

# LICENSING SUB COMMITTEE

Tuesday, 28 February 2017 at 6.30 p.m.

The Council Chamber, Town Hall, Mulberry Place,

5 Clove Crescent, London, E14 2BG

#### SUPPLEMENTAL AGENDA

This meeting is open to the public to attend.

#### Contact for further enquiries:

Antoinette Duhaney, Democratic Services

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E-mail: antoinette.duhaney@towerhamlets.gov.uk Web:http://www.towerhamlets.gov.uk/committee

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3.	ITEMS FOR CONSIDERATION	PAGE NUMBER(S)	WARD(S) AFFECTED
3 .2	Licensing Act 2003: Application for a New Premises Licence for Hub by Premier Inn, Silvex House, Quaker Street, E1 6SN	1 - 18	Spitalfields & Banglatown
3 .3	Licensing Act 2003 Application for a New Premises Licence for Time Out Market, 106 Commercial Street, E1 6LZ	19 - 442	Spitalfields & Banglatown



# Additional

# Submissions

From

Applicant

IN THE MATTER OF:

A PROPOSED HUB BY PREMIER INN, SILWEX HOUSE, QUAKER STREET, LONDON E1 6FN

**HEARING: 28 FEBRUARY 2017** 

#### WHITBREAD GROUP PLC

**APPLICANT** 

### SKELETON ARGUMENT ON BEHALF OF THE APPLICANT

- This is an application for a new Premises Licence pursuant to Section 17 of the Licensing Act 2003 for a proposed 246 bed hub by Premier Inn at the above location.
- 2. A hearing is required only as uncompromised representations have been received from four local residents.
- 3. The applicant is Whitbread Group Plc which operates about some 750 licensed premises nationwide. These comprise either stand alone Premier Inn Hotels (of which there are some 330) or Premier Inn Hotels combined with a pub restaurant operation (of which there are some 420). In this case, a stand-alone hotel is proposed of which there are already a number operating within the central London area without apparent difficulty.
- 4. These include the open and trading hub by Premier Inn, St. Martin's Lane, London, the opening and trading hub by Premier Inn, Dacre Street and the licensed but still under development hub by Premier Inn, Tothill Street, London. At Appendix 1 to this Skeleton are pictures of the food and beverage provision at Dacre Street which will be substantially replicated at this proposed location.

- 5. Additionally, the estate includes the hub by Premier Inn, London Spltalfields, 86 Brick Lane, Spitalfields, London E1 6RL which site is located proximate to this proposed development. The Brick Lane Premier Inn operates without difficulty and is referred to in the Committee Report at Appendix 4.
- 6. This development will represent a capitalised inward investment by Whitbread of some £30 million and will lead to the creation of some 40 jobs, the majority of which will sought to be recruited locally.
- 7. Whitbread are responsible and experienced operators of licensed premises (the majority in town or city centre locations) with robust systems in place for the exercise of due diligence to ensure their premises are properly and responsibly run in accordance with the law and to ensure the avoldance of the commission of regulatory offences and the possibility of public nuisance and / or crime and disorder in particular.
- 8. The nearest residents likely to be affected by the proposed development will be those residents who are staying in the proposed hub by Premier Inn itself. Whitbread offer a "good night guarantee" to such customers under which a customer is refunded the cost of their accommodation if their night is disturbed. The amenity of their customers, and particularly hotel residents, is a paramount concern and priority. As a consequence, any impact on those residing further away is minimised or even eradicated.
- 9. As a development site, these premises have yet to be developed but upon completion and before opening, a Designated Premises Supervisor will be appointed, a Senior Manager of the premises with appropriate qualifications and all staff will be trained as part of Whitbread's national development programme.
- 10. What is proposed here will be a Hotel facility with a limited food and beverage offering at ground floor level. There will be walter / waitress service to tables. Access to the food and beverage facility will be through the main Hotel reception at ground floor level. The reception area is manned 24 hours. No offsales are intended from the licensed part of these premises save for consumption

- by residents in their unlicensed bedrooms. An appropriate amendment to condition to the application has been offered.
- 11. The food and beverage facility is limited and provides approximately 70 covers within the dining area.
- 12. Mediation has taken place with the Environmental Health (Noise) and the Police. Additional conditions have been agreed with Environmental Health as repeated at point 8.1 of the Committee Report and with the Police as repeated at paragraph 8.2. as evidenced in Appendix 10 and Appendix 11. No representations have been received from any other Responsible Authorities.
- 13. On the basis of these agreed conditions, the Police representation and Environmental Health representation have been compromised.
- 14. Outstanding representations have been received from Alan Williams (Appendix 6), Sian Phillips (Appendix 8) Glenn Leeder (Appendix 7) and Pat Jones (Appendix 9). The principal objection of Glenn Leeder, Sian Phillips and Pat Jones appears to be related to anxieties concerning off-sales and possible exacerbation of issues relating to street drinking. As such, e-mails were forwarded to each of these residents confirming the restriction that off-sales are only to be permitted to the bedrooms and the application amended accordingly. As referred to in the Committee Report, this adjustment resolved one resident which is not included within the Report. Mr. Leeder has sought additional information on management systems which has been provided. No response has been received from Ms. Phillips. The representation by Mr. Williams (Appendix 6) is not only to off-sales but also requests a terminal hour of 22.30. The restriction on off-sales has been confirmed to Mr. Williams. In respect of the hours, the Committee's attention is drawn to the hours of other licensed venues in the area and In particular to that of the hub by Premier Inn. The application seeks a terminal hour for the licensable activity of the sale of alcohol of 23.00 dally only which is less than that awarded to the Brick Lane hub by Premier Inn of 23.30.

### The Licensing Objectives.

- 15. Central to the statutory regime for licensing are the four licensing objectives which are the only relevant areas for consideration in licensing applications. They are as follows:
  - Prevention of crime and disorder.
  - Public safety
  - Prevention of public nuisance.
  - Protection of children from harm.

### The Application Process

- 16. Section 17 sets out the procedure for making a Premises Licence Application and Section 18 sets out the provisions for determination of that application where representations have been made by the Responsible Authorities or other persons.
- 17. Section 18 provides that where an application for a new Licence Is properly made, following receipt of relevant representations, the Licensing Authority must hold a hearing following which It may, if it thinks It is necessary, take one or more of the steps set out in Section 18(4) as follows:
  - (a) to grant the Licence subject to:-
  - (i) the conditions mentioned in sub-section 2(a) modified to the extent the Authority considers appropriate for the promotion of the licensing objections; and
  - (ii) any condition must under Section 19, 20 or 21 be included on the Licence.
  - (b) to exclude from the scope of the Licence any of the licensing activities to which the application relates.
  - (c) To refuse to specify a person on the Licence as Premises Supervisor.
  - (d) To reject the application.

#### Conditions

- 18. The general principles which govern the imposition of conditions upon Premises Licences may be summarised under 4 heads:-
  - (1) A condition may only be attached to a Licence if it is appropriate for the promotion of one or more of the licensing objections.
  - (2) A condition must not duplicate other statutory provisions.
  - (3) The conditions must be proportionate.
  - (4) In order to give rise to criminal liability a condition must be framed so as to give precision and clarity for definition in the prescribed Act.

### 19. Relevant extracts from the Guidance are as follows:-

- (1) Fallure to comply with any condition attached to a Licence or Certificate is a criminal offence, which on conviction, is punishable by an unlimited fine or up to 6 months imprisonment. The Courts have made it clear that it is particularly important that the conditions which are imprecise or difficult for a licence holder to observe should be avoided (paragraph 10(2)).
- (2) The Licensing Authority may not impose any conditions unless its discretion has been engaged following receipt of relevant representations and it is satisfied that as a result of a hearing (unless all parties agree that a hearing is not necessary) that it is appropriate to impose conditions that promote one or more of the four licensing objectives (10.8).
- (3) It is possible that In certain cases where there are other legislative provisions which are relevant and must be observed by the applicant, no additional conditions are appropriate to promote the licensing objectives (10.9).
- (4) The 2003 Act requires that licensing conditions should be tailored to the size, type, location and characteristics and activities taking piace at the premises concerned. Conditions should be determined on a case by case basis and standardised conditions which ignore these individual aspects should be avoided. Licensing Authorities and other Responsible Authorities should be alive to the indirect costs that can arise because of conditions ..... Licensing Authorities should therefore ensure that any conditions they impose are only

- those which are appropriate for the promotion of the licensing objectives [Our emphasis] (10.10).
- (5) The determination of the licensing committee must be evidence based on what is before them (9.42 and Daniel Thwaites PLC v Wirrall Borough MC [2008] EWHC 838)

### The role of the Police

20. At paragraph 9.12 of the Guldance It is stated that in their role as a responsible authority, the police are an essential source of advice and information on the impact and potential impact of licensable activities, particularly on the crime and disorder objective. The police have a key role in managing the night-time economy and should have good working relationships with those operating in their local area. The police should be the licensing authority's main source of advice on matters relating to the promotion of the crime and disorder licensing objective, but may also be able to make relevant representations with regard to the other licensing objectives if they have evidence to support such representations. The licensing authority should accept all reasonable and proportionate representations made by the police unless the authority has evidence that to do so would not be appropriate for the promotion of the licensing objectives. However, it remains incumbent on the police to ensure that their representations can withstand the scrutiny to which they would be subject at a hearing.

It is of course the case that there is no outstanding Police representation to this application, conditions having been agreed to address any perceived concerns.

### Residential Representations Received

- 21. As mentioned above, representations have been received from four local residents.
- 22. The residential representations received as identified appear to centre on a perceived concern that the use of these premises will lead to a potentially

detrimental effect on the residential amenity of those in the vicinity with a perceived risk that this will result in a rise in anti-social behaviour and public nulsance as a result of the food and beverage facility of the Hotel. No evidence is offered or is available to support any of these assertions.

- 23. The application limits the sale of alcohol to non-residents to the hours mentioned above. Off-sales are limited to residents wanting to take drinks from the licensed area into their unilcensed bedrooms with no intention that there should be any off-sales of alcohol for consumption outside of the premises themselves. As has previously been noted, the food and beverage operation (with a limited alcoholic offering) is at ground floor level. Non-residential use will be very limited and ancillary.
- 24. As mentioned, the reception area is manned 24 hours a day. The main entrance will be open 07.00 23.00 daily. After 23.00 access to the Hotel will be via room key or buzzer only (in respect of which reception staff are required to verify the identity of the resident seeking entrance). After 23.00, any requests for sales of alcohol will be through the reception area and appropriate checks will be in place to ensure that they are resident and that any off-sales are to the bedroom only.
- 25. The off-sales facility is required by Whitbread for the benefit of its residents. The use of the facility is far from excessive.
- 26. As such, although the local residents who have opposed the application have understandable anxieties, it is the view of the applicant that these anxieties are unfounded. The sales of alcohol late at night are likely to be minimal and associated with the food provision of the Hotel, any off-sales will are to bedrooms only and it is not credible that this will exacerbate issues of anti-social behaviour in the area.
- 27. The immediate geography of this proposed development is relevant.
- 28. Analysis of Hotel person movement show that for similar operations, the Hotel related movements have a characteristic profile whereby guest activity is higher during the morning period as guests generally leave the Hotel and during the late

afternoon and early evening period when guests arrive for check in. The Hotel activity reduces over the evening and late evening period to a minimal level. As an indication, there is a noticeable reduction in Hotel activity during the late evening comprising in the region of 34 two-way person movements between 10.00pm and 11.00pm with just 12 two-way person movements between 11.00pm and midnight. This level of activity equates to 6% and 2% respectively of all observed person movements for similar developments.

### Tower Hamiets Licensing Policy

- 29. The Statement of the Licensing Policy adopted by Tower Hamlet Council is relevant:-
  - Hours. The hours applied for within this application are within the core hours as adopted by the Council Policy (paragraph 15.8) Monday Saturday being a terminal hour of 23.00 only. Sunday seeks for consistency 23.00 and is in line with other Licences granted by the Council within the vicinity. The additional 30 minutes on a Sunday is not likely to exacerbate issues of saturation or adversely affect the licensing objectives.
  - Cumulative impact. The premises fail within the Brick Lane Cumulative Impact area. The Council identify that the majority of late night licensed premises are concentrated within one area and had therefore adopted the Policy. It is submitted that the Applicant's premises are not a late night venue with a terminal hour of 23.00 to the public and will not exacerbate existing issues of crime and disorder and anti-social behaviour within the Borough. The facility is materially a food and beverage facility associated with the Hotel. The Policy notes (8.4) that to rebut the presumption, the Applicant is expected to show that the operation of the premises will not add to the cumulative impact already being experienced. The Applicant submits that due to the nature of its proposal, It will not so exacerbate the position.
- 30. In conclusion, It is the Appllcant's case that the proposed food and beverage offering here as an ancillary and Incidental to the proposed Hotel use is not the

type of premises at which the Cumulative Impact Policy is primarily directed, further emphasised by the fact that:-

- a. This is principally a Hotel development.
- b. The food and beverage facility with ancillary "bar" is located at ground floor level, accessed only through the Hotel reception which is manned 24 hours a day.

### 31. In summary:

- a. The applicant is a well known and respected operator of Hotel style premises all of which are licensed on a similar basis.
- b. The amenity of their own residents is of paramount Importance and the management of the premises will be designed to ensure minimum impact upon those residents and indeed any other residents within the neighbourhood.
- c. No evidence is or can be put forward specific to this proposed development that problems and disturbance will indeed occur.
- d. No evidence is or can be advanced or is otherwise available that Whitbread are not a responsible operator or that they do not have in place effective and credible due diligence policies to ensure the proper management of their hotel premises.
- e. There is no evidence available to suggest that there is or will be a significant problem of crime and disorder or public nulsance in this area arising from this application sufficient to justify either the refusal of the Licence, the imposition of additional conditions not otherwise agreed or to further curtail the hours of operation to a time earlier than that proposed for non-residents (as above) or that the development of a hub by Premier Inn at this location will add to or aggravate any perceived problems which may exist.
- f. All concerns of the Responsible Authorities have been addressed and there are no outstanding Responsible Authority objections to this application.

John Gaunt & Partners – February 2017

IN THE MATTER OF:

A PROPOSED HUB BY PREMIER INN, SILWEX HOUSE, QUAKER STREET, LONDON ET 6FN

**HEARING: 28 FEBRUARY 2017** 

WHITBREAD GROUP PLC

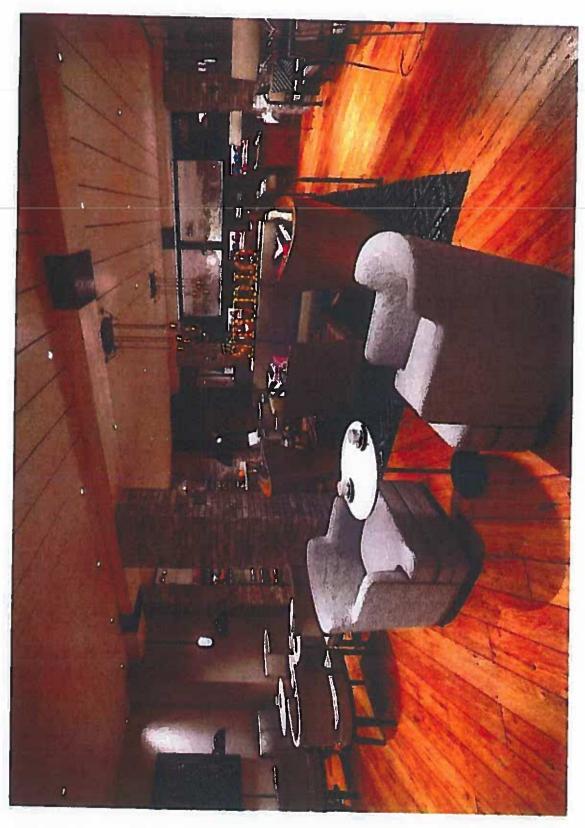
**APPLICANT** 

### SKELETON ARGUMENT ON BEHALF OF THE APPLICANT

**APPENDIX 1** 







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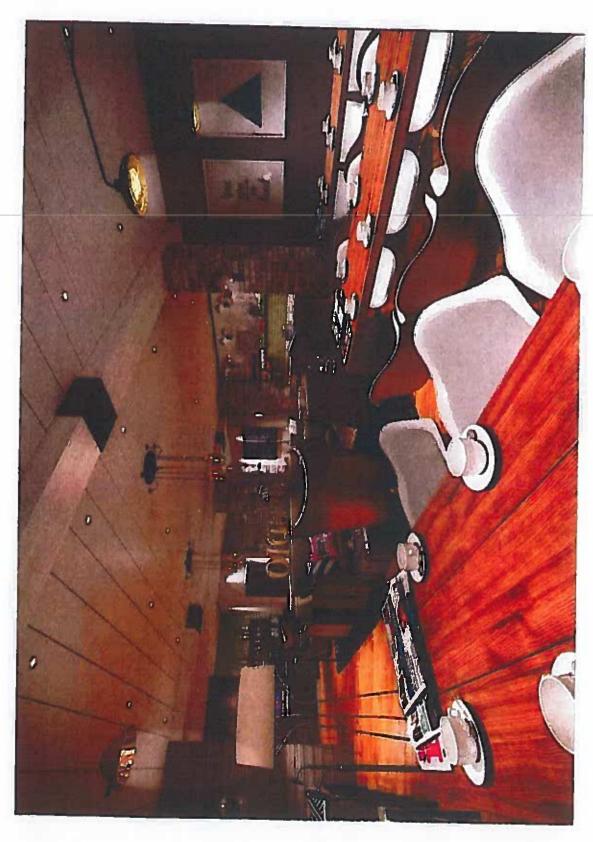




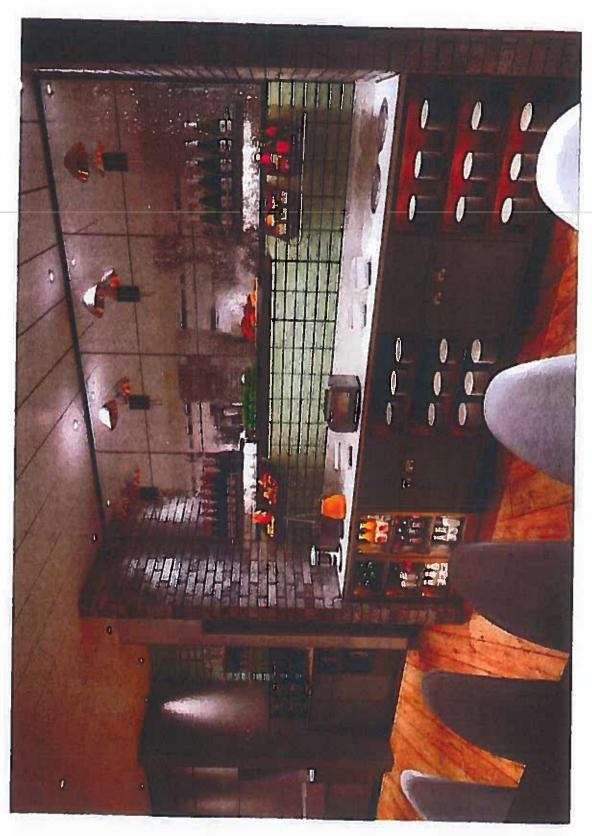












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# Additional

# Submissions

From

Applicant

### KEYSTONE LAW

48 Chancery Lane London WC2A 1JF United Kingdom

DX 193 Chancery Ln t +44 (0)20 3319 3700 f +44 (0)845 458 9398

Www.keystonelaw.co.uk

Licensing Sub Committee C/o Antoinette Duhaney Senior Committee Officer Tower Hamlets Directorate of Law, Probity and Governance **Democratic Services** Town Hall **Mulberry Place** London E14 2bG

Your ref: Our ref:ADW Direct dial:020 3319 3700 andrew.wong@keystonelaw.co.uk

17 February 2017

Dear Sirs.

### Re: TIME OUT MARKET, 106 COMMERCIAL STREET - APPLICATION FOR NEW PREMISES LICENCE

We represent the applicant in respect of the above application. Following extensive discussions with the residents the applicant has agreed to modify the application and this letter sets out the modifications so far.

We are continuing discussions with all parties and will keep the committee updated of all agreements and compromises made in advance of the hearing.

We will be providing a full summary of conditions next week once we have finished the further conciliation meetings with residents but wanted the Licensing Committee and officers to know the latest position in respect of agreed compromises:-

- 1) The applicant agrees to withdraw Recorded Music from the application and to keep the noise limiter condition to provide additional comfort to the residents.
- 2) We attach a revised plan amending the key area of concern, namely the largest service counter "bar" on the ground floor. This has been redesigned to bring a new 'tapas' or a similar food concept to the market (see plan attached).

To reinforce that the premises will trade as a restaurant, we propose the following condition:-

The sale by retail of alcohol will be ancillary to food throughout the building, with the following exceptions -

Before 9pm, the ground floor area cross hatched black

(on the recently served plan)

- The basement area cross hatched black (on the recently served plan).
- 3) The new plan above also shows the proposed smoking area that is proposed in addition to the condition on smoking that accompanied the application, namely:-
  - "9. The premises licence holder shall ensure that any patrons smoking outside the premises do so in an orderly manner and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway."

Further, the applicant agrees to the following conditions:-

"The premises licence holder shall ensure that any patrons smoking outside the premises after 9pm are limited to the area cross hatched blue on the ground floor plan and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway

"Notices shall be prominently displayed at any area used for smoking requesting patrons to respect the needs of local residents and use the area quietly".

- 4) The applicant also agrees the following additional conditions to address specific concerns raised and to ensure there is continued constructive dialogue:
  - a. There will be at least 3 (Three) Time Out Ambassadors employed at the premises whose duties are solely to assist in promoting the four licensing objectives. They will be fully trained in respect of all aspects of the premises licence. They will assist the Time Out Market Operations Team monitor and manage customers' behaviour.
  - b. A direct telephone number for the managers at the premises shall be publicly available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
  - c. The license holder shall meet with local residents not less than once every month (as required by the local residents).



For completeness we have already amended the application following agreements reached with the responsible authorities and these are set out below. I also reattach an electronic version of the conditions that accompanied the application for your ease to add to the Licensing Committee Report:-

- 1. No off sales of alcohol.
- 2. No drinks in open containers to be taken outside for immediate consumption
- 3. <u>SIA</u>

Thursday-Friday: 4 SIA from 1800 until closing Sat-Sun : 4 SIA from 1300 until closing Bank Holidays: 4 SIA from 1300 until closing

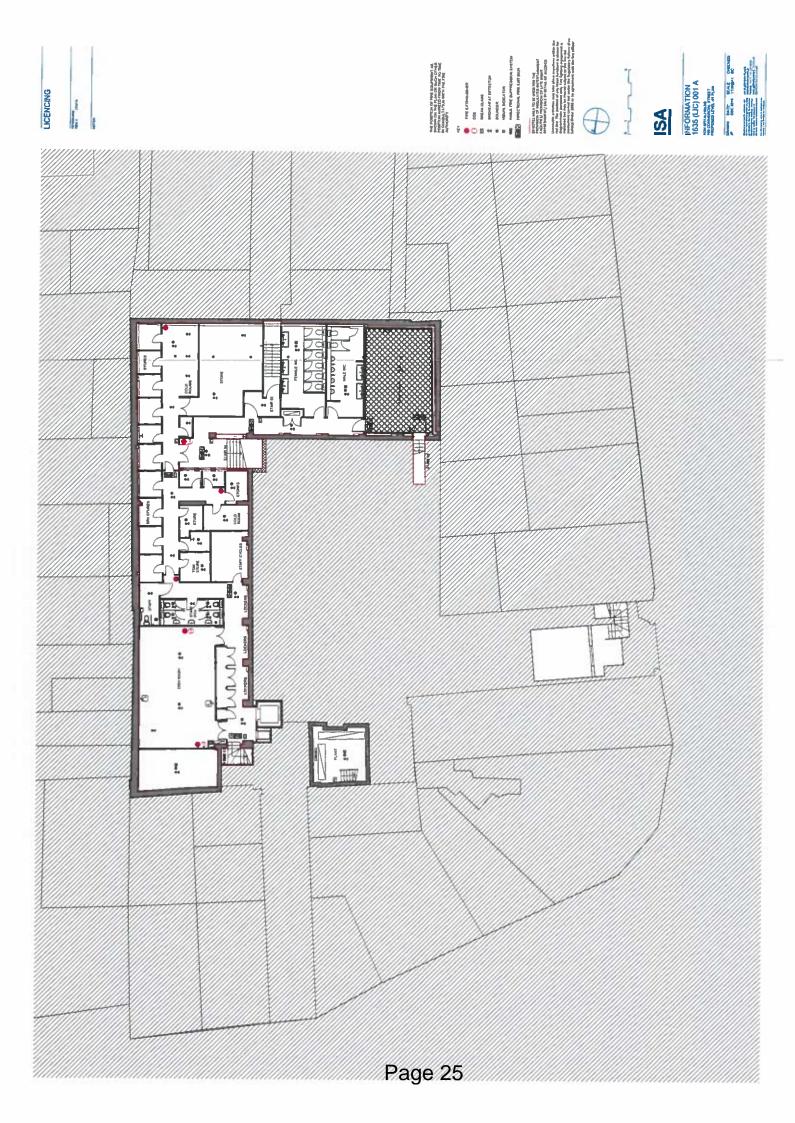
or such lesser numbers as may be agreed with the police from time to time.

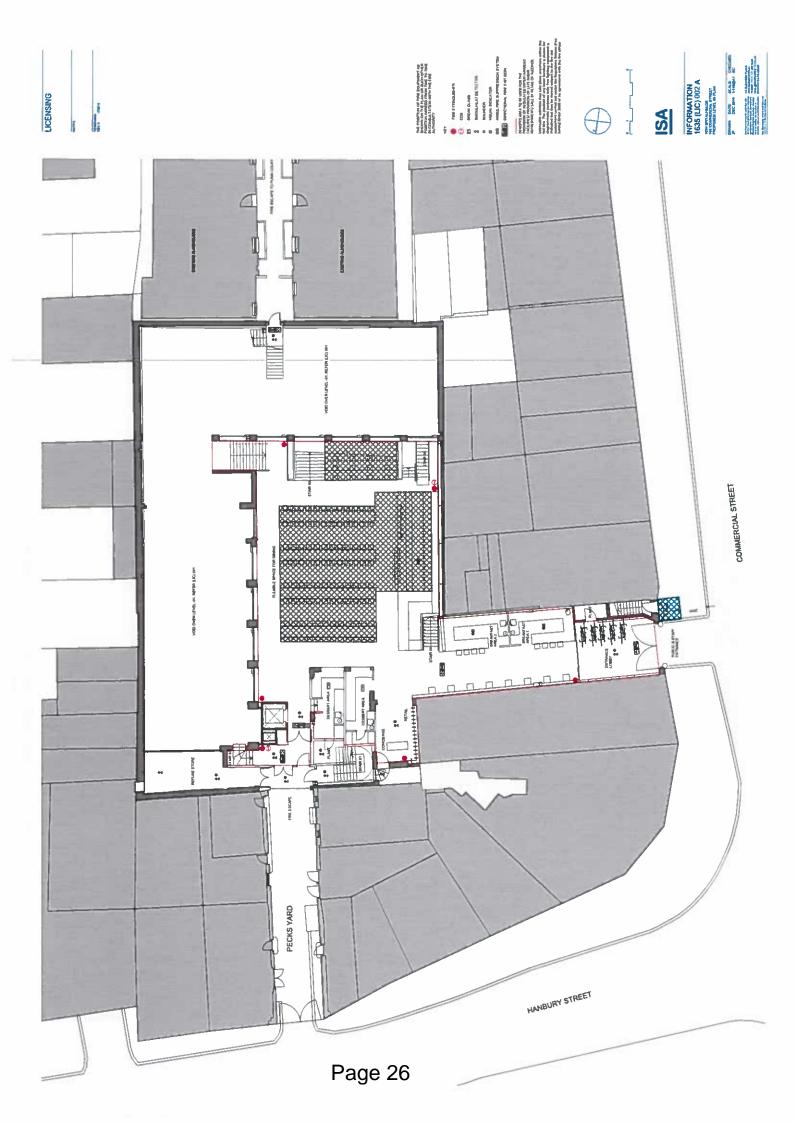
Should you have any further questions please do not hesitate to contact Andrew Wong on the above direct dial telephone number.

Yours faithfully,

Keystone Law

**CC: All Interested Parties** 





## TIME OUT MARKET PROPOSED CONDITIONS

The following conditions are proposed for the application.

#### MANDATORY CONDITIONS

All applicable Mandatory Conditions

### **PROPOSED LICENSING CONDITIONS**

#### **Preventions of Public Nuisance**

- The premises shall operate in accordance with the Time Out Operational Management Statement. The Time Out Operations Management Statement shall be reviewed regularly and at least one every 3 months and a copy shall be made available for inspection by any responsible authority within a reasonable time of request.
- 2. Notices shall be prominently displayed at all exits requesting patrons to respect the needs of local residents and to leave the area quietly.
- 3. A noise limiter must be fitted to the musical amplification system set at a level determined by and to the satisfaction of a specialist acoustician, so as to ensure that no noise nuisance is caused to local residents or businesses. The operational panel of the noise limiter shall then be secured by key or password and access shall only be by persons authorised by the Premises Licence holder. The limiter shall not be altered without prior agreement with the satisfaction of the specialist acoustician. No alteration or modification to any existing sound system(s) should be effected without prior knowledge of the specialist consultant and records of any approvals shall be available for inspection by the Environmental Health Officers. No additional sound generating equipment shall be used on the premises without being routed through the sound limiter device.
- 4. During the hours of operation the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed and litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.
- 5. Substantial food and non-intoxicating beverages, including drinking water, shall be available in all parts of the premises where alcohol is sold or supplied for consumption on the premises.

