10 of the Hackney Local Plan (2020) focuses on improving accessibility and promoting sustainable transport within the borough. Policy LP41 states that:
- 2.4.6. *New development and its associated transport systems should contribute towards transforming Hackney’s places and streets into one of the most attractive and liveable neighbourhoods in London. In doing so, new developments must:*
- *Create an environment where people actively choose to walk and cycle as part of everyday life.*
 - *Reduce the dominance of the car both in terms of traffic and congestion on our roads and managing excessive parking on our streets.*
 - *Contribute to the Healthy Streets approach to improve air quality, manage congestion and make Hackney’s diverse communities become greener, healthier and more attractive places in which to live, play and do business.*
 - *Contribute to a safe road environment where traffic accident casualties are steadily reduced supporting Vision Zero objectives.*
 - *Contribute towards greening our neighbourhoods: creating a cleaner healthier environment that is able to cope with changes to the climate.*

- *Make improvements to the pedestrian environment including the provision of high quality public realm, safe road crossings, water fountains, seating, wayfinding and increased tree and vegetation coverage.*
- *Tackle poor air quality, seeking to reduce NOx emissions to achieve the National Air Quality objective and in particular reduce the exposure of children and vulnerable people to transport-related air pollution.*
- *Provide for and financially contributing towards measures to support Low Emission Neighbourhoods (LENs) including but not limited to the increased use of car sharing, low emission vehicles including taxis, freight consolidation and associated engagement with businesses, residents and other stakeholders to support these aims.*
- *Improve permeability and the reallocation of road space away from car use to promote walking, cycling and use of public transport.*

2.4.7. Policy LP45 highlights the requirement that *“New development must incorporate designated spaces for deliveries within the boundary of the development, where appropriate and provide Delivery and Servicing plans which encourage provision for low-emission, consolidation and last mile delivery modes.”*

2.4.8. Policy LP43 states that *“new developments will be permitted where it:[..] Assesses the ongoing freight impact of the development and minimises and mitigates the impacts of this on the transport system through Delivery and Servicing Plans (DSPs) including references to use of low-emission, freight consolidation and sustainable last mile delivery vehicles.”*

3. SERVICING STRATEGY & PROPOSALS

3.1. INTRODUCTION

- 3.1.1. This chapter outlines the delivery and servicing proposals for the proposed Plot 1 development. The DSP aims to ensure that servicing of the development can be undertaken efficiently and safely, whilst minimising any other effects on the local highway network, and impact to residents and commercial occupiers within the vicinity of the site.

3.2. DELIVERY AND SERVICING PROPOSALS

SERVICE YARD

- 3.2.1. The proposals include a service yard at ground floor level, accessed via Bethnal Green Road, as set out in the OPPs.
- 3.2.2. The proposed service yard layout is approximately 18m in width (east-west) and 24m in depth (north-south), providing five loading bays (1 x 11m long loading bay; 2 x 8m long loading bays; 2 x 6m long loading bays). The service yard access width is shown as 9m wall-to-wall.
- 3.2.3. The clear height available underneath the London Overground Line is approximately 4.2m. A clear height of 4.2m for delivery and servicing vehicles, including waste collection vehicles, is regarded as adequate.
- 3.2.4. Figure 3-1 shows the proposed service yard layout, with a plan provided as Appendix A.

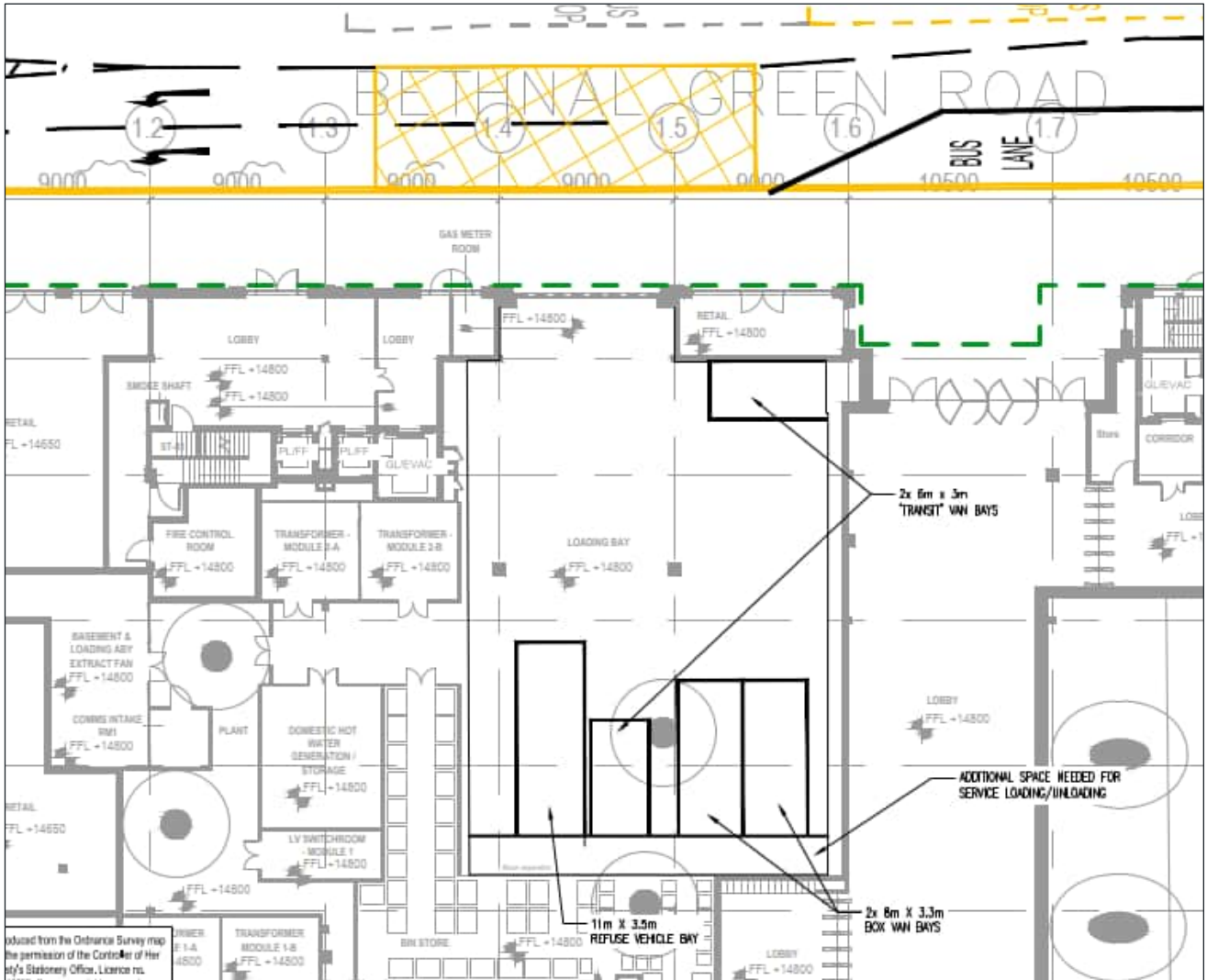


Figure 3-1 - Proposed Service Yard Layout

3.2.5. The plans showing the swept path assessment of delivery vehicles accessing the service yard are provided as Appendix B.

OPERATIONAL HOURS

- 3.2.6. The service yard opening hours will be confirmed at a later date.
- 3.2.7. During the opening hours the service yard would be open and staffed by the Building Management Team.

WASTE STORAGE

- 3.2.8. The options for waste storage have been reviewed which concluded the only option is for waste storage in bins. With the clear height restriction under 5m, it would not be feasible to store and collect waste in portable compactors.
- 3.2.9. Waste will be stored in a dedicated waste storage area at Ground Floor level next to the service yard. The waste will stored and collected uncompacted.

3.2.10. The waste storage area has been designed to accommodate the number of bins required for a daily collection, and Figure 3-2 show the proposed location of the store, highlighted in green.

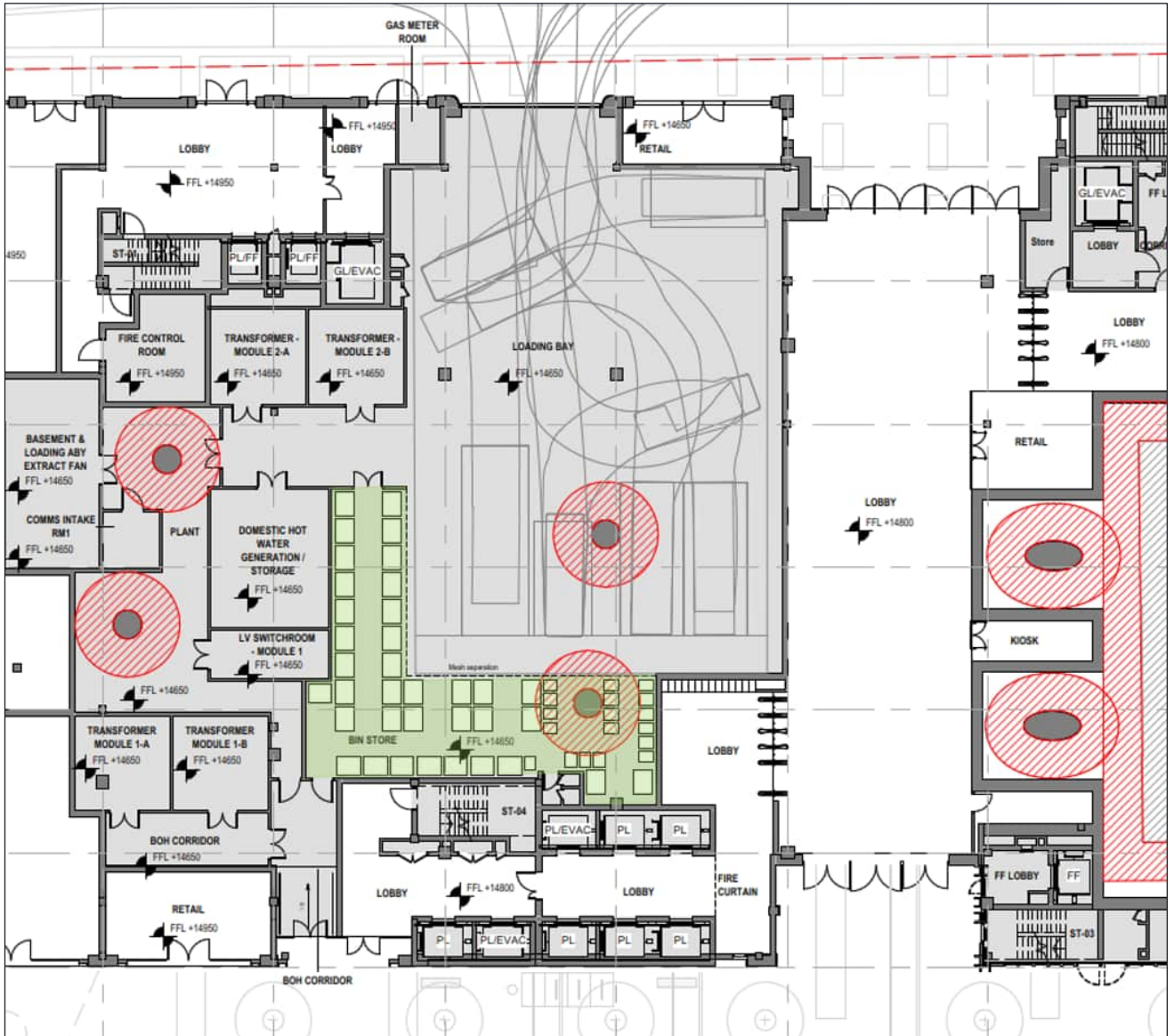


Figure 3-2 - Waste Store Room at Ground Floor Level south of the Service Yard

WASTE COLLECTION

3.2.11. Waste will be collected from within the Plot 1 service yard by a private waste contractor. The office waste will be collected daily. The clear height restriction for waste collection vehicles will be approximately 4.2m.

3.3. TRIP CAP AND TRIP REDUCTION TARGET

3.3.1. As part of the OPPs, Schedule 10 in the Section 106 Agreement includes a Site-Wide Delivery and Servicing Strategy. The ‘Site-Wide Delivery and Servicing Strategy’ (DSS) is defined as a package of best practice measures to be adopted by the Owner for the management of the deliveries and



servicing. The objectives of the Site-Wide Delivery and Servicing Strategy shall ensure that the DSS Trip Cap shall not be exceeded, and that the DSS Trip Reduction Target is achieved, securing coordination between Service Yards, the consolidation of deliveries and servicing where possible, and enabling pedestrian and cycle portage where appropriate.

- 3.3.2. The DSS Trip Cap for Plot 1 is set at 126 two-way trips a day in the Section 106 Agreement. There is a 'DSS Trip Reduction Target' for reducing the number of DSS Trips by 20% below the daily DSS Trip Cap (101 daily two-way trips) by no later than the tenth anniversary of the date on which the Development is First Occupied.
- 3.3.3. Therefore, the estimated number of delivery and servicing vehicle trips for Plot 1 is unlikely to exceed 63 vehicle arrivals a day.

4. OBJECTIVES AND MEASURES

4.1. INTRODUCTION

- 4.1.1. This chapter outlines the measures and initiatives included within the DSP. The Plot 1 Building Management Team will have responsibility for the implementation of the DSP.
- 4.1.2. The DSP will aim to ensure that servicing of Plot 1 can be undertaken efficiently, without creating any negative impacts upon residents and businesses in the vicinity of the site, together with impacting the local highway network.

4.2. DSP OBJECTIVES

- 4.2.1. Delivery and Servicing Plans developed through the planning process seek to support sustainable development, reducing the impact of servicing vehicles on the local highway network and ensuring safety. DSPs are drafted within the context of the guidance provided within the policy documents which have been presented and key relevant policies summarised in chapter 2.
- 4.2.2. This DSP has been prepared for the Plot 1 development and it is considered that the final document would be secured prior to occupation of the Plot 1 site, as set out in the planning conditions and Section 106 Agreement. This DSP will seek to achieve the following objectives:
- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - Ensure that the overall volume of trips is as low as possible to reduce the impact of freight activity on the local highway, local residents, and commercial occupiers and the environment;
 - Minimise the space required for storage and distribution of goods;
 - Coordinate with other service yards on the wider Bishopsgate Goodsyards site; and
 - Reduce air pollutant emissions from deliveries and servicing.

4.3. MANAGEMENT MEASURES

- 4.3.1. The Building Management Team, coordinating with the wider-site Facilities Management Team, will endeavour to minimise the effect of delivery and servicing activity by implementing measures.
- Source supplies locally when possible;
 - Consider sourcing supplies from operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
 - Investigate the potential of sourcing goods and services from companies using alternatively fuelled vehicles, for example electric and LPG vehicles and bicycle couriers;
 - Maintain a record of deliveries including, times of receipt, source, type of goods, and recipient;
 - Schedule deliveries so as to avoid any peaks in delivery and servicing activity;
 - Communication of delivery procedures; and

- Advise suppliers of the delivery strategy for the site, to ensure that they are aware where they can stop to deliver and collect from the site.

FACILITIES & SERVICES

4.3.2. The following facilities and services would be provided within the service yard:

- Building Management Team available to meet drivers on arrival, check delivery details, assist with receipt of goods and advise drivers on the delivery process;
- Electric vehicle charging points available to charge delivery and service vehicles if needed and deemed appropriate;
- Area available for deliveries to be received via cargo bicycles; and
- Coordination with other service yards on the Bishopsgate Goodsyard site, with the facility to receive goods on behalf of other service yards where appropriate.

4.3.3. Site specific advice will be made available where possible to service providers, suppliers and delivery companies.

4.3.4. The on-site strategy will ensure that delivery activity is separated from the surrounding highway network and that deliveries are managed and received by the Building Management Team.

DELIVERY SCHEDULING

4.3.5. Where applicable, servicing movements and deliveries would be via a pre-booked system to ensure an orderly arrival of deliveries to the site, coordinating with other service yards on the Bishopsgate Goodsyard site where feasible.

4.3.6. The implementation of a delivery booking system will improve the reliability of deliveries to the site, reducing the risk of missed deliveries and the need to re-deliver, and will allow deliveries to be scheduled outside of peak hours of activity.

4.3.7. The servicing strategy will limit on-site delivery timings to reduce potential noise impacts on local neighbours and residents. The Delivery & Servicing Plan will restrict late night deliveries, and limit delivery timings on weekends, if required.

4.3.8. The servicing restrictions are set out in Schedule 10 of the Section 106 Agreement.

COMMUNICATION OF DELIVERY PROCEDURES

4.3.9. Site specific advice will be made available to service providers and delivery companies via staff in the Building Management Team. The delivery and servicing facilities (location/access routes to the site) will be communicated amongst each party involved.

4.3.10. The Building Management Team will implement procedures to manage delivery and servicing activity. They will work to ensure effective and efficient delivery and servicing and will be responsible for providing appropriate training related to the processes and procedures in operation on the Plot 1 site.

ACCOMMODATING SPECIAL DELIVERIES

4.3.11. Any bulky deliveries to the site will need to be pre-arranged. The delivery time and duration will be agreed in advance with the Building Management Team to minimise the impact upon the routine daily servicing requirements of the development and other occupiers. Out of peak time deliveries may be required for such deliveries where possible.

COLLECTION LOCKERS

- 4.3.12. The Building Management Team may choose to use collection lockers for office tenants, which is an option to be explored further. The lockers seek to reduce clutter and improve security while minimising the need for repeat visits due to missed deliveries.
- 4.3.13. Lockers type systems would be available 24/7 for access and office staff would receive a notification informing them of the arrival and release code.

5. TARGETS AND MONITORING

5.1. TARGETS

- 5.1.1. In accordance with TfL's best practice guidance, all targets identified will be SMART, in that they are Specific, Measurable, Achievable, Realistic and Time-bound. Two types of targets are generally identified. 'Action' type targets are defined as 'non-quantifiable actions that need to be achieved' (e.g. securing a final DSP before occupation), whilst 'Aim' type targets are quantifiable, for example relating to the level of reduction in delivery and servicing vehicles that the plan is seeking to achieve or other outcomes.
- 5.1.2. The targets will be defined in the final DSP once procurement and suppliers are known for the proposed development, however it is considered that they could include the following:
- Reducing the daily number of delivery and servicing trips to the site;
 - Increasing the use of low emission vehicles;
 - Increasing the number of locally sources supplies; and
 - Coordinating with other service yards on the Bishopsgate Goodsyard site where feasible.