### Prevention of Crime and Disorder

- 6. The premises shall install and maintain a comprehensive CCTV system. All entry and exit points will be covered enabling frontal identification of every person entering in any light condition. The CCTV system shall continually record whilst the premises is open for licensable activities and during all times when customers remain on the premises.; All recordings shall be stored for a minimum period of 31 days with date and time stamping. Viewing of recordings shall be made available immediately upon the request of Police or authorised officer throughout the preceding 31 day period.
- 7. A staff member from the premises who is conversant with the operation of the CCTV shall be on the premises at all times when the premises are open to the public. This staff member shall be able to show Police recent data or footage with the absolute minimum of delay when requested.
- 8. An incident log shall be kept at the premises and made available on request to an authorized officer of the London Bourough of Tower Hamlets or the Police, which will record the following:
  - a) All crimes reported to the venue;
  - b) All ejections of patrons;
  - c) Any complaints received concerning crime and disorder;
  - d) Any incidents of disorder;
  - e) All seizures of drugs or offensive weapons;
  - f) Any refusal of sale of alcohol.
- The premises licence holder shall ensure that any patrons smoking outside the premises do so in an orderly manner and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway.
- 10.A direct telephone number for the manager at the premises shall be publically available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
- 11. During the hours of operation of the premises, the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed, and

- litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.
- 12. The approved arrangements at the premises, including means of escape provisions, emergency warning equipment, the electrical installation and mechanical equipment, shall at all material times be maintained in good condition and full working order.
- 13. The means of escape provided for the premises shall be maintained unobstructed, free of trip hazards, be immediately available and clearly identified in accordance with the plans provided.
- 14.All self closing doors shall be effectively maintained and not held open other than by an approved device.
- 15. The edges of the treads of steps and stairways shall be maintained so as to be conspicuous.
- 16. Curtains and hangings shall be arranged so as not to obstruct emergency signs.
- 17. The certificates listed below shall be submitted to the Licensing Authority upon written request.
  - a. Any emergency lighting battery or system
  - b. Any electrical installation
  - c. Any emergency warning system
- 18. Any special effects or mechanical installations shall be arranged and stored so as to minimise any risk to the safety of those using the premises.

#### Protection of Children from Harm

- 19.A challenge 21 proof of age scheme shall be operated at the premise where the only acceptable forms of identification are recognised photographic identification cars such as a driving licence, passport or proof of age card with the PASS hologram.
- 20. There will be no striptease or nudity and all persons shall be decently attired at all times unless the premises are operating under the provisions of a Sexual Entertainment Licence.



# TIME OUT MARKET APPLICANT'S SUPPORTING MATERIAL

PREPARED FOR LONDON
BOROUGH OF TOWER HAMLETS
LICENSING COMMITTEE

KEYSTONE LAW

### KEYSTONE LAW

# APPLICANT'S SUPPORTING MATERIAL INDEX

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### KEYSTONE LAW

# 1. Time Out Market London Presentation



Welcome to the world's first food and cultural market concept.
Welcome to the first market experience based wholly on editorial curation.
Welcome to decades of local knowledge, independent reviews and expert opinions brought to life.

# WELCOME

to the Spitalfields experience, the first UK
Time Out Market, due to open in 2017.

Restaurants, culture, atmosphere

## THE BEST OF THE CITY UNDER ONE ROOF

# CONGEDI



MARKET





# CURATION



A unique concept of food, shopping and cultural curation by a panel of city experts - Time Out's journalists and critics - with one rule:

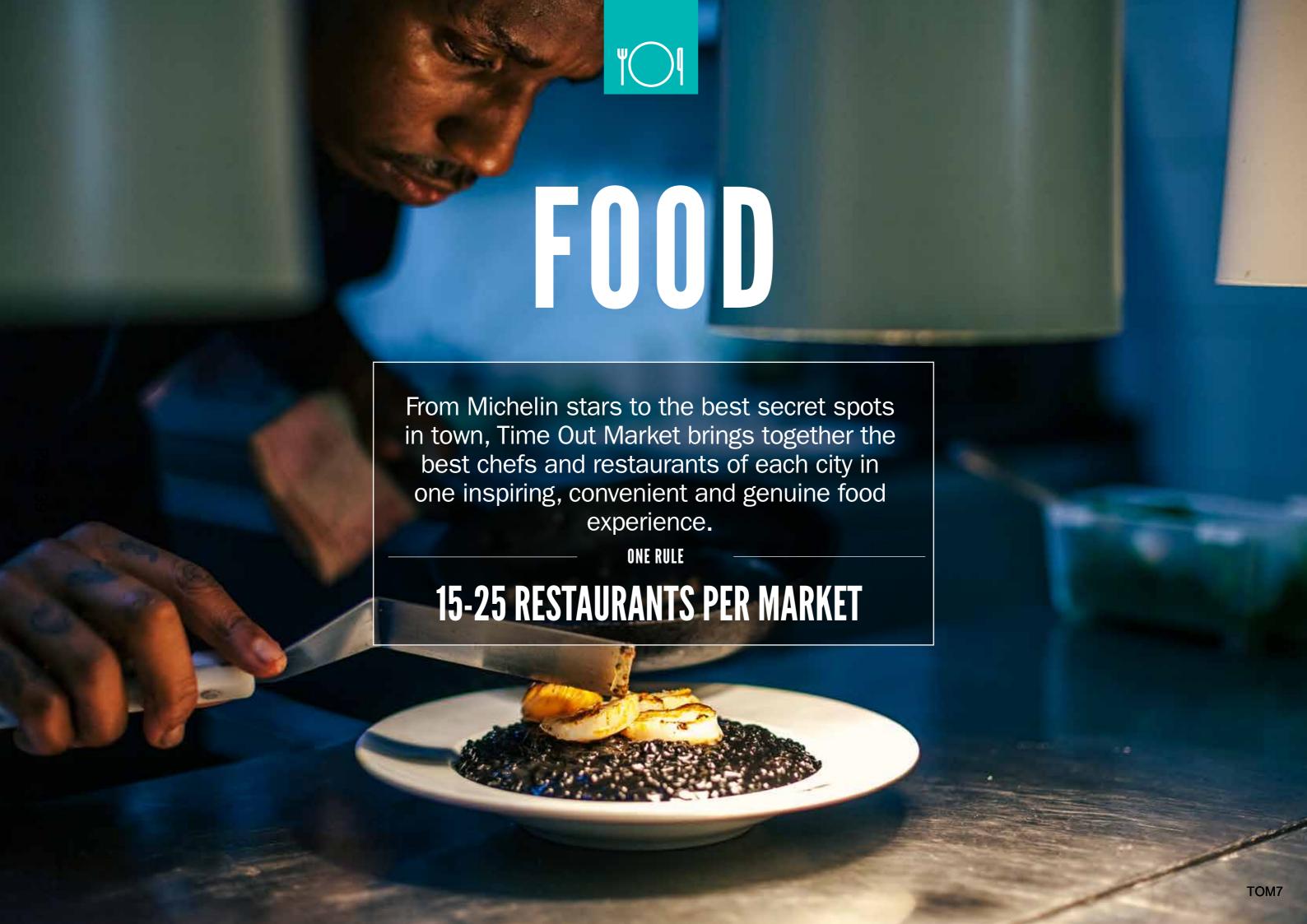
ONE RULE

IF IT'S GOOD IT GOES IN THE MAGAZINE, IF IT'S GREAT IT GOES ON TO THE MARKET.























LONELY PLANET



#1 Shopping destination

TripAdvisor







## GROUND FLOOR

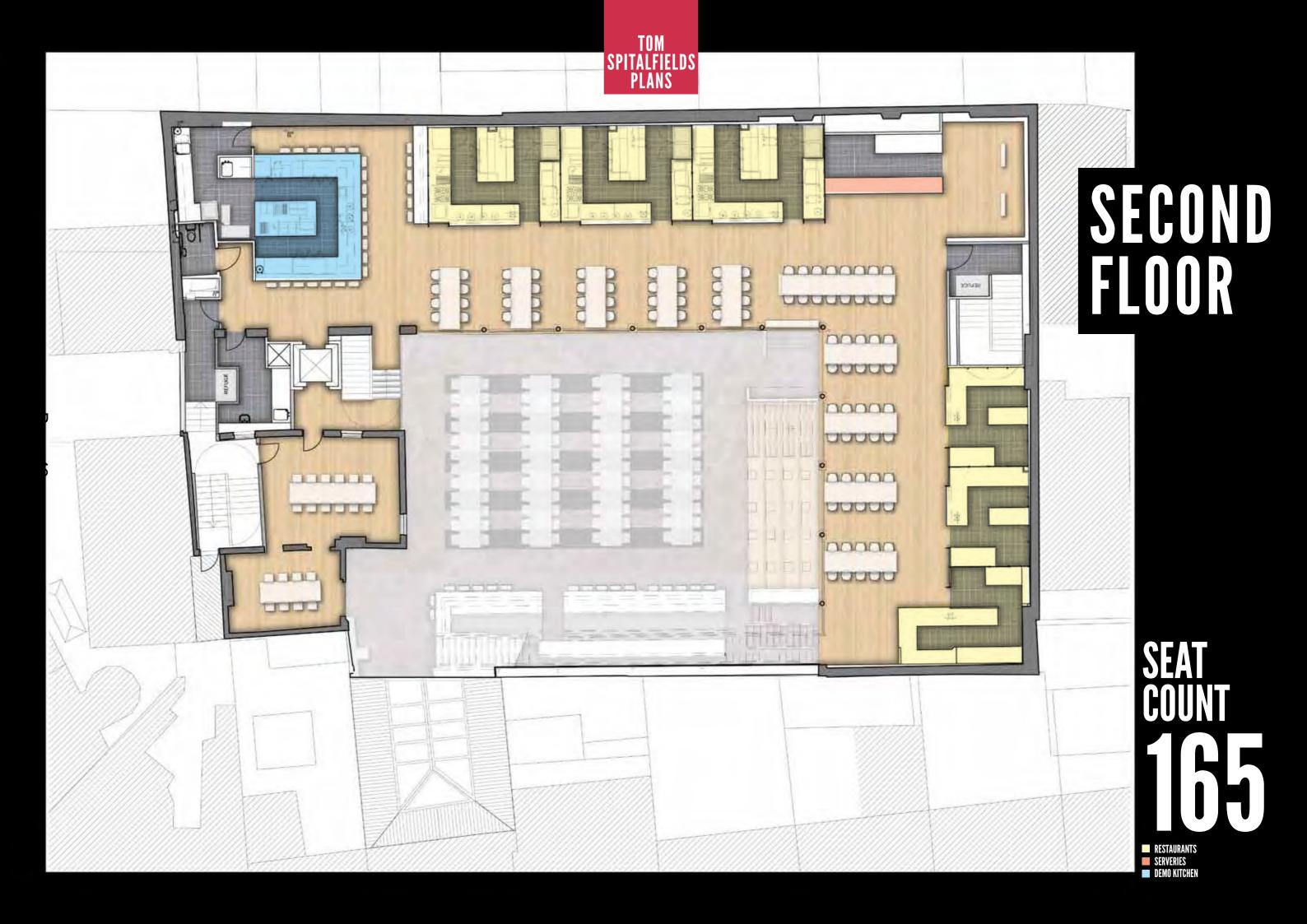
# + BASEMENT TONY'S

SEAT COUNT 160 + 50

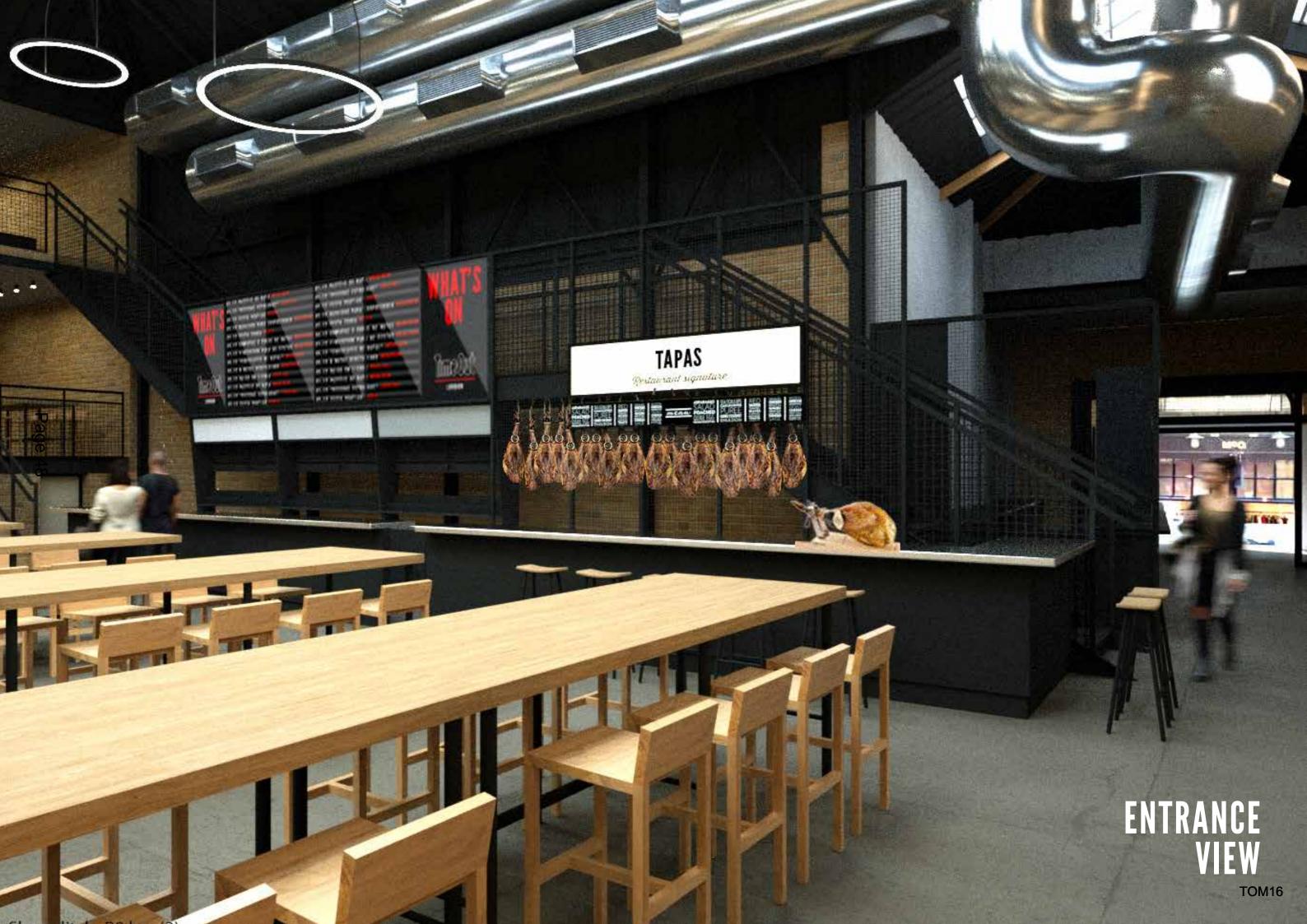


## FIRST FLOOR

SEAT COUNT SET SERVERIES











TOM Spitalfields Visuals

## LOREM IPSUM DOLOR Restaurant signature





























RESTAURANT

## FINE DINING MADE CASUAL





"A food lovers heaven"
5 of 5 stars
BRYCEY101
LONDON, UNITED KINGDOM

"Great!"
5 of 5 stars

"Great place to eat, drink and be merry" 5 of 5 stars RICKHEATHERLEY "Loved it
- highly
recommended"
5 of 5 stars
RAJAN M
SAN FRANCISCO, CALIFORNIA

"Next time I'm
here I'll eat at
the Mercado
(Time Out) almost
everyday!"
5 of 5 stars
SOXNOLE
CHICAGO, ILLINOIS

"So many great food options"

5 of 5 stars

EDDIEGARDNER
OAKVILLE, CANADA

"Such Fun" 5 of 5 stars PAUL F MALTA

"Great
concept!"
5 of 5 stars
MICKCHICK745
LONDON, UNITED KINGDOM



#### **DIDIER SOUILLAT**

**CEO Time Out Market** 

Didier Souillat joined Time Out Market as CEO in February 2016, to lead the international expansion of Time Out Market.

Didier has considerable experience in both the retail and hospitality world as prior to joining Time Out, he served as Executive Vice President for the internationally renowned Hakkasan Brand, overseeing the company's global restaurant portfolio. Previously, Didier held senior management positions in high end retail brands such as Selfridges, Harrods and Daylesford Organic, where he served as Managing Director. Graduating in Hospitality, Food and Beverage from the Lausanne Hotel Management School, Didier started his career in the Hotel Industry and worked globally in cities such as Dakar, Hong-Kong, Nagoya, Bahrain & Singapore.

#### **JESSICA PARRISH**

**Commercial Director Time Out Market** 

Coming from a foodie background with a father specialising in fine food imports, Jessica Parrish has crafted her entire career around the food industry. Working across a number of quality food businesses to understand the inner workings, she has moved into senior roles at Costco, Selfridges and most latterly Westfield. Jessica is specialised in working with both large international brands as well as with startups. She is passionate about delivering food solutions, supporting innovation and working closely with landlords as well as tenants to provide great experiences for customers.

#### **ALEX YEZRIL**

**General Manager Time Out Market Spitalfields** 

Alex Yezril is set to manage Time Out Market Spitalfields. He's got extensive experience within the retail, food and fashion industries. Throughout his career, he's been dedicated to maintaining high quality standards, combining creative and operational technics. Previously, Alex was UK Director of La Maison du Chocolat and held senior roles across retail and food businesses like Daylesford Organic as well as Macy's New York.



#### FOOD MIX STRATEGY

Time Out Market brings together under one roof the vibe of a city: its best restaurants and cultural experiences, based on Time Out's editorial curation. The new Market will reflect London's diverse and vibrant culinary and cultural community.

The first Time Out Market opened in Lisbon in 2014 and is today loved both by locals and tourists alike. The Company is now delighted to work on bringing this unique format to London – the birthplace of the Time Out Brand. Since 1968 Londoners have relied on Time Out to help them discover what this amazing city has to offer and Time Out Market is the first physical representation of the brand

Based on the editorial curation Time Out has always been known for; the focus of the market will be to work with London's best chef's, restaurateurs and artists and provide them with the opportunity to showcase their talent.

Time Out Market proposes to bring a mix of food offerings to Spitalfields currently under represented in the area. Offering around 4 Michelin starred chefs serving a combination of their signature dishes and newest creations in accessible formats as well as another 13 kitchens offering the best of the rest that London's culinary scene has to offer. Time Out Market will work with both experienced restaurateurs and maintain the opportunity to support new and upcoming chefs to reach our audience. In this food focussed dining experience, dishes will be served on crockery, china and glassware also feeding into our green credentials and keeping waste to a minimum and recycling wherever possible.

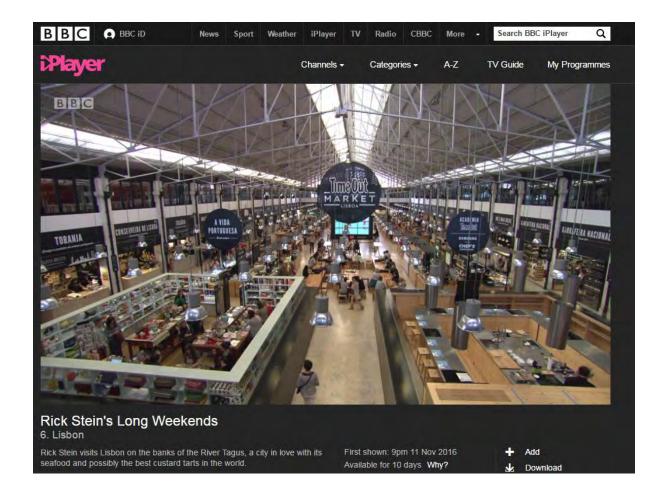
#### COMMUNITY ENGAGEMENT

Time Out Market is committed to being a positive participant amongst the local community and will generate up to an estimated 200 new job across, the various shits, in the area, supporting local engagement as it recruits for these roles. As a responsible employer and resident, it will put considerable focus behind managing and maintaining its environment to benefit those surrounding residents, neighbours and customers.



#### KEYSTONE LAW

### 2. Time Out Market London Press Coverage



Rick Stein stated that "it's full of people cooking food, and customers eager to eat it... They got this idea of getting really good chefs into the market. It's a great idea" on a visit to Time Out Market in Lisbon for the BBC show 'Rick Stein's Long Weekends'.



#### Rick Steves: Finding foodie bliss in Lisbon

By Rick Steves Published: October 23, 2016 12:00 AM CDT Updated: November 9, 2016 5:30 PM CDT



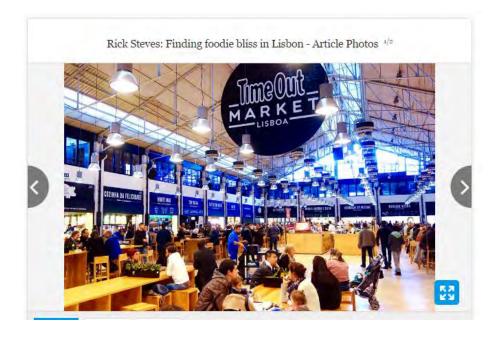


Just as I was an expert picnicker as a young backpacker, I'm now an older backpacker — who is packing a little extra taste and money — so I find myself seeking out "foodie" meals these days. For those of us who are no longer a fill-your-tank type of traveler, Lisbon is a great foodie destination. Perched on the sunny Atlantic coast of Portugal, it's a ramshackle but charming city proud of its tasty delicacies and

heavenly wines.

One of Lisbon's recent claims to foodie-fame is the transformation of its traditional farmers market into a gourmet food circus. The Mercado da Ribeira is the place to join the young, trendy and hungry crowd grazing among a wide variety of options, convening at communal tables in the center.

This venerable market survives in one half of the industrial-age, iron-and-glass market hall, while the other half has been taken over by Time Out magazine, which invited a couple dozen quality restaurants to open stalls here (I resist calling this historic market by its new commercialized name, "Time Out Market"). Five big-name Lisbon chefs run a row of stalls, serving fine fish and steak sandwiches, fresh seafood, pastries and Portuguese-Italian ice cream. Wine and beer take over separate stalls in the center. I even found affordable percebes (barnacles), a local delicacy, at several seafood stalls. The food here is unique, and the energy is palpable.



### TATLER

Lisbon, birthplace of the pastel de nata custard tart, is tearing up the foodie scene. Opened in 2014, <u>Time Our</u> Mercado da Ribeira is a gastronomical wonderland, with 40 stalls from the city's best chefs. Stop at Croqueteria for a partridge croquette, or get stuck in to a steak tartare at Tartar-ia, run by the team behind the first restaurant in Portugal to win two Michelin stars, Vila Joya. Wear elasticated trousers.



Play
The city's ornate kiosks, handily
close to all the hotspots, have been
given a major spruce and now do
cocktails, ice cream and, one claim
the best chocolate cake in the wor live music and DJs draw a civilis crowd, young and old, till late. Keep those caipirinhas coming and you've got yourself an alfresco club.



#### SHOP

LISBON HAS A HOST OF CONCEPT STORES SELLING 100 PER CENT LOCAL LOVELINESS A VIDA PORTUGUESA IS A HIGHLIGHT: WITH FOUR SHOPS AROUND THE CITY, IT HAS EVERYTHING FROM DIVINE SOAPS AND CUTESY CERAMICS TO ER TINNED FISH AND DON'T MISS BERTRAND. IN CHIADO, THE WORLD'S OLDEST BOOKSHOP (FOLINDED IN 1732).

#### WORTH & MENTION

Lisboni fleamarker (Frim da Ladra, intricute Amileja tiles to idd teddies

Portugal's elegantly faded city of seven hills is riding high right now, says Celia Thursfield





I recently visited Lisbon and one of the best things about the city was a place called the Time Out Market, I know! A branded experience! One of the best things! But Lisbon is a beautiful historic port? What about the narrow streets? Yes, it is an impossibly charming city, but as a food lover, I was overwhelmed when we stumbled into the old market hall which houses Time Out's permanent venture into food experience curation. It opened back in 2014 and since then, has actually become the number one tourist destination in the city, for good reason. It is a beautiful space and features over 30 different food vendors, some of them being mini offshoots of the best restaurants in Lisbon and others with world class cuisine from outside Portugal. It's not all expensive, either.

I KNOWI A BRANDED EXPERIENCE! ONE OF THE BEST THINGS!

## The Hail

#### WHAT TOM ATE THIS WEEK

#### MONDAY

To Portugal, and the blessed city that is Lisbon. I lunch at seafood restaurant Gambrinus. Boiled local prawns then clams steamed with garlic and vinho verde. Then a quick snack at Sol e Pesca, before yet another snack (bacon

wrapped scallops) at Taberna da Rua Das Flores. And proper vindaloo for dinner, at the Goan Cantinho Da Paz.

#### TUESDAY

Percebes (gooseneck barnacles) and carabineros prawns at Marisqueira at the impressive <u>Time</u>
<u>Out</u> Market. Then a
snack, plus a steak
sandwich at Cervejaria
Ramiro, followed by
dinner at Casa Pasto –
prawn croquette and
bisque.

#### WEDNESDAY

Lunch at Bairro do Avillez. Wonderful hams, tuna tartare and beef. Then dinner at Belcanto. Some truly spectacular high-end tucker.

#### THURSDAY

To Porto, and stop off for suckling pig at Meta Dos Leitoes in Mealhada. Soft, succulent meat and skin like crisp caramel.

### **COUNTRY LIFE**



Lisbon is rapidly gaining an impressive display of industrial architecture, with museums of water, electricity and public transport. Best of all is the revived market of Avenida 24 de Julho operating under the brand of Time Out. One market hall sells fresh fish, meat and vegetables and the other has been transformed into a spectacular food hall surrounded by stalls where you can buy a tempting range of freshly prepared dishes



### Portugal: Europe's best-kept foodie secret

#### 17. Market magic

All Portuguese towns have markets offering a daily show of fresh fish, locally farmed fruit and veg and grizzly selections of offal.

Olhao's waterfront market in the Algarve dates back to 1912 and is famed nationwide for its seafood.

In Madeira's capital Funchal, flower-venders in colorful folk costumes compete with a kaleidoscope of sub-tropical produce.

Porto's 19th-century Mercado do Bolhao is a much-loved landmark.

Mercado da Ribeira became Lisbon's second most-visited tourist attraction after a makeover that added a gourmet food hall.

One tip: markets are dead on Mondays, there's no fish.

Time Out Market Lisboa, Avenida 24 de Julho, 49, Lisbon 1200 Portugal;



#### Where to go in 2017

Use your Lisbon trip as an excuse to explore the nearby Algarve region, which is also stepping up its game. That's where you'll find the just-opened Cascade Wellness & Lifestyle Resort (with its own football school) and Europe's first Anantara hotel (with the brand's signature Thai spa). Bonus points if you make it to red-hot Porto, a newly crowned shopping destination that's soon to debut Time Out Market, the Portuguese food court of your dreams.



#### Briefing

Food market boost for Time Out group

PORTUGAL: Media group Time
Out said full-year revenues are
ahead of its expectations and
revealed that its food market
in Portugal saw turnover more
than double in 2016. The group
said its Time Out Market saw 110
per cent revenue growth after
visitor numbers hit a record 3.1
million, up 63 per cent on 2015.



#### Falling in Love with Lisbon: Home of the Hopelessly Hip

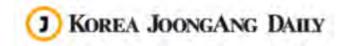
<u>Time Out Market</u> across from Cais do Sodré train station features a regular six-day-per-week farmers' market plus an upscale eating area where famous local chefs cook up lunch in chic booths; the type of food and the chefs constantly rotate.



### Lisbon city guide: Why Portugal's capital is this year's trendiest spot for a weekend break

#### FOODIE HEAVEN

Trawl the food stalls at the Time Out Market on the Av. de Julho – some are from Portugal's best restaurants, including two with Michelin stars. For excellent seafood, take a pew at the Marisqueira Azul counter and order the grilled octopus salad.



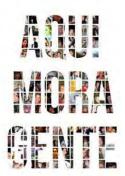
#### The vibrant colors and sweet tastes of Portugal: The home of the egg tart and diverse wines offers a tasty getaway

A convenient place for travelers to visit to taste all the major Portuguese dishes is the Time Out Market in Lisbon. A big food court with booths set up by popular restaurants in Lisbon is located right next to one of the largest traditional grocery markets in town. For those who don't have enough time to go visit each individual shops, the food court is a good option to get a sense of what's traditional and trendy in the culinary scene in Portugal.



3. Residents Observations Lisbon

#### Translated "PEOPLE LIVE HERE"



The Time Out Market in Lisbon has brought important benefits to the area where it operates. It allowed the recovery of an iconic and historic building, which was half abandoned and lifeless, and brought quality economic activity, while not abandoning the traditional trade activity, which continues to serve the residents.

In addition, Time Out was concerned with all the surrounding space, seeking that the responsible entities recover and maintain it. For the residents of the area it was important, as it energized the whole area, to call people and activity to a part of the city that was long neglected. For the locals, Time Out's concern with the quality of the space it explores, as well as the surrounding environment, is important, as this also means quality for the residents. It is important to feel that we are working towards a common goal of having a dynamic, quality, clean and safe neighborhood.

Isabel Sá da Bandeira

President of Aqui Mora Gente, Association of Residents of the City of Lisbon

#### TRANSLATED FROM BELOW

O Mercado da Time Out em Lisboa trouxe importantes benefícios para a zona onde se insere. Permitiu a recuperação de um edifício icónico e histórico, que estava meio abandonado e sem vida, e trouxe actividade económica de qualidade, ao mesmo tempo que não abandonando a actividade de comércio tradicional, que continua a servir os moradores.

Além disso, a Time Out preocupou-se com todo o espaço envolvente, procurando que as entidades responsáveis o recuperassem e mantivessem. Para os moradores da zona foi importante, pois dinamizou toda a área, chamando gente e actividade para uma parte da cidade que estava há muito descurada. Para os moradores, é importante a preocupação que a Time Out tem com a qualidade, não só do espaço que explora, como de toda a envolvente, pois isso significa qualidade também para os moradores. É importante sentirmos que trabalhamos para um objectivo comum de ter um bairro dinâmico, de qualidade, limpo e seguro.