5.2. MONITORING AND REVIEW

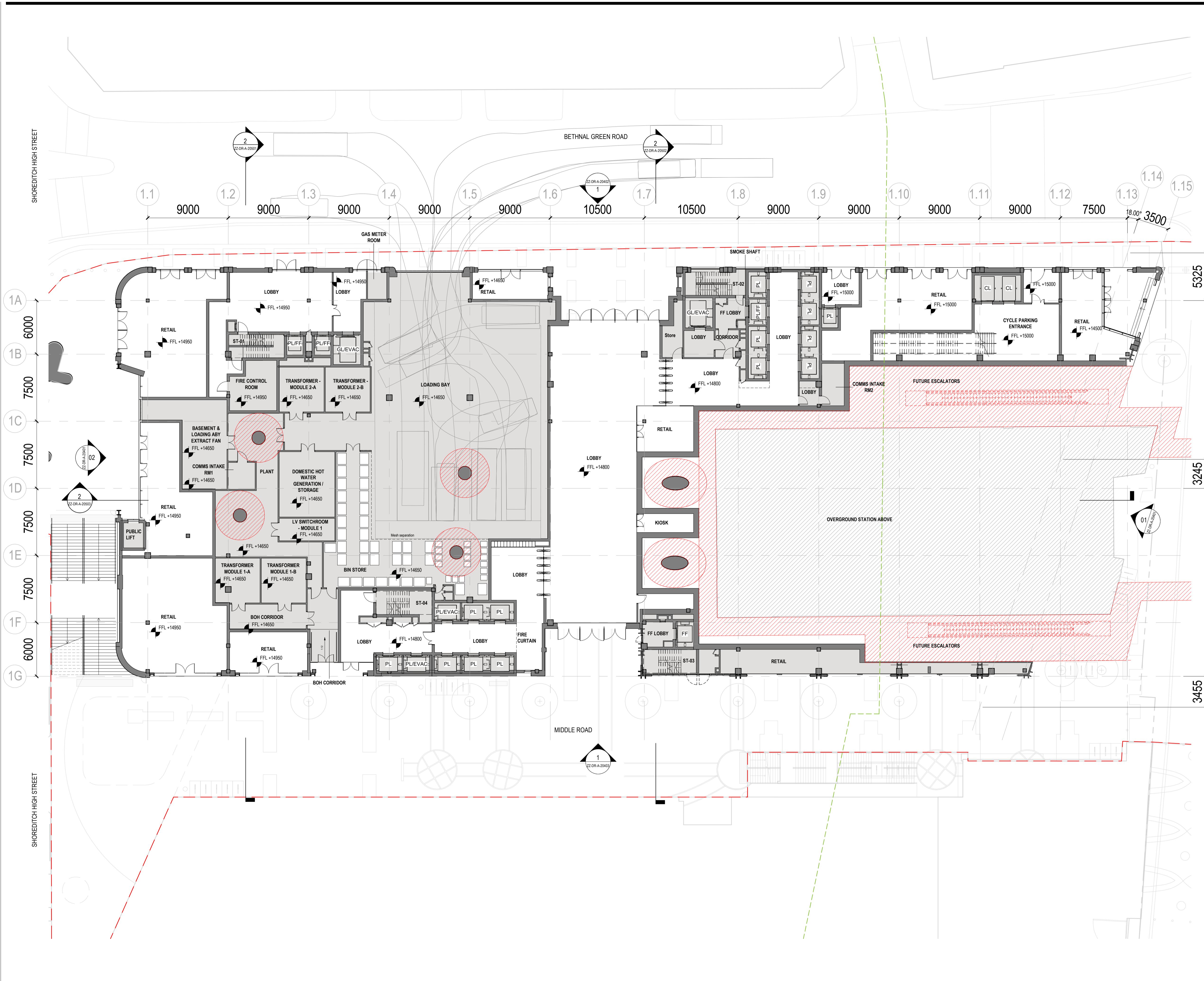
- 5.2.1. The Delivery and Servicing Plan will be a live document and implementation of the DSP will be monitored and any adjustments to its policy and targets will be made if required.
- 5.2.2. In accordance with TfL's DSP guidance appropriate monitoring will be undertaken to assess how well the DSP is being implemented and whether the DSP is meeting its objectives, which will also be required to satisfy the requirements in Schedule 10 of the A106 Agreement.
- 5.2.3. A programme of monitoring and review will be implemented to generate information by which the success of the DSP can be evaluated against the objectives.
- 5.2.4. The monitoring programme is set out in Schedule 10 of the Section 106 Agreement.
- 5.2.5. Monitoring and review of deliveries to the site will be the responsibility of Building Management Team and will also include a delivery survey to be undertaken once the development is occupied and operational; this sets out the baseline monitoring for the development proposals in line with TfL's DSP Guidance and Schedule 10 in the Section 106 Agreement.
- 5.2.6. Delivery surveys will be undertaken in accordance with Delivery Survey Methodology and will record information on the following:
- Number of daily servicing trips;
 - Number of vehicle arrivals per hour;
 - Vehicle Type;
 - Delivery type, and
 - Number of rejected vehicles.



- 5.2.7. A review of the delivery booking system would also be undertaken. The Building Management Team will ensure that subsequent delivery surveys are undertaken in line with the monitoring programme set out in Schedule 10 of the Section 106 Agreement.
- 5.2.8. Monitoring reports would be prepared to summarise the result of each survey for submission to TfL / LBTH / LBH. This will provide the opportunity for current delivery operations and procedures on the site to be reviewed, if necessary, to achieve the DSP objectives and targets.



APPENDIX A – SERVICE YARD LAYOUT



notes:
Do not scale from drawings. All discrepancies to be reported to Gensler architect immediately.
All dimensions to be verified by contractor on site prior to any works

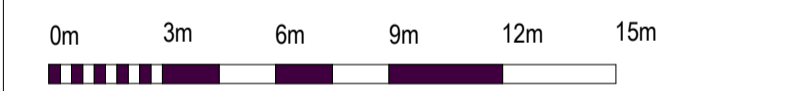
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 - LAND IN SAME OWNERSHIP
 - BOUNDARY BETWEEN HACKNEY AND TOWER HAMLETS
 - TFL ZONE
 - PLANT AND CORE AREAS
 - SETBACK ZONE - REFER TO DESIGN GUIDE

rev	date	revision note	drawn	checked
P05	22.11.23	RMA DRAFT	LA	RM
P04	02.11.23	RMA DRAFT + LEVEL UPDATE	LA	JC
P03	27.10.23	RMA DRAFT	MdO	DM
P02	13.03.23	PRE-APPLICATION ISSUE	KC	JC
P01	01.02.23	PRE-APPLICATION ISSUE	KC	EK

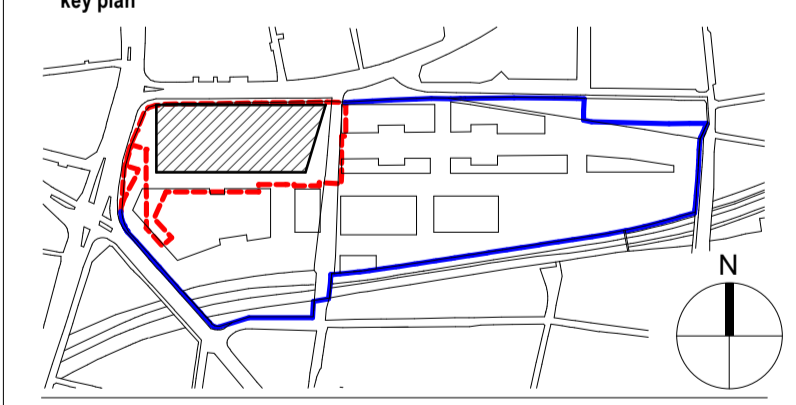
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SCALE 1:200 (METERS) @ A1



category
 0 GENERAL
 family
 00930 PLANS TOWN PLANNING
 title
 GA PLAN - LEVEL 00

project
 Ballymore Bishopsgate Goods Yard
 Braithwaite St London E1 6GJ

project number	08.8217.000	drawn	KC	checked	EK
scale	1:200@A1	date of first issue	01/02/23	status	S01
project code	originator	Volume	Level/Loc.	Type	Role

project code | originator | Volume | Level/Loc. | Type | Role | number

BGY - GEN - 01 - 00-DR-A-00231



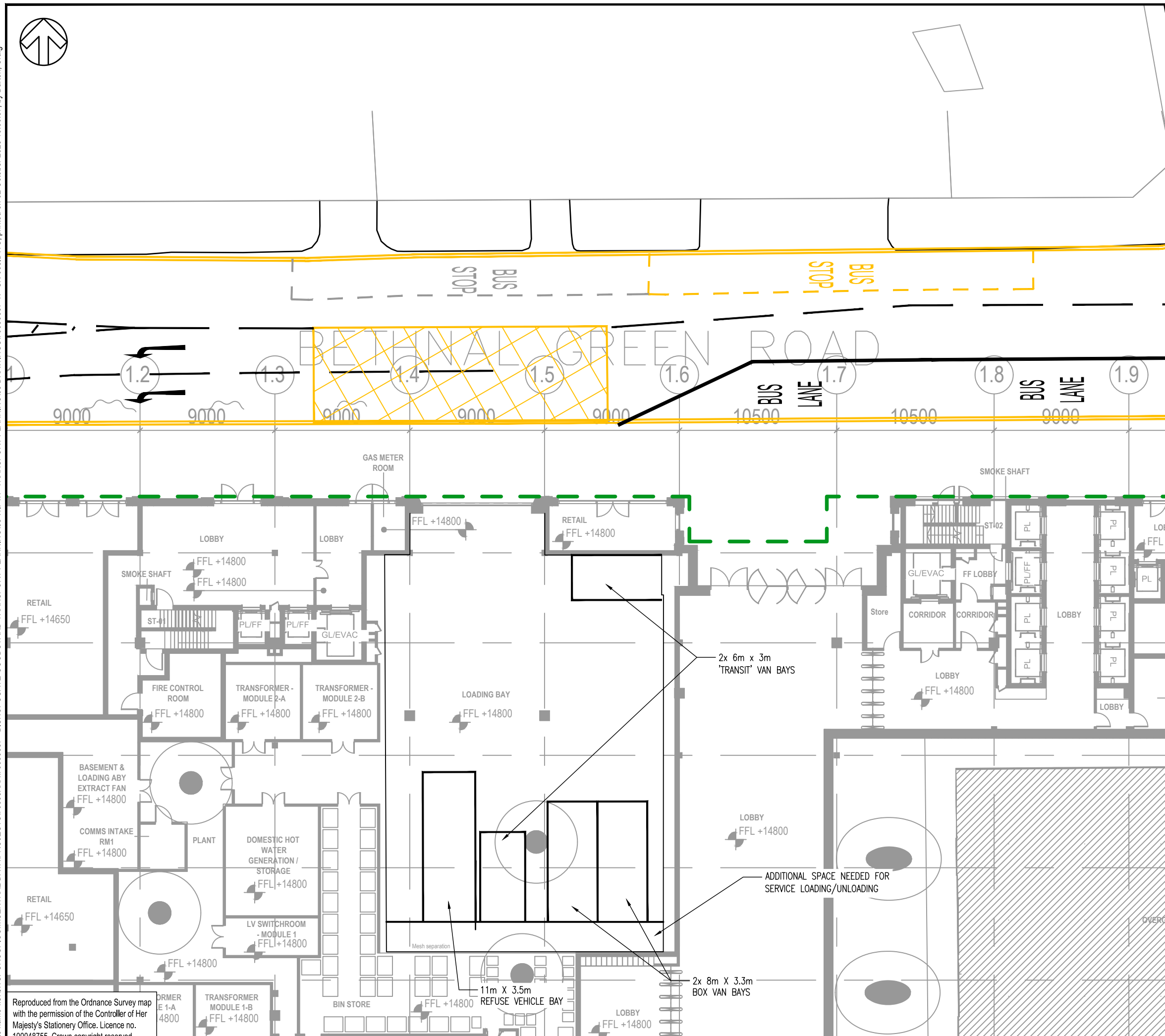
APPENDIX B – SWEPT PATH ASSESSMENTS

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	02/10/2023	CRJB	COORDINATES OF ARCHITECTS LAYOUT UPDATED	AT	AT
P02	26/09/2023	CRJB	UPDATED TO LATEST ARCHITECTS LAYOUT	AT	AT
P01	18/01/2023	RDS	FIRST ISSUE	AT	AT

DRAWING STATUS: S2 - FOR INFORMATION



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wsp.com

CLIENT: BISHOPSGATE GOODSYARD REGENERATION LTD

ARCHITECT: BALLYMORE AND HAMMERSON

PROJECT: BISHOPSGATE GOODSYARD TRANSPORT PLANNING

TITLE: GENERAL ARRANGEMENT OPTION B

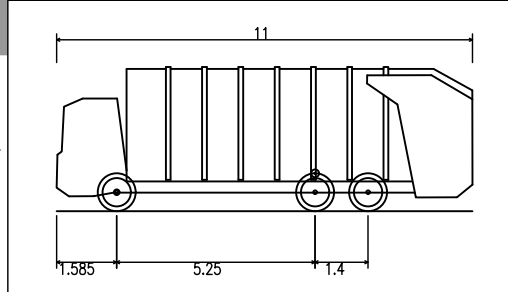
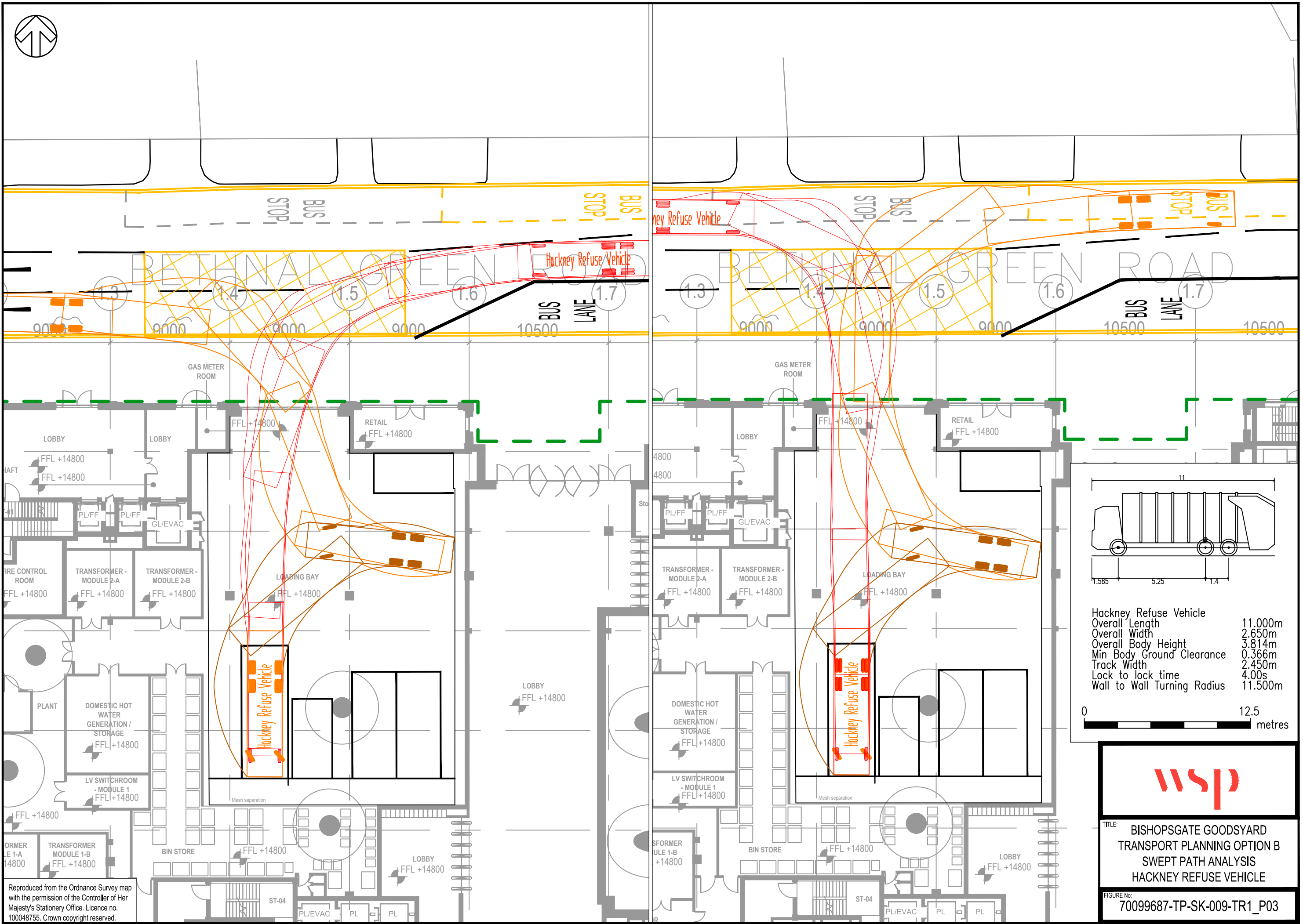
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PROJECT No: 70099687	DESIGNED: RDS	DRAWN: RDS	DATE: October 23
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DRAWING No: 70099687-TP-SK-009	REV: P03
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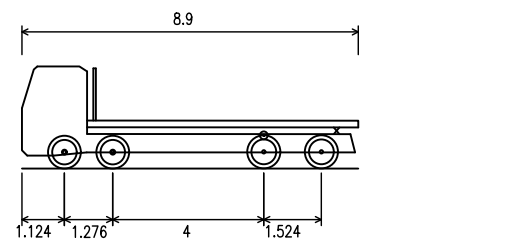
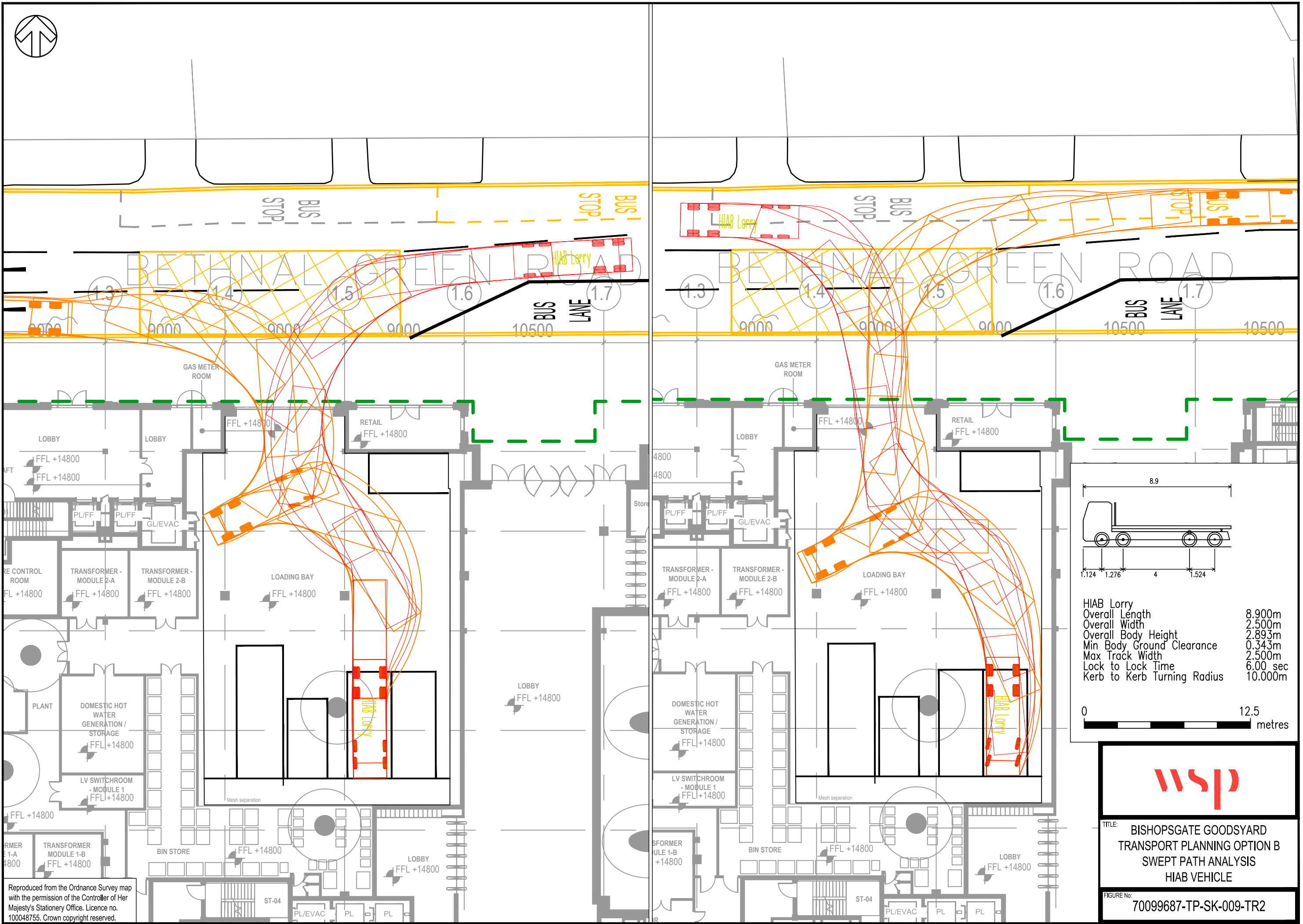
Hackney Refuse Vehicle	
Overall Length	11.000m
Overall Width	2.650m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.500m