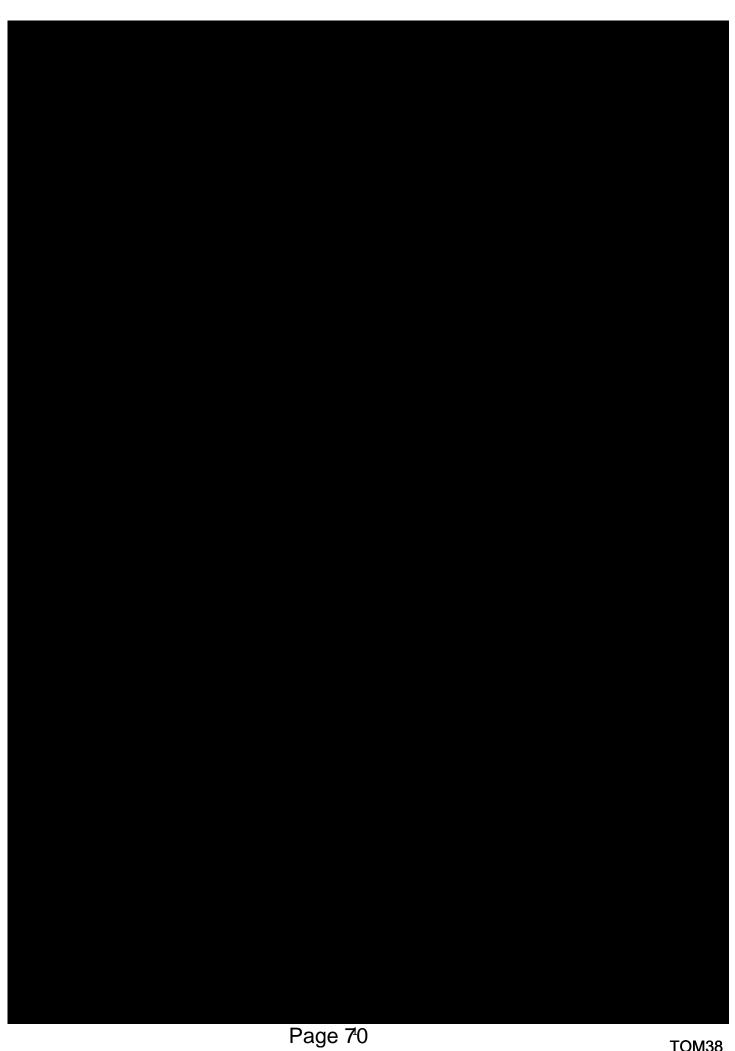
Isabel Sá da Bandeira

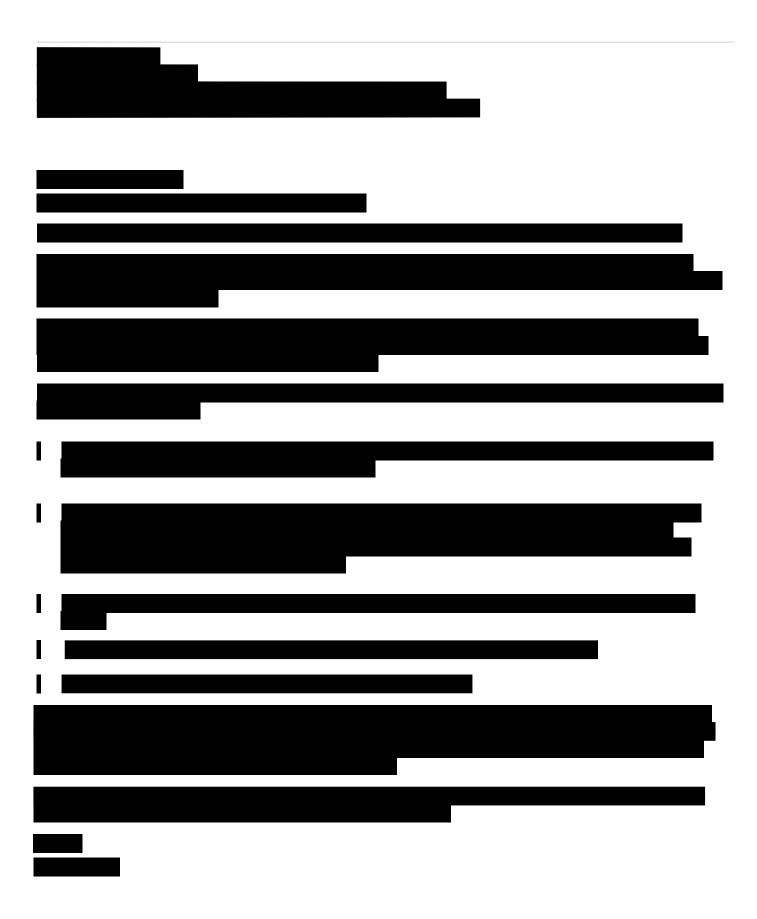
Presidente da Aqui Mora Gente, Associação de Moradores da Cidade de Lisboa

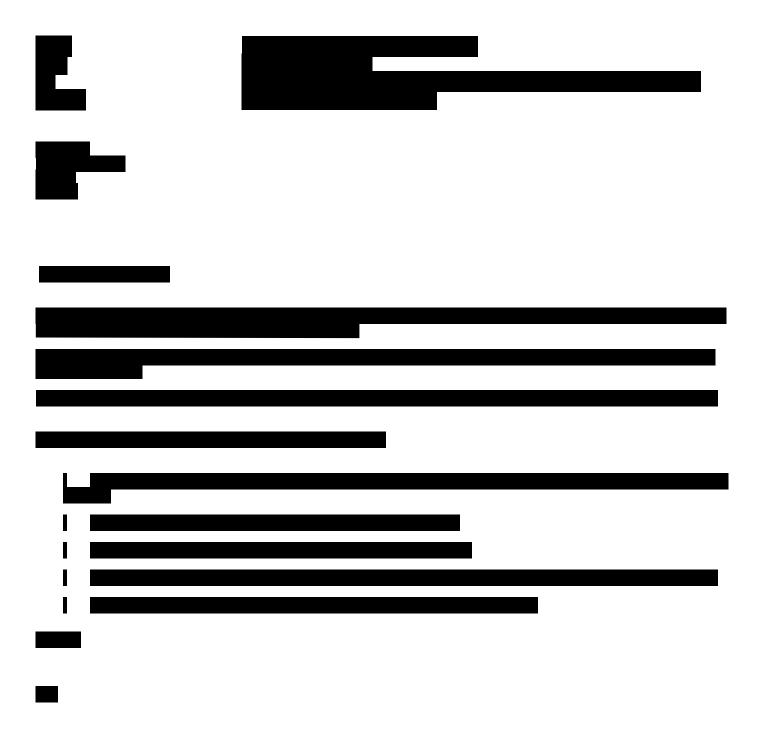
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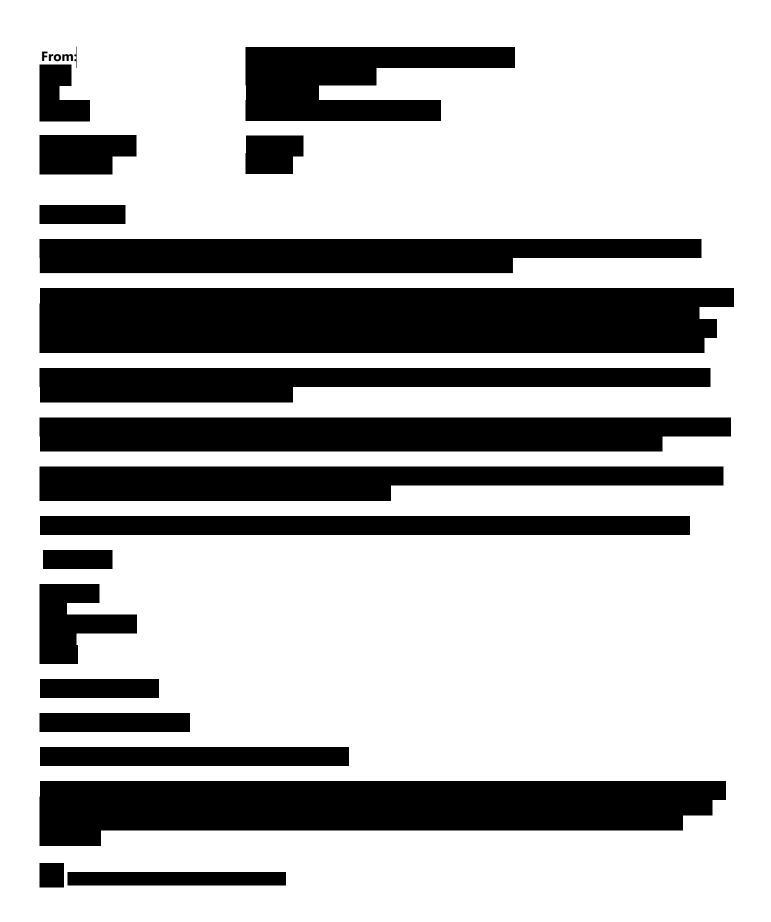


4. Residents Observations London



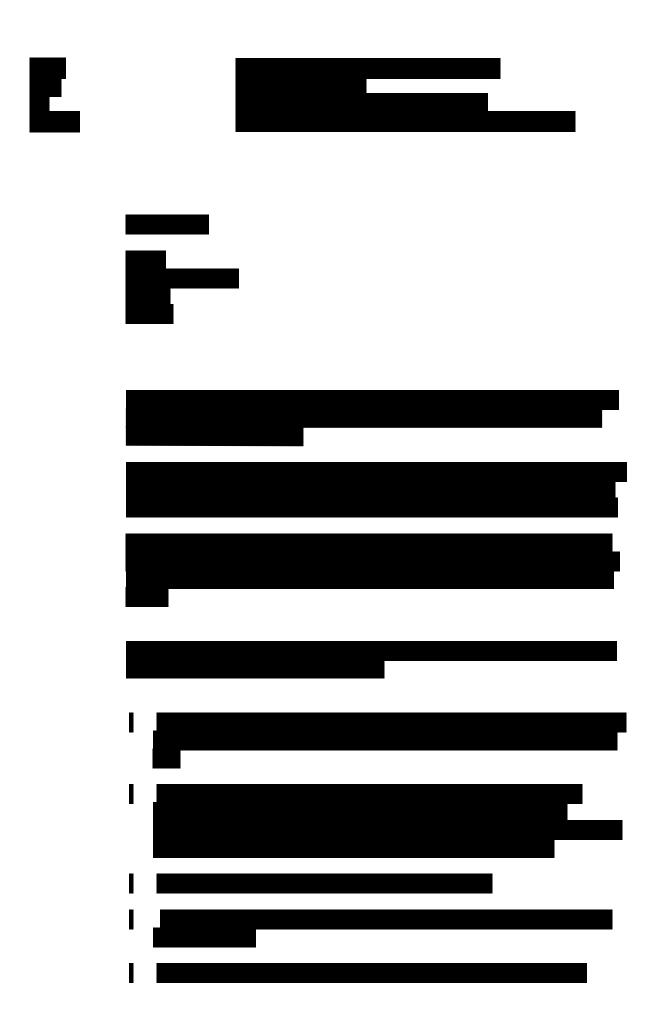








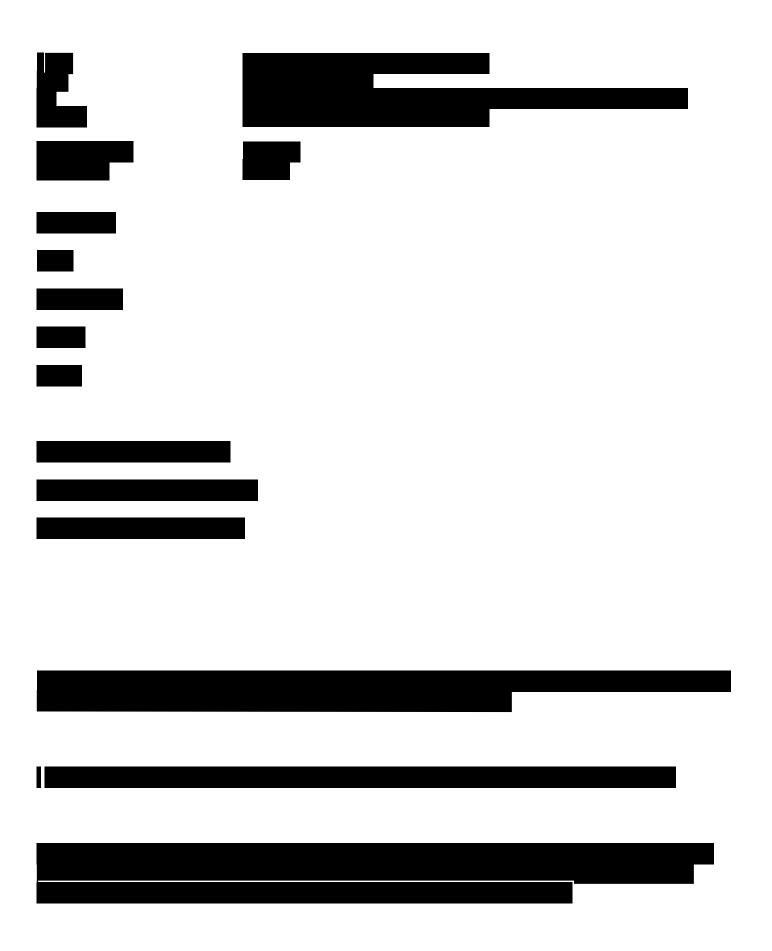
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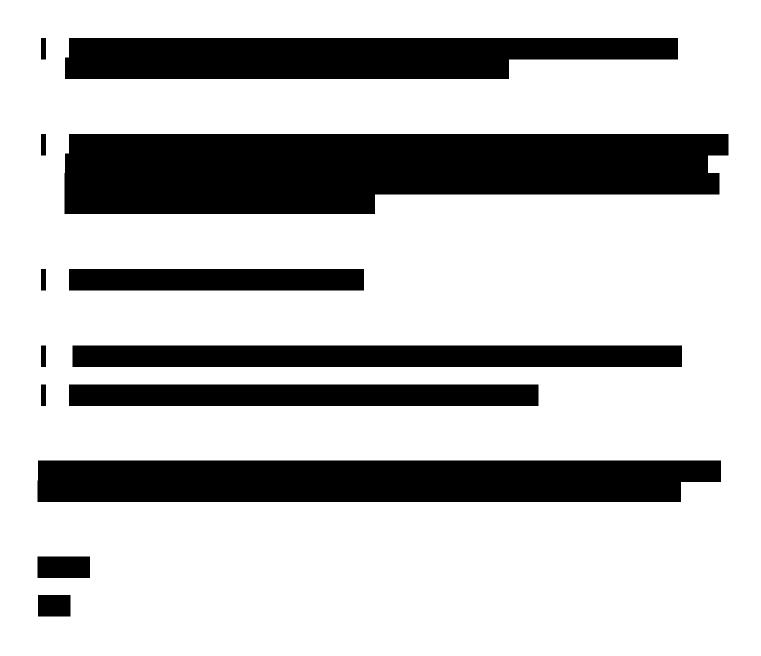


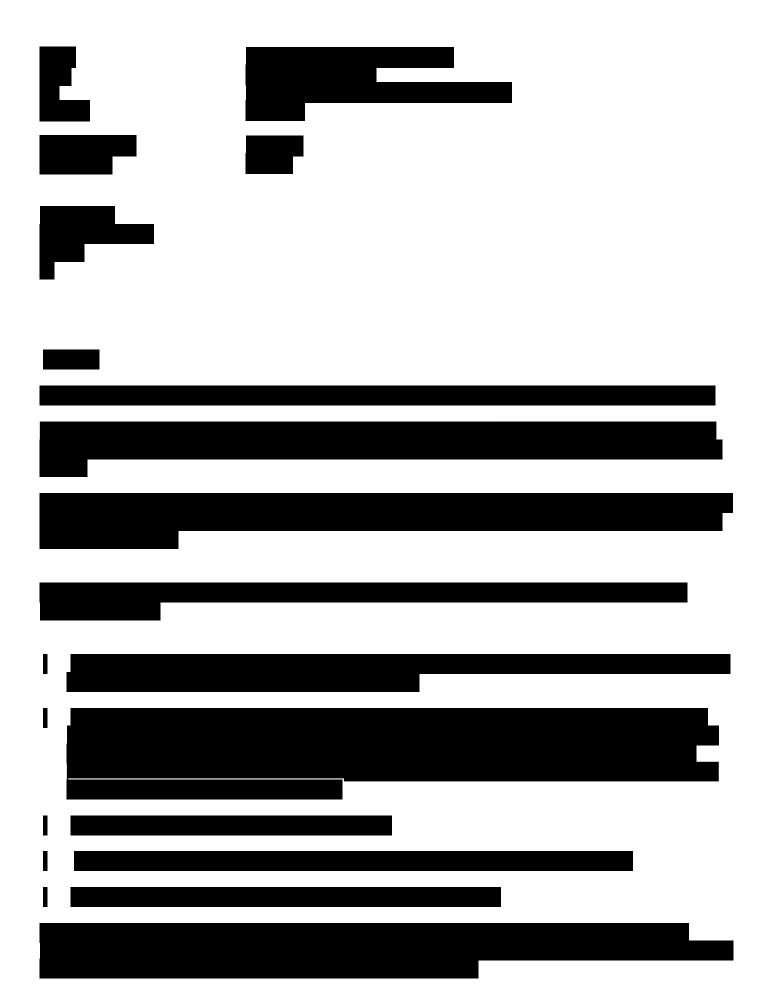
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### 5. Chefs Letters of Support



De: 4th Floor 4th Floor Cozinha Experimental

Enviada: sexta-feira, 10 de fevereiro de 2017 23:48

**Assunto:** Re: Time Out Market

" Sempre acreditei no projecto Mercado Time Out, tive a sorte de ser convidado para ter um espaço neste mesmo mercado e felizmente aceitei sem pestanejar.

Dois anos depois abri outro restaurante com parte dos lucros feitos no mercado e um ano depois ganhámos uma estrela Michelin. As criticas têm sido excelentes e o Mercado é muito vibrante.

Neste momento damos emprego a 30 pessoas, 16 delas no Mercado da ribeira e a ideia é continuar a crescer e a ajudar a economia."

### Alexandre Silva

Chef Loco
Chef Executivo Alexandre Silva no Mercado



**From:** 4th Floor Experimental Kitchen **Sent:** Friday, 10 of February 2017 23:48 **Subject matter:** Re: Time Out Market

"I always believed in the Time Out Market project, I was fortunate to be invited to have a space in this same market and I happily accepted without flinching.

Two years later I opened another restaurant with some of the profits made in the market and a year later we won a Michelin star. The reviews have been excellent and the Market is very vibrant.

At the moment we employ 30 people, 16 of them in the Mercado da Ribeira and the the idea is to continue to grow and to help the economy."

Alexandre Silva Chef Loco Executive Chef Alexandre Silva at Time Out Market



### Que grande ideia!!

Acho que é consensual, existe o antes e o depois do Mercado Time Out em Lisboa.

Nunca tivemos um palco que nos aproximou tanto, como cultura e identidade gastronómica, o Mercado para mim não é uma conclusão, mas sim um ponto de partida para a descoberta de um país pequeno, mas tão grande em diversidade e paixão. A Time Out tem-nos ajudado a transpor o que melhor fazemos, suscitando uma curiosidade acesa na descoberta de Lisboa e de Portugal.

Como cozinheiro e português, queria agradecer a maravilhosa oportunidade de juntar milhares de turistas num ponto comum de interesse, Lisboa.

Obrigado Time Out Market Lisboa.

Miguel Laffan | Executive Chef Membre des Disciples Escoffier

A proud Member of Small Luxury Hotels

Herdade das Valadas, Estrada Nacional 4 Apartado 122-7050 Montemor

Web: <u>www.l-andvineyards.com</u> Email:m.laffan@l-and.com

### **TRANSLATION**



### What a great idea!!

I think it is consensual, there is the before and after the Time Out Market in Lisbon.

We have never had a stage that has brought us so close, as culture and gastronomic identity, the Market for me is not a conclusion, but a starting point for the discovery of a small country, but so great in diversity and passion. Time Out has helped us transpose what we do best, raising a curiosity about the discovery of Lisbon and Portugal.

As a cook and Portuguese, I wanted to thank the wonderful opportunity to join thousands of tourists in a common point of interest, Lisbon.

Thank you, Time Out Market Lisbon.

Miguel Laffan

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London, Tuesday 7th February 2017

RE: Time Out Market London
Dear Marion,
Please find the quote below:
"This is going to be a unique food concept for London and I wouldn't be surprised if
Time Out Market quickly becomes a destination for foodies.
It would be exciting to offer our fine food in the market, definitely something we're interested in for Eneko and I look forward to discussing the details hopefully soon."
Please let us know if you need any additional assistance.
Kind regards
Guillaume Rochette

Eneko Restaurants Limited Company Reg. number 09115206 272 Regents Park Road London, N3 3HN

Partner



London, Tuesday 7th February 2017

RE: Time Out Market London

Dear Marion,

Please find the quote below:

"I heard about how popular Time Out Market in Lisbon is and was thrilled when I heard a market was coming to London.

This will be a great stage for the city's leading chefs to show the world the amazing culinary experiences the capital has to offer.

I had initial conversations with the Time Out Market team about my presence already and I'm very interested in being part of it – it's going to be a great thing to have in London!"

Please let us know if you need any additional assistance.

Kind regards



Guillaume Rochette
Partner

Mama Wong Limited Company reg. number 10438293 272 Regents Park Road London, N3 3HN



Time Out Market 4th Floor, 125 Shaftesbury Avenue London WC2H 8AD

To whom it might concern

We heard about Time Out Market through Didier, the CEO. The opportunity for us sounds amazing and we are very much interested in hearing more details about it.

We believe it will be a great addition to the area in terms of quality food and beverage offerings, which will attract food lovers and will make a sure destination for many Londoners

Looking forward to hearing from you

Gabriel Gonzalez Managing Director

> Lima Fitzrovia 31 Rathbone Place W1T 1JH 020 3002 2640 www.limalondon.com



### 6. Time Out Lisbon Menus



### PREÇÁRIO / PRICES BACALHAU SALGADO SECO / SALTED DRIED COD FISH

inteiro cortado embalado whole – cut and packed	(aprox. 3,5 kg)	€19/kg		
lombo com espinha loin with bone	(aprox. 1,5 kg)	€24,50/k	(g	
lombo sem espinha loin without bone	(aprox. 600 g)	€25,50/k	(g	
desfiado / shredded	400 g	€7,5		
Codbag lombo c/ espinha Codbag loin with bone	1 kg	€26,50		
Codbag lombo s/ espinha Codbag loin without bone	1 kg	€27,50		
Codbag desfiado Codbag shredded	1 kg	€16,50	<b>h</b>	
PASTÉIS DE BACALHAU / COD FISH CAKES				
1 un. 6 un. azeite / olive oil	Page 89 <sub>10 ml</sub>	€1,5 €8 €0,10	MOLUÍDO À TAXA EM VIGOR / INCLUDES VAT	

### Haja o que houver...

Pão

Queijo de Entorna

Salgado

2.00

Paio do cachaço de Bísaro

Azeitona temperada

### Quem não arrisca, petisca...

### Amêijoa

gengibre e limão 15,00

### Lingueirão

hortelã e coentros 11,00

### Camarão

salteado, malagueta e alhos confitados 13,50

### Lapas

com manteiga d'alho, limão e salsa 11,00

incluído à taxa legal em vigor // Este estabelecimento dispõe de livro de reclamações // Nenhum prato, produto alimentar ou bebida, incluindo o couvert, pode ser cobrado se não for solicitado pelo cliente ou por este for inutilizado

necessitar de informação sobre alergénios, consulte por favor os nossos colaboradores antes de efetuar o seu pedido

### Berbigão

na caçarola 9,50

### Bacalhau

Lascado com ovo escalfado 14,50

### Salada de Polvo

batata doce e hortelã 11.50

Ovos mexidos com tomate

Ovos mexidos com farinheira

### **Pimentos**

assados em salada 5,50

### Sanduíches da Esquina...

### Prego de Atum

"O Original desde 2008" 9,50

### Carne Assada

tomate, rucola e maionese de mostarda

Prego da Esquina

### Portugal no prato...

### Sopa de Peixe

### Atum

corado com batata doce da Tasca da Esquina 19.00

### Bacalhau à Brás

14,50

### Lombo de Bacalhau

migas soltas, emulsão de alho e salsa 16,50

Tachinho de Bacalhau

15,50

### Arroz de Camarão

creme de tomate e hortelã 15.50

### Tachinho de Polvo

com castanhas e especiarias

14,00

### Bochecha de Novilho

puré de batata e cenouras caramelizadas 11.50

### Porco Bísaro

batatas salteadas e alecrim

12,50

Bife da Esquina 13,50

### Queijos e enchidos ...

### Prato de Queijos

compota de abóbora e tostas 13.00

### Prato de Enchidos

com pickles da Esquina

Prato misto de queijos e enchidos

### Chouriço assado

com pickles da Esquina 7.50

Farinheira corada de Elvas da tia Irene

Morcela de arroz corada

### Doces da Esquina ...

### Pudim Abade de Priscos

sopa de cenoura e maracujá 4,50

Creme Queimado

4,50

### Lâminas de queijo S. Jorge

noz torrada e compota de abóbora

### Abacaxi

gengibre e hortelã 5,00



### Couvert...

**Bread** 1,00

Entorna cheese

3.50

Croquette/ Fritter

2.00

Traditional Bisaro pork sausage

Marinated Olives

1,50

### "Quem não arrisca, petisca"

### Clams

ginger and lemon 15,00

### Razor clams

spearmint and coriander 11.00

### Sautéed shrimp

chilli pepper and confit garlic 13,50

### Limpets

with garlic butter, lemon and parsley 11,00

### Casserole with Cockles 9,50

Flaked Cod 14,50

### Octopus Salad

with Sweet Potato and Mint 11,50

### Scrambled Eggs with Tomato

### Scrambled Eggs with Smoked Pork Sausage

(made from wheat flour and paprika)

8,50

Grilled red bell peppers salad

### Esquina sandwiches...

### Tuna steak sandwich

"The Original since 2008" 9,50

### Roasted pork sandwich

with tomato, arugula and mustard mayonnaise 7.00

> Prego da Esquina 9.50

### Portugal on the plate...

Fish Soup

### Tuna steak

with sweet potato from Tasca da Esquina 19.00

Codfish "à Brás"

### Codfish loin

bread, garlic and parsley emulsion 16.50

One-Pot Cod

### Rice with Prawns

Tomato-Mint Cream 15,50

### One-Pot Octopus

with Chestnuts and Spices

### Bísaro Pork

Sautéed Potatoes and Rosemary 12.50

### Veal cheeks

mashed potatoes and caramelized carrots 11.50

Esquina Steak

### Cheese & traditional sausages

### Cheese platter

pumpkin jam and toasts

12,00

### Traditional smoked pork sausages

with homemade pickles

### Mixed plate

Cheese and traditional sausages 13,50

### Chorizo

with esquina pickles 7,50

### Aunty Irene's Elvas Smoked Pork Sausage

(made from wheat flour and paprika) 8,00

**Black Pudding** 

8,50

### Esquina desserts...

### Priscos Abbot pudding

carrot and passion fruit soup 4,50

### S. Jorge cheese

cheese, roasted walnuts and pumpkin jam

### Pineapple

ginger and spearmint 5.00

### Crème Brulée

4,50



We feel Portugal... In each "Esquina" a story, each story a taste. Visit us at Tasca da Esquina and Peixaria da Esquina.

## SUMOS NATURAIS COMPAL

COMPAL NATURAL JUICES







**TOM61** 

### CONFRARIA

### SUSHI DO MERCADO -

ENTRADAS  GUNKAN (2 unidades)  arroz envolto em peixe cru fatiado e con		o com:	
Carpaccio do Mercado	4,90	Shake salmão	3,50
salmão ao molho ponzu		Maguro atum	3,50
Carpaccio 7 Ervas	5,90	Ikura ovas de salmão	3,50
salmão, atum e peixe branco ao molho lx, 7 ervas e kimuchi		Tobiko ovas de peixe voador	3,50
Hot Philadelphia (6 unid.)	6,30		
salmão, camarão e philadelphia enrolados, panados e fritos( molho teriyaki)		HOSSOMAKIS (8 unidades) rolinhos tradicionais	
Shake Cheese Hot (6unid.)	7,30	Shake salmão	4,90
salmão, pepino, arroz e philadelphia enrolados,		Teka atum	5,80
panados e fritos (molho teriyaki)	F 00	Ebi camarão	5,80
Tataki (6 unid.) salmão ou atum braseado com sésamo (molho	5,90	Kappa pepino	4,30
teriyaki)			2.75
Gyozas (4 unid.)	4,90		
frango e legumes	1	SASHIMI (6 unidades)	
Tempura de Camarão (3 unid.)	5,80	peixe cru fatiado	222
camarao panados em panko e fritos		Shake salmão	5,90
Gohan	1,80	Maguro atum	5,90
arroz japonês		Shiromi peixe branco	5,90
TEMAKLA	100	Mix	5,90
TEMAKI (1 unidade)	-		
Salmão*	4,20	NIGUIRI (2 unidades) pequena bola de arroz coberta com:	
Atum	4,50		V Course
Camarão	4,50	Shake salmão	2,90
California salmão, pepino e manga	4,20	Maguro atum	3,90
Ovas de Ikura ovas de salmão	5,90	Ebi camarão	3,90
Tobiko ovas de peixe-voador	5,90	Shiromi peixe branco	2,90
TODAMO GO POMO TODAO	0,00		

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\* opcional philadélphia e cebolinho

ORIGINAIS (4 unidades)		GIN	
Furikake camarão panado, maionese japonesa e	4.90	Gin Martin Miller's (Perfect Serve - "zest" lima e zimbro)	9.00
furikake	4.00	Gin G'Vine	10.50
Panko salmão panado, molho de ovas e sésamo	4.90	(Perfect serve - 3 uvas)	35.52
e sésamo		Gin Mare	10.50
Hossomaki Stick Camarão	4.90	(Perfect Serve - alecrim) Gin Bulldog	9.00
camarão panado, ovas, philadelphia e folha de soja (molho teriyaki e lx)		(Perfect Serve - "zest" laranja e canela)	
Hossomaki Stick Salmão	4.90	Gin Hendrick's	9.00
salmão panado, arroz e folha de soja (molho	0.55,5	(Perfect Serve - tira de pepino)	7.00
tonkatsu)	4.00	Gin Bombay Sapphire (Perfect Serve - "zest" limão)	7.00
LX Roll	4.90	Gin Greenall's	6.00
rolo de salmão, camarão, philadelphia em casca crocante		(Perfect Serve - "zest" limão)	
Ebitem	4.90		
camarão panado, maionese japonesa,			
cebolinho e ovas	0.00	BEBIDAS	
Philadelphia	3.80	BEBIBAO	
salmão, philadelphia e sésamo  California	3.80	Água Vitalis 33 cl	1.00
salmão, pepino, manga e sésamo	0.00	Coca Cola 20 d	1.50
Spice Tuna	3.80	Coca Cola zero 20 d	1.50
atum picado, maionese japonesa, tabasco,		Citronada	2.00
cebolinho, ovas e sésamo	0.00	( sumo de limão, chá vermelho e chá de menta)	2.00
Spice Salmão	3.80	Chá Vermelho Gelado	1.50
salmão picado, maionese japonesa, tabasco, cebolinho, ovas e sésamo		Imperial 20 cl	1.60
Confraria	3.80	Tulipa 40 cl	3.20
salmão grelhado, maionese japonesa,	7.00	Panache	1.60
cebolinho, sésamo e fatia de salmão cru		Cerveja japonesa Kirin 33cl	3.50
		Copo de Vinho Tinto	2.50
COMBINADOS		Copo de Vinho Branco	2.50
		Copo de Vinho Rosé	2.50
Umi tradicional (17 unidades)	15.60	Garrafa de Vinho	11.00
6 sashimi, 3 niguiri, 4 california e 4 hossomaki		Caipirinha Lima Caipirinha Morango	5.00
Taxwa (a. 15.15. a. 1744)	10.40	Caipiroska Lima	5.00
<b>Tsuru</b> tradicional (11 unidades) 6 sashimi, 3 niguiri e 2 california	10.40	Caipiroska Morango	5.00
	100	Sakerinha Lima	5.00
Matsu tradicional (16 unidades)	15.90	Sakerinha Morango	5.00
8 niguiri e 8 hossomaki		Sake (copo)	4.00
Oishii fusão (16 unidades) 4 hossomaki stick de camarão, 4 panko, 4 shake cheese e 4 Lx roll	17.40		

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### **CARNES E SEUS CORTES**

MEAT AND CUTS • LA VIANDE ET LES COUPES

PICANHA • rump cap 7,50 10,50

ORIGEM • ORIGINE: BLACK ANGUS / EUA

LOMBO • sirloin 8,50 11,50

ORIGEM • ORIGINE: AÇORES / AZORES

"PAVÉ" • beef 9,50 12,50

ORIGEM • ORIGINE: WAGYU / CHILE

PEITO • chicken breast • poulet 8,00 11,00

ORIGEM • ORIGINE: FRANGO NACIONAL

### **ESCOLHA A RECEITA**

CHOOSE THE RECIPE • CHOICE RECETTE

CLÁSSICO Manteiga de ervas

• Herbal butter • beurre aux herbes

GEEK Mozzarella, compota de tomate e manjerição

- mozzarella, tomato and basil jam
- mozzarella, tomate et basilic

YUPPIE Maionese de manjerição, queijo cheddar e pancetta

- basil mayonnaise, cheddar cheese, pancetta
- mayonnaise au basilic, fromage cheddar et pancetta

DANDYQueijo da Ilha, cebola, alface iceberg

- Azores cheese, onion, iceberg lettuce
- fromage de l'île, oignon et laitue iceberg

### **PEIXES E MARISCOS**

FISH AND SEAFOOD • POISSONS ET FRUITS DE MER

BURGER DE SALMÃO E CHOCO Choco e salmão, tomate, algas 8,00 11,00

• Salmon, cuttlefish, tomato, seaweed salad • Seiche et saumon, tomates et algues

BURGER BACALHAU Bacalhau e grelos 8,00 11,00

• Codfish and turnip greens • Morue et fanes de navets

BURGER DE CARANGUEIO DE CASCA MOLE

Tempura de caranguejo inteiro de casca mole, maionese agridoce 9,50

• Soft shell crab and bittersweet mayonnaise in a shrimp hamburger roll

### **REFRIGERANTES E NÉCTARES**

SOFT DRINKS & FRUIT JUICES . SODA & NECTARS

Pepsi / Pepsi Max / Seven-up 33cl 2,00
Sumol Laranja / Ananás 25 cl 2,00
orange / pineapple . orange / ananas
Lipton Ice Tea 2,00
COMPAL Manga Laranja 2,00
mango orange / mangue orange
Pêssego / Peach / Pêche 2,00

### **VINHOS BRANCOS E ROSÉS**

WHITE WINES & ROSÉ. VIN BLANC & ROSÉ

O Branco d'O Prego (Lisboa) 3,00 12,50
Qta. de Azevedo (Vinho Verde) 3,50 13,00
Papa Figos (Douro) 3,50 13,00
Solista "Verdelho" (Alentejo) 5,00 16,50
Qta. do Pinto "Sauvignon Blanc" (Lisboa) 6,00 22,00
Vinha Grande Rosé (Douro) 5,00 18,00

### **VINHOS TINTOS**

**RED WINES. VIN ROUGE** 

O tinto d´O Prego (Lisboa) 3,00 12,50
Trinca Bolotas (Alentejo) 3,50 13,00
Papa Figos (Alentejo) 4,00 13,50
Qta. Dos Carvalhais Colheita (Dão) 4,50 15,00
Qta. do Pinto Merlot & Syrah (Lisboa) 6,00 22,00

### **LICORES & SOBREMESAS**

LIQUOR / LIQUEURS . Desserts

Moscatel Setúbal Bacalhoa 2,50 Ginginha Espinheira 2,50 Porto Ferreira LBV 3,50

Tarte de amêndoa 3,00 Almond tart . tarte aux amandes

### SEA ME at the Market

### **DE INSPIRAÇÃO PORTUGUESA**

PORTUGUESE INSPIRED | D'INSPIRATION PORTUGAISE

Pastel de Caldeirada em Massa Tenra (2 un.) 5,50€ Deep fried seafood pastry (2 units) Beignet de ragoût de poisson dans une pâte tendre (2 pcs)

Choco Frito em Tempura Preta 8,00€ Deep fried cuttlefish in black tempura | Tempura noire de calamar frit

Pastéis de Bacalhau com Arroz de Tomate 9,50€ Codfish cake with tomato rice | Beignets de morue avec riz à la tomate

Bitoque de Salmão e Boletos 9,50€ Grill salmon steak and egg, with boleto mushrooms | Steak de saumon et bolets

Naco de Bacalhau, Batata, Grelos com Flor de Sal e Azeite 10,00€ Roast codfish, potatoes, turnip greens with fleur de sel and olive oil Morue, pommes de terre, fanes de navet avec fleur de sel et huile

Prego de Atum em Bolo do Caco de Alfarroba 13,00€ Seared tuna steak sandwich in carob bread Sandwich au thon dans du pain rond à la farine de graines de caroube

### DE INSPIRAÇÃO INTERNACIONAL

INTERNATIONALLY INSPIRED | D'INSPIRATION INTERNATIONALE

Niguiri de sardinha assada com flor de sal (2 un.) 6,50€ Roast sardine niguiri with fleur de sel (2 units) Nigiri de sardine grillée avec fleur de sel (2 pcs)

Niguiri de bacalhau fresco, coentros e amÊndoa (2 un.) 6,50€ Roast fresh codfish niguiri, coriander and almonds (2 units) Nigiri de cabillaud frais, coriandre et amande (2 pcs)

SakANa Gunkan de ostra da Ria Formosa (2 un.) 6,00€ Sakana gunkan with Ria Formosa's oyster (2 units) Sakana Gunkan d'huître de la Ria Formosa (2 pcs)

Ceviche de atum com avelãs 8,50€ Tuna ceviche with hazelnuts | Ceviche de thon aux noisettes

Salada de caranguejo REAL 8,50€ King crab salad | Salade de crabe royal

Vieiras coradas, TÁRTARO DE manga e flor de sal8,50€

Seared scallops, mango tartar and fleur de sel Noix de Saint-Jacques colorées, tartare de mangue et fleur de sel

### **OSTRAS**

OYSTERS | HUITRE

AO NATURAL - 1,90€/unid dos nossos viveiros em Torre de Aires (Ria Formosa) Fresh from our oyster farms in Torre de Aires NATURELLES de nos viviers de Torre de Aires

### **SOBREMESAS**

**DESSERTS** 

FARTURA DE MAÇÃ - 3,00€ Apple fritter, cinnamom sugar and honey Beignet à la pomme

TARTE DE QUEIJADA DE SINTRA - 3,00€ Sintra's traditinal tart with yuzu ice cream Gâteau au fromage façon Sintra

DELÍCIA DE CHOCOLATE - 3,00€ Creamy chocolate cake Délice au chocolat

### HAMBURGUERES ARTESANAIS

BEBIPAS
X-BURGER (MAIONESE, TOMATE E QUEISO) 7,95 AGUA 4,50
X-SALADA (ALFACE, TOMATE & QUESTO) 8,30 AGUA DAS PEDRAS 1,50
4-RACON (ALFALF TOMATE OLIERO E RACON) 9.60
4. FISTE (ALFALE TOMATE, QUEITO E OVO) 9,60 REFRIGERANTES 2,00
X-TUDO (ALFACE, TOMATE, QUEITO, BACON E OVO) 9,95 IMPERIAL 1,60
HONORATO (MAIONESE, MILHO, ALFACE, TOMATE, BALON, OND & CHEDYAR) 9,95 TULIPA 3,26
MERCADO (MAIONESE, AGRIAO, TOMATE, CEBOLA CARAMELITADA E QT SERRA) 9,95 VINHO A COTO 3,50
PICANHA (MAIONESE, TOMATE, E QUESTO GORGONZOLA) 9,95 GARKATA DE VINHO 16,50
CAP. FAUSTO (AURIAO, TOMATE, PICKLES, BARBEWE, CHERRAR E CEBOLA) 4,80 MOUSSE DE CHOCOLATE 3,60
GORGONIOLA (AGRIAO, TOMATE E QUEITO GORGONZOLA) 9,95
FALCAO (ACRIAO, TOMATE, BALON, CEBOLA E CHEDRAR) 9,40
TROIKA (MÕ E HAMBURGUER)

## SALADAS —

## Saladinha de polvo com tomate e coentros

## Conserva de sardinha com batatinhas e escabeche de legumes

Sardine fillets with baby potatoes and vegetable escabeche

**---** 7,**50**€ ----

## Tártaro de robalo com abacate, manga e ovas de salmão

Baby bass tartare with avocado, mango and salmon roe

—————— 9,50€ ————

## Couscous com requeijão de Seia e cenouras glaciadas

Couscous with ricotta cheese and spiced honey carrots

**---** 7,**50€** ----





## Bifana de leitão crocante P'King

Crispy skin suckling pig sandwich with homemade pickle —— 10,50€ ——

## Prego de porco preto alentejano com aioli

Alentejo black pork minute sandwich with garlic mayo — 10,50€ ——

## Prego de novilho maturado Black Angus

com Queijo da Serra

Prego Rossini

com escalope de foie gras e molho de trufa

Rossini beef sandwich with foie gras and truffle dressing





## 

## Bacalhau com puré de grão

e tomate seco

Roast semi-salted cod with chick pea

— 10,95€ —

## Bacalhau Batoteiro

com espinafres e cenoura

Salted cod gratin with spinach and carrots

9,50€

## Tataki de salmão

com massa vermicelli e molho agri-doce

Salmon tataki with glass noodles and sweet chilli sauce

— 9,50€ —

## Peixe e fritas com molho tártaro caseiro

Fish and chips with homemade tartare

— 9,50€ —



## 

## Bochechas de porco preto

com puré de batata e couve lombarda

Alentejo black pork cheeks with creamy potato mash and cabbage

# O famoso Leitão confitado a baixa temperatura com puré de batata doce e pak choi

24h confit suckling pork with sweet potato purée

— 11,50€

## Ovo a 64°

com puré de batata trufado, presunto e espargos verdes

64° slow cooked egg, truffled potato purée, prosciutto and asparagus

— 9,50€ —

## Bife à Portuguesa

com ovo frito, presunto e batatas às rodelas

Portuguese style steak with fried egg, chips and prosciutto





## -SOBREMESAS-

## Flan de requeijão

com compota de abóbora e noz

Ricotta cheese flan with pumpkin jam and walnuts

— 4,50€ —

## Brownie de chocolate negro com gelado de baunilha

Dark chocolate brownie with vanilla ice cream

—— 4,50€ ——

## Bolo de banana e caramelo com gelado de especiarias

Banana and caramel sticky toffee pudding with spiced ice cream

**---** 4,50€ ----

## Crumble de morangos e amêndoa com gelado de iogurte grego

Strawberry and almond crumble with yoghurt sorbet

—— 4,50€ ——



# NATION ACOPO

## **BRANCO**

## Quinta do Regueiro

"Alvarinho & Trajadura" Vinho Verde — 3,50€ ——

### Luís Pato

Vinhas Velhas Bairrada

**----** 4,50€ ----

### Quinta do Penedo

"Encruzado"
 Dão
 3,50€

### Quinta do Carmo

Alentejo ---- 5,50€ -----

## ROSÉ

### Casa da Passarella

### TINTO

### Quinta do Crasto

Douro — 5,50€ ——

### Quinta do Cardo

Reserva
Beiras

### Quinta de Lemos

Lybra "Syrah" by Quinta do Monte D'oiro Lisboa

\_\_\_\_\_6,00€

## GENEROSOS

### Alambre Moscatel Setúbal

José Maria da Fonseca —— 2,00€ ——

### Vinho do Porto Messias Ruby

## **ESPUMANTE**

Luís Pato

Blanc des Blancs Bairrada

<del>\_\_\_\_</del> 6,00€ \_\_\_\_



Petiscos Salgados Portuguese Savory Snacks	€ 1.60
Empadinha de galinha c/ cogumelos  Chicken and mushroom pie  Moelas c/ molho de tomate picante	€ 2.20 € 4.80
Chicken gizzards with spicy tomato sauce Pica-Pau do Lombelo á Ribeira	€ 6.50
Sautéed Onglet with laurel and garlic Iscas de bacalhau Codfish fritters	€ 6.50
Sardinha fidalga em pão de Mafra Sardine filet and tomato on bread Cogumelos salteados com linguiça e camarão Sautéed mushrooms with shrimp and sausage	€5.50
Sopas	
Sopa que a horta dá Today's soup	€2.50
Arroz, malandrinho	
Arroz de Vitela Maronesa   Veal rice with mushrooms	€9.40
Arroz de Polvo Provençal   Octopus rice 'Provençal' Arroz de Camarão   Shrimp rice	€9.90 €12.50
À Brás	
Bacalhau à Brás, o clássico   Codfish with julienne potatoes and scrambled egg Brás de pato c/ courgette e cogumelos Duck, courgette and mushrooms with julienne potatoes and scrambled egg	€9.50 €9.50
Francesinhas	
Francesinha puxa-carroça c/ carnes assadas Braised meat toast with cheese and spicy sauce	€9.90
Francesinha de hamburguer e linguiça  Hamburger and sausage toast with cheese and spicy sauce	€9.60
Queijos	
Queijo da Ilha com 9 meses de cura   Azores cow milk cheese Queijo de ovelha amanteigado   Sheep milk cheese	€4.00 €4.00
Doçuras	
Sobremesas várias / Desserts	€3.80
Pão   Bread €0.80	
Acompanhamento   Side dish  Ovo estrelado   Fried egg €0.75	

Sugestão do Chef

12.50

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Doticcoc	Snacks
<b>Petiscos</b>	SHUCKS

Pão   Bread	1,00€
Pão torrado   Toasted Bread	1,50€
Queijo de Azeitão   Buttery Cheese from Azeitão	4,00€
Creme de Marisco   Shrimp Soup	3,50€
Salada de Polvo   Octopus Salad	7,80€
Lulas Fritas   Deep Fried Squids	8,50€
Scampi   Deep Fried Shrimps	7,70 €
Gambas Al Ajillo   Fried Shrimp with Garlic, Olive Oil and Parsley - house specialty	8,90€
Mexilhões à Bulhão Pato   Mussels with Olive Oil, Garlic and Coriander	8,50€
Mexilhões à Espanhola (Molho de tomate e cebola)   Mussels with Tomato and Onion Sauce	8,50€
Mexilhões à Marinheira (Natas e Alho Francês)   Mussels with Creamy Sauce and Leek	8,50€
Amêijoas à Bulhão Pato   Clams with Olive Oil, Garlic and Coriander	14,50€

# Pratos | Main Courses

Gambas Grelhadas com Arroz de Alho   Grilled Prawns with Garlic Rice	13,50 €
Lulas Grelhadas com Arroz de Alho   Grilled Squids with Garlic Rice	13,50€
Filetes de Pescada com Arroz de Berbigão   Fresh Hake Fillets Deep Fried with Cockle Rice	14,00€
Arroz de Polvo com Gambas e Amêijoas   Octopus Rice with Prawns and Clams	14,00€
Peixe do dia Grelhado (com 1 acompanhamento)   Grilled Fish of the Day (with 1 garnish)	17,00€

# Acompanhamentos | Garnishes

Arroz de Alho   Garlic Rice	3,00€
Arroz de Berbigão   Cockle Rice	3,50€
Legumes   Vegetables	3,50€

# Sobremesa | Dessert

Mousse Gelada de Avelã | Iced Hazelnut Mousse

4,00€

IVA incluído nos preços apresentados. Em caso de intolerâncias alimentares, falar com a nossa equipa.

VAT included on the presented prices. In case of food intolerances, please speak with our team.



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Bebidas   Drinks	2.00 €
Águas 0,5lt   Water	2,00 € 2,20 €
Águas o,5lt   Water Água das Pedras   Sparkling Water	2,20 €
Águas o,5lt   Water Água das Pedras   Sparkling Water Refrigerantes   Soft Drinks	2,20 € 2,20 €
Águas o,5lt   Water Água das Pedras   Sparkling Water	2,20 €

# Seleção de Vinhos | Wine Selection

<u>Vinho Branco   White Wine</u>	
Terras D'Alter (Alentejo) - Copo   Glass	3,50€
Terras D'Alter (Alentejo) - Garrafa   Bottle	15,00€
Aneto (Douro) - Copo   Glass	5,00€
Aneto (Douro) - Garrafa   Bottle	24,00€
<u>Vinho Tinto   Red Wine</u>	
Terras D'Alter (Alentejo) - Copo   Glass	3,50€
Terras D'Alter (Alentejo) - Garrafa   Bottle	15,00€
Dalva Reserva (Douro) - Copo   Glass	5,00€
Dalva Reserva (Douro) - Garrafa   Bottle	24,00€
<u>Vinho Verde   Green Wine</u>	
Muros Antigos Escolha - Copo  Glass	4,50€
Muros Antigos Escolha - Garrafa   Bottle	20,00€
<u>Vinho Rosé   Rosé Wine</u>	
Terras D'Alter (Alentejo) - Copo   Glass	3,50€
Terras D'Alter (Alentejo) - Garrafa   Bottle	15,00€
<u>Vinho Espumante   Sparkling Wine</u>	
Eskuadro & Kompassu – Flute   Glass	4,00€
Eskuadro & Kompassu - Garrafa   Bottle	20,00€
Hibernus Grande Cuvee Brut - Flute   Glass	6,00€
Hibernus Grande Cuvee Brut - Garrafa   Bottle	30,00€

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#### **SUGGESTIONS**

#### **S**TARTERS

Cabbage soup with hot bread	5,00€
Ox's tail broth with a Port wine French toast	6,00€
Fried cuttlefish with <i>aïoli</i> sauce	9,50€
Mussel with tomato sauce	8,50€
Grilled tiger prawn with garlic and olive oil	
Main Dishes	
Fried shad with açôrda and soft-roes	18,00€
Grilled golden bream fillets served with turnip tops	14,00€
Fried turbot served with tomato açôrda	16,50€
Fried soles with açôrda	16,50€
Grilled grouper fillet	24,00€
Pap'Açôrda's lamprey-eel rice	42,00€
Razor-shell rice	18,00€
Pork leg with crushed bread with pennyroyal and sausage made of flour	19,00€
Countryside chicken rice cooked in its own blood	16,00€
Picanha (rump cover) in the oven with baked beans and sweet potato	18,00€
Rump veal stew in red wine with sweet potatoes	16,00€

Couvert: Bread, garlic and coriander butter, olives and mini tuna savouries 2,50€



#### STARTERS AND SNACKS

Puff mussel soup	7,50€
Fish soup	6,50€
Peixinhos da Horta – Green beans fried in batter	6,50€
Tomato sauce with poached egg	5,50€
Shrimp soft cakes	3,50€
Marinated mackerels Algarve style	7,50€
Punheta – Cod fish and orange salad	9,00€
Ameijoas à Bulhão Pato – Clams with garlic and coriander	19,50€
Fried shrimp with garlic and chili	15,00€
Boiled shrimp from the Algarve coast	24,50€
Oysters (6 un.)	16,00€
Common cockles	7,50€
Rock barnacles	19,50€
Bolota acorn smoked ham	14,00€
Veal savoury	2,50€
Veal croquette	2,00€
Torricado – Toasted bread served with black pudding and sausage made of flour	4,50€
Pica-pau - Traditional salad with pork loin	9,50€
Pézinhos de coentrada – Pork feet with coriander sauce	5,50€
Prego – Rump beef sandwich	7,00€
Green salad bowl with apple vinaigrette	2,00€
Spider crab paté with bread toasts	9,50€
Buttery sheep cheese served with a dry stout muffin	7,50€



#### FISH AND SEAFOOD

Roasted cod fish with boiled potatoes, onion, coriander and sautéed turnip tops	19,50€
omon, continuer and states a turnip tops	17,000
Hake fillets with common cockle rice	14,00€
Tuna steak Portuguese style with Jamaica pepper and French fries	21,50€
John Dory fish filets with orange sauce, boiled potatoes and turnip tops	18,00€
Stewed octopus in red wine and spices with crushed sweet potato	19,00€
Seafood rice	34,00€
Shrimp <i>açôrda</i> – Bread panada	18,00€
Royal <i>Açôrda</i> – Bread panada with shrimp and lobster	32,00€
Scarlet prawn with butter and dill sauce	36,00€

#### **MEAT**

Lamb rice in the oven	23,00€
Beef steak Portuguese style	22,00€
Grilled or pan fried lamb chops with spinach cream	23,00€
Black pork tenderloin sealed with Portuguese sweet paprika	16,00€
Duck confit with apple and celery purée	16,50€
Grilled sirloin entrecôte with shredded turnips	19,00€



#### **SIDE DISHES**

White rice	2,00€
Tomato rice or coriander rice	2,50€
Common cockle rice	3,50€
Spinach cream	3,00€
Sautéed turnip tops	3,00€
Seasoned green beans	3,00€
French fries	2,50€
Tomato and oregano salad	2,50€



#### **DESSERTS**

Torrão Real – Almonds and egg yolks	4,50€
Pap'Açôrda's chocolate mousse	6,50€
Toucinho do céu – Egg and almond Portuguese dessert with a red wine drunken pear	4,50€
Plum pie with cream and cinnamon ice cream	4,00€
Crème brulée	4,00€
Mandarin pudding with a citrus caramel	4,00€
Encharcada – Scrambled egg yolks cooked in hot syrup	4,50€
Lemon pie with merengue crumbs	4,00€
Chocolate truffle cake with bitter cherry sweet	5,00€
Pap'Açôrda's chocolate mousse truffles	1,50€



#### **F**RUITS

Strawberries	4,00€
Pineapple	3,50€
Orange	3,00€
Mango	5,00€
ICE CREAM	
Vanilla / Cream and Cinnamon / Lemon / Blueberry	2,00€
Sorvetes	
Raspberry / Lemon / Pineapple / Mango	2,00€
CHEESES	
Buttery <i>Serra</i> cheese	6,50€
Matured Serra cheese	6,50€

VAT included



# **SUGESTÕES**

#### **ENTRADAS**

Caldo verde com pão quente de chouriço	5,00€
Canja de rabo de boi com rabanada de vinho do Porto	6,00€
Tiras de choco frito com <i>aïoli</i>	9,50€
Mexilhão em tomatada	8,50€
Camarão tigre grelhado com azeite e alho	19,50€
PRATOS PRINCIPAIS	
Sável frito com açôrda de ovas	18,00€
Filetes de dourada grelhada com grelos	14,00€
Pregado frito com açôrda de tomate	16,50€
Linguadinhos fritos com açôrda	16,50€
Tranche de garoupa grelhada	24,00€
Arroz de lampreia à <i>Pap'Açôrda</i>	42,00€
Arroz de lingueirão	18,00€
Pernil de porco com migas de farinheira e poejo	19,00€
Arroz de frango do campo de cabidela	16,00€
Naco da rabada corada no forno com guisado de feijão e batata doce	18,00€
Alcatra à moda dos Açores com batata doce cozida	16,00€
Couvert: Pão, manteiga de alho e coentros, azeitonas e mini pastel de massa tenra de atum	2,50€



#### **ENTRADAS E PETISCOS**

Sopa folhada de mexilhão	7,50€
Sopa de peixe	6,50€
Peixinhos da horta	6,50€
Tomatada com ovo escalfado	5,50€
Patanisca de camarão	3,50€
Carapaus alimados à Algarvia	7,50€
Punheta – Salada de bacalhau com laranja	9,00€
Ameijoas à Bulhão Pato	19,50€
Gambas fritas com alho e malagueta	15,00€
Gambas da costa cozidas	24,50€
Ostras (6 un.)	16,00€
Berbigão ao natural	7,50€
Percebes	19,50€
Tábua de presunto	14,00€
Pastel de massa tenra	2,50€
Croquete de vitela	2,00€
Torricado de farinheira e morcela	4,50€
Pica-pau de secretos	9,50€
Pézinhos de porco de coentrada	5,50€
Prego de alcatra	7,00€
Taça de salada verde com vinagrete de maçã	2,00€
Paté de santola com tostas	9,50€
Queijo de ovelha amanteigado acompanhado com queque de cerveja preta	7,50€



#### PEIXES & MARISCOS

Lagarada de bacalhau assado com grelos	19,50€
Filetes de pescada com arroz de berbigão	14,00€
Lombo de atum à Portuguesa com pimenta da Jamaica e batata frita	21,50€
Filetes de peixe galo com molho de laranja, batata cozida e grelos	18,00€
Polvo estufado em vinho tinto e especiarias com esmagada de batata doce	19,00€
Arroz de marisco	34,00€
Açôrda de gambas	18,00€
Açôrda real	32,00€
Carabineiros grelhados com molho de manteiga e aneto	36,00€

#### **CARNES**

Arroz de cabrito no forno	23,00€
Bife do lombo à Portuguesa	22,00€
Costeletas de borrego grelhadas ou panadas com esparregado	23,00€
Lombinho de porco preto corado com pimentão e migas de broa da Beira	16,00€
Pato confitado com puré de aipo e maçã	16,50€
Entrecôte da vazia grelhado com migas de nabo	19,00€



#### **A**COMPANHAMENTOS

Arroz branco	2,00€
Arroz de coentros / tomate	2,50€
Arroz de berbigão	3,50€
Esparregado de espinafres	3,00€
Grelos salteados	3,00€
Feijão verde temperado	3,00€
Batata frita	2,50€
Salada de tomate com orégãos	2,50€



#### **D**OCES

Torrão real	4,50€
Mousse de chocolate Pap'Açôrda	6,50€
Toucinho do céu com pera bêbeda	4,50€
Tarte de ameixa preta com gelado de nata e canela	4,00€
Leite creme	4,00€
Pudim de tangerina com caramelo cítrico	4,00€
Encharcada de ovos queimada	4,50€
Tarte de limão com pedaços de suspiro	4,00€
Bolo de trufa de chocolate com doce de ginja	5,00€
Trufas de Mousse de Chocolate Pap'Açôrda	1,50€



#### **FRUTAS**

Morangos ao natural	4,00€
Abacaxi	3,50€
Laranja	3,00€
Manga	5,00€
GELADOS	
Baunilha / Nata e Canela / Limão / Mirtilos	2,00€
SORVETES	
Framboesa / Limão / Ananás / Manga	2,00€
QUEIJOS	
Serra amanteigado	6,50€
Serra curado	6,50€

IVA incluído à taxa legal em vigor



# GELADOS / ICE CREAM -

CONE/COPO PEQUENO

SMALL CONE / CUP ATÉ 2 SABORES / UP TO 2 FLAVOURS

CONE/COPO MÉDIO

MEDIUM CONE / CUP ATÉ 3 SABORES / UP TO 3 FLAVOURS

COPO GRANDE

LARGE CUP ATÉ 4 SABORES / UP TO 4 FLAVOURS

MINI CONE MINI CONE

1 SABOR 1 FLAVOUR

,60€

CAIXAS ISOTÉRMICAS — TAKE AWAY BOXES

500 ml

1000 ml

 $1500 \, \text{ml}$ 

 $2000 \, \text{ml}$ 

33,60€

44,00€

PASTELARIA / PASTRY -

MINIBOLO SANTINI SANTINI MINI CAKE

**2**,90€

**BOMBOM SANTINI** 

UNIDADE / CAIXA 16 UNID. UNIT / BOX 16 UNIT

**0.90€/10.90€** 

TARTE SANTINI SANTINI TART TARTE COM GELADO TARTE / TARTE COM GELADO TART / TART WITH ICE CREAM

3,20€ / 4,70€

CREPE

UNIDADE UNIT

2,10€

TARTE DE AMÊNDOA ALMOND TART

3,20€

MELHOR BOLO DE CHOCOLATE DO MUNDO

THE BEST CHOCOLATE CAKE IN THE WORLD

FATIA / INTEIRO

SLICE / UNIT

3,10€ / 40,50€

PODE AINDA ACRESCENTAR / YOU CAN ALSO ADD:

GELADO / ICE CREAM

CHANTILLY

0.90€

2 SABORES 2 FLAVOURS

3 SABORES 3 FLAVOURS

CHOCOLATE / GIANDUIA ,30€

4 SABORES 4 FLAVOURS

**5**,50€

AMÊNDOA TOSTADA E CARAMELIZADA

1,70€

BOLACHAS CONES ALTESSES

UNIDADE / PACOTE DE 5 UNID. UNIT / 5 UNITS PACK

CONE MINI CONE

UNIDADE UNIT

(),40€

TUBO DE CONES

UNIDADE / UNIT 5 CONES TUBE

0,30€ 3,20€

CAFETARIA / CAFETERIA -

CAFÉ COFFEE CAPPUCCINO

MENU

CAFÉ +

BOMBOM

ICE CREAM MILK SHAKE 4.90€

ÁGUA WATER

0,5 Lt. COM GÁS SPARKLING

**⊕**00, **•** ,90€

,50€ 10€

1,60€

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Tartar-ia



100g 150g

**ATUM TÁRTARO** 13,00€ | 19,50€ | 26,00€

TUNA TARTAR

9,00€ | 12,50€ | -**ARENQUE - BETERRABA** 

HERRING TARTAR

SALMÃO TÁRTARO 9,00€ | 13,50€ | 18,00€

SALMON TARTAR

11,50€ | - | SALMÃO TÁRTINI

SALMON TARTINI Tartinis são tártaros no pão. / Tartinis stands for sandwiched tartar.

12,50€ **ROBALO** 

SEA BASS



150g 100g TÁRTARO FOURME D'AMBERT 9,00€

TÁRTARO GREGO 7,00€ | -

**GREEK TARTAR** 

FOURME D'AMBERT TARTAR

TÁRTARO DA ESTAÇÃO 8,00€ | -

**SEASON TARTAR** 



150g 200g

10,00€ | 15,00€ | 20,00€ **BIFE TÁRTARO** 

11,50€ | -**BIFE TARTINI** 

Tartinis são tártaros no pão. / Tartinis stands for sandwiched tartar.