TITLE: BISHOPSGATE GOODSYARD
TRANSPORT PLANNING OPTION B
SWEEP PATH ANALYSIS
HACKNEY REFUSE VEHICLE

FIGURE No:
70099687-TP-SK-009-TR1_P03

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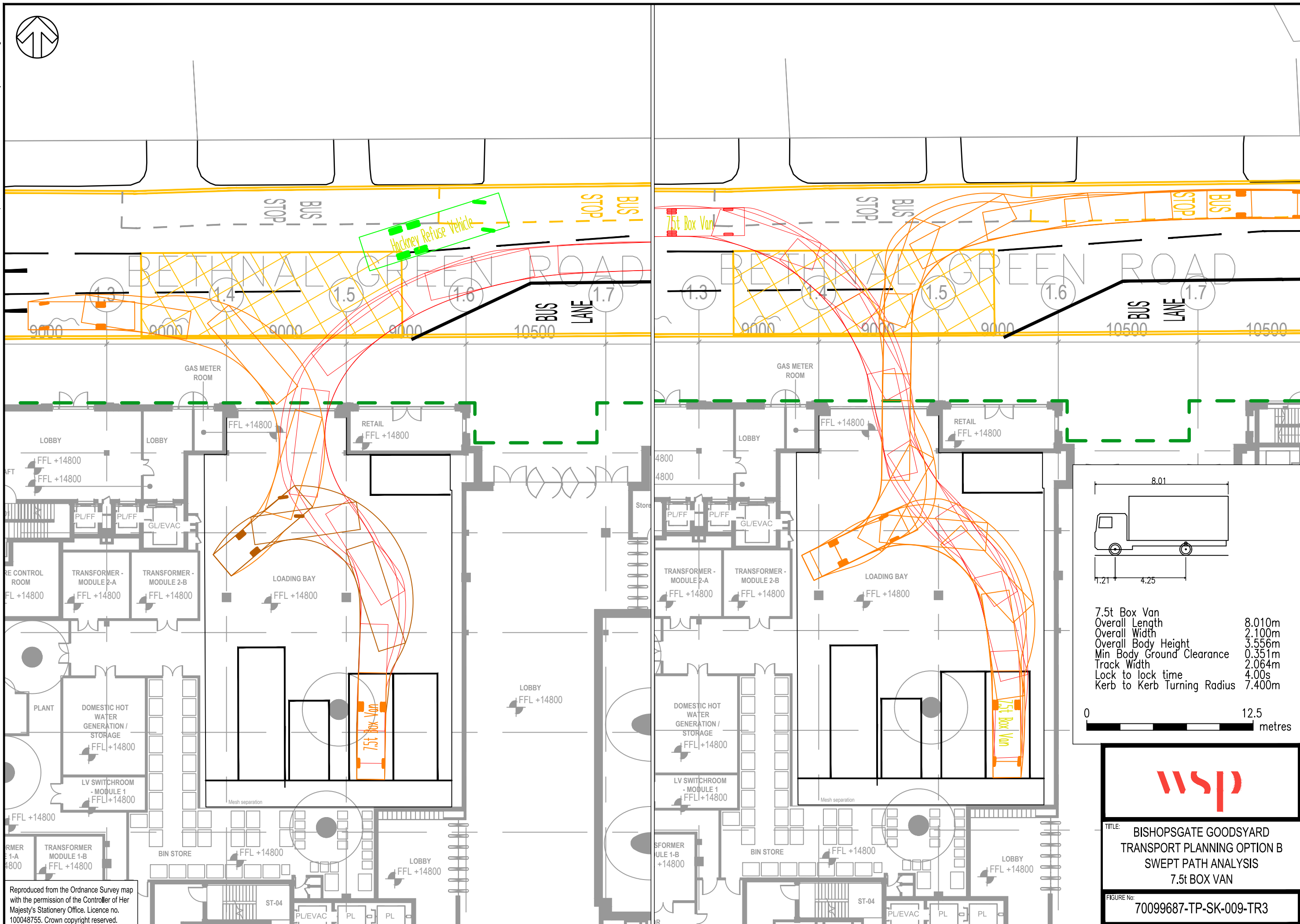
HIAB Lorry	
Overall Length	8.900m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.000m



TITLE: BISHOPSGATE GOODSYARD
 TRANSPORT PLANNING OPTION B
 SWEEP PATH ANALYSIS
 HIAB VEHICLE

FIGURE No: 70099687-TP-SK-009-TR2

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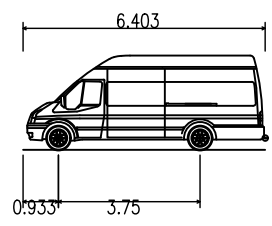
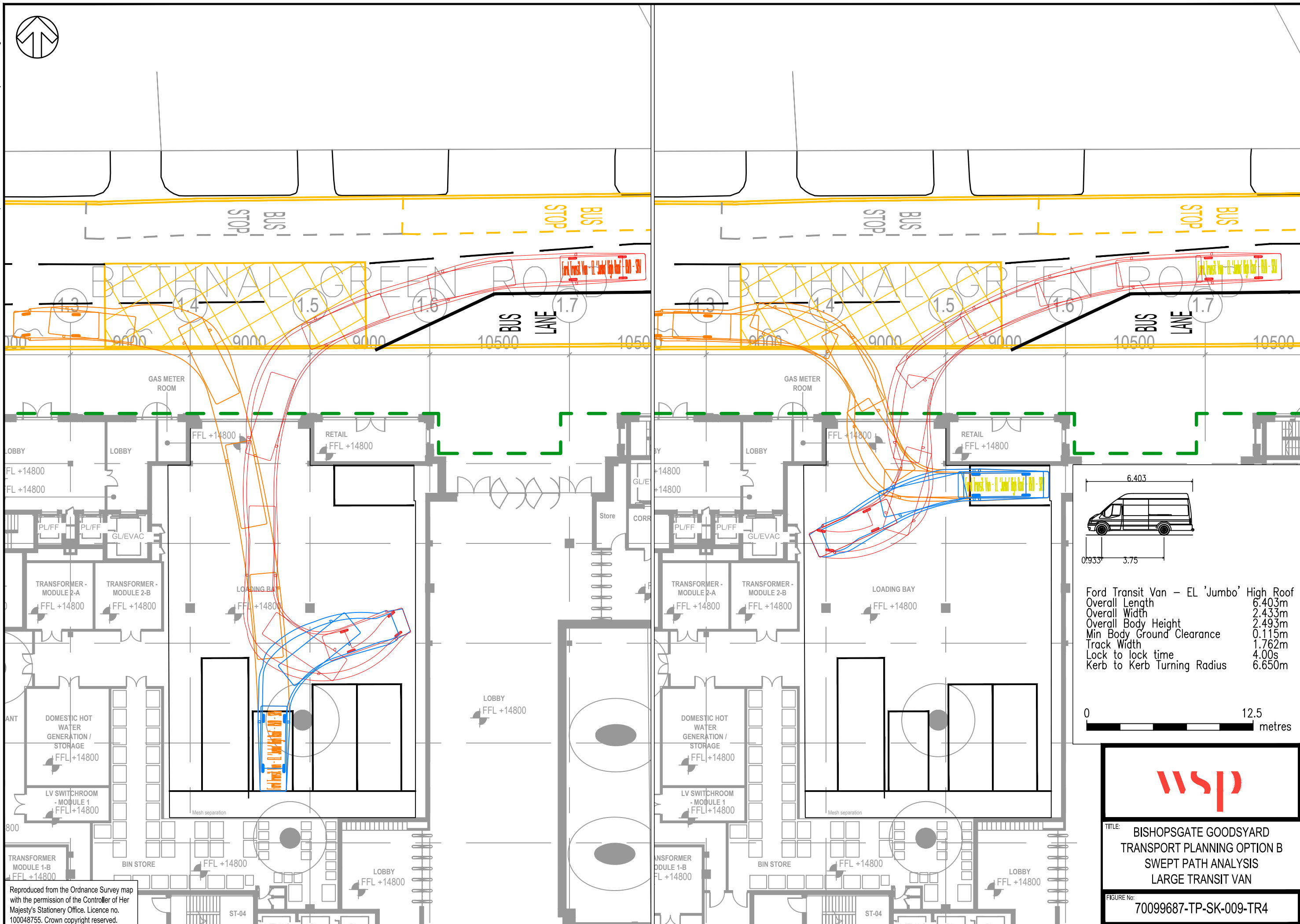
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

TITLE: BISHOPSGATE GOODSYARD
TRANSPORT PLANNING OPTION B
SWEEP PATH ANALYSIS
7.5t BOX VAN

FIGURE No: 70099687-TP-SK-009-TR3

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70099687 - BISHOPSGATE GOODSYARD TRANSPORT PLANNING\03 DRAWINGS\70099687-TP-SK-009.DWG, printed on 02 October 2023 15:01:25, by Burton, Craig



Ford Transit Van - EL 'Jumbo' High Roof

Overall Length	6.403m
Overall Width	2.433m
Overall Body Height	2.493m
Min Body Ground Clearance	0.115m
Track Width	1.762m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.650m



TITLE: BISHOPSGATE GOODSYARD
TRANSPORT PLANNING OPTION B
SWEEP PATH ANALYSIS
LARGE TRANSIT VAN

FIGURE No: 70099687-TP-SK-009-TR4

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APPENDIX G – CAR & CYCLE PARKING MANAGEMENT PLAN



Bishopsgate Goodsyard Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Car and Cycle Parking Management Plan



Bishopsgate Goodsyrd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Car and Cycle Parking Management Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: DECEMBER 2023

WSP

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	October 2023	December 2023		
Prepared by	DS	DS		
Signature				
Checked by	AT	AT		
Signature				
Authorised by	AT	AT		
Signature				
Project number	70099687	70099687		
Report number	001	001		
File reference				

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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyards Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters applications (RMA) for Plot 1 at the Bishopsgate Goodsyards site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).
- 1.1.2. This Car and Cycle Parking Management Plan (CCPMP) has been prepared for the Plot 1 RMA.
- 1.1.3. The CCPMP has been produced to address parts of the planning conditions which formed part of the planning consent for the hybrid planning application, herein referred to the Outline Planning Permissions (OPPs). It should be noted the details contained within the following conditions are not all relevant to the proposed Plot 1 RMA, as the conditions make specific reference to the Plots which will contain residential units, and are prior to occupation.

LBH Condition 18: Cycle Parking

- a) Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses.
- b) Prior to the occupation of each phase of the development hereby approved, a Cycle Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The CPMP should include details of the allocation of cycle spaces between the market and affordable housing units and other land uses; details on how these cycle spaces and access to cycle stores will be managed and enforced; details of the design and materials of cycle stands/storage; details of shower, changing area and locker facilities provision and, details of CCTV and lighting for the cycle storage area. The approved allocations and details are to be completed prior to the occupation of the residential units and/or other uses within that part of the development and shall be permanently retained thereafter.
- c) A minimum of 5% of long stay cycle spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles.
- d) The relevant phase of the development shall not be occupied until the relevant amount of cycle parking spaces for that phase have been installed and ready for use in accordance with the approved details and the approved CPMP has been implemented in full. Such spaces shall be retained thereafter for this use only by occupiers and visitors to this part of the development only and solely in accordance with the approved CPMP.

LBH Condition 67: Accessible Car Parking

- a) Each Reserved Matters application comprising residential uses shall include detailed designs for the layout of and access to disabled persons car parking spaces, to ensure that a minimum of 15 spaces are provided on site for the residential uses. The spaces shall be laid out and made available for use prior to the occupation of the relevant residential building and thereafter be retained.

- b) Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved.

LBTH Condition 17: Cycle Parking

- a) Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses.
- b) Prior to the occupation of each phase of the development hereby approved, a Cycle Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The CPMP should include details of the allocation of cycle spaces between the market and affordable housing units and other land uses; details on how these cycle spaces and access to cycle stores will be managed and enforced; details of the design and materials of cycle stands/storage; details of shower, changing area and locker facilities provision and, details of CCTV and lighting for the cycle storage area. The approved allocations and details are to be completed prior to the occupation of the residential units and/or other uses within that part of the development and shall be permanently retained thereafter.
- c) A minimum of 5% of long stay cycle spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles.
- d) The relevant phase of the development shall not be occupied until the relevant amount of cycle parking spaces for that phase have been installed and ready for use in accordance with the approved details and the approved CPMP has been implemented in full. Such spaces shall be retained thereafter for this use only by occupiers and visitors to this part of the development only and solely in accordance with the approved CPMP.

LBTH Condition 68: Accessible car parking

- a) Each Reserved Matters application comprising residential uses shall include detailed designs for the layout of and access to disabled persons car parking spaces, to ensure that a minimum of 15 spaces are provided on site for the residential uses. The spaces shall be laid out and made available for use prior to the occupation of the relevant residential building and thereafter be retained.
- b) Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved.

1.1.4. Schedule 7 and 8 of the S106 Agreement also make reference to Cycling and Car Parking respectively. Schedule 7 'Cycling' refers to cycling contributions and the provision of TfL cycle hire docking stations. Schedule 8 'Car Parking' only refers the requirement for a Parking Management Plan for Plots including residential units, therefore would not be relevant to the Plot 1 RMA.

1.1.5. The wider Bishopsgate Goodsyrd site location is shown in Figure 1-1.

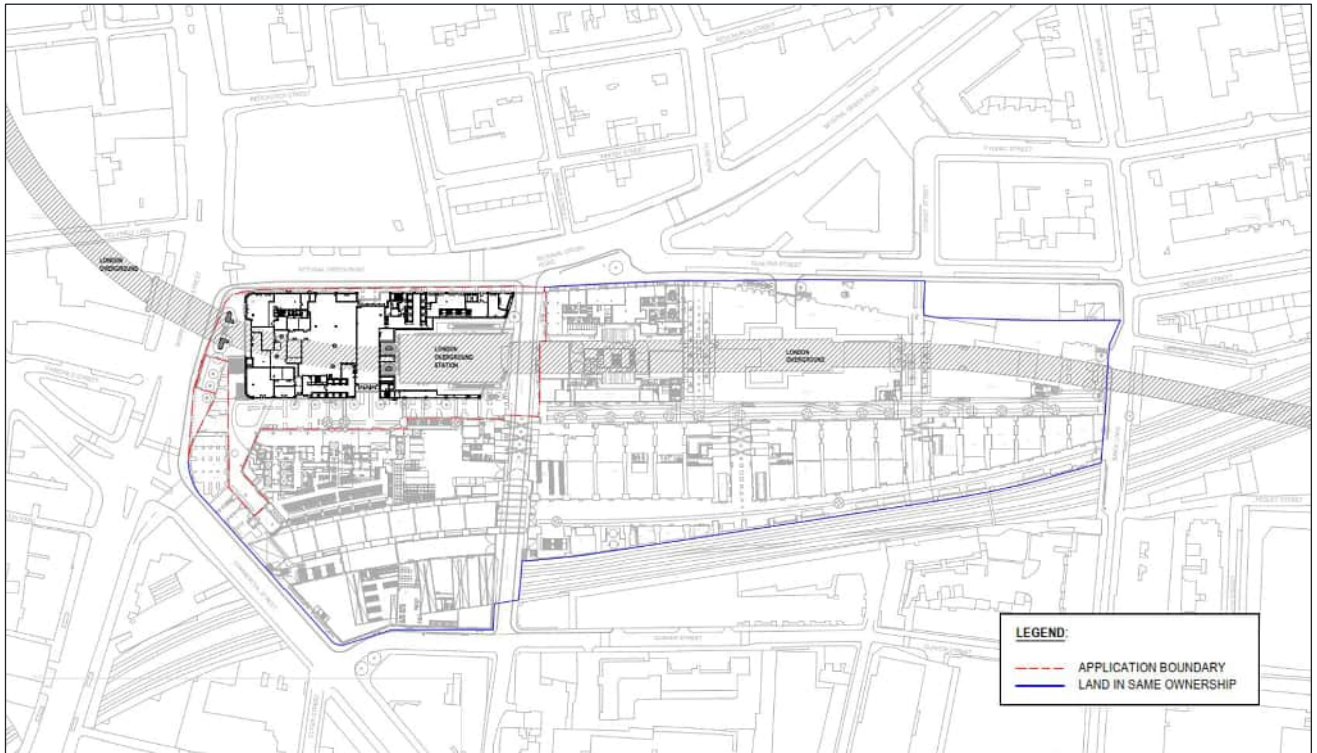


Figure 1-1 – Bishopsgate Goodsyrd Site Location

1.1.6. The site currently contains Shoreditch High Street station; Shoreditch Box Park retail units; all-weather football pitches; and some residential / office use to the south of Sclater Street.

1.2. PLANNING BACKGROUND

1.1.1. The OPPs for the wider Bishopsgate Goodsyrd site development proposals were consented in 2022, with the planning application references shown below (not the Listed Building Consent references):

- LB Hackney – ref: 2014/2425
- LB Tower Hamlets – ref: PA/14/02011
- GLA – GLA/1200cd

1.1.2. The key transport related reports submitted for the OPPs included:

- Transport Assessment (WSP, September 2019)
- Transport Addendum Note (WSP, June 2020)
- Transport Note (WSP, August 2020)

1.1.3. It should be noted the OPPs have been amended by identical non-material amendments granted by LBH (2023/2566) and LBTH (ref. PA/23/02025). The scope of the non-material amendments was to amend the relevant consented parameter plans to reflect the proposed design submitted under the RMAs as follows:

Extensions beyond the Maximum Parameters:

1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station;

2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure. Previously the maximum parameters included a gap ('the exclusion zone') between the Plot 1 building and the overground box. This has been brought down to the top of overground box to allow the installation of services between the building and the overground box; and
3. Amendment to the northern façade to align the plinth and upper structure.