**BIFE TÁRTARO ASIÁTICO** 12,50€ | 18,75€ | 24,00€

ASIAN BEEF TARTAR

Para sobremesas por favor perguntar a um dos elementos da equipa.

Please ask our staff for dessert options.

IVA incluído nos preços apresentados.

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# Tartar-ia

ESPUMANTE SPARKLING	Y
ESPUMANTE BRUTSIDÓNIO DE SOUSA	3,50€   14,00€
CHAMPAGNE BRUT BILLECART SALMON	65,00€
CHAMPAGNE ROSÉ BILLECART SALMON	85,00€
BRANCO WHITE	
QUINTA DA LAGOALVA SAUVIGNON BLANC / TEJO	3,50€   14,00€
QUINTA DA LAGOALVA ARINTO, CHARDONNAY / TEJO	4,50€   18,00€
QUINTA LAGOALVA BARREL SELECTION TEIO	5,00€   20,00€
VALE DA POUPA	3,50€   14,00€
GOUVEIO, RABIGATO, MUSCAT / DOURO  CASA AMARELA RESERVA	5,00€   24,00€
VIOSINHO, RABIGATO / DOURO  QUINTA DE SOALHEIRO	4,50€   22,00€
ALVARINHO / VINHO VERDE  GURU	11,70€   57,00€
VIOSINHO, RABIGATO, GOUVEIO / DOURO  PRIMUS	13,50€   65,00€
ENCRUZADO, BICAL, CERCIAL / DÃO	
ROSE ROSE	
<b>ZÉ DA LEONOR</b> TOURIGA NACIONAL / TEJO	3,50€   14,00€
TINTO RED	
VALE DE CAVALOS	4,00€   16,00€
TOURIGA FRANCA / DOURO  QUINTA DA LAGOALVA RESERVA	4,50€   18,00€
ALFROCHEIRO, SYRAH / TEJO  CORTES DE CIMA	6,50€   31,00€
SYRAH / ALENTEJO  MANOELLA	7,00€   33,00€
TINTA FRANCISCA, TOURIGA NACIONAL / DOURO  PAPE	14,40€   65,00€
TOURIGA NACIONAL, BAGA / DÃO	
DOCE SWEET	
PORTO_ VINHO DO PORTO / DOURO	
SECRET SPOT	7,50€   55,00€

IVA incluído nos preços apresentados.

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7. Time Out Market Lisbon TripAdvisor Reviews

# **TripAdvisor Reviews for Time Out Market Lisbon**

# • Mid February 2017

# "Amazing Culinary Experience"

NEW

Reviewed yesterday

A multitude of different cuisines at fantastic value. a definite must for foodies. The central food court adds to the theatre of the place and the aromas from the various kitchens is amazing. Try and avoid peak lunch hours we ate around 12.30 but by 1.30 it had significantly quietend down and food service speeds up a bit.

#### ""Must Visit""

NEW

Reviewed yesterday

via mobile

What a fantastic place to meet, eat and drink. Food galore, serving everything from Asian to traditional Portuguese seafood. A definite "must visit" in Lisbon.

#### "Mercado da Ribeira"



Reviewed yesterday

via mobile

An old market totally refurbished. There is still the old side with fruits for sale but when I went that part was closed. A huge amount of food to choose for but a bit overpriced. Great place to sit and rest drinking super bock and having nibles. We arrived around 4pm and just sat and rest having a chat....

## "compulsory"

NEW

Reviewed yesterday

exciting converted market hall with 50+ stalls serving original portugese "street food" of high quality. Don't miss it!!

# "Fun place for a Lisbon lunch!"



Reviewed yesterday

A huge market hall full of large wooden tables skirted by a great choice of eateries catering for every taste from pizza, pasta and burgers to quality Portuguese fish dishes, juice bars and deserts. So many choices the only thing harder than making up your mind is finding a place to sit... The place is very popular, and with good...

#### "Stunning place to both visit and eat"



This is a little gem hidden away in lisbon the variety of foods on offer is unbelieveable we ate here for two lunches and the atmosphere is superb, after one lunch in the market itself is a gin bar with a very good selection and he discussed each choice we made, great way to lunch on a little cold and...

## "Large variety of food"



Reviewed 2 days ago

This place had a large selection of food choices. Alcohol was also available. I was able to find street parking with a little effort. Was also accessible by bus. It was very busy

### "Fantastic, an absolute must when in Lisbon."



Reviewed 2 days ago

If your a big foodie then you absolutely have to visit The Time out Market, When myself and husband first laid eyes on the building we were very sceptical but once we walked into the main food hall we were like two kids in a candy shop! There is so much going on and so many wonderful things to sample...

More \*

## "A must visit for a culinary experience"



Reviewed 2 days ago

via mobile

The have nailed it with this concept of eating out, fast quality food. This tradicional market place now transformed in a top quality food court where you can sample traditional local dishes or around the world ones, reasonably priced, and exceptionally well organised. You can eat and get all you need for your meal in one of the stands or...

## "Food everywhere!"



Reviewed 2 days ago

via mobile

We went here for lunch and were overwhelmed by the amount on offer! Huge food hall with loads of options from traditional Portuguese to Asian cuisine. We tried a few bits from Asian Lab and grabbed some red wines from the other stalls. There's multiple options and all are a good price food wise. Wine wise I went for the ...

# "Evening meal"



Reviewed 2 days ago
 via mobile

Great atmosphere, loads of choice for every taste. We had fresh fish. Beautiful, & good value, would go again

#### "Very different to what I expected"

NEW

Reviewed 2 days ago

I thought it would just be a fruit and veg market, the likes you see around most of Iberia, my wife wanted to buy a handbag while she was in Lisbon with me, so there was this insistence that we visited some markets, all good, I took her, we got there, walked in the door, and yes it was a...

## "Must visit for food in Lisbon"



●●●●● Reviewed 2 days ago

This is a must visit place in Lisbon. It is just opposite Cais De sodre train station. There is a lot of variety of food and drink and great crowd.

#### "Follow in the footsteps of Rick Stein...."



Reviewed 2 days ago

We visited for lunch a couple of times and were certainly not disappointed. The place has a real buzz and there is a choice wide enough to rekindle even the most jaded palate. Prices are very reasonable both for food and drink and the place is clearly very popular with locals. I would recommend finding the stall selling the pigs...

## "Too little time....too many choices"



Reviewed 2 days ago

Excellent food choices...it was very crowded when we went but we still managed to find a table and did not have to wait long for our food.

# "Great atmosphere"



Reviewed 2 days ago

via mobile

Nice cool place to go for drinks or a meal. Not remotely a traditional Portuguese restaurant but large selection of places serving meals/drinks/cakes.

#### "So many choices"



Reviewed 2 days ago

I've never seen so many different eating places under one roof! So many choices and something for everyone.

#### "Great Food & Drink stop"



Reviewed 2 days ago

Very busy place but well worth stopping by. Dont forget to grab your pasteis de nada (custard type pastry), definitely the best ones Ive found in Lisbon. Open late at night, great for veggie/vegan too.

#### "LOVE this market!"



Reviewed 2 days ago

We ate at the market 3 our of our 4 nights there, as the ambiance was wonderful and we could each get what we wanted with very different tastes. Lots of seafood, Portuguese food, as well as sushi, burgers, pizza, noodle bowls... I had amazing salmon tartare from the tartare shop. The TO bar in the middle has great craft...

# "Sunday morning drop in"



Reviewed 2 days ago

via mobile

Dropped in here early Sunday morning before the crowds swelled had a coffee and a custard tart, portugals most famous cake apparently! From a reasonably priced coffee bar near the tobacconists stall . I'd say this is a good spot for lunch as food and drink stalls were plenty ,I'd also say by the amount of tourists converging on here...

# "A different place to eat!"



Reviewed 2 days ago

This is an old building that has been converted to a collection of stalls selling local goods - mostly food & wine. It was nice to wander around, choose what we wanted to eat & drink & then find a seat.

#### "Good for Foodies!"

NEW

Reviewed yesterday

there are loads of different, interesting food stands here - we had the chicken as we were assured by Rick Stein on his program that it was a traditional Lisbon dish - it was pretty nice. Lovely chill out spot, quite near the ferry terminal, we visited after going to see the Christo Rei statue.

## "Great food, wonderful atmosphere"



Reviewed yesterday

via mobile

The food and the atmosphere are fantastic, young hip and trendy and great freshly made dishes. A must visit for foodies everywhere. Try the famous Portuguese custard cakes, best I had on my trip were found here.

## "So many exciting things to try in this beautiful market"



I really enjoyed the set up at this beautiful market with long, communal tables in the middle of the room that you could take your food from the stores (mainly around the outside) and sit at. I had a salted cod dish (I watched a programme where Rick Stein had it here) and it was a taste and texture adventure....

# "Lots of Choices"



Reviewed yesterday

The Time out market Lisboa is in the Caís do Sodré area in the old Mercado da Ribeira. The transformed the market where fish/vegetables/meat used to be sold and transformed it into a huge dinning area with a lot of small restaurants that you can choose from. You will find from fish restaurants, pizza, asian, portuguese, bakeries, etc. The hard...

# **TripAdvisor Reviews for Time Out Market Lisbon**

# End of January 2017

#### "Foodies paradise"

Reviewed 2 weeks ago
via mobile

If you can't find what you are craving for ....YOU have a problem! There are tons of options: Seafood, pork, Sushi, Burgers, Pastries and drinks. The produce market closes at 2 pm. So if you like to combine your foodie experience with a visit to the market, get there early. Prices are reasonable, although not a bargain. If you are...

#### "Best food market in europe"

Reviewed 2 weeks ago

All kinds of food at affordable prices. Amazing seafood. This place is always full of locals, so you know its good. I've been to Lisbon three times and eat here everyday.

# "Incredible food experience"

Reviewed 2 weeks ago

This food hall really serves up the best of Lisbon dining in a casual and vibrant environment. The market's website describes the food hall as being curated and that is certainly a great way to describe this fantastic collection of food choices. We visited at lunch, which much quieter, as well as at dinner and both were great experiences. I...

# "unique and worth trying"

We were recommended to try this venue by our taxi drive upon arrival in Lisbon.Like all his other information he was spot on with this. Nothing like I imagined from the outside though the "branded name" was encouraging. So many varieties of fast if you wanted it or not so fast food is available from all parts of the world. It...

#### "dinner with friends"

Reviewed 2 weeks ago via mobile

Went there for dinner.. we went to Confraria to eat sushi.. where servers and the cashier were really really nice polite and funny and e are really well but then we were still hungry so we went to Pregos da Peixaria and got satisfied as well.. the servers aren't as nice but the food was great and price too!

#### "yummy visit to time out market"

Reviewed 2 weeks ago

There are a myriad of choices on offer. Great place to stop for lunch or a snack. Many cuisines offered, including Asian.

#### "Awesome foodcourt!"

●●●● Reviewed 2 weeks ago

Now this must hold the record for the worlds best, most varied and above all cheapest food court of its kind! Time Out Magazine is in charge; "if it is good, it goes into the magazine. If it great, it goes to the market!" And it really was great!

# "Old Market turned into a place with about 25 different restaurants"

Reviewed 2 weeks ago

Everyone loves to go because if you go with a group of friends each one can chose his or her favorite food from Japanese to Portuguese, to hamburgers or steaks.

# "Definitely the place to guarantee something nice to eat"

Reviewed 2 weeks ago

Went there for lunch both days of my visit to Lisbon. Loads of food venues surrounding a central eating area. Meats, fish, sweets all excellent value. The only down side is it can be a bit slow on service and hard to find a seat on busy day. You make your order and they give you a buzzer to call...

#### "Fantastic food!!! Fantastic atmosphere!"

Reviewed 2 weeks ago

Love Love this place. Totally spoilt for choice - every type of food and wonderful quality. Great prices too. This place is a must.

#### "Something For Everyone"

●●●● Reviewed 2 weeks ago

Ate there on two evenings. Easy to get to whether a 15 minute walk from the bottom of down town or to metro Cascais do Sodre and a 50m walk. 30+ mainly eateries but also a gift shop and a couple of bars. No real clashes with too many restaurants of same kind so there is something for everyone, from...

#### "Brilliant"

Reviewed 2 weeks ago via mobile

This place is brilliant. You can try all sorts of local foods and the best from restaurants of Lisbon and Portugal. We spent hours there on a Saturday night trying as many types of food as possible and drinking cocktails. Also a short walk to Cais du sodre for a bar crawl.

# "Tasty treats available"

Reviewed 2 weeks ago

We thoroughly enjoyed visiting this place. It has a great atmosphere bustling with people sampling the tasty foods on offer. It was a great way to try different things and cuisines.

### "Fantastic culinary experience"

●●●● Reviewed 2 weeks ago

A converted market, within walking distance from the cenntral area, this is a must for anyone visiting Lisbon who is even the slightest bit of a foodie. The food on offer is absolutely top drawer, with several of Portugals top chefs having a stall and the prices are extremely resonable. One not to miss.

### "Great food hall"

Reviewed 2 weeks ago uia mobile

High-end food market. Beautiful restoration. Excellent selection of local food vendors/food stalls in beautiful building in the center of Lisbon. A culinary must

# **TripAdvisor Reviews for Time Out Market Lisbon**

# Mid January 2017

#### "Tempting Time Out"

Reviewed 3 weeks ago

A brilliant idea brought about by the market not being used to its full potential anymore. Lots of Michelin Starred chefs have a 'stall' here and you can browse the area until you find something that appeals. There are all kinds of foods on offer. Asian, European, typically Portuguese, Burgers, Sushi, Chicken, Steaks, Pizza, anything and everything. You order and...

### "A must go place"

Reviewed 3 weeks ago

A wonderful collection of small food outlets that together make a massive restaurant. You meet people from all over the world and eat top class food at very low prices. We ate there times in two days!

#### "Good Dinner"

Reviewed 3 weeks ago

Excellent food options very tasty, however it also felt fairly touristy and was rather expensive for a student budget. Everything is priced at a tourist level, and much cheaper food can be found elsewhere.

# "Great food, good prices, nice atmosphere"

● Reviewed 3 weeks ago
□ via mobile

I wasn't planning on coming here but saw it from the tram and chose to get off- I did not regret it. Inside is a plethora of small restaurants serving amazing food from lots of different parts of the world. I thought the food was reasonably priced and the atmosphere was young, lively and sociable. Well worth a visit for...

# **TripAdvisor Reviews for Time Out Market Lisbon**

# • End of 2016

"Amazing market"

Reviewed 29 December 2016

# "GO GO GO" Reviewed 31 December 2016 Don't miss it. GO and then GO again. Make sure you are hungry...The options are incredible. I don't know what else to say but the best food court I've ever seen and great prices! "Great quality, great choice" Reviewed 31 December 2016 via mobile The food market offers a lot of choice in good food for a reasonable price. You can find both traditional Portuguese dishes as well as more contemporary ones. At least for fish and meat dishes, there were many I would have liked to taste. For vegetarians the options are more limited. I had the black risotto with scallops, which was... "Excellent place for lunch with a variety of fresh food stalls" Reviewed 30 December 2016 There are loads of tables and benches so that you can actually sit down to enjoy the food you have bought at the stalls. Local fish, meat, cheese, wine, soup, pastries - and you can 'mix and match' from the different stalls. As well as the lunch area there is a genuine fruit and veg and fish and meat market... "A chefs experience" Reviewed 30 December 2016 via mobile Choices and more choices. Enjoyable ambience and lots of choice for different varieties ranging from traditional Portuguese food to pizza. Eclairs to ice cream

This is a must do if you like food and are in Lisbon. Just outside the metro stop it's full of the best food from restaurants in Lisbon. Not cheap and so much choice. Expect to spend at least 25 per person. We will visit again.

via mobile

**TOM104** 

# "Buzzy atmosphere and great food"

Reviewed 29 December 2016 uia mobile

This place is busy day and night. More locals during the day and s mix of both locals and tourists at night. Although busy it is worth the visit and the tables turn over quite quickly so persevere. Seems like the service is quicker if you sit at the counters if the shops or in the restaurant seating on the...

### "More than just a place to eat"

Reviewed 29 December 2016
 via mobile

A fabulous selection of places to eat....not expensive and something for everyone's palate. A real gem of a place to visit

#### "The Best of Lisbon Under one Roof. Every City Should Have One."

Reviewed 22 December 2016

Thank God for TimeOut Market. We visited several times during our stay in Lisbon. The market includes food stalls from some of the best chefs in Lisbon. A great way to taste creative food at an affordable price. Lively atmosphere. Extremely well designed and executed. Try the eclair stall for dessert. Step into the A Vide Portuguese pop-up store

#### "Great Atmosphere and Choice"

Reviewed 21 December 2016

So much choice there's something for everyone here, so good we went back the next day, well worth a visit.

#### "Must go!"

Reviewed 21 December 2016 uia mobile

The market is divided on fish/meat /// veggies /// food court This is a must do attraction while in lisbon! You can see and try different types of portuguese food and products! The place has a very nice Atmosphere.

# "Best eating place in Lisbon. Fastfood price, Michellin quality."

Reviewed 29 November 2016

The best restaurants are represented here. A meal for two around 25 euros with drinks. You will meet people from around the world.

# "Mediterranean way of food"

Reviewed 29 November 2016

During lunchtime it's packed with locals and tourists. But it cannot be compared with the tourist-restaurants in the city. It's tastier, more authentic and the variety of what to eat...I recommend first a walk around before buying some food and looking for a place to sit.

#### "Great food!"

Reviewed 29 November 2016 via mobile

We really enjoyed the food here! Service is a little slow and it can be hard to find a table, but I think this is only because it is so popular! Great variety of food and very high quality for a reasonable price.

#### "Highlight of Lisbon"

Reviewed 28 November 2016 uia mobile

All I can say is WOW!!! This place will blow your mind and I was having a hard time trying to find one place to eat at so we tried like 6 places. Really the best food market o have ever been in and a true tribute to the excellent food that surprised us in Portugal in general (holds it...

#### "Fantastic!"

Reviewed 28 November 2016 uia mobile

This is amazing, specially if this is your fist experience with Portuguese food. Every time I go to Lisbon I have to stop here. This trip was no different, I have been there twice and both times I didn't resist to the cod fish cake with olives (bolinho de bacalhau com azeitonas) and the dish of the day at the...

## "Great food selection"

Reviewed 28 November 2016

This is basically 2 markets in one - the classic local produce market in one hall, and a large food hall in the other hall. The local produce market was so and so (rather boring actually), but the food hall was brilliant with lots of great small stalls/shops. They are on the more expensive side though.

# "Cool place"

●●●● Reviewed 28 November 2016

Very trendy market where you can try a variety of food and drinks. Lots of action and the prices are ok. Cool place to have lunch!

#### "unbelievable place - you can eat everithnig herr"

Reviewed 28 November 2016

One of the most interresting places in Lisbon. Definintely the most expensive place to buy food - more expensive than in th city center!- but this is a street food heaven!! Must go!

#### "A good place to eat (relatively) cheap."

Reviewed 28 November 2016

In a market close to Cais do Sodré metro station, is this very nice place where you can find gourmet food and products for cheaper prices than the restaurants and stores you 'd possibly find them in the first place.

#### "Great FOOD, great people watching, awesome experience"

Reviewed 28 November 2016

The Market was updated to include a ton of gourmet Restaurants and if you have a few different tastes to please- this is the place to bring them. Great vibe, and amazing food!

### "Great food"

Reviewed 27 November 2016 uia mobile

Great food reasonably priced Had a lovely fish lunch with white wine from one of the stalls for just under €10 and then had an excellent port from 1944 for €13.90 yes a port from ww2. A must visit when in Lisbon

# "Fabulous variety, fabulous value"

●●●● Reviewed 27 November 2016

Over a dozen high quality meal providers, most around 10 euros for great food. Three are Michelin starred. Its a brilliant concept. Choose from Portuguese, Asian, Sushi, Hamburgers, Pizza. Choose starters, mains and desserts from different places. All great value. And eat it at the communal tables in the middle. Entertained, on the night we were there, be a swing...

#### "Superb Choice"

We sought out the Time Out Market after seeing it mentioned on a TV review by Rick Stein in the UK. There's so much choice, from many chefs. On the two occasions we visited at lunch time it was very busy. It pays to find a table before ordering your food. Place an order for food, you're given a pager...

#### "LOVED IT!"

Reviewed 27 November 2016 uia mobile

My girlfriend and I truely loved it here! So many choices and we ordered many different dishes from different stands. The people at the stands are very friendly and the prices are affordable!

#### "Superb"

Reviewed 27 November 2016 via mobile

Getting a seat can be tricky but the vibe is friendly and accommodating. Particularly good on a rainy day, or on Sunday when the rest of the city closes down.

## "Thanks to Rick Stein and his weekend programme on the Beeb!"

Reviewed 27 November 2016

We would never have found Time Out if it had not been visited by Rick Stein on the TV the week before we visited Lisbon. First trip was walking back from Belem on a Sunday so the place was heaving. What an atmosphere though, every seat was taken with locals and visitors having snacks to Sunday Lunch. Found a couple...

# KEYSTONE LAW

8. Time Out Market London Concept Visuals













# KEYSTONE LAW

9. Plans





# KEYSTONE LAW

# 10. Updated Conditions

# SUMMARY OF CONDITIONS AND UPDATE OF APPLICATION DATED 20/2/2017 TIME OUT MARKET PROPOSED CONDITIONS

- APPLICATION FOR RECORDED MUSIC WITHDRAWN
- NON STANDARD TIMING WITHDRAWN

### **MANDATORY CONDITIONS**

All applicable Mandatory Conditions

#### PROPOSED LICENSING CONDITIONS

#### **Preventions of Public Nuisance**

- 1. The premises shall operate in accordance with the Time Out Operational Management Statement. The Time Out Operations Management Statement shall be reviewed regularly and at least one every 3 months and a copy shall be made available for inspection by any responsible authority within a reasonable time of request.
- 2. Notices shall be prominently displayed at all exits requesting patrons to respect the needs of local residents and to leave the area quietly.
- 3. A noise limiter must be fitted to the musical amplification system set at a level determined by and to the satisfaction of a specialist acoustician, so as to ensure that no noise nuisance is caused to local residents or businesses. The operational panel of the noise limiter shall then be secured by key or password and access shall only be by persons authorised by the Premises Licence holder. The limiter shall not be altered without prior agreement with the satisfaction of the specialist acoustician. No alteration or modification to any existing sound system(s) should be effected without prior knowledge of the specialist consultant and records of any approvals shall be available for inspection by the Environmental Health Officers. No additional sound generating equipment shall be used on the premises without being routed through the sound limiter device.
- 4. During the hours of operation, the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed and litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.

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5. Substantial food and non-intoxicating beverages, including drinking water, shall be available in all parts of the premises where alcohol is sold or supplied for consumption on the premises.

#### **Prevention of Crime and Disorder**

- 6. The premises shall install and maintain a comprehensive CCTV system. All entry and exit points will be covered enabling frontal identification of every person entering in any light condition. The CCTV system shall continually record whilst the premises is open for licensable activities and during all times when customers remain on the premises.; All recordings shall be stored for a minimum period of 31 days with date and time stamping. Viewing of recordings shall be made available immediately upon the request of Police or authorised officer throughout the preceding 31 day period.
- 7. A staff member from the premises who is conversant with the operation of the CCTV shall be on the premises at all times when the premises are open to the public. This staff member shall be able to show Police recent data or footage with the absolute minimum of delay when requested.
- 8. An incident log shall be kept at the premises and made available on request to an authorized officer of the London Borough of Tower Hamlets or the Police, which will record the following:
  - a. All crimes reported to the venue;
  - b. All ejections of patrons;
  - c. Any complaints received concerning crime and disorder;
  - d. Any incidents of disorder;
  - e. All seizures of drugs or offensive weapons;
  - f. Any refusal of sale of alcohol.
- 9. The premises licence holder shall ensure that any patrons smoking outside the premises do so in an orderly manner and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway.
- 10. A direct telephone number for the manager at the premises shall be publically available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
- 11. During the hours of operation of the premises, the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed, and litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.

- 12. The approved arrangements at the premises, including means of escape provisions, emergency warning equipment, the electrical installation and mechanical equipment, shall at all material times be maintained in good condition and full working order.
- 13. The means of escape provided for the premises shall be maintained unobstructed, free of trip hazards, be immediately available and clearly identified in accordance with the plans provided.
- 14. All self closing doors shall be effectively maintained and not held open other than by an approved device.
- 15. The edges of the treads of steps and stairways shall be maintained so as to be conspicuous.
- 16. Curtains and hangings shall be arranged so as not to obstruct emergency signs.
- 17. The certificates listed below shall be submitted to the Licensing Authority upon written request.
  - a. Any emergency lighting battery or system
  - b. Any electrical installation
  - c. Any emergency warning system
- 18. Any special effects or mechanical installations shall be arranged and stored so as to minimise any risk to the safety of those using the premises.

#### **Prevention of Children From Harm**

- 19. A challenge 21 proof of age scheme shall be operated at the premise where the only acceptable forms of identification are recognised photographic identification cars such as a driving licence, passport or proof of age card with the PASS hologram.
- 20. There will be no striptease or nudity and all persons shall be decently attired at all times unless the premises are operating under the provisions of a Sexual Entertainment Licence.

#### **CONDITIONS AGREED WITH POLICE**

- 21. No off sales of alcohol.
- 22. No drinks in open containers to be taken outside for immediate consumption
- 23. SIA

Thursday-Friday: 4 SIA from 1800 until closing

Sat-Sun: 4 SIA from 1300 until closing

Bank Holidays: 4 SIA from 1300 until closing

or such lesser numbers as may be agreed with the police from time to time.

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#### CONDITIONS PROPOSED FOLLOWING DISUCUSSIONS WITH RESIDENTS

- 24. The sale by retail of alcohol will be ancillary to food throughout the building, with the following exceptions -
  - Before 9pm, the ground floor area cross hatched black (on the recently served plan)
  - The basement area cross hatched black (on the recently served plan).
- 25. The premises licence holder shall ensure that any patrons smoking outside the premises after 9pm are limited to the area cross hatched blue on the ground floor plan and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway
- 26. Notices shall be prominently displayed at any area used for smoking requesting patrons to respect the needs of local residents and use the area quietly.
- 27. There will be at least 3 (Three) Time Out Ambassadors employed at the premises whose duties are solely to assist in promoting the four licensing objectives. They will be fully trained in respect of all aspects of the premises licence. They will assist the Time Out Market Operations Team monitor and manage customers' behaviour.
- 28. A direct telephone number for the managers at the premises shall be publicly available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
- 29. The license holder shall meet with local residents not less than once every month (as required by the local residents).

# KEYSTONE LAW

# 11. Big Sky Acoustics Report



Noise impact assessment 106 Commercial Street

Prepared by: Richard Vivian, Principal Consultant at Big Sky Acoustics Ltd On behalf of: Time Out Market Ltd

Document Ref: 16110683

Date: 28th November 2016

#### **Big Sky Acoustics document control sheet**

Project title:	Noise impact assessment 106 Commercial Street
Technical report number:	16110683
Survey date:	Thursday 10 <sup>th</sup> - Friday 11 <sup>th</sup> November 2016
Submitted to:	Mr Jonathan Phillips Bidwells LLP Seacourt Tower West Way Oxford OX2 2JJ acting on behalf of Time Out Market Ltd
Submitted by:	Big Sky Acoustics Ltd 46 Frenze Road Diss IP22 4PA 020 7617 7069 info@bigskyacoustics.co.uk
Prepared by:	Richard Vivian BEng(Hons) MIET MIOA MAES MIOL Principal Acoustic Consultant

#### **Document status and approval schedule**

Revision	Description	Date	Approved
0	Approved for issue	30/11/2016	RV

#### **DISCLAIMER**

This report was completed by Big Sky Acoustics Ltd on the basis of a defined programme of work and terms and conditions agreed with the Client. The report has been prepared with all reasonable skill, care and diligence within the terms of the contract with the Client and taking into account the project objectives, the agreed scope of works, prevailing site conditions and the degree of manpower and resources allocated to the project. Big Sky Acoustics Ltd accepts no responsibility whatsoever, following the issue of the report, for any matters arising outside the agreed scope of the works. This report is issued in confidence to the Client and Big Sky Acoustics Ltd has no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk. Unless specifically assigned or transferred within the terms of the agreement, Big Sky Acoustics Ltd retains all copyright and other intellectual property rights, on and over the report and its contents.

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# **Executive summary**

An assessment of the impact of noise from the proposed operation of a Food Market at 106 Commercial Street has been carried out. The purpose of an attended noise survey was to establish the existing background noise level in the area around the premises during the proposed hours of operation. Calculations have been made to demonstrate if the proposed activity would impact on average noise levels in the area and if patron activity is likely to impact on local residential amenity.

This assessment included attended noise monitoring and observations on a Thursday night and into the following Friday morning. A survey over the weekend was specifically avoided in this area: more noise is generated by increased pedestrian and vehicle activity associated with the late night economy centred at the Old Spitalfields Market on the opposite side of Commercial Street, the Truman Brewery (event space, restaurant and bars) to the north-east, and the multiple bars and restaurants on Brick Lane to the east. A weekday survey yields lower ambient noise levels, i.e. a worst-case scenario than a survey on a Friday or Saturday. The survey continued until after the proposed closing time of the premises.

The recorded noise measurement data and my accompanying observations indicate that the average noise levels around the site do not drop during the proposed hours of operation. There is continuous activity in the area including steady continuous traffic on Commercial Street, and significant pedestrian activity on Commercial Street and Hanbury Street. Some of the restaurants in Old Spitalfields Market close at 22:30 and some at 23:00. Poppies (fish and chips) on Hanbury Street is open until 23:00 in the week and 23:30 at weekends. Both The Golden Heart and The Ten Bells public houses on Commercial Street are open to midnight in the week and 01:00 at the weekend.

Due to the existing activity in the area the proposed operation of the premises is unlikely to adversely impact on residents if operational policies are enforced ensuring any noise generating activity is appropriately controlled at night and that patron dispersal is effectively managed.

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# 1.0 Qualifications and experience

- 1.1 My name is Richard Vivian. I am a Director and the Principal Acoustic Consultant at Big Sky Acoustics Ltd. Big Sky Acoustics Ltd is an independent acoustic consultancy that is engaged by local authorities, private companies, public companies and individuals to provide advice on the assessment and control of noise.
- 1.2 I have a Bachelor of Engineering Degree with Honours from Kingston University, I am a Member of the Institution of Engineering & Technology, the Institute of Acoustics, the Audio Engineering Society and the Institute of Licensing.
- 1.3 I have over twenty-five years of experience in the acoustics industry and have been involved in precision acoustic measurement and assessment throughout my career. My professional experience has included the assessment of noise in connection with planning, licensing and environmental protection relating to sites throughout the UK.

#### 2.0 Introduction

- 2.1 Big Sky Acoustics Ltd was instructed by Mr Jonathan Phillips of Bidwells LLP, acting on behalf of Time Out Market Ltd, to carry out an assessment of the noise arising from the proposed use of 106 Commercial Street.
- 2.2 This report was prepared following a site visit and overnight attended noise monitoring on a Thursday night and continuing beyond midnight. A weekday survey was specifically chosen as indicative of quieter noise levels: there is increased pedestrian and vehicle activity associated with the late night economy in this area at the weekend.
- 2.3 Noise was monitored at both the front entrance to the premises on Commercial Street and the rear service entrance on Hanbury Street. Additional measurements were made in Puma Court which is a pedestrian path with relatively low footfall and therefore indicative of the average ambient levels away from the roadsides and busy pavements. Observations of various noise generating activities in the area were made. The survey continued until after the proposed closing time of the premises.
- 2.4 A large amount of noise data was gathered during the survey which is simplified and summarised in Appendix C of this report.
- 2.5 A glossary of acoustical terms used in this report is provided in Appendix A.
- 2.6 All sound pressure levels in this report are given in dB re: 20µPa.

# 3.0 Description of the proposed operation

- 3.1 Time Out Market operates as a carefully curated market bringing together the best dining experiences in London. It is new to the UK market but has seen success in it's trading format in Lisbon having opened in 2014.
- 3.2 The TOM will include 17 kitchens, 3 serveries, 1 experiential kitchen, a private room and private dining area across the 4 floors. The 17 kitchens will be 'leased' to chefs and restaurants on a short term basis where they will cook and serve a small range of their signature dishes. 4 kitchens will be 'signature kitchens' identified for Michelin star chef representation. The experiential kitchen will be used for demonstrations and promotions hosted by the existing chefs in the market and guest chefs and restaurateurs. The serveries will be managed and run by TOM and will serve drinks to the customers. A main servery will sit on the ground floor with

- smaller satellite sites on the first and second floor offering a smaller range as well as a more exclusive area on the lower ground floor.
- 3.3 Customers will purchase food from their chosen kitchens and be handed a buzzer. They select a seat within the communal dining area and when the food is ready their buzzer will signal. They will the collect their meal and revert back to their seat. Drinks can be purchased from the serveries.
- 3.4 The applicant from time to time will be seeking to host a range of workshops and lectures/conferences at the premises to support potential product launches and other brand led activities. At no time will there be irresponsible drink promotions.

# 4.0 Site and surrounding area

- 4.1 The location of the site is shown in Appendix B.
- 4.2 The noise climate in the area is characterised by road noise including private cars, buses and taxis, pedestrian activity and plant noise. Commercial aircraft are noticeable at this location. Pedestrian activity is steady along Commercial Street and was in the range on 700-900 people per hour (extrapolated from multiple 5-minute counts during noise measurements) during the survey period. Pedestrian activity was marginally higher along Hanbury Street at the beginning of the survey (when it was noted as predominantly west-to-east) and in the last hour of the survey (when it was east-to-west).



Figure 1: View north along Commercial Street with site entrance on right (brick archway)

4.3 Major short duration noise peaks occur at this location due to emergency service sirens, police helicopters, and recycling collections (with the worst being glass collections). A recycling lorry was collecting glass from Commercial Street at just after midnight.



Figure 2: Directly opposite looking into Old Spitalfields Market



Figure 3: Service entrance on Hanbury Street



Figure 4: View looking east from Commercial Street end down Puma Court

- 4.4 It is important when assessing the impact of noise from an individual premises in an area that the concept of additional noise associated with the new activity of that premises is taken into account. The incremental change to noise levels caused by the normal commercial operation of a licensed premises in an area where there is already established noise and activity could be small or undetectable if it is masked by the existing noise in the area. Where this new operation has a lower patron capacity than the previous licensed operation it replaces, and where the style of operation is one of lower noise levels, average noise levels in the immediate area can decrease due to the introduction of this new, quieter activity.
- 4.5 It is also a consideration that a bona-fide commercial premises in the area can reduce street drinkers, rough sleeping, litter and crime as the commercial operation seeks to eliminate this type of activity from the immediate surroundings for the benefit and safety of their own patrons and employees. This is achieved through good lighting, CCTV coverage, litter removal and constant presence of professional security personnel who will be able to observe and record all activity in the immediate area.

#### 5.0 Criteria

#### **NPPF**

- 5.1 The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in 2012.
- 5.2 For noise, the NPPF states that planning policies and decisions should aim to:
  - Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;

- Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions, while recognising that many developments will create some noise.
- 5.3 The NPPF refers to the Noise Policy Statement for England (NPSE) which is intended to apply to all forms of noise, including environmental noise, neighbour noise and neighbourhood noise.
- 5.4 The NPSE sets out the Government's long-term vision to 'promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development' which is supported by the following aims:
  - Avoid significant adverse impacts on health and quality of life;
  - Mitigate and minimise adverse impacts on health and quality of life.
- 5.5 The NPSE defines the concept of a 'significant observed adverse effect level' (SOAEL) as 'the level above which significant adverse effects on health and quality of life occur'. The following guidance is provided within the NPSE: "It is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times. It is acknowledged that further research is required to increase our understanding of what may constitute a significant adverse impact on health and quality of life from noise. However, not having specific SOAEL values in the NPSE provides the necessary policy flexibility until further evidence and suitable guidance is available."
- The Planning Practice Guidance is written to support the NPPF with more specific planning guidance. The PPG reflects the NPSE and states that noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. It also states that opportunities should be taken, where practicable, to achieve improvements to the acoustic environment. The PPG states that noise can override other planning concerns but should not be considered in isolation from the other economic, social and environmental dimensions of the proposed development.
- 5.7 The PPG expands upon the concept of SOAEL (together with Lowest Observable Adverse Effect Level, LOAEL and No Observed Effect Level, NOEL) as introduced in the NPSE and provides a table of noise exposure hierarchy for use in noise impact assessments in the planning system.
- 5.8 Figure 5 is reproduced from the NPPG and summarises the noise exposure hierarchy, based on the likely average response.
- 5.9 In general terms it is considered that a noise impact with an effects level which is lower than SOAEL is acceptable (providing the effect is mitigated to a minimum). There is currently, however, a major discontinuity between the above guidance and objective technical criteria for use in planning noise impact assessments.

Perception	<b>Examples of Outcomes</b>	Increasing Effect Level	Action
Not noticeable	No Effect	No Observed Effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life	No Observed Adverse Effect	No specific measures required
	Lowest Observable Adverse E	ffect Level (LOAEL)	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/ or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the	Observed Adverse Effect	Mitigate and reduce to a minimum
	quality of life Significant Observed Adverse l	Effect Level (SOAFL)	
Noticeable and disruptive	The noise causes a material change in behaviour and/ or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extension and regular changes in behaviour and/ or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/ awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non auditory	Unacceptable Adverse Effect	Prevent

Figure 5: PPG Noise Exposure Hierarchy

#### **Licensing Act 2003**

- 5.10 Tower Hamlets Council has a duty under the Licensing Act 2003 to determine its policy with respect to the exercise of its licensing functions and to publish a statement of that policy.
- 5.11 The council's aim is to promote the four licensing objectives:
  - The prevention of crime and disorder
  - Public safety
  - The prevent of public nuisance
  - The protection of children from harm

#### **Other relevant legislation**

5.12 The Environmental Protection Act 1990 part III deals with statutory nuisance which includes noise. This Act allows steps to be taken to investigate any complaints which may then result in the issuing of an abatement notice and a subsequent

- prosecution of any breach of the notice. A statutory nuisance is a material interference that is prejudicial to health or a nuisance.
- 5.13 The Clean Neighbourhoods and Environment Act 2005 deals with many of the problems affecting the quality of the local environment and provides local authorities with more effective powers and tools to tackle poor environmental quality and anti-social behaviour in relation to litter, graffiti, waste and noise.

#### **British Standard 8233**

5.14 BS8233:2014 states that for steady external noise sources, it is desirable that the internal ambient noise level in dwellings does not exceed the guideline values in Table 4 of the standard as shown below.

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living room	35 dB L <sub>Aeq,16hour</sub>	-
Dining	Dining room/area	40 dB L <sub>Aeq,16hour</sub>	-
Sleeping (daytime resting)	Bedroom	35 dB L <sub>Aeq,16hour</sub>	30dB L <sub>Aeq,8hour</sub>

Figure 6: Indoor ambient noise levels for dwellings (from BS8233 Table 4)

#### **World Health Organisation**

- 5.15 Guidance on maximum noise levels is given by the World Health Organisation (WHO) in a report entitled 'Guidelines for Community Noise'. This report states that to avoid negative effects on sleep, the equivalent continuous internal sound pressure level during the sleeping period should not exceed 30 dB L<sub>Aeq</sub>. If the noise is not continuous, sleep disturbance has an improved correlation with maximum noise levels and effects have been observed at 45 dB L<sub>Amax</sub> internally. It goes on to recommend that, at night, noise levels outside dwellings should not exceed 45 dB L<sub>Aeq</sub> and maximum noise levels should not exceed 60 dB L<sub>Amax</sub> so that people may sleep with bedroom windows partially open.
- 5.16 The WHO guidelines also state that to protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB L<sub>Aeq</sub> for a steady continuous noise.
- 5.17 However, in a review of health effect based noise assessment methods undertaken for the DETR and undertaken jointly by the NPL and Southampton University<sup>2</sup>, it is noted that: "Perhaps the main weakness of both WHO-inspired documents is that they fail to consider the practicality of actually being able to achieve any of the stated guideline values". According to the report transgression of the WHO guideline values does not necessarily imply significant noise impact and indeed, it may be that significant impacts do not occur until much higher degrees of noise exposure are reached. The report states: "While in an ideal world it may be desirable for none of these effects to occur, in practice a certain amount of noise is inevitable in any modern industrialised society. Perhaps the main weakness of both WHO-inspired documents is that they fail to consider the practicality of actually

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<sup>&</sup>lt;sup>1</sup> World Health Organisation. Guidelines for Community Noise, 2000

<sup>&</sup>lt;sup>2</sup> Porter N D, Flindell I H and Berry B F. NPL Report CMAM 16, Health Effect Based Noise Assessment Methods: A Review and Feasibility Study, DETR, 1998

being able to achieve any of the stated guideline values. It is important to make clear that ...exceedences do not necessarily imply an over-riding need for noise control, merely that the relative advantages and disadvantages of noise control action should be weighed in the balance. It is all a question of balance and mere exceedence of the WHO guidelines just starts to tip the scales."

- 5.18 A noise incidence study was undertaken by the Building Research Establishment in 2000 and was published in 2002<sup>3</sup>. This study indicated that approximately 55% of the population in England and Wales are exposed to noise levels above 55 dB L<sub>Aeq</sub> during the daytime. This study is considered to further support the findings of the DETR study and reinforce the apparent weakness of the WHO recommendations.
- 5.19 It is relevant to note that the WHO report has not been adopted into UK legislation or formal guidance; hence it remains a source of information reflecting a high level of health care with respect to noise, rather than a standard to be rigidly applied. The guideline values in the WHO report give the lowest threshold noise levels below which the occurrence rates of particular effects can be assumed to be negligible.

#### **Operational objectives**

5.20 The executive team of Time Out Market Ltd are ken to promote good relationships with all commercial and residential neighbours. Therefore, in addition to all statutory obligations, it is a primary operational objective that noise from the normal operation of the premises does not have a detrimental impact on any neighbouring properties. A comprehensive Operational Management Strategy will be implemented at the premises and these can be found at Appendix F.

# 6.0 Balancing planning and licensing noise conditions

- 6.1 The guidance issued under Section 182 of the Licensing Act 2003 is clear in its general principles (Para 1.16) that "[licence conditions] should not duplicate other statutory requirements or other duties or responsibilities placed on the employer by other legislation". Therefore if the objective of the prevention of public nuisance is satisfactorily upheld because there already exist tests of nuisance through The Environmental Protection Act 1990; The Noise Act 1996; and The Clean Neighbourhoods and Environment Act 2005, then additional conditions on a premises licence that merely duplicates these statutory requirements should not be necessary according to Home Office guidance.
- 6.2 Similarly planning guidance has, for a long time, stated that additional planning conditions which duplicate the effect of other legislation should not be imposed, and current planning practice guidance is clear that conditions requiring compliance with other regulatory requirements will not meet the test of necessity and may not be relevant to planning.
- 6.3 The pragmatic approach to specifying relevant requirements for noise control conditions would be that more general noise criteria relating to the principle of use of the site are applied under the planning regime; these may include boundary noise conditions or plant operating level limits. More specific requirements relating to licensable activities such as hours of operation, the requirement for a sound system limiter or a noise management policy should be implemented through the licensing process.

2

<sup>&</sup>lt;sup>3</sup> DEFRA. The National Noise Incidence Study 2000/2001, 2002

# 7.0 Noise measurement procedure

- 7.1 To establish the noise levels on the site regular measurements were taken throughout the survey period on Commercial Street, Hanbury Street and also Puma Court.
- 7.2 Noise measurements were made in continuous samples of 1-second intervals. Measurements included the  $L_{Aeq}$ ,  $L_{A90}$  and  $L_{Amax}$  indices. Simultaneous octave and third octave frequency spectra were also obtained during the survey. Measurements were taken at 1.5 m above grade level. Measurement duration was 5-minutes per sample.
- 7.3 Throughout the course of the survey an outdoor microphone wind-shield was used.
- 7.4 For the purposes of this assessment all attended measurements were paused for emergency service sirens, aircraft passes and other significant short-duration noises.
- 7.5 The instrumentation used to carry out the noise measurements is detailed in Appendix D. The calibration of the measuring equipment was checked prior to and immediately following the tests and no signal variation occurred. Calibration of equipment is traceable to national standards.
- 7.6 The weather conditions during the survey are reported in Appendix E.

# 8.0 Noise measurement analysis

- 8.1 The site is currently closed and there was no activity in the building during the assessment period. All noise measured is attributable to existing sources in the area that are not connected with the proposed use.
- 8.2 There is no significant drop in noise level throughout the survey period as traffic, plant noise and other activity in the area continue all through the night. The average noise level does not fall below 70dB on Commercial Street and therefore remains, at all times, in excess of WHO guidelines. This is primarily due to road traffic activity, though plant noise and pedestrian activity also contribute. Away from the road in Puma Court levels do not fall below 58dB. This again exceeds WHO guidelines for community noise though this is typical for any city centre location.
- 8.3 In quiet residential areas away from road traffic and other activity a notable drop in levels is to be expected as noise generating activity reduces in the early hours of the morning. But as is shown in the table below there is no significant drop in levels during the survey period.
- 8.4 The average person may wish to protect themselves from these sounds of traffic, emergency service sirens, delivery lorries, refuse collections, helicopters and sounds of other central London activity and so may choose to sleep away from windows on a façade to a busy street, or with their windows closed.

Date	Time	Location	LAeq (dB)	LA FMax (dB)	LA F90 (dB)
10/11/2016	19:06	Commercial Street	71	86	64
10/11/2016	19:13	Hanbury Street	68	86	61
10/11/2016	19:19	Puma Court	61	73	57
10/11/2016	20:27	Commercial Street	70	80	63
10/11/2016	20:33	Hanbury Street	72	92	61
10/11/2016	20:40	Puma Court	59	69	55
10/11/2016	21:15	Commercial Street	71	83	64
10/11/2016	21:21	Hanbury Street	69	85	60
10/11/2016	21:27	Puma Court	61	73	55
10/11/2016	22:13	Commercial Street	72	84	65
10/11/2016	22:19	Hanbury Street	66	80	60
10/11/2016	22:25	Puma Court	59	69	53
10/11/2016	22:53	Commercial Street	72	83	66
10/11/2016	22:58	Hanbury Street	68	82	63
10/11/2016	23:05	Puma Court	59	70	53
10/11/2016	23:55	Puma Court	58	68	52
11/11/2016	0:02	Hanbury Street	71	92	57
11/11/2016	0:08	Commercial Street	77	99	63
11/11/2016	0:13	Commercial Street	72	82	65

Figure 7: Noise measurement data summary

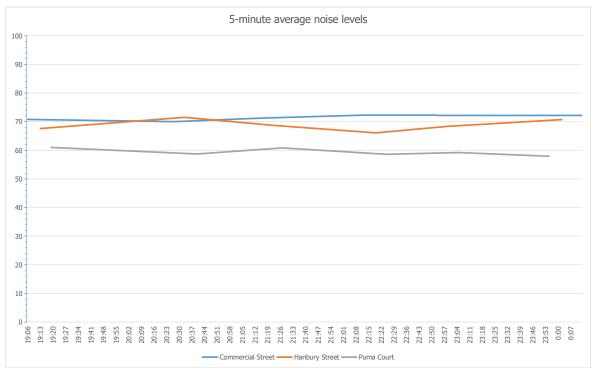


Figure 8: Noise levels at three locations remain constant during the survey



Figure 9: Patrons use the outside area to drink and smoke at The Ten Bells



Figure 10: Smoking and drinking also evident at The Golden Heart

# 9.0 Predicted noise of patrons leaving the site

- 9.1 Having established that there are high existing noise levels at the application site it is helpful to compare this existing noise with the predicted *new* noise of a group of patrons leaving the premises at the end of an evening.
- 9.2 Unlike a drinking only establishment, or a music venue, theatre, or sports arena where most events have a definite finish time, the nature of a restaurant is that patrons tend to leave in small numbers and not en masse. This is reflected in our survey data from other restaurant sites in central London that shows the average group size for people leaving a restaurant to be 2.2 people.
- 9.3 In order to assist in the understanding of actual noise levels produced by people outdoors it is important to understand the effects of the noise source (i.e. people talking) and how that noise level increases as the number of people talking increases.
- 9.4 Referring to data held in our own library; normal conversation is typically in the range of 55-60dBA when measured at 1 metre.
- 9.5 In assessing for a worst-case condition then I have considered a group of 12 people are talking outside the premises.
- 9.6 In normal conversation no more than 50% of them would be talking (there will be at least one listener for each talker). If we now consider people to be talking at the upper end of the normal speaking range, and look at a worst case scenarios of half of the people talking concurrently at 60dBA then in order to calculate the total noise level we logarithmically sum six sources of 60dB as follows:

$$\sum = 10 \log \left( n \times 10^{\left(\frac{60}{10}\right)} \right)$$

where n is the number of people talking

- 9.7 The formula above gives a value for total sound pressure level for a group of 12 people to be 68dBA.
- 9.8 It is important to remember that this is a worst-case value, when 50% of the people are talking simultaneously and loudly. In reality general lulls in the conversation, smoking, or conversations where there are more than one listener to each talker mean that less than 50% of an average group will be talking simultaneously. I have also observed that groups in close proximity to each other talk with more hushed voices than groups of people spread out when, for example, seated in a pub beer garden.
- 9.9 68dBA is the predicted noise from a larger than anticipated group of twelve people talking when measured at 1 metre. Sound is attenuated in air and this effect is noticeable as the listener moves away from the source. In calculating distance attenuation, the noise of people talking is assumed to be a number of discreet point sources and therefore is attenuated by 6dB with each doubling of distance. So if the noise source is 68dBA at 1 metre then at 2 metres it becomes 62dBA, at 4 metres 56dBA. Attenuation due to distance means that a separation distance of just a few metres from the noise source to the receiver position (typically a residential window) will rapidly render the noise significantly below the average ambient noise in the street of 71dBA and therefore is masked by other noises.

- 9.10 Another consideration for patrons leaving premises late at night is the use of cars or taxis. Average traffic flow on Commercial Street is high during the survey period so there is already established significant vehicle movement in the area contributing to noise. Only a significant increase to traffic flow (i.e. doubling the rate of vehicle passes per hour) would give rise to a significant increase in noise level above that already established.
- 9.11 When assessing noise from cars or taxis collecting people maximum noise levels may arise from a car door being closed. Data from similar sites (measured by ourselves and held at our office) indicates that values from 65 dB L<sub>Amax</sub> (Mercedes C-Class, normal close) to 70 dB L<sub>Amax</sub> (slam) as measured at 5m are typical.
- 9.12 The predicted internal noise level from a car door being closed when extrapolated to a first floor window would be approximately 59 dB L<sub>Amax</sub>. This value is below the highly stringent WHO guidance value<sup>4</sup> of 60 dB L<sub>Amax</sub> and would result in internal levels, even with a window open, of 44-49 dB L<sub>Amax</sub>. Internal levels are below the more real-world Griefahn<sup>5</sup> internal level criterion of 55 dB L<sub>Amax</sub>.
- 9.13 To summarise, the noise arising from car doors are not likely to generate any loss of amenity even if there were a flat directly above the car door being slammed at first floor level with clear line of sight and with a window open. The reality is this noise source is substantially masked by the existing noise levels in the street. Furthermore the average person may wish to protect themselves from the sound of traffic, emergency service sirens, delivery lorries, refuse collections, helicopters and sounds of other central London activity and so may choose to sleep away from windows on a facade to a busy street or with their windows closed.
- 9.14 Any new residential developments in the area will be required to take into account the existing noise climate in the area and will therefore have to provide suitable internal noise levels for normal living. This is typically achieved with modern glazing and ventilation systems. Inside a residential property all external noise sources are attenuated by the glazing, by the distance from the noise source to the window, and by any physical obstruction of clear line of sight to the noise source.

#### 10.0 Plant noise

10.1 Specialist kitchen extract designers have been employed with specialist air handling units, with attenuators proposed. Plant enclosure on roof will be screened with acoustic louvres as per previous Planning Consent. Full details of the plant noise attenuation scheme will be provided in a separate report.

# 11.0 Building envelope insulation

- 11.1 Noise concerns have been taken extremely seriously by Time Out Market, both in terms of building attenuation and guest management and dispersal.
- 11.2 Background noise calculations were taken around the site. A noise survey was carried out in the existing Lisbon property to make sure that predicted sound levels are realistic.

<sup>&</sup>lt;sup>4</sup> World Health Organisation. Guidelines for Community Noise, 2000.

<sup>&</sup>lt;sup>5</sup> Griefahn, B "Präventivmedizinische Vorschläge für den nächtlichen Schallschutz" Zeitscrift für Lärmbekämpfung 37 (1990) 7-14.

11.3 The existing roof will be fully re-covered and insulated, with one new seamless finish proposed. The existing open west and north walls will be re-built and fully insulated to mitigate noise breakout. Lobby doors will be fitted within the main entrance off Commercial Street to attenuate sound escaping to the street. Existing main entrance shutters from Commercial Street will be replaced with new, solid core doors. Existing corrugated plastic rooflights will be replaced with new clear double glazed roof lights, in the same locations.

#### 12.0 Conclusions

- 12.1 Big Sky Acoustics Ltd was instructed by Mr Jonathan Phillips of Bidwells LLP, acting on behalf of Time Out Market Ltd, to carry out an assessment of the noise arising from the proposed use of 106 Commercial Street.
- 12.2 This assessment makes reference to the Licensing Act 2003, the Environmental Protection Act 1990, the Clean Neighbourhoods and Environment Act 2005, the National Planning Policy Framework, the Noise Policy Statement for England, BS8233, the WHO, and operational objectives of the applicant.
- 12.3 Locating a Food Market at busy location with significant road traffic noise advantageously means good transport links to disperse patrons at the relatively early end of the evening closing time.
- 12.4 A comprehensive OMS provides details of the operational controls for the site.
- 12.5 Noise breakout from any background sound system and other activities inside the premises is minimised by the sound system controls and physical structure of the building which will be substantial upgraded.
- 12.6 It is my conclusion that this is an established location for pubs, bars, restaurants and takeaways. Given this location, proposed style of operation, proposed controls and willingness to take on board further controls if necessary it is my professional opinion that the operation of the food market is unlikely to adversely impact on residential amenity at this location as the controlled activities within the restaurant space and dispersal of patrons from the premises onto a busy street would not increase average noise levels in the area.



Richard Vivian BEng(Hons) MIET MIOA MAES MIOL Principal Acoustic Consultant, Big Sky Acoustics Ltd

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# **Appendix A - Terminology**

#### Sound Pressure Level and the decibel (dB)

A sound wave is a small fluctuation of atmospheric pressure. The human ear responds to these variations in pressure, producing the sensation of hearing. The ear can detect a very wide range of pressure variations. In order to cope with this wide range of pressure variations, a logarithmic scale is used to convert the values into manageable numbers. Although it might seem unusual to use a logarithmic scale to measure a physical phenomenon, it has been found that human hearing also responds to sound in an approximately logarithmic fashion. The dB (decibel) is the logarithmic unit used to describe sound (or noise) levels. The usual range of sound pressure levels is from 0 dB (threshold of hearing) to 140 dB (threshold of pain).

#### Frequency and Hertz (Hz)

As well as the loudness of a sound, the frequency content of a sound is also very important. Frequency is a measure of the rate of fluctuation of a sound wave. The unit used is cycles per second, or hertz (Hz). Sometimes large frequency values are written as kilohertz (kHz), where 1 kHz = 1000 Hz. Young people with normal hearing can hear frequencies in the range 20 Hz to 20,000 Hz. However, the upper frequency limit gradually reduces as a person gets older.

#### A-weighting

The ear does not respond equally to sound at all frequencies. It is less sensitive to sound at low and very high frequencies, compared with the frequencies in between. Therefore, when measuring a sound made up of different frequencies, it is often useful to 'weight' each frequency appropriately, so that the measurement correlates better with what a person would actually hear. This is usually achieved by using an electronic filter called the 'A' weighting, which is built into sound level meters. Noise levels measured using the 'A' weighting are denoted dBA. A change of 3dBA is the minimum perceptible under normal everyday conditions, and a change of 10dBA corresponds roughly to doubling or halving the loudness of sound.

#### C-weighting

The C-weighting curve has a broader spectrum than the A-weighting curve and includes low frequencies (bass) so it i can be a more useful indicator of changes to bass levels in amplified music systems.

#### Noise Indices

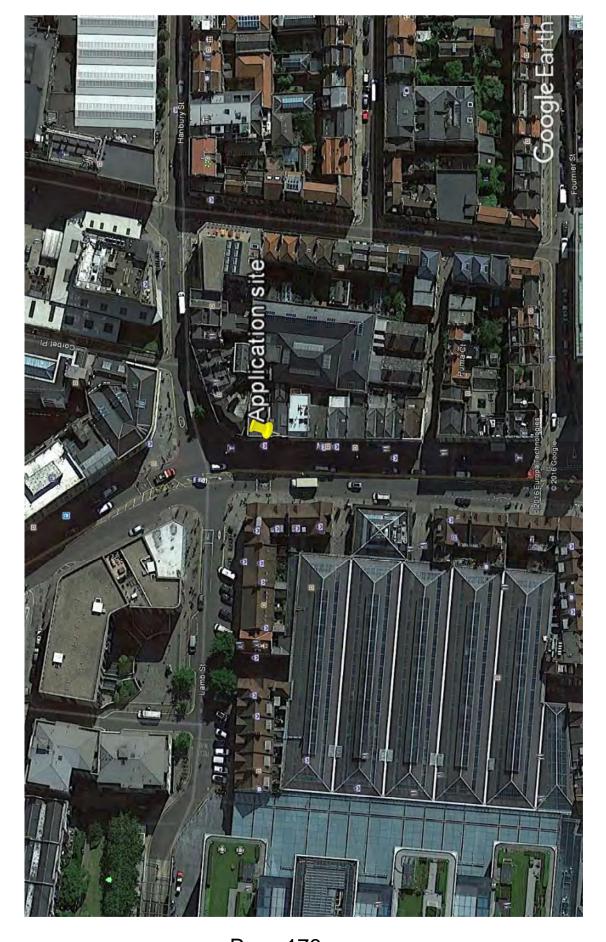
When a noise level is constant and does not fluctuate over time, it can be described adequately by measuring the dB level. However, when the noise level varies with time, the measured dB level will vary as well. In this case it is therefore not possible to represent the noise level with a simple dB value. In order to describe noise where the level is continuously varying, a number of other indices are used. The indices used in this report are described below.

- Leq The equivalent continuous sound pressure level which is normally used to measure intermittent noise. It is defined as the equivalent steady noise level that would contain the same acoustic energy as the varying noise. Because the averaging process used is logarithmic the Leq is dominated by the higher noise levels measured.
- L<sub>Aeq</sub> The A-weighted equivalent continuous sound pressure level. This is increasingly being used as the preferred parameter for all forms of environmental noise.
- **L**<sub>Ceq</sub> The C-weighted equivalent continuous sound pressure level includes low frequencies and is used for assessment of amplified music systems.
- Lamax is the maximum A-weighted sound pressure level during the monitoring period. If fast-weighted it is averaged over 125 ms , and if slow-weighted it is averaged over 1 second. Fast weighted measurements are therefore higher for typical time-varying sources than slow-weighted measurements.
- **L<sub>A90</sub>** is the A-weighted sound pressure level exceeded for 90% of the time period. The L<sub>A90</sub> is used as a measure of background noise.

#### **Example noise levels:**

Source/Activity	Indicative noise level dBA
Threshold of pain	140
Police siren at 1m	130
Chainsaw at 1m	110
Live music	96-108
Symphony orchestra, 3m	102
Nightclub	94-104
Lawnmower	90
Heavy traffic	82
Vacuum cleaner	75
Ordinary conversation	60
Car at 40 mph at 100m	55
Rural ambient	35
Quiet bedroom	30
Watch ticking	20

# **Appendix B - Site location**



# **Appendix C - Summary of measurement data**

Date	Time	Location	LAeq (dB)	LZeq (dB)	LAFMax (dB)	LA F90 (dB)	63Hz (dB)	125Hz (dB)
10/11/2016	19:06	Commercial Street	71	81	86	64	76	70
10/11/2016	19:13	Hanbury Street	68	78	86	61	72	71
10/11/2016	19:19	Puma Court	61	75	73	57	72	63
10/11/2016	20:27	Commercial Street	70	81	80	63	77	71
10/11/2016	20:33	Hanbury Street	72	87	92	61	78	85
10/11/2016	20:40	Puma Court	59	72	69	55	70	62
10/11/2016	21:15	Commercial Street	71	82	83	64	76	71
10/11/2016	21:21	Hanbury Street	69	81	85	60	76	76
10/11/2016	21:27	Puma Court	61	73	73	55	68	66
10/11/2016	22:13	Commercial Street	72	81	84	65	77	71
10/11/2016	22:19	Hanbury Street	66	79	80	60	74	69
10/11/2016	22:25	Puma Court	59	72	69	53	68	61
10/11/2016	22:53	Commercial Street	72	84	83	66	81	74
10/11/2016	22:58	Hanbury Street	68	79	82	63	73	74
10/11/2016	23:05	Puma Court	59	73	70	53	70	63
10/11/2016	23:55	Puma Court	58	74	68	52	66	60
11/11/2016	0:02	Hanbury Street	71	77	92	57	70	65
11/11/2016	0:08	Commercial Street	77	80	99	63	73	68
11/11/2016	0:13	Commercial Street	72	80	82	65	75	70

# **Appendix D - Instrumentation**

All attended measurements were carried out using a Cirrus type CR:171B integrating-averaging sound level meter with real-time 1:1 & 1:3 Octave band filters and audio recording conforming to the following standards: IEC 61672-1:2002 Class 1, IEC 60651:2001 Type 1 I, IEC 60804:2000 Type 1, IEC 61252:1993 Personal Sound Exposure Meters, ANSI S1.4-1983 (R2006), ANSI S1.43-1997 (R2007), ANSI S1.25:1991. 1:1 & 1:3 Octave Band Filters to IEC 61260 & ANSI S1.11-2004.