Reductions beyond the Minimum Parameters:

1. Amendment to the annotated minimum parameter to allow for curved corners of the building onto Shoreditch High Street;
2. Recessed façade on the southern side of the Plot 1 building at ground;
3. Additional space made for the loading bay at ground level; and
4. Approximately 400mm recess on the western elevation of levels 6 and 7 inside the minimum parameter.

1.1.4. As such, references throughout the RMAs to the 'OPPs' are in respect of the OPPs as amended by the non-material amendments.

1.3. WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS SUMMARY

1.3.1. The site comprises of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);
- Plot 2: Office use north of the main suburban line (SLT) and over 8 track reserve space;
- Plot 3: Office use in the southwest corner of the site;
- Plots 4 ,5 and 10: Residential buildings south of Sclater Street;
- Plot 6: Community use south of Sclater Street and west of Brick Lane;
- Plot 7: Retail use underneath the existing brick arches; and
- Plot 8: Residential and Hotel use west of Braithwaite Street.

1.3.2. Figure 1-2 outlines the proposed sitewide development. This CCPMP focuses on the proposed office use in Plot 1 only, shown in the northwest corner of the site.

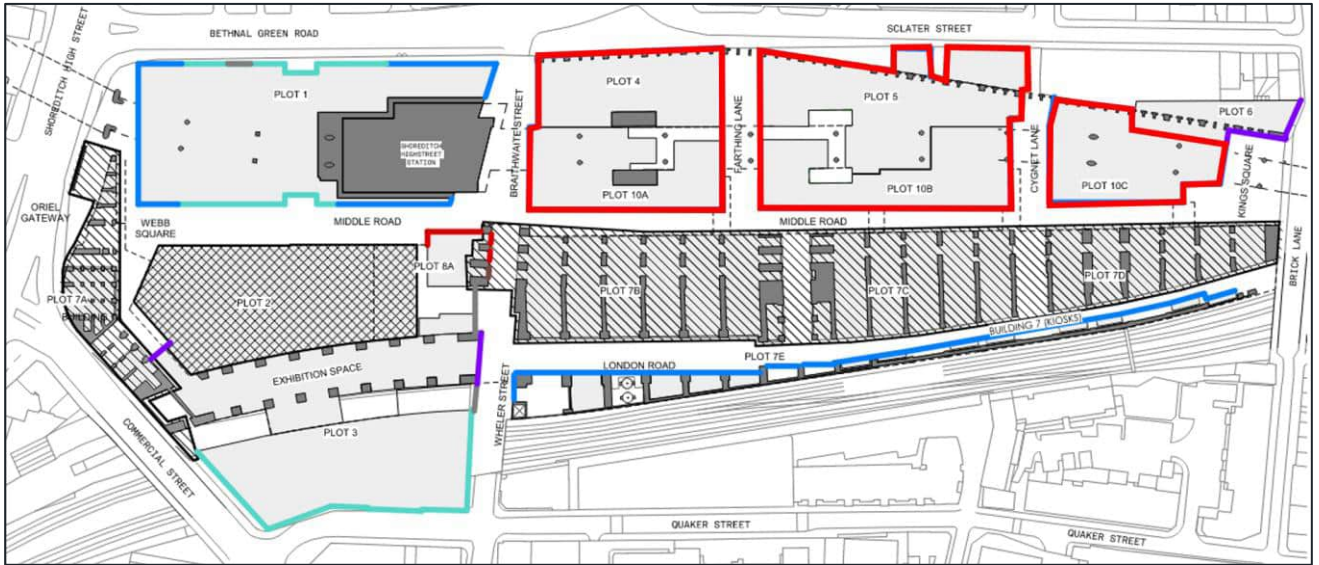


Figure 1-2 - Plan of Proposed Sitewide Development

1.4. REPORT PURPOSE

- 1.4.1. This CCPMP sets out the long-term strategy for allocating, managing and monitoring on-site parking.
- 1.4.2. Following this introductory section, the report is structured as follows:
 - Section 2: Parking provision; and
 - Section 3: Management strategy.

2. PARKING PROVISION

2.1. CYCLE PARKING

- 2.1.1. The Transport Assessment submitted as part of the OPPs stated cycle parking would be provided in accordance with the London Plan (then in draft) with adequate long-stay and short-stay cycle parking provided on-site.
- 2.1.2. The LB Hackney planning condition no. 18 states: ‘a) *Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses*’.
- 2.1.3. With regard to the cycle parking layout, planning condition no. 18 states, ‘c) A minimum of 5% of long stay spaces and their accesses are to *be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles*’.

LONG-STAY CYCLE PARKING

- 2.1.4. The long-stay cycle parking provision for the Plot 1 RMA is based on 56,131 sqm GEA of office use, including plant, ancillary and services, and a retail use floor area of 788 sqm GEA.
- 2.1.5. Table 2-1 shows the number of long-stay cycle parking spaces required in accordance with the London Plan minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

Table 2-1 - Long-stay Cycle Parking Required in accordance with London Plan

Use	Long-stay spaces
Office (56,131 sqm GEA)	748 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 788 sqm GEA)	4 spaces

- 1.1.5. The London Plan makes reference to the use of space for folding bicycles for long-stay cycle parking provision, stating: ‘*The provision of space for folding bicycles is generally not an acceptable alternative to conventional cycle parking. An exception may be applied in office developments in the CAZ, where the location of rail termini lends itself to greater levels of folding bicycle use. This should only be applied for up to 10 per cent of long-stay spaces and where the full provision could not otherwise be provided*’. To assist in achieving the number of long-stay cycle parking spaces, the proposed Plot 1 layout does include the provision of lockers for folding bicycles.
- 1.1.6. The proposed long-stay cycle parking for the office use will be provided on Level 01, which would be accessed via two dedicated cycle lifts and a gullied stair. The two dedicated cycle lifts and a gullied stair would be accessed via a dedicated cycle access on Bethnal Green Road.

1.1.7. The long-stay office cycle parking will total 784 spaces and will include a mix of two-tiered cycle racks; standard Sheffield stands; enlarged Sheffield stands for non-standard cycles; and lockers for folding cycles. The breakdown of each type of long-stay cycle parking spaces is as follows:

- Two-tiered spaces - 626 spaces (80%)
- Standard Sheffield stand spaces - 38 spaces (5%)
- Enlarged Sheffield stand spaces for non-standard cycles - 42 spaces (5%)
- Lockers for folding cycles - 78 spaces (10%)

1.1.8. Figure 2-1 shows the proposed long-stay cycle parking layout, with all long-stay cycle parking provided at Level 01.

1.1.9. The standard Sheffield stands are highlighted blue, and those highlighted green are enlarged Sheffield stand spaces for non-standard cycles.

1.1.10. The two lifts and stairs are shown in Figure 2-1 next to the enlarged Sheffield stand spaces for non-standard cycles.

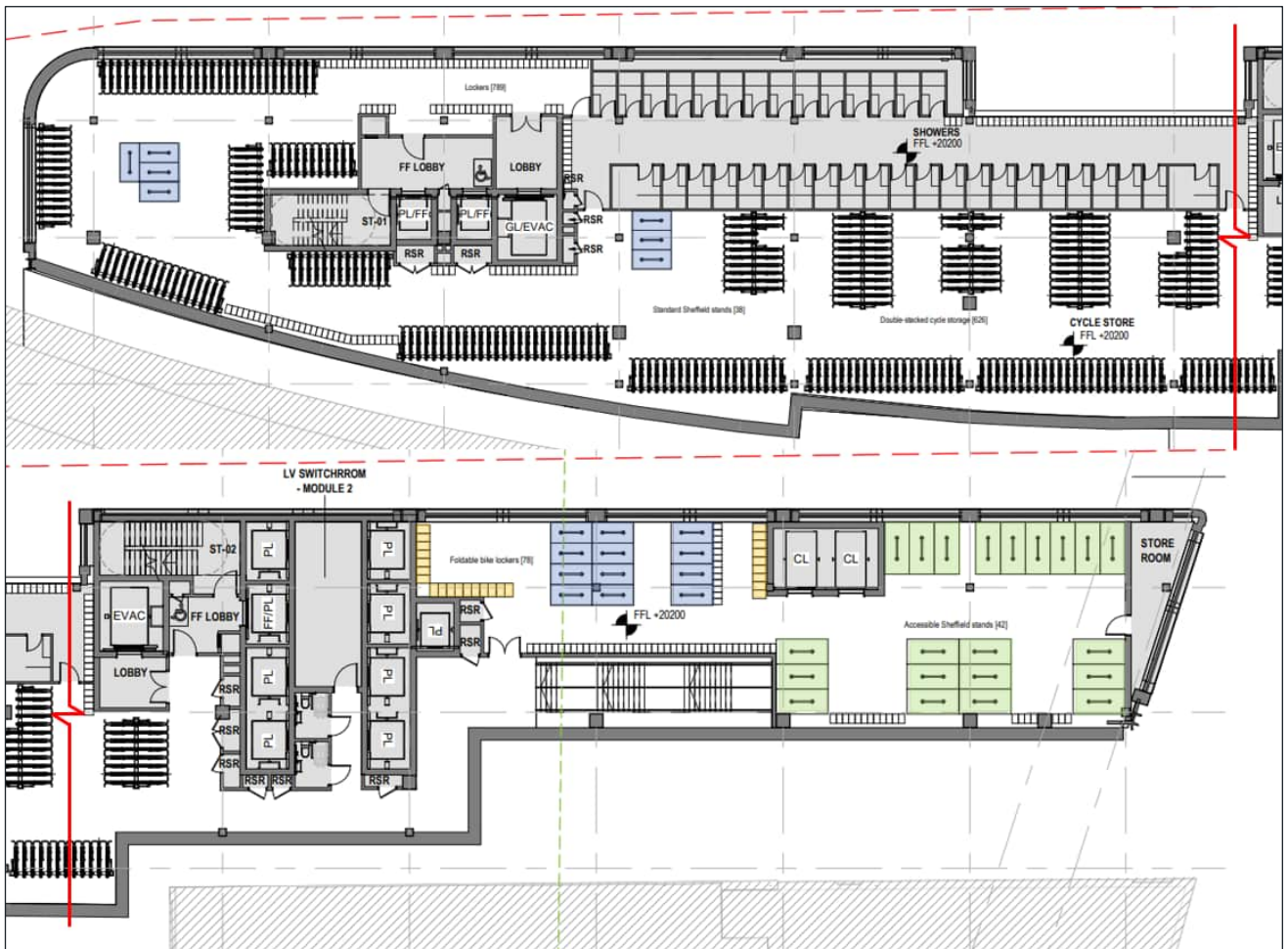


Figure 2-1 - Proposed Long-stay Cycle Parking Layout at Level 01

2.1.6. The proposed layout follows the best practice guidelines set out in LCDS.

2.1.7. With regard to the long-stay cycle spaces required for the proposed retail use, which would be approximately 4 spaces, it is proposed to provide these spaces within the main Cycle Hub(s) on the

wider Bishopsgate Goodsyard site, as retail staff are unlikely to have access to back-of-house areas within the Plot 1 building.

2.1.8. Appendix A shows the Level 01 layout which includes all long-stay cycle parking.

SHORT-STAY CYCLE PARKING

2.1.9. Table 2-2 shows the number of short-stay cycle parking spaces required in accordance with the London Plan minimum cycle parking standards. It should be noted, as set out in the Transport Assessment submitted as part of the OPPs, to estimate cycle parking for the retail uses, a split of 35% food; 35% non-food; and 30% A2-A5 has been applied.

Table 2-2 - Short-stay Cycle Parking Required in accordance with London Plan

Use	Short-stay spaces	Short-stay spaces (70% provision)
Office (56,131 sqm GEA)	20 spaces	14 spaces
Retail (35% Food; 35% Non-Food; 30% A2-A5 for 788 sqm GEA)	30 spaces	21 spaces

- 1.1.11. Further to pre-application discussions with TfL, LBH and LBTH for the OPPs, it was agreed to provide 70% of the minimum policy requirement to ensure the new pedestrian streets on-site would not be cluttered with visitor cycle parking. It was agreed that the use of the short-stay cycle parking would be monitored and if there is demand for additional short-stay cycle spaces these would be provided.
- 1.1.12. In the Transport Assessment for the OPPs, Table 9.2 set out the short-stay cycle parking required, applying the maximum quantum of development for each use. As the London Plan standards apply thresholds for the first 750 sqm of floor area for A1 food and the first 1,000 sqm for floor area for A1 non-food uses, the method did not account for the breakdown of retail units into smaller building footprints as part of each Plot RMA, i.e. when the A1-A5 uses are broken down into smaller units across the site for each Plot as part of the RMAs, the cumulative number of short-stay spaces would significantly increase.
- 1.1.13. Therefore, it is proposed to provide a total of 334 short-stay spaces across the wider Bishopsgate Goodsyard site, as set out in Table 9.2 of the Transport Assessment submitted as part of the OPPs. The total number of short-stay cycle spaces, 334, would then be divided proportionally between the Plots and uses based on the proposed quantum of development.
- 1.1.14. Therefore, for Plot 1, the following short-stay cycle parking would be proposed:
- Office – 10 short-stay cycle spaces
 - Retail – 14 short-stay cycle spaces
- 1.1.15. Figure 2-2 shows the proposed ground floor layout surrounding the Plot 1 building, which includes approximately 62 short-stay cycle spaces.

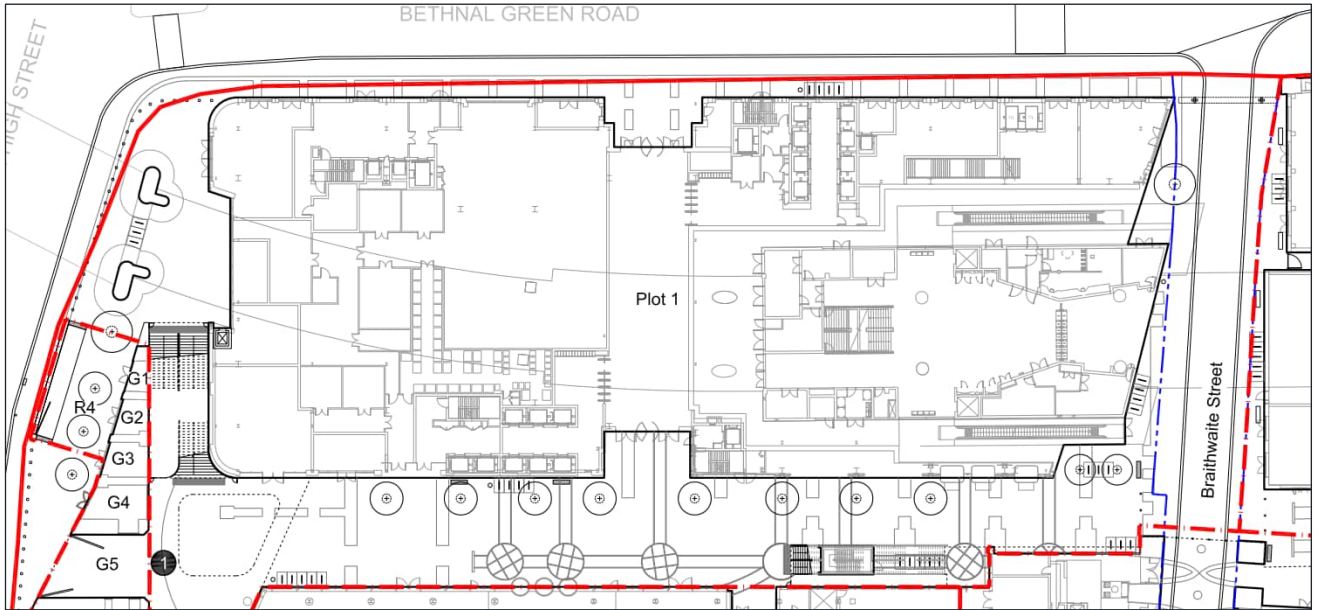


Figure 2-2 – Proposed Ground Floor Layout

1.1.16. The short-stay cycle spaces would be provided in the form of Sheffield stands, which are shown in the following locations:

- Bethnal Green Road – x4 Sheffield stands (8 spaces)
- Braithwaite Street - x4 Sheffield stands (8 spaces)
- Middle Road – x20 Sheffield stands (40 spaces)
- Shoreditch High Street – x3 Sheffield stands (6 spaces)

1.1.17. It should be noted, short-stay cycle parking would be a site wide proposal, therefore not all the proposed 62 spaces are assigned to the Plot 1 development proposals.

TFL CYCLE HIRE

2.1.10. With regard to TfL Cycle Hire, Schedule 7 in the S106 Agreement outlines the contributions owed and timing of these obligations. The First Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 2. The Second Cycle Docking Station Contribution is for the sum of £220,000 and is owed prior to the commencement of Plot 3. The location of the TfL Cycle Hire docking station is still to be confirmed.

2.2. CAR PARKING

2.2.1. The Plot 1 office and retail uses will be car-free with no car parking proposed within the Plot 1 site, or any associated parking within the wider Bishopsgate Goodsyard site.

2.2.2. With regard to policy, the London Plan refers to Policy T6.2 regarding office parking which recommends sites in inner London should be car-free with the exception of disabled persons parking, referring to Policy T6.5. The policy on non-residential disabled persons parking requires access to at least one on-street or off-street accessible parking bay, if no office car parking is provided.

2.2.3. The proposals for Plot 1 do not include any on-site accessible parking for the office or retail uses. An alternative is to provide a single accessible parking bay on-street, ideally within a 50m walking

distance of the main entrance, which would be subject to further discussions and agreement with LBTH. The only street close to the Plot 1 building entrance where on-street parking is feasible and permitted is Sclater Street. Parking beat surveys were undertaken on Thursday 28/02/19; Saturday 02/03/19; and Sunday 03/03/19 which showed some capacity on Sclater Street, approximately five standard bays.

- 2.2.4. It is proposed to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyards site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

3. MANAGEMENT STRATEGY

3.1. CAR PARKING MANAGEMENT

- 3.1.1. As set out in Schedule 8 of the S106 Agreement, the developer will notify future occupiers of parking restrictions via freeholds, leaseholds, or licenses.
- 3.1.2. Employees will only be able to park in existing on-street Blue Badge parking bays subject to eligibility and availability.
- 3.1.3. The site is located within LBTH Controlled Parking Zone A. Sclater Street is subject to restrictions Monday to Friday between 0830 – 1730 and Sunday 0830 – 1400. The site is located within LBH Controlled Parking Zone B, subject to restrictions Monday to Saturday 0830 - 0000.
- 3.1.4. As set out before, the Applicant would like to repeat the parking beat surveys on Sclater Street closer to the time of the construction of the wider Bishopsgate Goodsyrd site, to identify if any spare parking capacity. If the provision of some on-street blue badge parking bays is feasible, it would be proposed the developer pays a bond for converting standard bays to accessible bays. It is acknowledged these bays would be available for public use and subject to time restrictions, unless changes to the traffic regulation orders are made.