Unattended measurements were carried out using a Svan type 971 integrating-averaging sound level meter with real-time 1:1 & 1:3 Octave band filters conforming to the following standards: IEC 61672-1:2002 Class 1. 1:1 & 1:3 Octave Band Filters to IEC 61260. The calibration of the measuring equipment was checked prior to and immediately following the tests and no signal variation occurred. Calibration of equipment is traceable to national standards. The following instrumentation was used during the survey:

Description

Cirrus sound level meter type CR:171B
Cirrus pre-polarized free-field microphone type MK:224
Cirrus microphone pre-amplifier type MV:200E
Cirrus class 1 acoustic calibrator type CR:515

# **Appendix E - Meteorology**

10-11 September 2016	Temperature	Wind speed	Precipitation			
At start	9°C	0-1ms <sup>-1</sup>	None			
During assessment	8°C	0ms <sup>-1</sup>	None			
At finish	8°C	0-1ms <sup>-1</sup>	None			
Additional comments: Light rain in early evening cleared by survey start time and roads were						
dry. Cold. Still.	•	-				

# **Appendix F - Operational Management Strategy**



# TIME OUT MARKET

# **OPERATIONAL MANAGEMENT STATEMENT**

**OCTOBER 2016** 

#### Introduction

This Operational Management Statement (OMS) has been prepared to set out the strategy and approach to the operation of the Time Out Market proposed for 106 & 106A Commercial Street, Shoreditch.

Its purpose is to give a clear overview of the proposed market and the ethos and management strategy underpinning the operation.

The Food Market is being designed in conjunction with the operator - Time Out Market Ltd (TOM). This OMS has been prepared by Time Out Market Ltd and Truman Estates Limited with input from the wider project team. In preparing it, due regard has been given to industry best practice, within central London, global experience and other relevant Operational Management Strategies approved by Tower Hamlets Council.

Time Out Market have carefully considered site-specific issues raised by local consultees and stakeholders and built into this OMS measures to address their concerns. This OMS is a document that is subject to change from time to time as it is a working best practices document that may change through discussions with interested parties and more specifically with our neighbours to ensure their concerns are addressed.

It is acknowledged that the OMS is an overview of the planned licensing operation and is provided with the aim of furnishing all those concerned (namely the licensing authority, responsible authority and other stakeholders) with a reasonable understanding of how the premises will be operated and how the licensing objectives will be promoted.

TOM accepts that the terms of the OMS will be binding and they must adhere to it. In addition TOM accepts that any planning permission or license granted will also contain a number of bespoke conditions.

Key aspects of this OMS and particularly the measures taken to promote the best practices will be encapsulated and expanded upon in the operations specific policies and linked risk assessments which will be developed even further. The maintenance of these policies will also be encapsulated by conditions to ensure that they are implemented and are available for inspection to the responsible authorities.

### 1. Outline of Concept

Time Out Market operates as a carefully curated market bringing together the best dining experiences in London. It is new to the UK market but has seen success in it's trading format in Lisbon having opened in 2014.

Time Out Market Shoreditch is being assessed to ensure it's appropriateness for the UK market and it's surrounding environments. It will complement the existing landscape and offer something new that is currently not available. The strategic vision for the Time Out market seeks to promote and deliver the following:

- Promote London's food culture and to be known as London's favourite destination that celebrates the best of the city under one roof
- Promotes the opportunity to young chefs otherwise not able to start up in the business
- Retain and enhance the distinctive features and characteristics of the premises
- Attract family friendly customers to the area, interested in focusing on a food lead experience
- Deliver a vibrant, welcoming atmosphere that celebrates a creative food experience with fine dining dishes at accessible prices
- Carefully evolve the variety of chefs to keep interests high and new experiences available
- Operate the Market for the good of the local residents, customers and wider local area
- Offers a platform for local artists to express themselves

# 2. Trading Process

The TOM will include 17 kitchens, 3 serveries, 1 experiential kitchen, a private room and private dining area across the 4 floors. The 17 kitchens will be 'leased' to chefs and restaurants on a short term basis where they will cook and serve a small range of their signature dishes. 4 kitchens will be 'signature kitchens' identified for Michelin star chef representation. The experiential kitchen will be used for demonstrations and promotions hosted by the existing chefs in the market and guest chefs and restaurateurs. The serveries will be managed and run by TOM and will serve drinks to the customers. A main servery will sit on the ground floor with smaller satellite sites on the first and second floor offering a smaller range as well as a more exclusive area on the lower ground floor.

- 1. Lower ground will host the wash up area, staff toilets, store rooms, customer amenities, secret servery and 24 seats.
- 2. The Ground floor will offer 4 kitchens, 1 servery and 165 seats. The refuse area will also be back of house in a controlled access area.
- 3. The First floor will offer 4 signature kitchens, 3 concept kitchens, a satellite servery and 105 seats
- 4. The second floor will offer 5 kitchens, 1 experiential kitchen and a private dining area. There are 151 seats and 20 dedicated to the private dining space.

Customers will purchase food from their chosen kitchens and be handed a buzzer. They select a seat within the communal dining area and when the food is ready their buzzer will signal. They will the collect their meal and revert back to their seat. Drinks can be purchased from the serveries.

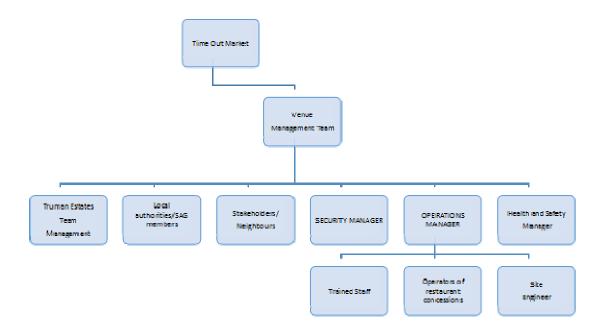
All of the food and drinks will be served using crockery, cutlery and glass wear.

The applicant from time to time will be seeking to host a range of workshops and lectures/conferences at the premises to support potential product launches and other brand led activities. At no time will there be irresponsible drink promotions.

The lectures/conferences and workshops will be organised by an approved experienced management team specially created by Time Out and delivery of these will be in line with the ethos set out in this operational management statement. The venue will also host TV and feature filming activities, as well as fashion and brand photo shoots.

## 3. Management Team

The following diagram illustrates the typical structure of the premises management team:



# 4. Trading Hours

From Monday to Saturday TOM will open the main market from 11.00am and close at 23.30 with the last order being taken at 23.00. However the ground floor will be open for breakfast from 8.00am. No licensable activities would take place until 11.00am.

On Sunday TOM will open the main market from 11.00 and close at 22.30 with the last order being taken at 22.00. However, the ground floor will be open for breakfast from 10.00am

#### 5. Access

Customer access and exit to the market will be from the main entrance on Commercial street. Stairways will connect the ground floor to both the first and second floor. Time out will also be installing a lift to all floors so that persons in wheelchairs or have difficulty walking are looked after.

The proposed staff access and exit will take place through Commercial Street. A fob access will be fitted for control and the security of the building after opening hours.

# 6. Staffing

A TOM management team will be on hand at all times to ensure the smooth running of the market. There will always be either a General Manager or Assistant general manager on site. In addition there will be 2 x duty managers.

The main cleaning and clearing will be managed through a contract service and ensure a minimum of 1 x cleaning member per floor. This will grow at peak times.

A contract team will also manage the cleaning and replenishment of the crockery in the lower ground floor. This will be staffed continuously and grow in staff support with peak times.

The kitchens will be managed by the chef and restaurants taking ownership. These will be staffed in accordance with their requirement to handle the volume.

The serveries will be managed by TOM and staffed accordingly with permanent presence across each area and flexibility to increase in line with peak times.

SIA security staff will be on hand to manage the premises

There will be a permanent security presence in the market on a risk assessed basis. They will pro-actively supervise the market and concentrate on ensuring quiet departure from the building for minimal disruption to surrounding customers and residents. Security levels will increase in line with peak hours.

A designated premises supervisor is required for premises licenced for the sale of alcohol and serves as the main point of contact for the licensing and regulatory authorities. The DPS will be agreed and confirmed in advance of opening to all interested parties. The DPS will be fully supported the TOM management team. The details of the DPS for the premises will be provided to the Licensing Authority prior to alcohol being sold at the premises and to all local neighbours.

The applicant will ensure that the designated person will have responsibility for controlling each of the restaurant concessions within the premises and will liaise with the personal licence holders on behalf of the DPS. One key decision has been for Time out to retain the control of the sale and supply of alcohol so that the Time Out team can ensure that the sale of alcohol is retailed responsibly. This person will ensure that the Personal Licence Holders properly brief staff on the conditions relating to the sale of alcohol and ensure that appropriate procedures are included in the policies that support the operation including:

- The adequate supervision of alcohol sales
- Appropriate staffing levels, particularly at busy periods and during staff break times;
- The alcohol sales are specifically authorised by a responsible person who has the most suitable industry experience to manage the premises
- The adoption of a "Challenge 21/25" (as appropriate) policy whereby all customers who appear to be under the age of 21 and attempt to purchase alcohol, or other age restricted products, are asked for proof of their age in a form acceptable to the Licensing Authority;
- That notices regarding the 'Challenge 21/25" policy are prominently displayed in appropriate locations;

- That a written record is kept of all staff authorised to sell alcohol; this staff record is to contain the full name; home address, date of birth and national insurance number of each person so authorised. The staff record is to be kept on the licensed premises and made available for inspection by the Licensing Officer, Trading Standards or the Police;
- That each member of staff authorised to sell alcohol will have received adequate training on the law with regard to age restricted products and that this will be properly documented and records kept. The associated training record will be kept on the licensed premises and made available for inspection by the Licensing Officer, Trading Standards or the Police;
- That each new member of staff authorised to sell alcohol will have been made fully aware of their responsibilities in verifying a customer's age and then assessed as to their ability to effectively question purchasers and check proof of age. Each member of staff authorised to sell alcohol will have been proven as sufficiently capable and confident to confront and challenge under 18's attempting to purchase alcohol

In addition cleaning, catering and waste teams will be responsible for ensuring that cleaning and waste management arrangements support the safety management of the premises. This will include making arrangements for good housekeeping and the storage of waste and catering equipment in designated areas away from the emergency escape routes and doors and removal of such waste are at times that are compatible with the local area.

The applicant will ensure that specific risk assessments contain Catering, Cleaning and Waste Management plans to support this and these are made available to the London Borough of Tower Hamlets in line with the terms of any conditions agreed.

# 7. Floor Management and Cleaning

TOM will be responsible for the cleaning and maintenance of the dining area within the Time Out Market. A permanent presence of cleaners will remain on the floor, responsible for collecting the dishes from the tables once customers have finished. Once these have been collected, they will be transported down to the crockery wash up area on the lower ground floor, via a lift. This team will also be on hand to maintain the general floor area and take care of spillages, and general cleanliness of the area.

Staff will also be responsible for periodic clearing and cleaning of the outside of the premises ensuring a clear and pleasant walkway is maintained throughout the day.

# 8. Deliveries

There will be a number of restaurants purchasing their foods from the same suppliers. As a result, we would propose that a number of these deliveries are consolidated to fewer individual deliveries.

Beverages will be purchased through TOM via one supplier in order to minimise on the frequency of deliveries.

The delivery bays on Commercial street allows deliveries between the hours of 10-4. Time Out Market will utilise these to service the market.

Store rooms have been created for each operator to allow for stocks to be held on site, to reduce the number of deliveries made.

TOM will manage the delivery schedule, ensuring that couriers are booked in. If the slot is missed by more than 15 minutes they will be turned away. There is sufficient allowance for 3 deliveries to be made at any one time within the delivery bay allocated. This would ensure that smaller and quieter vehicles can be used thus causing less disruption.

#### Benefits:

- 1 Reduction in overall deliveries
- 2 Fewer possible accidents
- 3 Less emissions
- 4 Reduce congestion
- 5 Reduce noise
- 6 Improved air quality

Kitchen staff will be on hand to receive the delivery to their relevant store room. Deliveries will not be permitted to be left outside the premises or without signature for receipt.

#### 9. Refuse & Waste

Refuse will be collected from Hanbury street, via Pecks Yard in accordance with hours to be approved by the local authority.

The refuse store on the ground floor is by fob access only. The refuse contractor will enter into the refuse store and collect the bins. No waste bins or waste will be left on the side road.

A De-waterer system, located in the basement, that removes the large majority of water from all food waste will be employed to reduce the volume of collections and reduce potential odours.

A glass crusher will be located in the basement and employed to condense down the volume of glass and reduce the noise permeating to the surrounding areas.

TOM will ensure an appropriate waste management plan is in place and as a minimum the general provisions below will apply:

- Site management will ensure general litter is picked up from the site on a regular basis, including throughout the operation
- There will be designated litter pickers/ cleaners whenever TOM is open.
- Bins will be emptied on a rotational basis throughout the day by the designated waste contractors
- Refuse shall not be stored anywhere on the site except within designated areas
- All refuse will be removed from site on a daily basis at the best time following a risk assessment
- No food or other attractive material to rodents will be kept exposed on site when TOM is unoccupied.
- There will be discussions with other local operators to ensure that waste is collected in line with other operators to minimise disturbance to local residents

# 10. Time Out Market Noise Management Plan

The purpose of the TOM Noise Management Plan is to ensure that all possible measures are put in place to prevent noise levels that are likely to cause a nuisance to neighbours of Time Out Market, in line with the 2003 Licensing Act.

There will be no outdoor locations for licensable activities. All licensable activities will take place indoors

# **Music Management Policy**

A mix of background complementary music will be played in the market throughout the day at an agreed set level. TOM have engaged a specialist acoustic company to mitigate any noise break-out both from Plant and or any internal systems in accordance with local authority requirements.

**Departing visitors/guests:** TOM has a separate Dispersal Plan in place to manage departures from the building.

**Traffic noise:** TOM has a traffic management plan in place to ensure that deliveries to site are managed effectively, causing minimum impact to neighbours.

**Local relations –** TOM will send out advance notice to local residents to inform them of any changes to the way the premises may operate from time to time. A telephone contact number is provided on the TOM website that goes directly to the 24 Hour Security Control Room and via them to the Duty Manager. A note of all telephone calls received will logged and appropriate action taken.

**Noise monitoring**– noise levels will be monitored using sound level meters where appropriate by the Duty Manager or the Security Team. The noise levels will be logged and if found to be above the agreed levels the sound will be reduced. The Duty Manager has the final say with regards the setting or reduction of noise levels where they are within the control of TOM. i.e they are on TOM's land.

**Communication** – TOM staff use mobile phones or portable radios to communicate.

**Review -** the Noise Management Plan will be regularly reviewed and updated as necessary – for example changes to the site build or layout, introduction of new equipment or activities, increase in scale, following a complaint or when monitoring procedures identify that controls are inadequate.

# 11. TOM Dispersal Policy

The TOM dispersal policy will be implemented to assist in the promotion of the four licensing objectives for licensing and the planning policies. This document is subject to change from time to time as it is a working best practices document that may change through discussions with interested parties and more specifically with our neighbours.

TOM has and will continue to work hard to build and maintain good relationships with its neighbours. TOM will have a dedicated Neighbourhood & Community Partnerships team based at 106 Commercial Street, who work closely with many partners in the local area to ensure the premises is making a positive contribution and that we keep everyone informed of our activities. This includes not only our various residential and commercial neighbours but also Spitalfields Market and the London Borough of Tower Hamlets.

TOM are aware of the potential for neighbourhood noise and disturbance at the time that customers leave at closing time. TOM has agreed to implement a written dispersal policy to move customers from the premises and the immediate vicinity in such a way so as to cause minimum disturbance or nuisance to neighbours. Every effort will be made to minimise any potential nuisance and it will be the responsibility of all members of staff to support this policy.

In relation to dispersing visitors or guests when TOM closes we have the following practices and procedures in place to ensure we avoid undue disturbance or nuisance to our neighbours:-

- effective management of customer behaviour whilst on the premises.
- A good staff to customer ratio
- Duty Management presence front of house.
- SIA trained Door Security Staff at night for dispersal
- Responsible drinking practices, e.g. small measures, properly trained staff, Challenge 25 policy.
- Presence of Personal Licence Holders.
- Appropriate signage at the exit points asking guests to respect our neighbours and leave quietly.
- Staff at exits to reinforce the message re leaving quietly.
- A taxi booking system and good local transport links to ease guest's departure from the area.
- Taxi marshals for closing if needed.
- A 30 60 minute winding down time is incorporated so that dispersal is more gradual.
- Waste disposal processes are that ensure no noise is heard after hours.
- All incidents of crime or disorder or nuisance are to be reported by the Duty Manager and will be investigated immediately
- The Designated Premises Supervisor shall ensure that the details of all
  complaints are recorded in the daily occurrence book and such complaints
  shall be investigated to see if there were ways to prevent the complaint
  from happening.
- TOM will not tolerate departing customers congregating outside of the premises and they will be asked to move on quickly and quietly.
- TOM will be at all times aware of activity outside of the premises and endeavour by their presence to minimise bad behaviour regardless of whether they are visitors to TOM or not.

This policy is overseen by the Designated Premises Supervisor and reviewed on a regular basis.

# 12. CCTV Policy

TOM operates a CCTV system that conforms to the Data Protection Act 1998 and is operated for the purposes the prevention and detection of crime, public safety and employee security. The Data Controller is the Head of Operations.

- The CCTV system will retain images for a period of not less than 31 days. Copies of images will be provided to police on request.
- The CCTV system will be kept secure at all times. Access will be limited to the Licensee, DPS and duty manager.

- A dedicated CCTV system log will be kept at the premises. All usage, checks, faults and requests for images will be recorded in the log. In addition a full incident report will be made of any faults with the system.
- The Licensee, DPS and duty managers will all be trained in the use of the CCTV system. The training will include interrogation of the system and transfer of images to separate media (CD, DVD, flash drive etc.)
- There will be at least one person who is suitably trained and conversant with the CCTV system on the premises at all times it is open to the public.
- The Licensee will enter into a maintenance contract with a qualified CCTV
  engineer to ensure as far as possible the system is working correctly at all times.
  The contract will include an emergency call out facility in the event that there is a
  fault with the system.
- Relevant CCTV images will be burnt to DVD or CD or other recording device as soon as possible following any reasonable request.
- Signage will be placed prominently at the entrance to the premises advising all persons entering that CCTV is in operation in accordance with the Data Protection Act 1998.

#### 13. SMOKE FREE POLICY

#### **Purpose**

This policy has been developed to protect all employees, service users, customers and visitors from exposure to second-hand smoke and to assist compliance with the Health Act 2006. Exposure to second-hand smoke, also known as passive smoking, increases the risk of lung cancer, heart disease and other illnesses. Ventilation or separating smokers and non-smokers within the same airspace does not completely stop potentially dangerous exposure.

# **Policy**

It is the policy of Time Out Market Limited that all of our workplaces are smoke free and all employees have a right to work in a smoke free environment. The policy shall come into effect immediately and be reviewed on 1 November each year by Time Out Market's Operations Manager. Smoking is prohibited throughout the entire workplace with no exceptions. This includes company vehicles. This policy applies to all employees, consultants, contractors, customers or members and visitors.

# Implementation

Overall responsibility for policy implementation and review rests with the General Manager, Alex Yezril. All staff are obliged to adhere to, and facilitate the implementation of the policy.

The person named above shall inform all existing employees, consultants and contractors of the policy and their role in the implementation and monitoring of the policy. They'll also have to give all new personnel a copy of the policy on recruitment/induction. Appropriate 'No Smoking' signs will be clearly displayed at the entrances to and within the premises.

## Non-compliance

If a member of staff does not comply with this policy they will be in breach of their employment contract and subject to disciplinary procedures. Those who do not

comply with the smoking law are also liable to a fixed penalty fine and possible criminal prosecution.

# Help to stop smoking

The NHS offer the following free services to help smokers give up: Local NHS Stop Smoking Services – you are four times more likely to give up smoking with the support of your local NHS Stop Smoking Service and nicotine gum and patches. Call the NHS Smoking helpline on 0800 169 0169 to find your local service or text 'give up' and your full postcode to 88088. The NHS Smoking helpline – you can speak to a specialist adviser or request resources by calling 0800 169 0169 (lines are open daily from 7am to 11pm).

www.givingupsmoking.co.uk – an online resource for all the advice, information and support you need to stop and stay stopped. Together – this support programme is free to join, and is designed to help you stop smoking using both medical research as well as insights from ex-smokers. For more information call the NHS Smoking helpline on 0800 169 0169 or visit www.givingupsmoking.co.uk

### 14. Risk Assessments

TOM will adopt a system of risk assessment at the premises to:

- · Identify hazards;
- · Decide who might be harmed and how;
- Evaluate the risks and decide on precautions;
- · Record findings and implement them; and
- Review and update arrangements

Ongoing dynamic risk assessments will be carried out for both the day to day operational activities TOM by TOM security staff. Risk assessments will be responsive and processes and procedures may develop and at all times will take into account effects on matters such as customer movement, means of escape, fire loading and other safety related issues. Copies of all risk assessments will be made available to the responsible authorities and London Borough of Tower Hamlets are welcome to inspect. The risk assessments will also be kept for 30 days after each event in line with Data Protection Principles or if they are operational matters kept in the general day to day policies and procedures.

# KEYSTONE LAW

# 12. Adrian Studd Report

# **Time Out Market**

# **106 Commercial High Street**

# Spitalfields.

### Introduction.

I have been instructed to consider a proposal for a new licence for Time Out Market, 106
Commercial Street, Spitalfields. The proposed premises is intended to bring together the
best dining experiences in London in a market setting. It will comprise of 17 kitchens across
4 floors with communal dining areas. Four of the kitchens will be 'signature kitchens'
identified for Michelin star chef representation.

# <u>Personal summary – Adrian Studd.</u>

2. I retired from the police service on 2<sup>nd</sup> November 2012 having completed 31 years exemplary service with the Metropolitan Police in London. Between January 2012 and my retirement I was employed as the Chief Inspector in charge of licensing for the London Olympic Games 2012. In this role I headed up a team of officers with responsibility for supervision of licensing compliance at all the Olympic venues, including the Olympic park. In addition I was responsible for ensuring that any associated events were properly licensed, sufficiently staffed and operated in accordance with the licensing legislation and best practice in order to ensure the safe and effective delivery of the Olympic Games. In addition to leading my team I visited and worked with both the Olympic park management and many other venues, reviewing their policies and procedures and ensuring that the Games were delivered safely and securely. The success of this operation not only protected the reputation of the MPS but provided positive benefits for the profile of the MPS and the United Kingdom. I have been awarded an Assistant Commissioners Commendation for this work.

- 3. Prior to this role, between Jan 2002 and January 2012, I was employed first as an Inspector and then as a Chief Inspector on the MPS Clubs and Vice Unit (Now SCD9 Serious and Organised crime command). My responsibilities over this period focussed on licensing and included day to day supervision of the licensing team that had a London wide remit to support the Boroughs with licensing activity. Providing both Overt and Covert support for policing problem licensed premises across London. My team worked with premises when licensing issues were identified in order to address these problems through the use of action plans in order to raise their standards. Where this failed I would support the Boroughs with evidence for use at review hearings if required.
- 4. I devised and implemented the MPS strategy 'Safe and Sound' which seeks to improve the safety of customers at licensed premises by reducing violent and other crime, in particular gun crime and the most serious violence. I also developed the Promoters Forum and risk assessment process, together these initiatives contributed to an overall reduction in violence in London of 5% and of the most serious violence and gun crime at licensed premises by 20% whilst I was there.
- 5. From 2004 until 2008 my role included representing the MPS and ACPO licensing lead both in London and Nationally. In this role I developed key partnerships with industry, NGOs and Government departments in order to improve the standards at licensed premises. I sat on the BII working party and helped develop the national training for Door Supervisors and worked with the SIA to successfully introduce the new regime within London. I sat on a number of Government working parties and worked closely with the alcohol harm reduction team on identifying best practice and ensuring this was used both within London and nationally by police and local authorities.
- 6. I have been involved with Best Bar None for a number of years and have successfully helped a number of boroughs implement the initiative. I am a trained Purple Flag and Best Bar none assessor and until my retirement sat on the Board for Best Bar None in the Royal Borough of Kensington and Chelsea. For the last five years I have been in charge of licensing for the Notting Hill Carnival, the largest street carnival in Europe. During this time I have contributed to a reduction in violence overall at the Carnival and delivered increased

seizures of illegal alcohol, reduction of unlicensed alcohol sales and a reduction in alcohol related violence. In addition to the above I have attended a large number of internal MPS training and qualification courses, I am trained in conducting health and safety risk assessments and hold the National Certificate for Licensing Practitioners, issued by the British Institute of Inn keeping (BII).

7. Following my retirement I established 'Clubsafe Services Ltd' to provide independent compliance support and advice for premises requiring a local authority licence. Since then I have provided evidence gathering services, advice and support to a broad range of licensed premises on a variety of issues, including crime and disorder, street drinking, rough sleepers and age related product issues. This work has involved premises that benefit from a variety of local authority licences including alcohol on and off licences, betting premises licences and late night refreshment. I have provided expert witness evidence at both local authority and appeal court hearings on a number of occasions.

# Time Out Market.

- 8. I am familiar with Tower Hamlets from my time as a police officer, including working as a Sergeant in Tower Hamlets for 7 years, and in my role as a licensing consultant since my retirement. I conducted observations in the area on Thursday 15<sup>th</sup> December 2016 and regularly pass through the area when working in various parts of London. I have considered the application and operational management statement and 86 representations submitted in connection with the proposal.
- 9. The proposed premise is located in the centre of the Tower Hamlets Cumulative Impact Zone that creates a rebuttable presumption against granting new licences. Paragraphs 7.6 and 7.7 highlight the need for evidence to support any assertion that the proposed premises will add to cumulative impact and acknowledges that the style and character of a licensed premise determines the impact that it has.
  - 7.6 The Licensing Authority will consider representations based on the impact on the promotion of the licensing objectives in the Borough generally of the grant of the particular application in front of them.

- 7.7 However, the onus would be on the objectors to provide evidence to back up any
  assertion that the addition of the premises in question would produce the
  cumulative impact claimed, taking into account that the impact will be different for
  premises with different styles and characteristics.
- 10. It is widely recognised that the style of operation of a premises determines the impact that it has on the area. Premises that are used exclusively or primarily for the supply of alcohol" (e.g. "alcohol led" premises such as pubs, bars and nightclubs) where vertical drinking due to lack of seating is encouraged and where they are subjected to loud, high tempo music and intense lighting are likely to lead to alcohol related crime and disorder and nuisance both inside and outside the premises.
- 11. Licensed premises where customers are seated in a calm environment, consuming food and water with their drink, are able to converse and not subjected to high volume, high intensity music, will behave differently; they are they are less likely to have been talking at high volume and will leave the premises more quietly than the customers of equivalently sized alcohol led premises and are unlikely to subsequently cause problems when leaving the premises.
- 12. A study of crime reports in licensed premises in Westminster, the area with the largest concentration of licensed premises in the country, supports this. The study, from April 2009 to March 2010, indicated on average that for every 10 restaurants there were just 3 violent incidents in the year. This compares to 8 incidents for every 10 pubs/pub restaurants and 37 for every 10 nightclubs during the year. (WCC statement of licensing policy 2.5.13).
- 13. In addition to the Mandatory Conditions required under the Licensing Act I am aware that, following discussion with residents and experts, the premises have agreed to new conditions and modified plans for the basement and ground level and submitted new plans to the licensing authority on 17/2/2017. These conditions withdraw Recorded Music from the application and to keep the noise limiter condition. The revised plan addresses key areas of concern that the premises is, or could become, a large drink led venue. The modified proposals include the ground floor bar that will now operate as a tapas or similar

food style operation. The additional conditions that have been proposed significantly restricts the availability of alcohol that is not ancillary to food at all times that the premises is open and imposes additional restrictions after 9pm when only the small bar area in the basement is permitted to sell alcohol that is not ancillary to food.

14. Other key considerations determining the impact a premises has on the area are the availability of Off-sales and the provision of late night refreshment. Off-Sales encourage the consumption of alcohol away from licensed premises in residential areas and after premises have closed for the night. Late night refreshment attracts customers from alcohol led premises into an area and encourages those already there to remain in the area to purchase and consume food. This leads to noise and nuisance in the form of boisterous behaviour and urination from those who have consumed excessive quantities of alcohol and subsequent disturbance to residents late at night when ambient noise is reducing. I am reassured that the application addresses these issues by agreeing to a no off sales of alcohol condition and that no drinks in open containers will be taken outside for immediate consumption.

#### Representations.

- 15. I have received copies of 86 representations that have been made in connection with this application by residents and resident groups. The representations outline concerns about the proposed premises and most object to the granting of a licence; a small number do not object to the application. Overall the large number received reflects the general concern over what may happen in an area that is already busy and designated as a Cumulative Impact Zone if a drink led premises is allowed to open or develop in the future.
- 16. These concerns are understandable; residents are suspicious about any new premises and it is important that conditions are imposed that will ensure that the premises operates, and continues to operate, as proposed and supporting the licensing objectives. The representations I have seen the concerns focus on the following areas:
- 17. General concerns about existing nuisance in the area such as noise, urination, vomiting and general drunken behaviour.

These concerns are understandable; however they raise general concerns and comments about the area and existing premises and not the proposed premises. The area currently suffers from the impact of a large number of alcohol led premises. However the addition of a high quality, food led premises will not add to this impact and will attract a more diverse customer base that will be beneficial to the area. The proposed hours are within Tower Hamlets framework hours. The closing time of 23.30 Monday to Saturday and 22.30 Sunday ensures that all customers will leave the premises while public transport provision is at its best.