3.2. PROVISION AND MANAGEMENT OF ON-SITE CYCLE PARKING

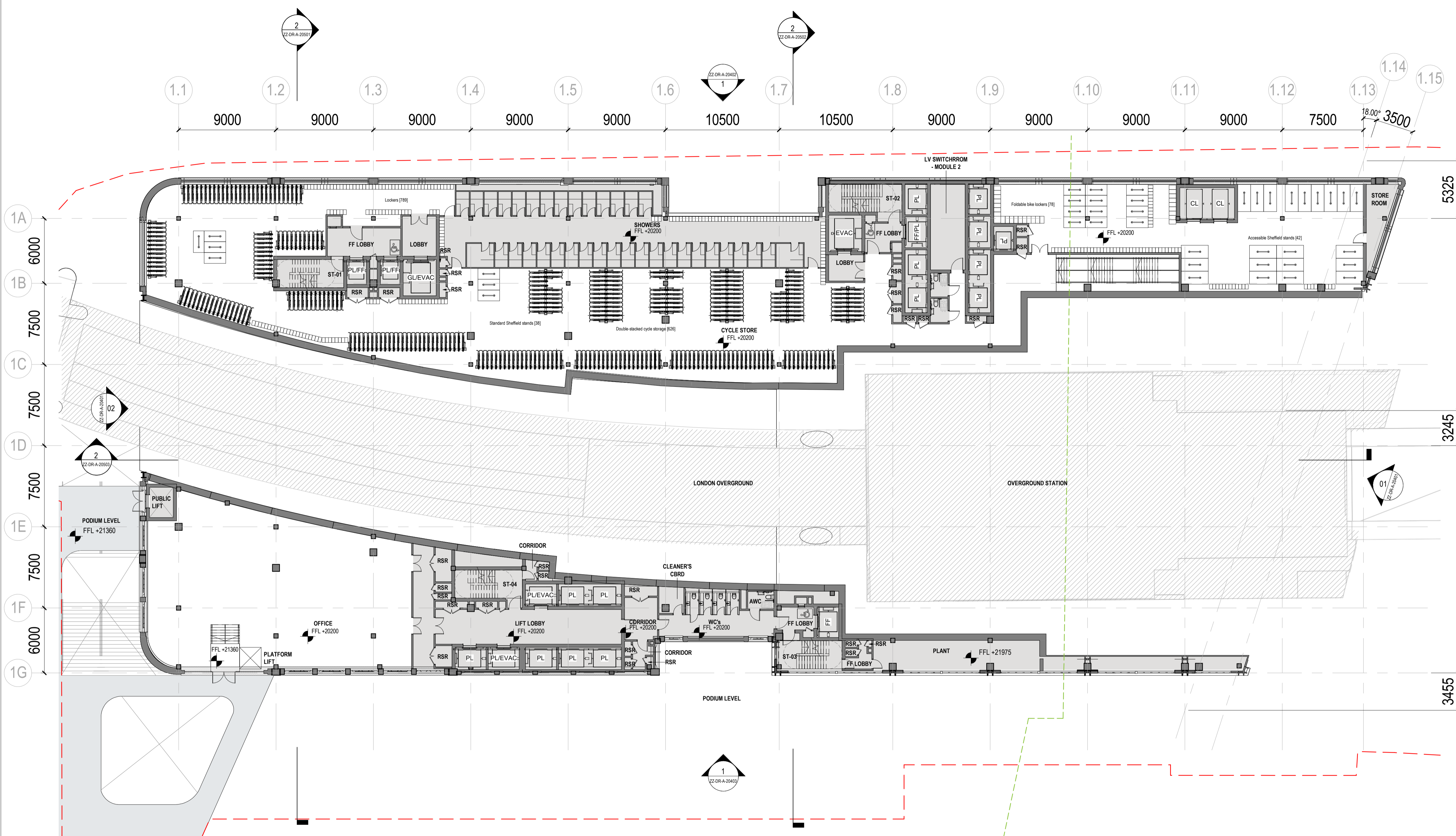
- 3.2.1. Cycle parking provision will adhere to the standards set out in the London Plan. The proposals for the Plot 1 RMA will include the following:
 - 784 long stay cycle parking spaces which will be covered and secure, located at Level 01;
 - 334 short stay cycle parking provision for visitors will be located across the wider Bishopsgate Goodsyrd site, within the public realm (as part of the site-wide strategy).
- 3.2.2. The long-stay cycle parking will all be located at Level 01, next to the showers, lockers and changing facilities. The long-stay cycle parking will be managed by the Building Management Team in terms of cleaning and maintenance.
- 3.2.3. The long-stay cycle parking at Level 01 will be accessed via dedicated cycle lifts and a gullied stair. Access to the long-stay cycle parking would be controlled, with staff wishing to access the long-stay cycle parking being issued suitable access control arrangement. Access to the long-stay cycle parking would be maintained and controlled by the Building Management Team.
- 3.2.4. The short-stay cycle parking would be external in the form of Sheffield stands, however some would be provided in a Cycle Hub which would serve the wider Bishopsgate Goodsyrd site. The external short-stay cycle parking would be managed and maintained by the Facilities Management Team.
- 3.2.5. The Travel Plan coordinator will undertake a count of cycle parking usage at the time of the Travel Plan surveys to understand existing use and establish whether there is a need for an increase in provision. If the survey results indicate there is an insufficient number of cycle parking spaces on-site, then this will be reflected in the action plan of the Travel Plan monitoring reports. Similarly, if cycle parking is underutilised a similar action plan of positive behaviour change will be employed in order to increase uptake.



APPENDIX A - LONG-STAY CYCLE PARKING AT LEVEL 01

notes:
Do not scale from drawings. All discrepancies to be reported to Gensler architect immediately.
All dimensions to be verified by contractor on site prior to any works

- LEGEND:
- APPLICATION BOUNDARY
 - LAND IN SAME OWNERSHIP
 - BOUNDARY BETWEEN HACKNEY AND TOWER HAMLETS
 - TFL ZONE
 - PLANT AND CORE AREAS
 - SETBACK ZONE - REFER TO DESIGN GUIDE



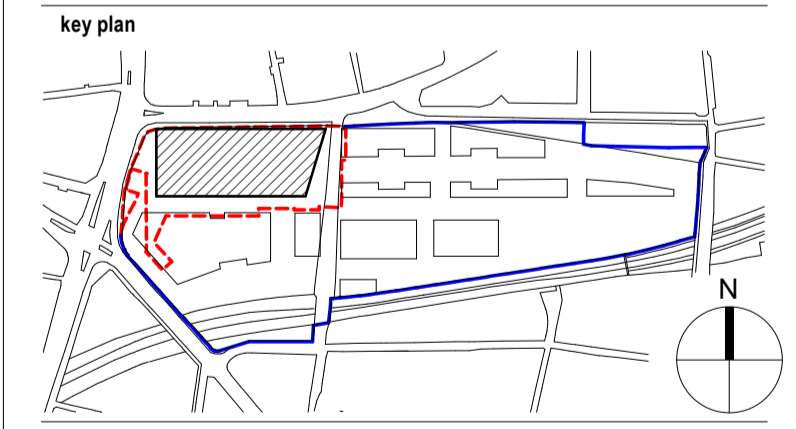
rev	date	revision note	drawn	checked
P05	22.11.23	RMA DRAFT	LA	RM
P04	02.11.23	RMA DRAFT + LEVEL UPDATE	LA	JC
P03	27.10.23	RMA DRAFT	MdO	DM
P02	13.03.23	PRE-APPLICATION ISSUE	KC	JC
P01	01.02.23	PRE-APPLICATION ISSUE	KC	EK

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SCALE 1:200 (METERS) @ A1



category
 0 GENERAL
 family
 00930 PLANS TOWN PLANNING
 title
 GA PLAN - LEVEL 01

project
 Ballymore Bishopsgate Goods Yard
 Braithwaite St London E1 6GJ

project number	08.8217.000	drawn	KC	checked	EK
scale	1:200@A1	date of first issue	01/02/23	status	S01
project code	originator	Volume	Level/Loc.	Type	Role

project number 08.8217.000 drawn KC checked EK
 scale 1:200@A1 date of first issue 01/02/23 status S01 rev P05
 project code originator Volume Level/Loc. Type Role number

BGY - GEN - 01 - 01-DR-A-00231



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APPENDIX H – OUTLINE CONSTRUCTION LOGISTICS PLAN



Bishopsgate Goodsynd Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Outline Construction Logistics Plan



Bishopsgate Goodsyard Regeneration Ltd

BISHOPSGATE GOODSYARD PLOT 1

Outline Construction Logistics Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099687

OUR REF. NO. 001

DATE: DECEMBER 2023

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	October 2023	December 2023		
Prepared by	DS	DS		
Signature				
Checked by	AT	AT		
Signature				
Authorised by	AT	AT		
Signature				
Project number	70096687	70096687		
File reference				

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APPENDICES

APPENDIX A – CONSTRUCTION PROGRAMME

1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1. WSP has been appointed by Bishopsgate Goodsyards Regeneration Limited ('the Applicant') to provide transport planning services for the reserved matters applications (RMA) for Plot 1 at the Bishopsgate Goodsyards site in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH).
- 1.1.2. This Outline Construction Logistics Plan has been prepared for the Plot 1 RMA.

1.2 BACKGROUND

- 1.2.1. A Construction Logistics Plan is referenced in both the LBH planning conditions and the LBTH planning conditions, as part of the consented hybrid planning application.
- 1.2.2. The LBH planning condition 29 and LBTH planning condition 28 states:

'No development shall commence in each phase until a demolition and construction traffic management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. routing of demolition vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works in the highway;*
- b. access arrangements to the site;*
- c. the estimated number and type of vehicles per day/week;*
- d. details of any vehicle holding area;*
- e. details of the vehicle call up procedure;*
- f. estimates for the number and type of parking suspensions that will be required;*
- g. details of any diversion or other disruption to the public highway during preparation, demolition, excavation and construction work associated with the development;*
- h. work programme and/or timescale for each sub-phase of preparation and demolition work associated with the relevant phase of development;*
- i. details of measures to protect pedestrians and other highway users from construction activities on the highway;*
- j. a strategy for coordinating the connection of services on site with any programme work to utilities upon adjacent land; and,*
- k. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, position of nearby trees in the highway or adjacent gardens, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.*

The development shall be carried out in accordance with the approved plan'.

- 1.2.3. Reference to Construction is made in Schedule 11 of the Section 106 Agreement, however this concerns the code of practices to be applied, which are not relevant the outline Construction Logistics Plan.
- 1.2.4. The wider Bishopsgate Goodsyard site is located in the London Borough of Tower Hamlets (LBTH) and London Borough of Hackney (LBH). The wider Bishopsgate Goodsyard site is bounded by Bethnal Green Road and Sclater Street to the north; Brick Lane to the east, the rail line and Quaker Street to the south; and Shoreditch High Street to the west. Braithwaite Street runs in a north-south alignment through the centre of the site. Shoreditch High Street station is located in the northwest corner of the site, south of Bethnal Green Road and west of Braithwaite Street.
- 1.2.5. The wider Bishopsgate Goodsyard site location is shown in Figure 1-1.

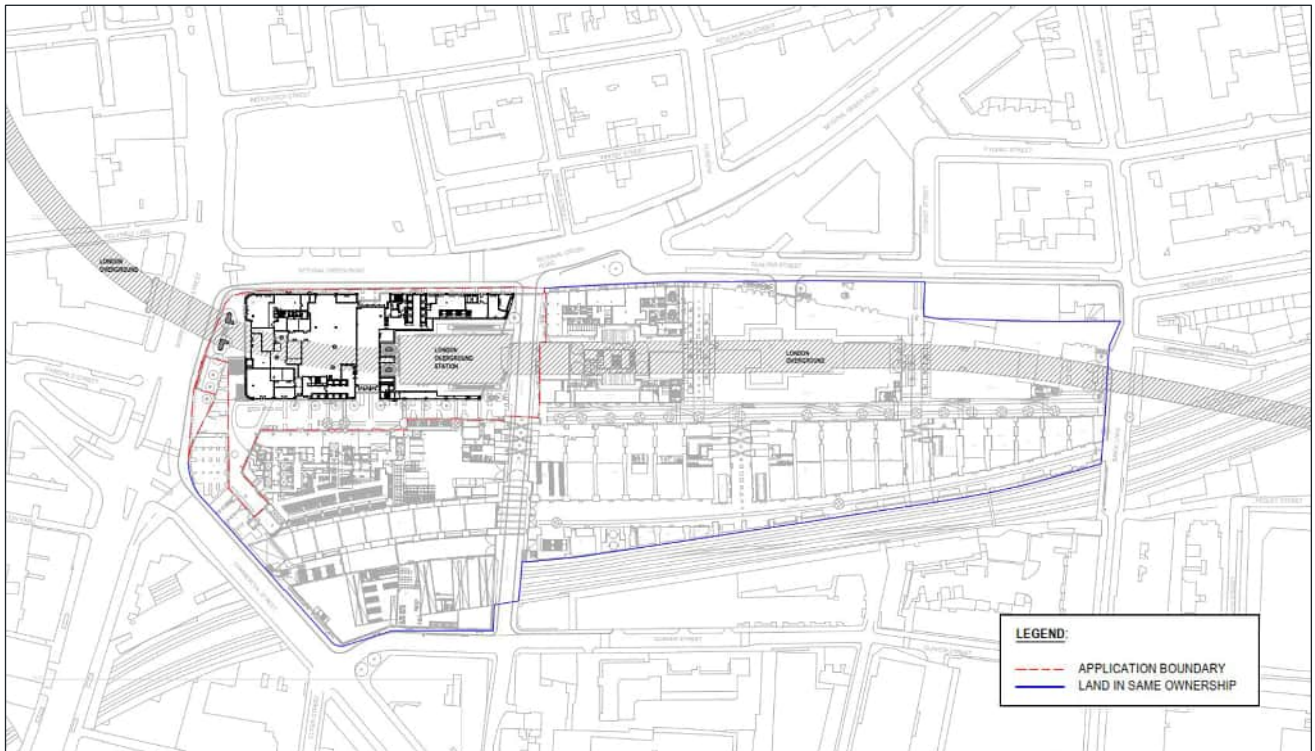


Figure 1-1 – Bishopsgate Goodsyard Site Location

- 1.2.6. The wider Bishopsgate Goodsyard site currently contains Shoreditch High Street station; Shoreditch Box Park retail units; all-weather football pitches; and some residential / office use along the south edge of Sclater Street.

1.3 PLANNING BACKGROUND

- 1.3.1. The hybrid planning application for the wider Bishopsgate Goodsyard site development proposals was consented in 2022, herein referred to as the Outline Planning Permissions (OPPs), with the planning application references shown below (not the Listed Building Consent references):
 - LB Hackney – ref: 2014/2425
 - LB Tower Hamlets – ref: PA/14/02011
 - GLA – GLA/1200cd

1.3.2. The key transport related reports submitted for the OPPs included:

- Transport Assessment (WSP, September 2019)
- Transport Addendum Note (WSP, June 2020)
- Transport Note (WSP, August 2020)

1.3.3. It should be noted the OPPs have been amended by identical non-material amendments granted by LBH (2023/2566) and LBTH (ref. PA/23/02025). The scope of the non-material amendments was to amend the relevant consented parameter plans to reflect the proposed design submitted under the RMAs as follows:

Extensions beyond the Maximum Parameters:

1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station;
2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure. Previously the maximum parameters included a gap ('the exclusion zone') between the Plot 1 building and the overground box. This has been brought down to the top of overground box to allow the installation of services between the building and the overground box; and
3. Amendment to the northern façade to align the plinth and upper structure.

Reductions beyond the Minimum Parameters:

1. Amendment to the annotated minimum parameter to allow for curved corners of the building onto Shoreditch High Street;
2. Recessed façade on the southern side of the Plot 1 building at ground;
3. Additional space made for the loading bay at ground level; and
4. Approximately 400mm recess on the western elevation of levels 6 and 7 inside the minimum parameter.

1.3.4. As such, references throughout the RMAs to the 'OPP's' are in respect of the OPPs as amended by the non-material amendments.

1.4 WIDER BISHOPSGATE GOODSYARD SITE PROPOSALS

1.4.1. The wider Bishopsgate Goodsyrd site comprises of several building plots including three office buildings, private and affordable housing, and areas of retail and leisure:

- Plot 1: Office use over the East London Line (ELL);
- Plot 2: Office use north of the main suburban line (SLT) and over 8 track reserve space;
- Plot 3: Office use in the southwest corner of the site;
- Plots 4, 5 and 10: Residential buildings south of Sclater Street;
- Plot 6: Community use south of Sclater Street and west of Brick Lane;
- Plot 7: Retail use underneath the existing brick arches; and

- Plot 8: Residential and Hotel use west of Braithwaite Street.

1.4.2. Figure 1-2 shows the proposed sitewide development.

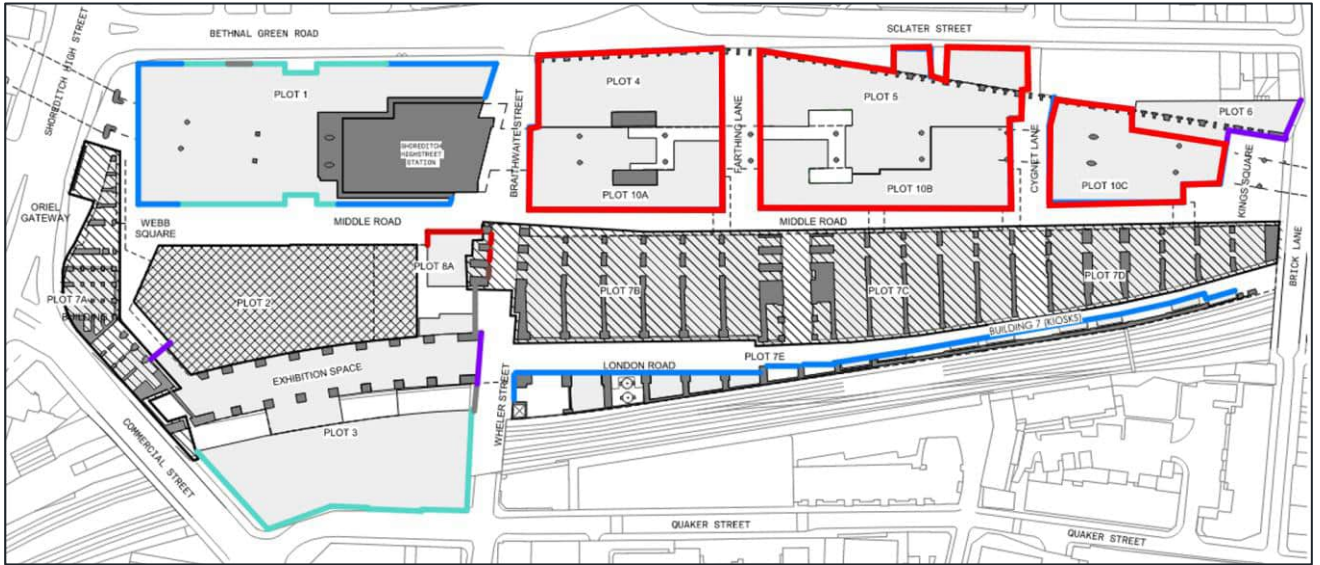


Figure 1-2 - Plan of Proposed Sitewide Development

1.5 REPORT PURPOSE AND STRUCTURE

- 1.5.1. The outline Construction Logistics Plan (CLP) has been prepared in order to set out the principles of construction logistics for the proposed development site. This document will inform what will be included in the outline CLP. The scope and approach of the construction logistics will be discussed and agreed with TfL, LBH and LBTH.
- 1.5.2. The structure of the outline CLP will be set out as follows:
- Chapter 2: Context, Considerations and Challenges;
 - Chapter 3: Construction Programme and Methodology;
 - Chapter 4: Vehicle Routing and Access;
 - Chapter 5: Strategies to Reduce Impacts;
 - Chapter 6: Estimated Vehicle Movements; and
 - Chapter 7: Implementing, Monitoring and Updating.

2 CONTEXT, CONSIDERATIONS & CHALLENGES

2.1 OVERVIEW

2.1.1. This chapter of the outline CLP describes the current situation on-site and in the surrounding area, as well as the applicable policies for managing construction freight activity.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

2.1.2. The aim of the Tfl guidance is to focus on reducing the impact of construction in terms of:

- *Environmental impact: Lower vehicle emissions and noise levels;*
- *Road risk: Improving the safety of road users;*
- *Congestion: Reduced vehicle trips, particularly in peak periods; and*
- *Cost: Efficient working practices and reduced deliveries.*

2.1.3. CLPs provide a framework for understanding and managing construction vehicle activity into and out of a site and should detail:

- *The amount of construction traffic generated;*
- *The routes the construction vehicles will use and consideration of local impacts;*
- *The impact on relevant community considerations; and*
- *Any traffic management that will be in place.*

2.1.4. There are two types of CLPs that may be required; an outline CLP accompanies a planning application and gives the planning authority an overview of the expected logistics activity during the construction programme; and a detailed CLP which is submitted to a planning authority to discharge planning conditions that have been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

2.1.5. The guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

THE MAYORS TRANSPORT STRATEGY

2.1.6. Freight and servicing are frequently mentioned throughout The Mayors Transport Strategy which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of the London Freight Plan, DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

2.1.7. In particular, Proposal 16 states that:

“The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London’s strategic transport network by:

- A) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London;*
- B) Increasing the proportion of freight moved on London’s waterways; and*
- C) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.”*

THE LONDON PLAN (2021)

2.1.8. The London Plan makes reference to deliveries, servicing and construction within Policy T7. The document notes Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient.

2.1.9. Additionally, the document highlights the importance of reducing road dangers associated with the construction of new developments, one notable point is the Mayor’s introduction of the Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

THE LONDON LOW EMISSIONS ZONE

2.1.10. The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV’s, large vans and minibuses, and deterring the use of the most polluting vehicles by freight operators.

2.1.11. The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.

2.1.12. The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount or have paid the LEZ daily charge.

THE LONDON ULTRA LOW EMISSIONS ZONE

2.1.13. To help improve air quality, an Ultra Low Emission Zone (ULEZ) is in place across all London boroughs, operating 24 hours a day, 7 days a week. Most vehicles including cars and vans will need to meet exhaust emission standards (ULEZ standards) or be liable for a daily charge to drive within the ULEZ area.

THE LONDON FREIGHT PLAN

2.1.14. The vision for sustainable freight distribution in London over the next five to ten years is for:

“...the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life”.

- 2.1.15. The plan identifies FORS, DSPs, CLPs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

TRAFFIC MANAGEMENT ACT (2004)

- 2.1.16. Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

FREIGHT OPERATOR RECOGNITION SCHEME (FORS)

- 2.1.17. The Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.
- 2.1.18. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. Members are offered incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
- Training to improve safety and reduce CO2 and emissions;
 - Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
 - Management of road risk to improve safety, particularly for pedestrians and cyclists;
 - Fuel efficiency, to save costs and reduce CO2 and emissions; and
 - The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.

LB TOWER HAMLETS: CODE OF CONSTRUCTION PRACTICE (APRIL, 2023)

- 2.1.19. Tower Hamlets council has prepared a Code of Construction Practice (CoCP) detailing the minimum standards to which construction sites are to be planned, maintained and operated.
- 2.1.20. Under the Town and Country Planning Act 1990, any potential pre-commencement conditions attached to the planning approval will require applicants to be bound by the guidance within the CoCP.
- 2.1.21. If such a condition is attached to the planning consent, the applicant must provide a Construction Management Plan and a CLP (for site categorised as Strategic and Major). The CLP should follow the CLOCS CLP Template.
- 2.1.22. All sites will be assigned a category, with categorisation determining the minimum extent of neighbour and community liaison. The categorisation also has a bearing on technical submission requirements. The Plot 1 site would be categorised as strategic, therefore will require a high level of community liaison and engagement with the Boroughs, as set out in the CoCP.
- 2.1.23. Appendix D of the CoCP provides information on temporary structures, temporary road closures and highways licence guidance. Any temporary structure must provide a minimum height clearance of 2100mm (note guidance also refers to 2300mm in chapter 7) unless a temporary traffic road order is agreed to close part or all the footway. If any structure impedes onto the footway, 1.3 metres of access for pedestrians is expected to be provided. A minimum of 1 metre is required by law and must be justified and agreed before implementation. Developers are advised to review Government guidance on 'inclusive mobility'(2005) and the British Standard (BS) 8300- 1:2018 ' Design of an accessible and inclusive built environment'.
- 2.1.24. In accordance with The Roads Vehicles (Construction and Use) Regulations 1986, all movements of any abnormal load vehicle should be notified to the Police Authority, Highway Authority, and bridge owner on the proposed route.
- 2.1.25. Chapter 7 of the CoCP details further considerations and requirements for the CLP.

HACKNEY LOCAL PLAN 2033

- 2.1.26. Policy LP 43 Transport and Development highlights the requirement for minimising and mitigating construction impacts:

The transport and environmental impacts of development construction must be minimised and mitigated through Construction and Logistics Plans (CLPs) incorporating adherence to the Construction and Logistics Community Safety Scheme (CLOCS) and the Freight Operator Recognition Scheme (FORS). On-site machinery and vehicles used should comply with industry best-practice emission standards contributing to the Council's air quality objectives.

2.2 CONTEXT MAPS

- 2.2.1. The following maps show the area around the development site. Figure 2-1 shows a regional plan with the location of the site in the context of Greater London and the road network. Figure 2-2 and Figure 2-3 show the location of the site in relation to the surrounding local area.



Figure 2-1 - Regional Context at 1:15000 Scale

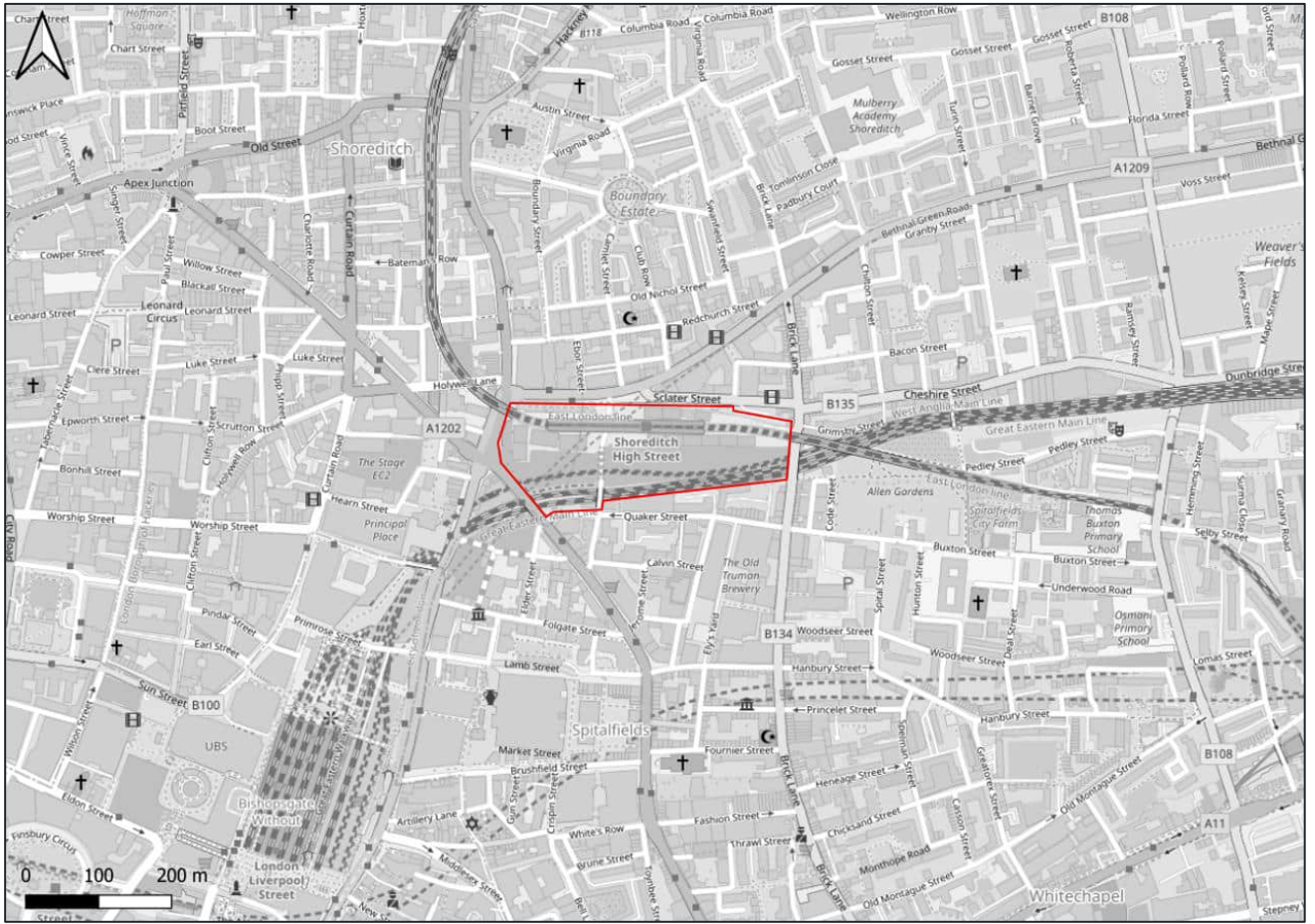


Figure 2-2 - Local Plan at 1:8000 scale

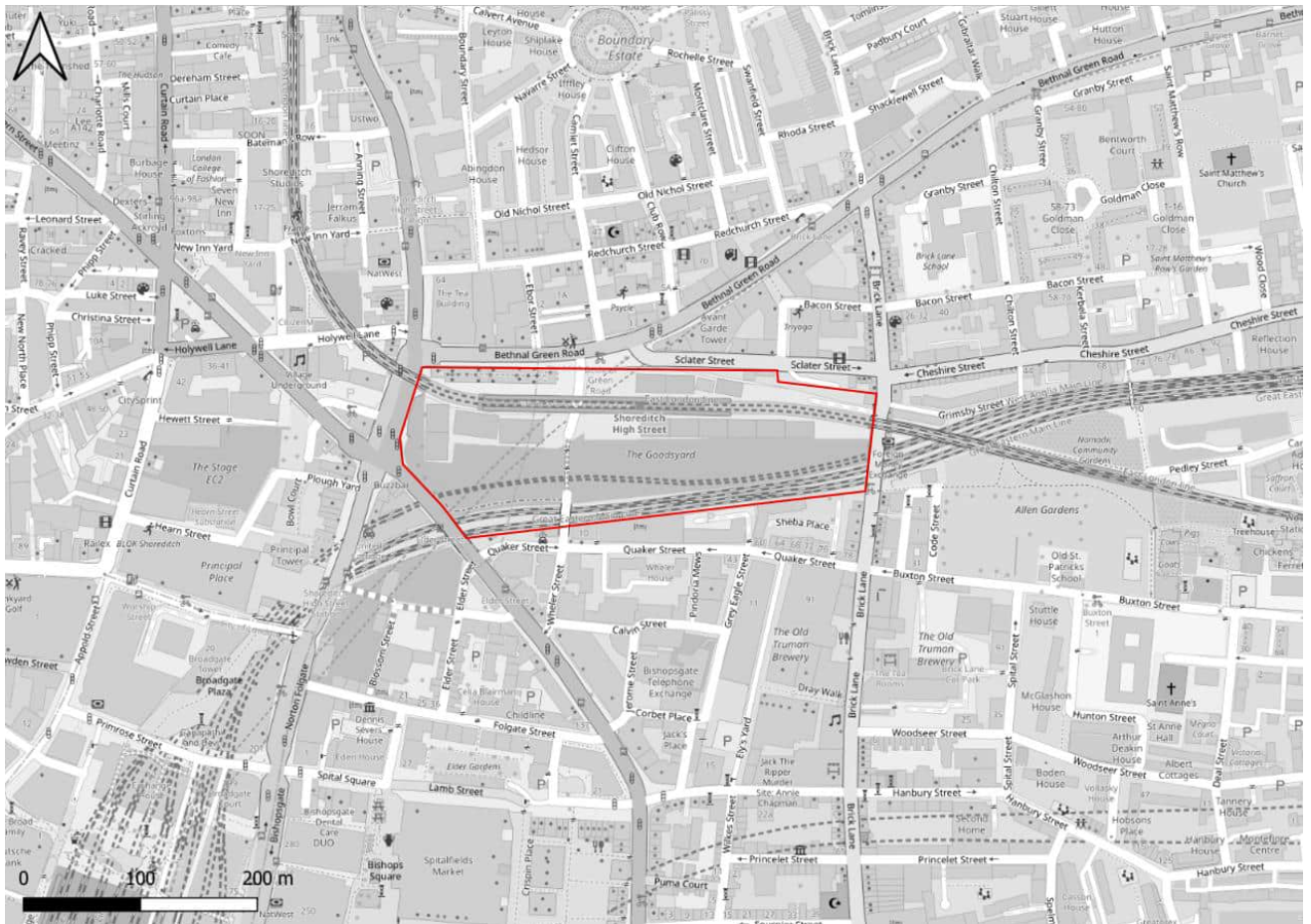


Figure 2-3 - Site Plan at 1:5000 Scale

2.3 LOCAL ACCESS ARRANGEMENTS

HIGHWAY

- 2.3.1. The Plot 1 site is bordered by Bethnal Green Road to the north; Braithwaite Street to the east; the wider Bishopsgate Goodsyards site to the south; and Shoreditch High Street to the west.
- 2.3.2. LBTH is the highway authority for Braithwaite Street and the part of Bethnal Green Road east of the junction with Ebor Street. LBH is the highway authority for Bethnal Green Road west of the junction with Ebor Street. TfL is the highway authority for Shoreditch High Street which is part of the TfL Red Route Network.
- 2.3.3. The wider Bishopsgate Goodsyards site will be accessed via Braithwaite Street, which will provide the construction vehicle access for the Plot 1 site.
- 2.3.4. Braithwaite Street is currently a no through route with vehicle control barriers underneath the brick arches. Braithwaite Street forms an all-movements priority junction with Bethnal Green Road at the north end of the street. There is a bus lane which extends along the south edge of the Bethnal Green Road carriageway, serving westbound routes, however the bus lane stops and starts either side of the Braithwaite Street junction. There is a right-turn lane in the centre of the Bethnal Green Road carriageway for vehicles turning right on to Braithwaite Street.

- 2.3.5. The south end of Braithwaite Street, south of the brick arches, extends into Wheeler Street, a one-way street southbound only. Quaker Street crosses Braithwaite Street, with the west part of Quaker Street being a one-way eastbound only road, and the east part of Quaker Street being a one-way westbound only road.
- 2.3.6. Braithwaite Street is a two-way road, however vehicle access is restricted at a point underneath the brick arches, with a vehicle access control in-place. Braithwaite Street has a speed limit of 20 mph and is a signed cycle route. There are double yellow lines on both sides of the carriageway along Braithwaite Street, with a taxi rank on the east edge of the carriageway, south of the junction with Bethnal Green Road, opposite the station entrance.
- 2.3.7. The width of the carriageway on Braithwaite Street varies, however is approximately 7m in width. There is a vehicle height restriction on Braithwaite Street, underneath the brick arches, of approximately 4m.

2.4 PEDESTRIAN ACCESS

- 2.4.1. Bethnal Green Road has footways on both sides of the carriageway, with pedestrian demand signalised crossing points at the junction with Shoreditch High Street. There is a pedestrian refuge on Bethnal Green Road, east of the junction with Ebor Street. There is also a pelican crossing on Bethnal Green Road, east of the junction with Sclater Street.
- 2.4.2. Braithwaite Street provides access to Shoreditch High Street Station, therefore is a busy pedestrian route. Braithwaite Street has footways on both sides of the carriageway, with dropped kerbs and tactile paving on Braithwaite Street, at the junction with Bethnal Green Road.
- 2.4.3. Shoreditch High Street has footways on both sides of the carriageway and pedestrian demand signalised crossing points at both the junction with Bethnal Green Road to the north and Commercial Street to the south.

2.5 CYCLE ACCESS

- 2.5.1. Braithwaite Street is a signed cycle route which passes along the east edge of the Plot 1 site, extending north via Chance Street, and connecting with Commercial Street to the south.
- 2.5.1. Cyclist are permitted to cycle in westbound bus lane on Bethnal Green Road during the network peak hours when the bus lane is in operation, Monday to Saturday 7-10am and 4-7pm.
- 2.5.2. Quaker Street is a signed cycle route, westbound only, between Braithwaite Street to the west and Grey Eagle Street to the east. Calvin Street is a signed cycle route running parallel to Quaker Street and provides an eastbound route for cyclists.
- 2.5.3. A two-way quiet cycle route recommended by cyclists is provided on Folgate Street approximately 250 metres to the south of the site. In addition, a two-way signed route for cyclists is located on Hanbury Street and Lamb Street, approximately 300 metres to the south of the site.
- 2.5.4. Cycleway 13 is located approximately 450m north of the site along Rivington Street, Calvert Avenue, and Virginia Road.
- 2.5.5. Cycleway 1 is located approximately 450m west of the site, routing along Pitfield Street, Paul Street, Moor Lane and Wood Street.

2.6 PUBLIC TRANSPORT

2.6.1. The site has a PTAL score of 6b, indicating excellent public transport accessibility. The location of public transport facilities within the vicinity of the site are shown in Figure 2-4.



Figure 2-4 - Local Public Transport Services

STATIONS

- 2.6.2. Shoreditch High Street station is located within the Plot 1 site, providing London Overground services between Dalston Junction to the north and Surrey Quays to the south, where passengers can connect to destinations including New Cross, Crystal Palace, West Croydon, and Clapham Junction.
- 2.6.3. The nearest London Underground station is Liverpool Street which is located approximately 750m southwest of the site. Liverpool Street station is served by the Central Line, Circle Line, Elizabeth Line, Hammersmith & City Line and the Metropolitan Line.
- 2.6.4. Old Street Station is located approximately 1km northwest of the site, is served by the Bank branch of the Northern Line.
- 2.6.5. The nearest mainline rail station is Liverpool Street station, which is managed by Network Rail and operates Stansted Express, Greater Anglia and C2C services, providing services to destinations including Cambridge, Norwich and Colchester.

BUSES

- 2.6.6. The nearest bus stops to the Plot 1 site are located on Bethnal Green Road and Shoreditch High Street.
- 2.6.7. The bus stops on Bethnal Green Road provide access to bus routes 8, 388 and N8. The bus stop on the south edge of Bethnal Green Road, bus stop K, is located opposite Ebor Streets, and provides a bus cage in the carriageway, which sits within the westbound bus lane. The bus lane is in operation Monday to Saturday 7-10am and 4-7pm. Bus stop K provides a back to kerb bus shelter which includes seating. The bus stop on the north edge of Bethnal Green Road, bus stop J, is located west of Ebor Street and is staggered from bus stop K on the opposite side of road. The bus cage for bus stop J sits within the carriageway, in the eastbound general traffic lane. Bus stop J provides a bus shelter using a back of footway layout, which includes a seat.
- 2.6.8. The bus stops on Shoreditch High Street are located north of the junction with Redchurch Street. Bus stop L serves the northbound routes, 149 and 242. Bus stop N serves southbound routes, 35, 47, 78, 149 and 242.
- 2.6.9. There are also bus stops on Shoreditch High Street, approximately 100 metres to the north and south of the site, providing access to numerous additional services for bus routes 26, 35, 47, 78, 149, 242, N26, and N242.

2.7 CONSIDERATIONS & CHALLENGES

- 2.7.1. The development is in LBTH and LBH and has a number of challenges similar to the majority of inner London development sites. Planned measures to mitigate any potential conflicts or challenges are presented in chapter 5 of this outline CLP. Table 2-1 details the anticipated construction challenges and proposed responses.

Table 2-1 - Construction Challenges

Challenges	Response
Shoreditch High Street station access on Braithwaite Street.	Braithwaite Street will be the access for construction vehicles, therefore the site access arrangement and management of the access will need to consider the station access.
Shoreditch High Street TfL Red Route.	The site access strategy will need to consider the adjacent TfL Red Route.
Bus stops on Bethnal Green Road.	The hoarding alignment and any pedestrian gantry would need to consider the operation of bus stop K.
Braithwaite Street vehicle access control.	Braithwaite Street is not currently a through route, however would ideally be available as a route for construction vehicles.

Challenges	Response
Braithwaite Street headroom under brick arches.	There is a headroom restriction for vehicles underneath the brick arches which would need to be considered.
Public cycle parking north of Shoreditch High Street station (approximately 40 spaces)	The cycle parking area would need to be re-provided if feasible.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 CONSTRUCTION PROGRAMME

- 3.1.1. At this stage the construction programme for Plot 1 is indicative and is determined by the construction programme for the wider Bishopsgate Goodsyrd site.
- 3.1.2. Table 3-1 illustrates the construction dates for the wider Bishopsgate Goodsyrd site, which would include the Plot 1 site.

Table 3-1 – Construction Programme for the Wider Bishopsgate Goodsyrd Site

Phase	Start	End
Site set up and demolition	May 2024	Dec 2026
Basement evacuation and piling	Feb 2025	Jun 2026
Sub-structure	Sept 2024	Oct 2028
Super-structure	Apr 2025	May 2029
Cladding	Aug 2025	Mar 2030
Fit-out, testing and commissioning	Dec 2025	Oct 2030

- 3.1.3. A breakdown of the overall site-wide construction programme is provided as Appendix A. The indicative programme shows Plot 1 works to begin in December 2024 and be completed in September 2028.

3.2 CONSTRUCTION METHODOLOGY

- 3.2.1. The construction methodology for the Plot 1 development will be prepared following further design development and the appointment of a main contractor, however a broad construction methodology is described in the following section.
- 3.2.2. It is proposed that the construction works will constitute the following main phases:
 - Substructure works;
 - Super Structure works;
 - External Envelope; and
 - Internal Fit Out.

Substructure Works

- 3.2.3. The majority of foundations will be piled. Where the buildings above span over underground rail asset a transfer structure will be constructed to span over the top of the rail asset. Piling operations will be planned to complete a pile within the working shift. The ground bearing slab will be constructed in sequence with the piling operations. This will provide a clear working area to work from for subsequent construction activities.
- 3.2.4. Two main categories of piles are proposed based on the ground conditions which include:

- Straight shafted piles founded in London Clay: these pile types are typically used for medium-sized towers in central London. They offer moderate load bearing capacity. Straight-shafted London Clay piles can be formed in several ways, including traditional bored pile methods and continuous flight augured (CFA). Bored piling is preferable where there are likely to be buried obstructions in the ground.
- Piles founded in Thanet Sand: these piles offer high load bearing capacities. Large, heavy rigs are required to install the piles which will need support fluid (typically bentonite).

- 3.2.5. Due to the significant vertical loads generated on Plots 1, it is likely bored piles using bentonite fluid to stabilise the bore shaft will have to extend into the Thanet Sand some 42m below ground.
- 3.2.6. The piles adjacent to the Central Line tunnel may need to be sleeved to the invert level of the tunnel to avoid shedding load on to the cast iron tunnel lining. The introduction of the sleeves to some of these piles adjacent to the Central Line tunnel will reduce their load-carrying capacity.

Superstructure Works

- 3.2.7. Plot 1 will likely be constructed as a steel frame with a composite floor slab.
- 3.2.8. Where Plot 1 spans across rail assets a steel transfer structure is likely to be constructed so as to avoid applying any load to the rail asset.

External Envelope

- 3.2.9. The cladding to Plot 1 will be panelised and will be taken up the building utilising good hoists.
- 3.2.10. The cladding will be fixed in position utilising either a monorail fixed to the edge of the floor slab or floor cranes positioned two floors above the panel fixing; completion to external facades will be by gantry access.

Internal Fit Out

- 3.2.11. It is envisaged that Plot 1 will be fitted out to a commercial buildings finish to a category A level of fit out including lobby/stairwells and management services.
- 3.2.12. The retail units in in Plot 1 will be fitted out to a shell and core only, allowing a retail tenant to complete their own internal fit out works.

Summary

The above method statements are of a general nature and indicative to a project of this type. Therefore, prior to the commencement of each stage of the construction works, job specific method statements will be produced and agreed with the Bishopsgate Goodsyrd Regeneration Ltd Site Management Team and the Principal Designers for inclusion in the Safety Plan.

4 VEHICLE ROUTING AND SITE ACCESS

4.1 VEHICLE ROUTES

- 4.1.1. The construction vehicle routes used for the movement of material to and from the Plot 1 site will be agreed with the LBH and LBTH prior to works being undertaken on-site.
- 4.1.2. Figure 4-1 shows the indicative construction vehicle access routes for the Plot 1 site.

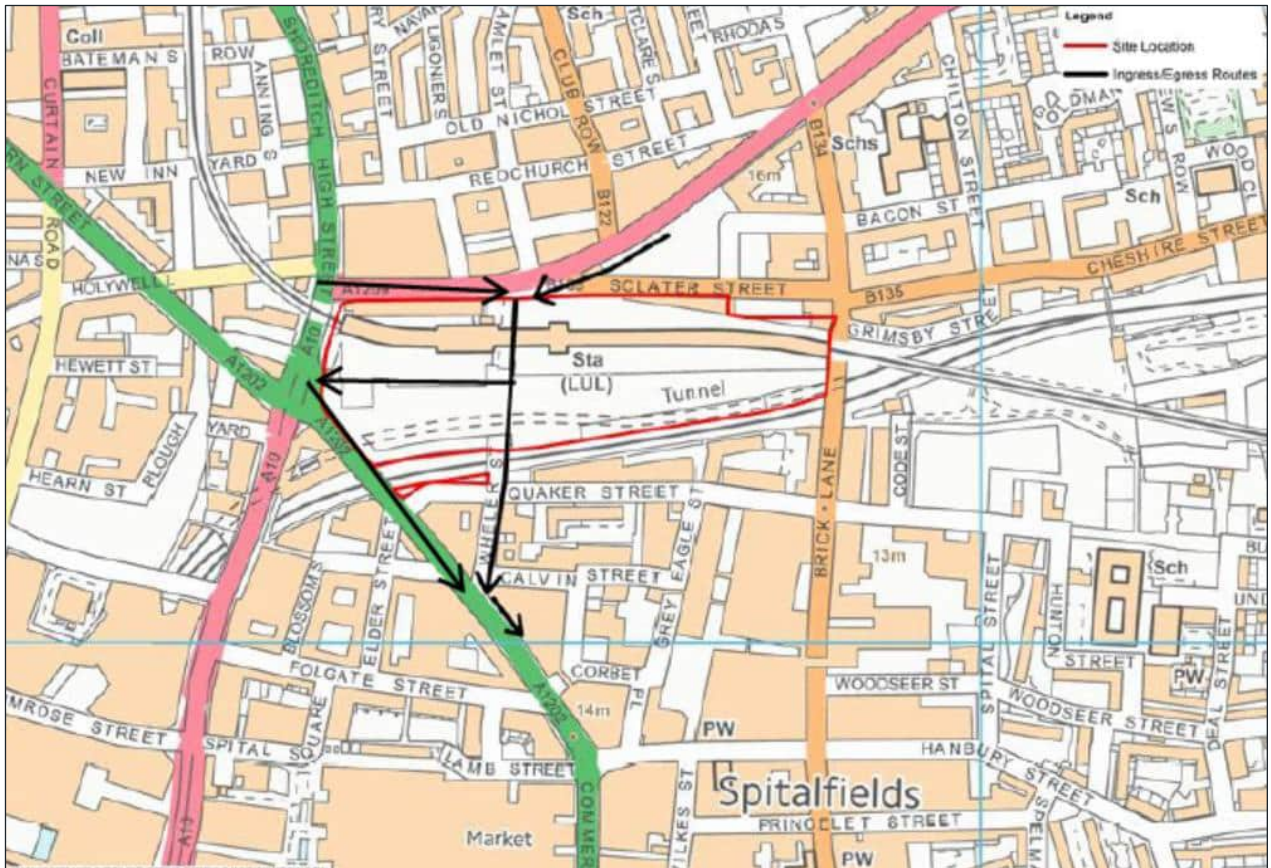


Figure 4-1 – Vehicle Access

- 4.1.3. Construction vehicles would enter the site via Bethnal Green Road, turning left or right onto Braithwaite Street. Construction vehicles would then be able to access the Plot 1 site via a proposed site access on Braithwaite Street, south of Shoreditch High Street station.
- 4.1.4. Construction vehicles would exit the site via Braithwaite Street, underneath the brick arches, or via Shoreditch High Street, to access Commercial Street. Braithwaite Street is currently not a through route, therefore the route would have to be discussed with LBTH as the highway authority.
- 4.1.5. In addition, there is a headroom restriction of approximately 4m for vehicles passing along Braithwaite Street underneath the arches which would have to be considered for the type of construction vehicles using the route.
- 4.1.6. Figure 4-2 shows the wider access route plan to the site connecting with the Silvertown storage and holding area in Newham.

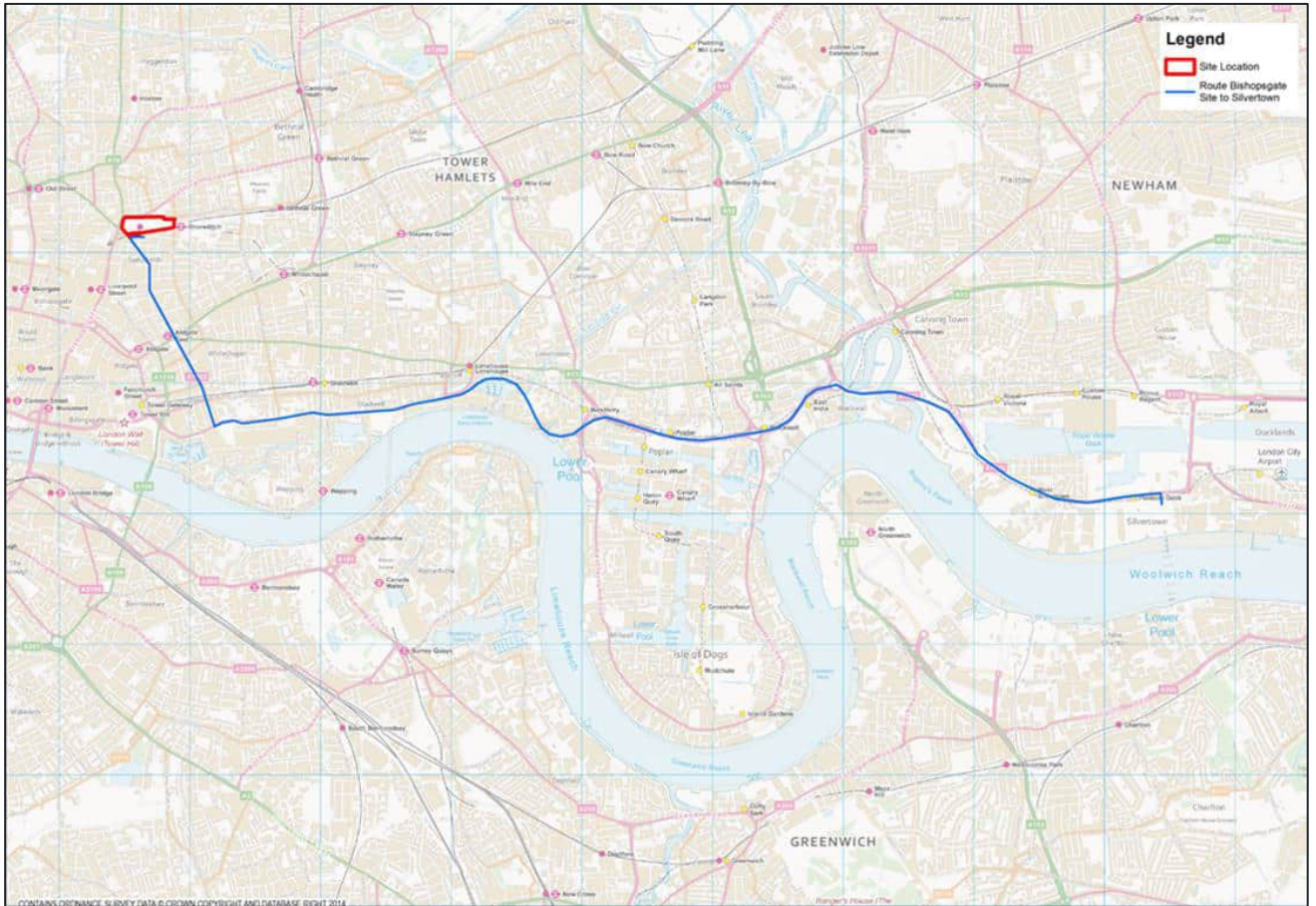


Figure 4-2 - Regional Vehicle Route

4.2 VEHICLE ACCESS

- 4.2.1. With regard to vehicle access, the only site access for Plot 1 would be via Braithwaite Street. A site access would be provided on the west edge of Braithwaite Street south of the station and north of the brick arches, as shown in Figure 4-3.
- 4.2.2. The site access on Braithwaite Street would be managed by the contractor with traffic marshals managing vehicle arrivals and departures.

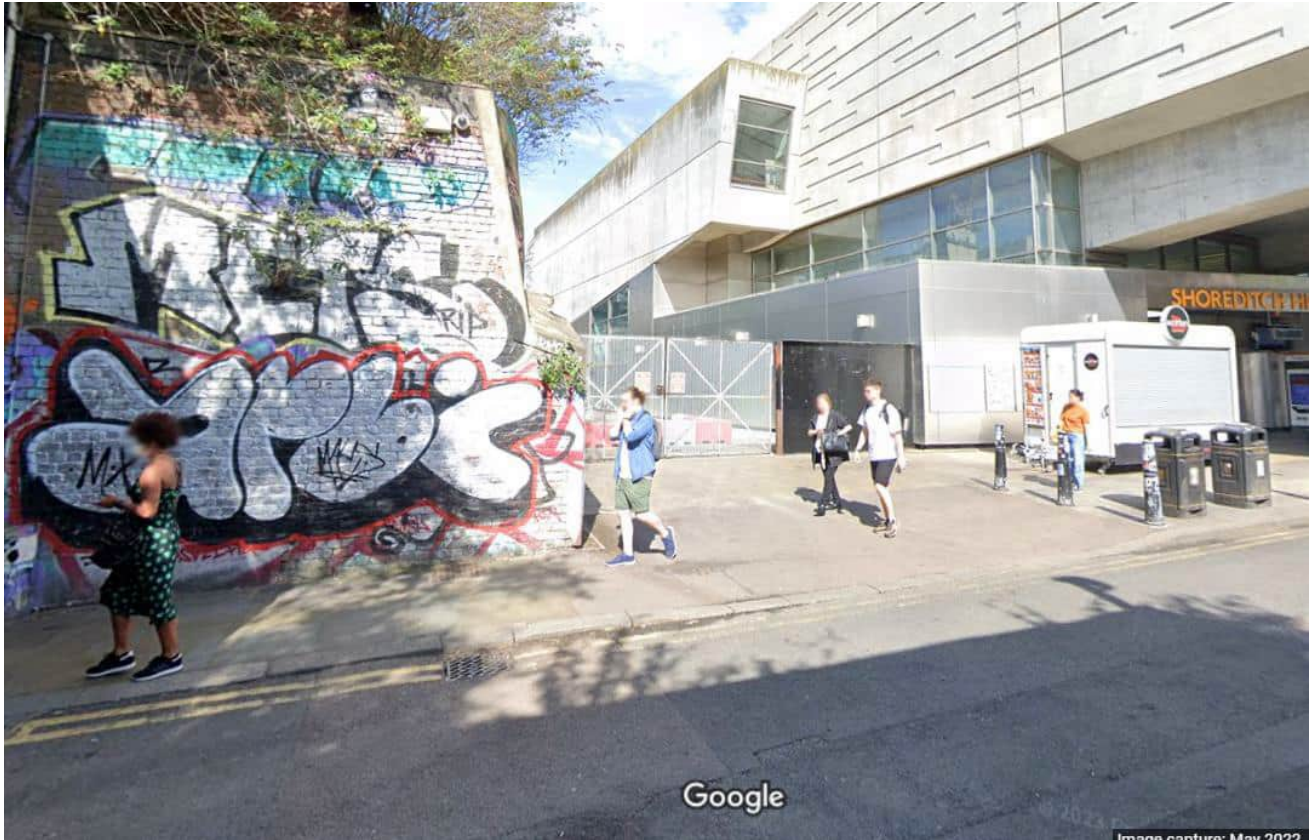


Figure 4-3 – Proposed Plot 1 Site Access

- 4.2.3. The site access arrangements for vehicles would not include any on-street pit lanes along Bethnal Green Road and/or Shoreditch High Street.

5 STRATEGY TO REDUCE IMPACT

5.1 OVERVIEW

5.1.1. The following planned measures have been identified to assist the contractor achieve the objectives of the outline CLP and to better manage the challenges identified. Table 5-1 outlines the planned mitigation measures.

Table 5-1 - Overview of Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles & Deliveries			
Safety & Environmental Standards & Programmes	✓		
Adherence to Designated Routes		✓	
Delivery Scheduling		✓	
Re-timing for Out-of-Peak Deliveries		✓	
Re-timing for Out-of-Hours Deliveries		✓	
Use of Holding Areas & Vehicle Call-off Areas			✓
Use of Logistics / Consolidation Centres			✓
Split Delivery Vehicle Sizes			✓
Measures to Encourage Sustainable Freight			
Freight by River		N/A	
Freight by Rail			✓
Use of Electric Vehicles			✓
Material Procurement Measures			
DfMA & Off-site Manufacturing			✓
Re-use of Material on Site			✓
Smart Procurement		✓	
Other Measures			
Collaboration Amongst Other Sites in the Area			✓
Implementation of a Staff Travel Plan			✓

5.2 PLANNED MEASURES

MEASURES INFLUENCING CONSTRUCTION VEHICLES & DELIVERIES

Safety & Environmental Standards & Programmes

- 5.2.1. A Code for Construction Practice (CoCP) Part A has been prepared to support the planning application which provides detailed guidance to enable the contractor / applicant to develop an appropriate system of work that would be employed for construction activities and documented in detail within the Construction Environmental Management Plan (CEMP), Site Waste Management Plan (SWMP) and other Method Statements (MS) to be prepared prior to construction. This will be secured by a planning condition.
- 5.2.2. A CEMP will be prepared which will include roles and responsibilities, detail on control measures and activities to be undertaken to minimise environmental impact, and monitoring and record-keeping requirements. A commitment will be made to periodically review the CEMP and undertake regular environmental audits of its implementation during the construction phases for the scheme. The CEMP will cover the following main areas:
- Site information – including the location and boundaries of the works, management structure and key contacts, and procedures for environmental training.
 - Construction information – including a description of works to be undertaken, the location of protective fencing, proposed working hours, main haulage routes and site access points, road closure requirements, proposed dates and sequence of the works, equipment and plant to be used, and the method of delivery and removal of materials and plant.
 - Environmental management - including an environmental audit programme, risk register, schedule of potential significant effects, procedure for neighbourhood liaison, measures to exclude the public and reduce visual impact, arrangements for the removal of contaminated materials and the storage of raw materials on site, waste management and waste water management, emergency procedures, topic specific management plans, and measures to minimise noise, dust and vibration levels.
 - Monitoring – requirements and procedures for recording and reporting results; and taking remedial action; detailed monitoring proposals; and procedures for coordinating monitoring results.
 - Legal requirements – including an up-to-date schedule of appropriate legislation and good practice, a list of objectives and targets imposed by planning conditions, and a register of permissions and consents required.
- 5.2.3. The CEMP will be regularly monitored during construction and revised to reflect any changes to programme and activities on-site.
- 5.2.4. It will be a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk. The applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

- 5.2.5. A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.
- 5.2.6. The site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements.

Adherence to Designated Routes

- 5.2.7. Construction vehicle routes to and from site are provided in chapter 4, and subject to further discussion with LBH and LBTH. Junctions and parts of the routes of potential concern would be identified in terms of potential conflict with road users, with particular attention paid to pedestrians and cyclists around access to work sites.
- 5.2.8. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

- 5.2.9. Deliveries to the site will be controlled to avoid congestion on-site and on the surrounding roads. The Contractor's Logistics Manager (who will be responsible for managing deliveries to site and their distribution to the point of use) will produce a rolling weekly programme of deliveries and a draft of this programme will be presented and discussed at weekly progress meetings to smooth out obvious bottlenecks and clashes.
- 5.2.10. Where possible, deliveries will be taken on site early to allow the vehicles to be offloaded during the peak period and to leave site once the peak period has ended. This will allow greater efficiency in predicting delivery times and reduces haulage costs. Similarly the latest delivery to the site will be scheduled to ensure that it can be offloaded by 6pm and that the vehicle leaves the site as the evening peak is subsiding. The site will be closed up in accordance with the working hours allowed by the planning consent.
- 5.2.11. A management system will be implemented to control the volume of deliveries to site. This system will define the number of 'resources' a site has and therefore can service in 30-minute intervals. The system would then limit the number of delivery bookings per half-hour to this defined capacity.
- 5.2.12. Sub-contractors and hauliers would need to be booked in advance in order to allow the request to be reviewed and subsequently approved or declined. The system can be accessed by completing a new user application form and submitting it, countersigned by the supplier relationship manager or package manager to the delivery manager.

Re-timing for Out-of-Peak Deliveries

- 5.2.13. Construction vehicle movements shall normally be restricted to:
- Monday to Friday 0800 – 1800 hours;
 - Saturday 0800 – 1300 hours; and
 - No Sunday, Bank Holidays or Public Holiday working unless by prior approval for specific works.

- 5.2.14. Should construction work outside of these hours be required, the Principal Contractor will make an application to the LBTH and LBH for prior consent for works through Section 61 of the Control of Pollution Act 1974, i.e. for Tower crane installation.

Re-timing for Out-of-Hours Deliveries

- 5.2.15. Re-timing deliveries to occur out of hours will be considered further by the developer and appointed contractor, whom will commit to deliveries at these times where possible.

Use of Holding Areas, Vehicle Call-off Areas and Materials Storage

- 5.2.16. Specific method statements will be developed throughout the various stages of the contract to control the delivery, storage and handling of materials. A high priority will be placed on the safe storage and movement of materials around the building footprint.
- 5.2.17. Where practicable materials will be stored off-site but where this is not possible material storage areas will be prepared and located in a suitable location within the site boundary.
- 5.2.18. Materials will be offloaded and where possible distributed to the place where they are needed for incorporation into the permanent works, this will be undertaken on a just in time basis.
- 5.2.19. All materials will be stored in an appropriate environment with containers of liquid stored in a bunded area to prevent accidental spills. All materials will be stored in a safe and appropriate condition, i.e. plaster board will be covered to prevent moisture damage and bricks safely stacked and no higher than two pallets high.
- 5.2.20. The principal contractor will make adequate provision to avoid accumulation of bulk materials on the site to prevent inconvenience or disruption and to eliminate the risk of fire, and dust. Both Bishopsgate Goodsyrd Regeneration Ltd and sub-contractors will also ensure the site is left in a clean and tidy manner both during and outside working hours.
- 5.2.21. At no time will materials be stored or left unattended outside of the construction site boundary.

Use of Logistics / Consolidation Centres

- 5.2.22. It is considered that the amount of materials to be delivered, and therefore the number of vehicle trips, will mean that it is not envisaged that the use of a logistics or consolidation centre will be required.

MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

- 5.2.23. The option of transporting materials by water is unlikely to be a viable due to the distance from the Thames, and other water courses.

Freight by Rail

- 5.2.24. The use of rail to transport materials will be considered for deliveries to the site.

Use of Electric Vehicles

- 5.2.25. The use of electric freight vehicles will be encouraged for deliveries to the site. The appointed contractor will work with sub-contractors, suppliers, and haulage / transport suppliers to encourage the use of electric vehicles for freight delivery.

MATERIAL PROCUREMENT MEASURES

Re-use of Material On-site

- 5.2.26. The re-use of material on site will be encouraged however this will be decided by the contractor.
- 5.2.27. Waste arising from site clearance, primary infrastructure and earthworks is expected to comprise vegetation, topsoil, rubble, tarmac from former hard standings, gravel and clay material. Material excavated during ground works will be crushed and tested, any suitable materials will be used as back-fill and piling material.
- 5.2.28. Any clean excavated material that cannot be reused on-site will be removed by licensed waste carriers and sent for reuse at another development site or sent for disposal at appropriately licensed facilities (these are expected to be inert waste landfill sites).
- 5.2.29. Any contaminated material that will require removal from the site will be collected by suitable waste carriers and sent for disposal at appropriately licensed hazardous waste facilities.

OTHER MEASURES

Dust / Noise Pollution

- 5.2.30. In the event of a complaint from a neighbour or a member of the public in relation to any site activity, it will be recorded in a designated logbook, stating the nature of the complaint, the cause and, where appropriate, the remedial action taken. Should complaints about odour, noise, dust or vibration be received, they will be addressed directly by the appointed specialist contractor to enable the results at the time of the complaints to be reviewed, and where appropriate immediate actions employed to rectify the problem.
- 5.2.31. At all times, Bishopsgate Goodsyard Regeneration Ltd will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of noise, dust or airborne particles to minimise risk and disturbance to the site operatives and the general public.
- 5.2.32. Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in-lieu of impact breakers wherever possible.
- 5.2.33. Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition a potentially noisy piece of machinery hoardings and enclosures will be constructed to contain and minimise the potential nuisance.
- 5.2.34. Concrete breaking where possible will be undertaken using a crushing machine rather than cutting or grinding equipment which will reduce the dust and noise levels, or removed from site and crushed elsewhere.
- 5.2.35. Temporary hard standing on site will be constructed where necessary. This will provide a good surface for vehicles to move on, therefore reducing the risks of dust and dirt being carried out of the site onto the public highway.
- 5.2.36. Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The project team will make provision to minimise this problem.
- 5.2.37. All vehicle wheels will be washed down that enter / exit the construction site.
- 5.2.38. The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).
- 5.2.39. Roads will be swept using a road sweeper during site working hours, as and when required.

- 5.2.40. During the summer months, the risk of dust will be more of an issue. During dry spells, the site will be damped down to reduce the risk of dust.
- 5.2.41. Vehicles leaving the site with the arisings of the construction activity and those carrying loose loads will not leave site without the load being covered and the wheels cleaned.
- 5.2.42. Cutting and grinding will be performed by operatives, using machinery preparatory attachments to reduce dust.
- 5.2.43. There will be no burning of waste on site. All waste material will be placed in a skip and removed from site to a transfer station for recycling off site.
- 5.2.44. All skips leaving site will be covered.

Waste Strategy

- 5.2.45. A Site Waste Management Plan (SWMP) will be prepared which will include details of the forecast and actual tonnage of each waste stream that will be generated on site and their recycling/disposal route. It will be a condition of contract for the contractors to discuss and agree waste recovery rates to be targeted with the Applicant. A monitoring report will then be generated on a monthly basis which will include details of the progress made in diverting waste materials from landfill, against these pre-agreed targets.
- 5.2.46. Where it is necessary to transport waste to and from the site, transportation will comply with the Duty of Care requirements, including: ensuring waste is transported by registered carriers, disposal to appropriately licensed sites, and maintenance of appropriate waste transfer documentation.

Implementation of a Staff Travel Plan

- 5.2.47. The estimated labour resource levels for the whole Bishopsgate Goodsyard site are shown in Figure 5-1.

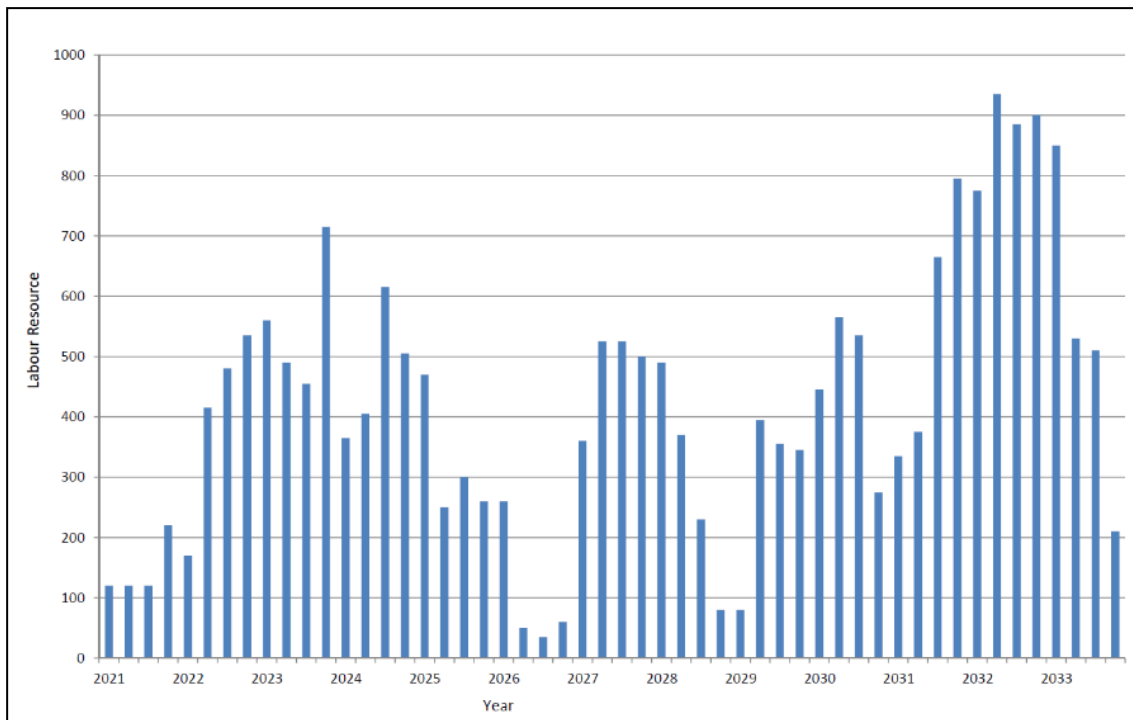


Figure 5-1 – Estimated Labour for Site Wide Bishopsgate Goodsyard Site

- 5.2.48. There is limited on-site parking provided for construction vehicles with on-street parking restrictions in-place to prevent parking on roads surrounding the site. The site provides excellent public transport links, therefore all construction workers will be expected to use the public transport services to access the site.
- 5.2.49. A Travel Plan for construction workers would be provided to cover all construction activity across the wider Bishopsgate Goodsyrd site.

Public Relations

- 5.2.50. On-site management will be appointed to mitigate and resolve any issues and difficulties in the local community.
- 5.2.51. A key aspect of the successful management of the project will be the maintenance of good relations with site neighbours and the general public, as well as future occupiers of the site (who occupy completed earlier phases of the consented scheme, whilst other later phases are still being finalised). The project team is already engaged in consultation with a broad range of stakeholders and this will continue through the various phases of the construction project.
- 5.2.52. Local residents will be invited to liaison meetings prior to commencement of works on-site. In order to keep the general public informed about the development, appropriate signage and information boards will be displayed on site hoardings. This will include contact details for the site and general construction information. A clear point of contact will be provided to deal with any queries and provide immediate response to any issues raised. It is also proposed that periodic meetings will be held on site to explain the works anticipated for the forthcoming month and how these will impact upon our neighbours.
- 5.2.53. The outline CLP sets out strategies for preventing potential issues related to construction traffic and the movement of goods and supplies to and from the site, however, any difficulties encountered during construction will be reported / recorded in a full log and resolved as soon as possible.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 ESTIMATED VEHICLE TRIPS

- 6.1.1. All deliveries will be controlled by the site management and must be pre-booked. Any unauthorised deliveries would be turned away.
- 6.1.2. Estimated numbers of vehicle movements for demolition and construction periods have been produced by the Applicant.
- 6.1.3. The number of vehicles in the peak phase is shown in Table 6-1.

Table 6-1 – Number of vehicles in Peak Phase

Construction Phase	Period of Stage	No. of trips (monthly)	Peak no. of trips (daily)
Site set up and demolition	Q2 2024 – Q4 2026	207	10
Basement excavation and piling	Q1 2025 – Q2 2026	855	43
Sub-structure	Q3 2024 – Q4 2028	195	10
Super-structure	Q2 2025 – Q2 2029	270	14
Cladding	Q3 2025 – Q1 2030	51	3
Fit-out, testing and commissioning	Q4 2025 – Q4 2030	20	1
Peak period of construction	Q4 2025 – Q4 2025	1,222	61

Table 5.1

- 6.1.4. Figure 6-1 shows the total number of vehicles over the construction programme.



Figure 6-1 – Estimated Construction Vehicle Trips over Programme

6.2 VEHICLE TYPES

6.2.1. With regard to the type of vehicles and equipment to be used at different stages of the construction programme, Table 6-2 shows the likely plant to be used during demolition and construction activities.

Table 6-2 – Plant and Equipment used during Demolition and Construction Activities

Plant	Stage					
	Site Clearance	Enabling Works	Foundations and Sub-structure	Super-structure	Cladding	Internal Fit-out
Tracked excavator	✓	✓	✓			
Tower cranes			✓	✓	✓	
Cutters, drills and small tools	✓	✓	✓	✓	✓	
Fork lift truck		✓	✓	✓	✓	✓
Benders and cutters			✓	✓		
Lorries and vans	✓	✓	✓	✓	✓	✓
Mobile lorry mounted concrete pump			✓	✓		
Ready mixed concrete lorry			✓	✓		
Concrete crusher	✓					
Scaffolding and mobile hydraulic podiums	✓		✓	✓	✓	✓
Tipper lorry	✓	✓	✓	✓		
Flat bed articulated lorry	✓	✓	✓	✓	✓	✓
Large rigid lorry	✓	✓	✓	✓	✓	✓
Piling rigs			✓			
Mobile attendance crane	✓	✓	✓			
Dust suppression equipment	✓	✓	✓			
Haulage and muck away vehicles	✓	✓	✓			
Jet wash	✓	✓	✓	✓	✓	✓
Lifting equipment	✓	✓	✓	✓	✓	✓

Plant	Stage					
	Site Clearance	Enabling Works	Foundations and Sub-structure	Super-structure	Cladding	Internal Fit-out
Mobile elevating work podiums (MEWPS) – boom and scissor				✓	✓	✓
Mortar silos			✓	✓		
Pallet trucks					✓	✓
Placing booms			✓	✓		
Skips (placing and waste removal – boat skips)	✓	✓	✓	✓	✓	✓
Survey equipment – levels – lasers – total stations etc	✓	✓	✓	✓	✓	✓
Temporary support materials – props, tables	✓	✓	✓	✓		
Tower lights	✓	✓	✓	✓	✓	✓
Waste compactor	✓	✓	✓	✓	✓	✓
Water pumps			✓			
Welding equipment			✓	✓		
Wheel wash	✓	✓	✓	✓	✓	✓

7 IMPLEMENTING, MONITORING & UPDATING

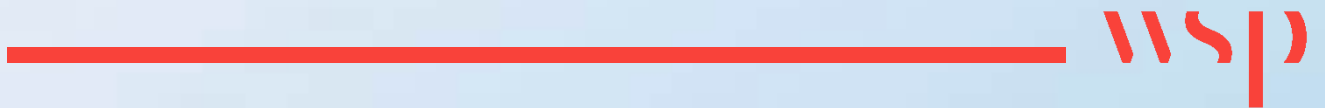
7.1 OVERVIEW

- 7.1.1. A programme of monitoring and review will be confirmed upon appointment of a contractor. However, the monitoring is intended to generate data against which the success of the CLP can be measured, and new management measures introduced where necessary.
- 7.1.2. The appointed contractor will be responsible for monitoring and reviewing activity on the site including vehicle arrivals and departures. All monitored movements will be documented and made available to the local authority on request.
- 7.1.3. On-site management will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on:
- The number of vehicle movements to the site, collected by the delivery booking-in system, including:
 - total number of vehicles, by vehicle type / size / age;
 - duration the vehicle was on site;
 - the origin of the vehicle; and
 - the accuracy of the vehicles arrival in relation to the booking system.
 - Breaches and complaints, including:
 - deviation from prescribed vehicle routes;
 - unacceptable queuing;
 - unacceptable parking;
 - status of the suppliers FORS accreditation; and
 - compliance of the vehicle to ULEZ and LEZ standards.
 - Safety, including:
 - logistics related collisions / near-misses;
 - any associated injuries or fatalities;
 - the methods of travel staff are travelling to site; and
 - whether vehicles or their operation are meeting safety requirements.
- 7.1.4. The data collected will be reported back to the Applicant with full transparency to the relevant authorities.

7.2 SECURING THE CLP

- 7.2.1. This document which will be implemented from the point at which demolition and / or construction activities commence at the site, subject to planning consent.
- 7.2.2. The detailed CLP will be prepared by the Applicant and this is expected to be secured by way of an appropriate worded planning condition or S106 Agreement.

APPENDIX A – CONSTRUCTION PROGRAMME





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