18. The proposed premises is considered too big with estimated 2000 people per day which some consider a conservative estimate.

It is anticipated that the daily footfall could be as high as 2000 people, however the proposed capacity of the premises is 450 so those customers will be spread over the full day ensuring that there is not the queuing to enter or large numbers leaving together at the end of the night that often contributes to the noise and nuisance in the area.

19. The separation of supply of drinks by TOM and the provision of food by individual kitchens; this is viewed with suspicion-if the kitchens are not able to pay their way it could lead to a drinks led operation.

By maintaining complete control of the alcohol sales TOM will ensure that the premises is run to a consistently high standard and not subject to the different standards that can develop in separate premises. I recommend that all staff are required to undergo documented training in responsible alcohol retailing and familiarisation with the premises prior to starting work and that this is refreshed every year. In addition to the DPS who must hold a personal licence there should always be at least one personal licence holder at the premises, for example these could be the shift managers or servery managers.

A single premises licence and DPS will ensure that there is a single point of contact for the authorities and residents in the event that there are concerns about how the premises runs. Should there be any incidents that give rise to a review the potential implications will be

severe as this would put the licence for the whole premises at risk and not just a single part of them.

20. Noise and nuisance generated by deliveries and waste disposal including extractors.

Consideration has been given to deliveries and disposal of waste in consultation with environmental health and there are now no representations submitted by environmental health.

21. Off-Sales will lead to noise, nuisance and litter in the area.

The conditions at 14 above will ensure that customers from these premises do not consume alcohol in the street after leaving the premises or litter the area.

22. The premises is in an area designated a Cumulative Impact Zone and the application is not exceptional.

In my view this application is exceptional when compared to other premises in the area. It is for a high quality food led operation with hours that are significantly earlier than many in the area and are within the framework hours.

23. The premises will be, or will become, an alcohol led premises.

The proposal is for a food led market style restaurant; the conditions referred to in paragraph 13 above have been formally proposed and will ensure that the premises is not, and cannot become, a drink led venue in the future.

### Conclusion

24. I am satisfied that the conditions proposed ensure that the premises will not be an alcohol led premises and cannot become such in the future. The application is for a genuine, food led premises reflecting best practice and I am confident if granted it will promote the licensing objectives.

I understand that my duty is to the sub-committee and this report has been prepared in compliance with that duty. All matters relevant to the issues on which my expert evidence is given have been included in this report. I believe the facts I state in this report are honest and true and that the opinions I have expressed are correct to the best of my judgement. The fee for this report is not conditional on the outcome of the case in anyway whatsoever.

**Adrian Studd** 

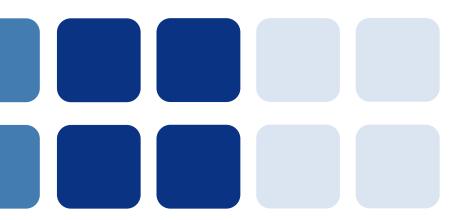
**Independent Licensing Consultant.** 

20/02/17.

# KEYSTONE LAW

# 13. RBA Acoustic Reports





TIME OUT MARKET 106 COMMERCIAL STREET LONDON E1

Plant Noise Assessment

REPORT 7780/PNA

Prepared: 15 February 2017

Revision Number: 2

**Ian Springford Architects** 

4-5 Blenheim Place Edinburgh ED7 5JH

# Plant Noise Assessment



TIME OUT MARKET
106 COMMERCIAL STREET, LONDON E1

REPORT 7780/PNA

Prepared: 15 February 2017

Revision	Comment	Date	Prepared By	Approved By
0	First issue of report	20 December 2016	Paul Taylor	Robert Barlow
1	Minor text amendments	21 December 2016	Paul Taylor	Robert Barlow
2	Updated to reflect latest plant proposals	15 February 2017	Paul Taylor	Robert Barlow

#### Terms of contract:

RBA Acoustics Ltd has prepared this report in accordance with our Scope of Work 7780/RJB/PNA dated 8 December 2016. RBA Acoustics Ltd shall not be responsible for any use of the report or its contents for any purpose other than that for which it was provided. Should the Client require the distribution of the report to other parties for information, the full report should be copied. No professional liability or warranty shall be extended to other parties by RBA Acoustics Ltd without written agreement from RBA Acoustics Ltd.

The recommendations within this report relate to acoustics performance only and will need to be integrated within the overall design by the lead designer to incorporate all other design disciplines such as fire, structural integrity, setting-out, etc. Similarly, any sketches appended to this report illustrate acoustic principles only and again will need to be developed in to full working drawings by the lead designer to incorporate all other design disciplines.

In line with our Environmental Policy, up to two hard copies of the report will be provided upon request. Additional copies of the report, or further hard copies of revised reports, would be subject to an administrative cost of £20.00 (+VAT) per copy.



#### LONDON

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# 1.0 INTRODUCTION

It is proposed to locate new items of plant on the roof of 106 Commercial Street, London E1 to serve the Time Out Market within 106 Commercial Street. As part of the planning application, the London Borough of Tower Hamlets Council requires consideration be given to atmospheric noise emissions from the proposed equipment at the nearest noise-sensitive property.

Background noise measurements have previously been undertaken around the site by others and this information has been used to set appropriate plant noise emission criteria.

This report summarises the results of the noise measurements, associated criteria and provides the required assessment.

# 2.0 ENVIRONMENTAL NOISE SURVEY

# 2.1 General

Monitoring of the prevailing background noise was undertaken by Paragon Acoustics between 16 August 2016 and 22 August 2016 at three locations representative of the nearest noise sensitive receptors. Full details of the noise survey can be found within Paragon's report ref. 3743\_ENS\_A.

Measurements were made of the LA90, LAmax and LAeq noise levels over sample periods of 15 minutes duration.

#### 2.2 Measurement Locations

- Position 1 On the east side of the Building roof at roof level
- Position 2 On the roof of an adjacent property in a location south west of the main building
- Position 3 On the roof of an adjacent property in a location north west of the main building

# 3.0 RESULTS

In order to ensure a worst case assessment the lowest background  $L_{A90,15 minutes}$  noise levels measured have been used in our analyses. The lowest  $L_{A90,15 minutes}$  dB noise levels measured are summarised below.

Table 7780/T1 - Measured Levels

Measurement Period	Minimum La90,15minutes (dB)							
Measurement Period	Position 1	Position 2	Position 3					
Daytime (07:00 – 19:00)	43	46	44					
Evening (19:00 – 23:00)	44	46	45					
Night-time (23:00 – 07:00)	40	42	40					

# 4.0 CRITERIA

Noise criteria based on the Local Authority requirements and BS4142:2014 guidance has been reported by Paragon in their previous report ref. 3743\_ENS\_A.

The relevant adopted criteria relating to noise emissions from plant installations are reproduced below.

Table 7780/T2 - Plant Noise Emission Criteria

	Criteria Noise Rating Level (dB)						
Measurement Period	Noise Sensitive Developments	Commercial	Residential Amenity Spaces				
Daytime / Evening (07:00 – 23:00) Evening (19:00 – 23:00)	Daytime / Evening (07:00 – 23:00) 33dB L <sub>Ar,Tr</sub>		50dB L <sub>Aeq</sub>				
Night-time (23:00 – 07:00)	30dB L <sub>Ar,Tr</sub>						

Achievement of these criteria would result in achieving 10dB below the period minimum background noise levels.

# 5.0 ASSESSMENT

Our assessment has been based upon the following information:

# 5.1 Proposed Equipment

The proposed plant equipment assessed herein and respective installation locations are listed within Table 7780/T3.

Table 7780/T3 - Proposed Equipment

	Table //80/					
Item Reference	Description	Location	Nearest noise sensitive receptor			
EF-01	General extract fan serving basement area VES CAE-0747-3/P 1.313 m³/s@ 350pa	Fan located internally, discharge in rooftop plant area				
TEF-01	Toilet extract fan serving toilets in the basement areas VES CAT-0444-1/P/H 0.117 m³/s@ 300pa	ent areas				
KEF-01	Kitchen extract unit Halton Pollustop PST 10 10.15 m³/s	Unit and outlet located in rooftop plant area				
KEF-02	Kitchen extract unit Halton Pollustop PST 10 10.01 m³/s	Unit and outlet located in rooftop plant area	4-14 Hanbury Street			
CU1	Condensing unit serving Secret Bar Unit located in rooftop Daikin RXYSQ-4-P8Y1 plant area					
CU2-3	2No. Condensing units serving Comms Room Daikin RZQG-100-L8Y1	Units located in rooftop plant area				
HDU-01-04	4No. heat dump units serving basement beer coolers	Unit located in rooftop plant area				
AHU-01	General supply fan serving basement areas VES CAS-0747-3/P/E 1.145 M³/s@ 350Pa	Intake at roof level, to the south of plant area	102-104 Commercial Street (top floor level)			
AHU-02	General supply AHU VES Q1148065-01-A 12m³/s @ 676Pa	Unit located within roof space above entrance area, intake via pitched louvre above	104 & 110 Commercial Street			

The location of each plant item is indicated on the attached Site Plans 7780/SP2-3.

# 5.2 Hours of Operation

We understand that all equipment except for the supply AHU could potentially operate between 07:00 and 23:30. Furthermore, we understand that the condensing units may operate at any time i.e. 00:00 - 00:00. Therefore we have assessed against the night-time criteria as previously reported by Paragon.

The supply AHU is understood to operate between the hours of 07:00 and 23:00.

# 5.3 Noise Levels

Information regarding the noise levels of the proposed plant has been provided by the manufacturers of the units. Unfortunately one third octave-band data for the equipment is not available from the manufacturers of the equipment. Therefore data used within our assessment is based on octave-band analysis where possible with the manufacturer's data presented in the attached Noise Schedule 7780/NS1-2. Review of the data indicates that there is no tonality associated with operation of the equipment. Given the type of equipment specified we do not consider tonal noise is likely to be generated.

We understand that the selection of the heat dump units (HDU-01-04) are not yet finalised at this stage is this required appointment of a brewery supplier, however we have based our assessment on typical units which are understood likely to be installed. Therefore we have made allowance for anticipated noise levels and mitigation. These units will be reviewed once final plant selections become available.

# 5.4 Intermittency

The ventilation equipment is understood to operate continuously when switched on and therefore would not attract any penalty for the potential attention drawing characteristic of intermittency.

However, condenser units serving the Secret Bar and Comms Room and the heat dump units serving the beer fridges operate on demand and may therefore automatically switch on and off as required. As these would therefore potentially operate intermittently, we have applied a 3dB penalty to these items within our calculations.

### 5.5 Location of Nearest Residential Windows

The closest residential windows to the plant are understood as being:

- 4-14 Hanbury Street
- 102-104 Commercial Street (top floor level)
- 104 & 110 Commercial Street (lower floor levels)

We have assessed three 'plant zones' to each of the nearest noise sensitive receptors, as noise from each zone dominates the predicted noise level at each respective receptor. The results of our assessments at these locations are contained herein.

Other properties which have been considered within our assessment include Norton Folgate Almshouses on Puma Court, properties along Wilkes Street and 94-96 Commercial Street, although predicted noise levels at these properties are considerably lower than those presented within this report.

The locations of the nearest receptors are identified on the attached Site Plan 7780/SP1.

### 5.6 Calculation of Noise Levels at Nearest Residential Window

Our calculation method for predicting noise levels from the proposed equipment at the nearest residential window, based on the information stated above, is summarised below.

- Source term SPL / SWL
- Duct losses (where applicable)
- Mitigation outlined in Section 5.7
- 20LogR distance attenuation
- Directivity
- Reflections

Calculation sheets are attached for further information in Appendix B.

The results of the calculations indicate the following noise levels at the nearest affected residential windows:

Table 7780/T4 – Predicted Noise Levels

Operating Denied	07:00 – 23:00 (All equipment)		23:00 – 23:30 (A except Supply A		23:30 – 07:00 (Condensers only)		
Operating Period	Prediction (dBA)	Criterion (dBA)	Prediction (dBA)	Criterion (dBA)	Prediction (dBA)	Criterion (dBA)	
4-14 Hanbury Street	30	33	30	30	22	30	
102-104 Commercial Street (top floor levels)	29	33	29	30	-	30	
104 & 110 Commercial Street (lower floor levels)	32 33 -			30		30	

We have based our calculations on the various mitigation measures as outlined in Section 5.7.

# 5.7 Mitigation

We have based our calculations on the following items of mitigation being installed, as well as a 3m high solid blanked screen surrounding the top roof plant area to Peck's Yard. Beyond this we understand that there will be a 1.3m high wall above the height of the plant deck.

Table 7780/T5- Mitigation Measures

Disability /Description	Insertion Loss (dB) at Octave Band Centre Frequency (Hz)								
Plant Item/Description	63     125     250     500     1k     2k     4k     8k       ator     15     20     33     53     55     55     35     26       or     3     5     10     20     24     16     11     9       g     5     7     14     20     31     36     48     40       11     17     31     36     40     46     55     44       5     7     9     13     15     16     16     16       3     5     8     10     11     13     13     13       -     9     15     28     51     55     40     27     20	8k							
KEF-01&02 Atmospheric in-line attenuator	15	20	33	53	55	55	35	26	
KEF-01&02 Roomside in-line attenuator	3	5	10	20	24	16	11	9	
KEF-01&02 Roomside ductwork lagging e.g. 10kg/m² muftilag or similar	5	7	14	20	31	36	48	40	
KEF-01&02 Casing acoustic lagging e.g. 30kg/m² muftilag or similar	11	17	31	36	40	46	55	44	
CU1-3 Acoustic enclosure	5	7	9	13	15	16	16	16	
HDU-01-04 Acoustic enclosure	3	5	8	10	11	13	13	13	
AHU-02 Atmospheric in-line attenuator	9	15	28	51	55	40	27	20	
AHU-02 Casing acoustic lagging e.g. 10kg/m² muftilag or similar	5	7	14	20	31	36	48	40	
AHU-02 Roomside in-line attenuator	7	13	23	43	46	33	23	18	
AHU-02 Roomside ductwork lagging e.g. 10kg/m² up to room penetration muftilag or similar	5	7	14	20	31	36	48	40	
Pitched roof acoustic louvres to supply plant room (300mm deep – Caice SH300)	7	7	10	17	29	30	27	21	

The attenuator performances are based on figures provided by the attenuator supplier, Caice.

The attenuators should be appropriately sized and located, as not to cause a significant increase in pressure on the ventilation equipment. Flow induced noise should also be considered, and attenuators should be located such that this does not increase noise generated through the system.

A review of resultant noise levels within the space has not been conducted, and the roomside attenuator specifications are provided to limit duct breakout noise only, in conjunction with the proposed acoustic lagging around the ductwork.

# 6.0 VIBRATION CONTROL

In addition to the control of airborne noise transfer, it is also important to consider the transfer of noise as vibration to adjacent properties (as well as to any sensitive areas of the same building).

We would typically advise that condensing units, AHU and extract fans be isolated from the supporting structures by means of either steel spring isolators or rubber footings. For particularly sensitive locations, or when on lightweight structures the mounts should ideally be caged and be of the restrained type. We would be pleased to review vibration isolation selections in conjunction with the manufacturer.

It is important the isolation is not "short-circuited" by associated pipework or conduits. To this end, any conduits should be looped and flexible connectors should be introduced between the condensers and any associated pipework. Pipework / ductwork should be supported by brackets containing neoprene inserts.

# 7.0 CONCLUSION

Measurements of the existing background noise levels at 106 Commercial Street have been undertaken by others. The results of the measurements have been used in order to determine the required criteria for atmospheric noise emissions from the future plant installations associated with the development.

The results of the assessment indicate atmospheric noise emissions from the plant are within the criteria required by Tower Hamlets providing suitable mitigation measures are employed. As such, the proposed plant installations should be considered acceptable.

# Appendix A - Acoustic Terminology

dB

Decibel - Used as a measurement of sound pressure level. It is the logarithmic ratio of the noise being assessed to a standard reference level.

dB(A)

The human ear is more susceptible to mid-frequency noise than the high and low frequencies. To take account of this when measuring noise, the 'A' weighting scale is used so that the measured noise corresponds roughly to the overall level of noise that is discerned by the average human. It is also possible to calculate the 'A' weighted noise level by applying certain corrections to an un-weighted spectrum. The measured or calculated 'A' weighted noise level is known as the dB(A) level. Because of being a logarithmic scale noise levels in dB(A) do not have a linear relationship to each other. For similar noises, a change in noise level of 10dB(A) represents a doubling or halving of subjective loudness. A change of 3dB(A) is just perceptible.

Leg

 $L_{\text{eq}}$  is defined as a notional steady sound level which, over a stated period of time, would contain the same amount of acoustical energy as the actual, fluctuating sound measured over that period (1 hour).

LAeq

The level of notional steady sound which, over a stated period of time, would have the same A-weighted acoustic energy as the A-weighted fluctuating noise measured over that period.

Lan (e.g. La10, La90)

If a non-steady noise is to be described it is necessary to know both its level and the degree of fluctuation. The  $L_{\text{n}}$  indices are used for this purpose, and the term refers to the level exceeded for n% of the time, hence  $L_{\text{10}}$  is the level exceeded for 10% of the time and as such can be regarded as the 'average maximum level'. Similarly,  $L_{\text{90}}$  is the average minimum level and is often used to describe the background noise.

 $L_{\text{max,T}}$ 

The instantaneous maximum sound pressure level which occurred during the measurement period, T. It is commonly used to measure the effect of very short duration bursts of noise, such as for example sudden bangs, shouts, car horns, emergency sirens etc. which audibly stand out from the general level of, say, traffic noise, but because of their very short duration, maybe only a very small fraction of a second, may not have any effect on the  $L_{eq}$  value.

# Appendix B - Plant calculations

# Received Noise Levels Summary – 4-14 Hanbury Street

Unit	Predicted Receive Levels (dBA)
EF-01	18
TE-01	13
KEF-01	26
KEF-02	26
CU1	12
CU2-3	13
HDU-01-04	18
Total Received Level (dBA)	30

# Received Noise Levels Summary - 102-104 Commercial Street

Unit	Predicted Receive Levels (dBA)				
AHU-01	26				
Total Received Level (dBA)	26				

# Received Noise Levels Summary - 104 & 110 Commercial Street

Unit	Predicted Receive Levels (dBA)
AHU-02	32
Total Received Level (dBA)	32

# Appendix C - CDM Considerations

The following hazards pertinent to our design input have been identified and control measures suggested:

Hazard	Risk Of	At Risk	Rating			. Control Measures	Controlled			
nazaru	NISK OI	AUNISK	L	S R		Control Measures	L	S	R	
Plant room noise levels may be above lower exposure action level	Hearing damage.	Contractors/ Operators	3	4	12	Alternative plant investigated but not considered viable. Employer should undertake noise at work assessment.	1	4	4	
Vibration Isolators	Injury to hands	Contractors	3	3	9	Care needs to be taken during adjustment. Follow manufacturers guidance	1	3	3	
Inertia bases	Injury to hands	Contractors	3	3	9	Care needs to be taken during adjustment. Follow manufacturers guidance	1	3	3	
Attenuators/ Acoustic Lagging/ Acoustic Screens	Strain of neck, limbs or back.	Contractors	3	4	12	Provide sufficient manpower/ lifting gear	1	4	4	
Attenuators/ Acoustic Lagging/ Acoustic Screens	Skin and respiratory irritation	Contractors	4	3	12	Wear gloves and mask	1	3	3	

L: Likelihood S: Severity R: Rating



# TIME-OUT MARKET 106 COMMERCIAL STREET PLANT NOISE SCHEDULE

London:

44 Borough Road London SE1 0AJ Manchester:

Lowry House 17 Marble Street Manchester M2 3AW T. +44 (0) 16 1661 4504 7780/NS1

T. +44 (0) 20 7620 1950

W. www.rba-acoustics.co.uk

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	Ref:	Diant Decements	1.00	Data:	Sound Level (dB) @ Octave Band Centre Frequency (Hz)							
	Rei:	Plant Description	Location	Lw/Lp	63	125	250	500	1k	2k	4k	8k
Page	EF-01	General extract fan serving basement area VES CAE-0747-3/P 1.313 m³/s@ 350pa	Fan located internally, discharge in rooftop plant area	Fan L <sub>w</sub>	76	69	65	60	52	52	46	47
212	TEF-01	Toilet extract fan serving toilets in the basement areas VES CAT-0444-1/P/H 0.117 m³/s@ 300pa	Fan located internally, discharge in rooftop plant area	Fan Lw	72	67	59	53	43	46	41	39
			Unit and outlet located in rooftop plant area	In-duct Outlet L <sub>w</sub>	-	96	95	96	94	92	83	80
	1118/117	Kitchen extract unit Halton Pollustop PST 10 10.15 m³/s		In-duct Inlet L <sub>w</sub>	-	94	85	87	88	86	80	79
				Breakout Lw		86	82	79	63	60	50	44



# TIME-OUT MARKET 106 COMMERCIAL STREET PLANT NOISE SCHEDULE

London:

44 Borough Road London SE1 0AJ Manchester:

Lowry House 17 Marble Street Manchester M2 3AW T. +44 (0) 16 1661 4504 7780/NS2

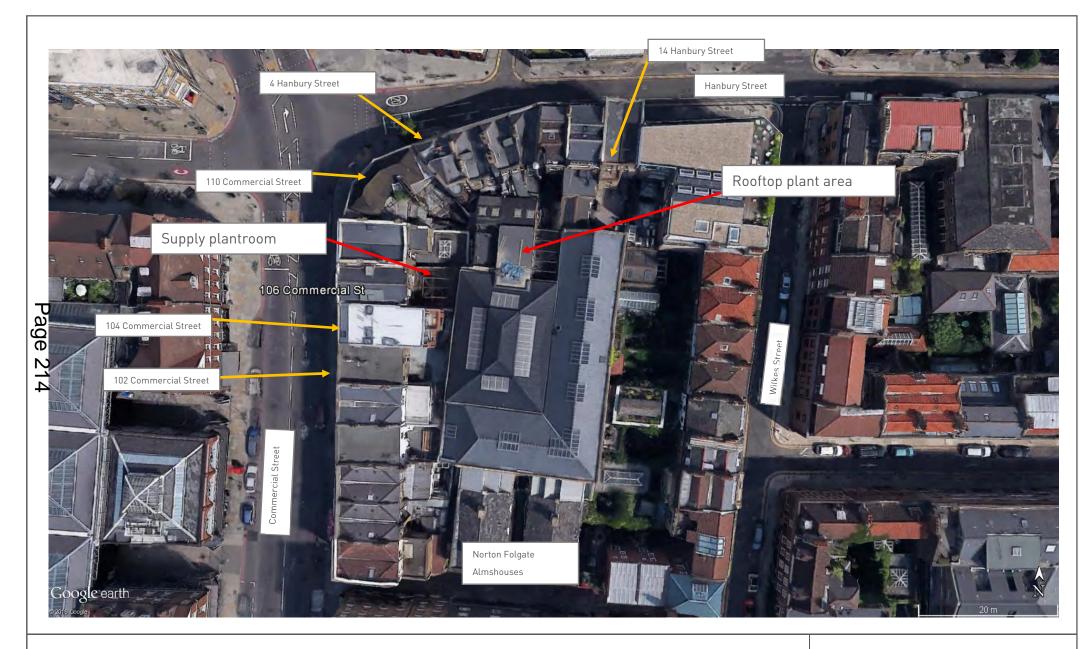
T. +44 (0) 20 7620 1950

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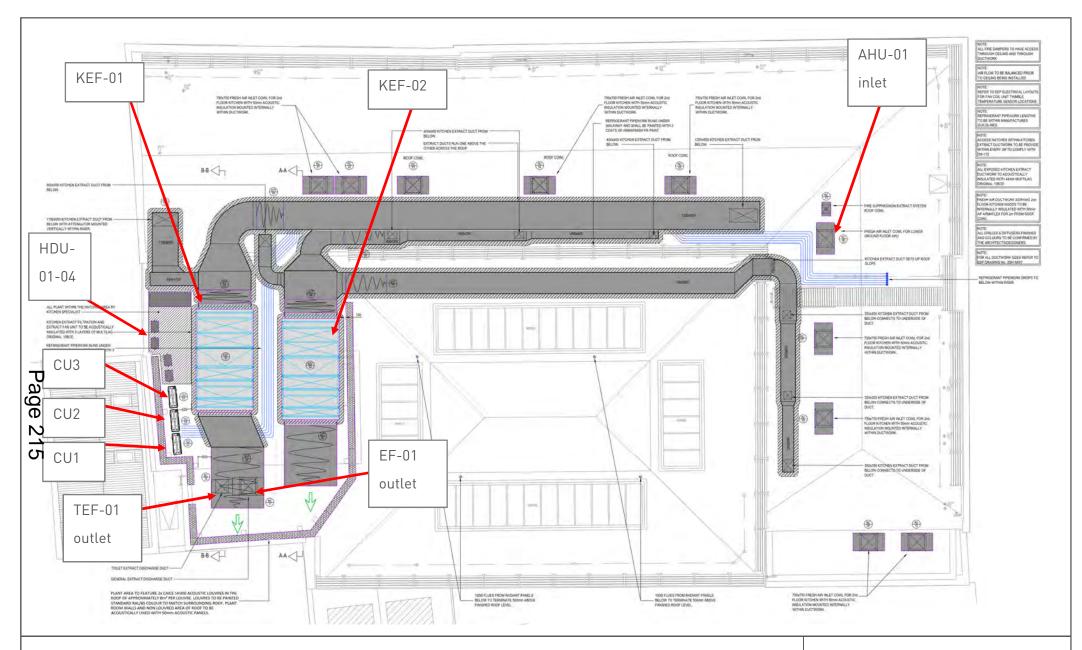
Ref:	Plant Description	Location	Data: Lw/Lp	Sound Level (dB) ര Octave Band Centre Frequency (Hz)							
				63	125	250	500	1k	2k	4k	8k
CU1	Condensing unit serving Secret Bar Daikin RXYSQ-4-P8Y1	Unit located in rooftop plant area	Lw	-	68	65	65	61	56	49	42
CU2-3	Condensing units serving Comms Room Daikin RZQG-100-L8Y1	Units located in rooftop plant area	Lw	-	66	65	66	60	56	53	48
HDU-01-04	4No. heat dump units serving basement beer coolers	Units located in rooftop plant area	Lp	54dBA at 1m*							
AHU-01	General supply fan serving basement areas VES CAS-0747-3/P/E 1.145 M³/s@ 350pa	Intake at roof level, to the south of plant area	Fan Lw	76	69	65	60	52	52	46	47
AHU-02	General supply AHU VES Q1148065-01-A 12m³/s @ 676PaPa	Unit located within roof space above entrance area, intake via pitched roof above	Fan Lw	79	84	80	80	80	77	75	72
			Breakout Lw	79	84	80	80	80	77	75	72

<sup>\*</sup>Spectral data from similar units has been applied within our assessment to account for the anticipated frequency content for the unit.



Time Out Market, 106 Commercial Street, London Aerial view of site indicating nearest receptors Site Plan 7780/SP1 15 February 2017 Not to Scale





Time Out Market, 106 Commercial Street, London Site Plan of Roof Plant Site Plan 7780/SP2 15 February 2017 Not to Scale



Time Out Market, 106 Commercial Street, London Site Plan of Lower Roof Plant Site Plan 7780/SP3 15 February 2017 Not to Scale



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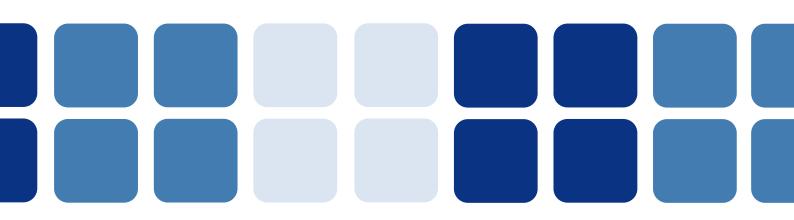
E. info@rba-acoustics.co.uk

#### London:

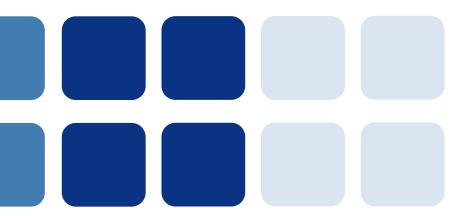
44 Borough Road London SE1 0AJ T. +44 (0) 20 7620 1950

#### Manchester:

Lowry House, 17 Marble Street Manchester M2 3AW T. +44 (0) 16 1661 4504







TIMEOUT MARKET 106 COMMERCIAL STREET, LONDON E1

# Acoustic Assessment Report

REPORT 7780/AAR

Prepared: 15 February 2017

Revision Number: 2

#### ISA Ltd.

4-5 Blenheim Place Edinburgh ED7 5JH

## Acoustic Assessment Report



TIMEOUT MARKET, 106 COMMERCIAL STREET LONDON E1

REPORT 7780/AAR

Prepared: 15 February 2017

Revision	Comment	Date	Prepared By	Approved By
Zero	First issue of report	14 February 2017	Adam Nicklin	Paul Taylor
One	Revised following design team feedback	15 February 2017	Adam Nicklin	Paul Taylor
Two	Revised assessment assumptions	15 February 2017	Adam Nicklin	Paul Taylor

#### Terms of contract:

RBA Acoustics Ltd has prepared this report in accordance with our Scope of Work 7780/RJB/NBA dated 8 December 2016. RBA Acoustics Ltd shall not be responsible for any use of the report or its contents for any purpose other than that for which it was provided. Should the Client require the distribution of the report to other parties for information, the full report should be copied. No professional liability or warranty shall be extended to other parties by RBA Acoustics Ltd without written agreement from RBA Acoustics Ltd.

In line with our Environmental Policy, up to two hard copies of the report will be provided upon request. Additional copies of the report, or further hard copies of revised reports, would be subject to an administrative cost of £20.00 (+VAT) per copy.



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#### 1.0 INTRODUCTION

Redevelopment of the existing building at 106 Commercial Street E1 into a fine dining food market (A3 use) is proposed. The redevelopment comprises the change of use of the building to a food market including kitchens, serveries, a private room and dining room and associated back of house areas, collectively known as the Timeout Market (TOM). The site is surrounded by residential properties and so a survey of existing noise levels at the site has been undertaken.

Access to the building is gained from Commercial Street. The building also extends to the rear and abuts various properties (occupied by third parties) along Commercial Street, Hanbury Street and Wilkes Street. The building also has an access way leading from the north end to Hanbury Street via a roadway known as Peck's Yard. The building in the context of the surrounding area is shown in the Site Plan 7780/SP1.

It is understood the operating hours of the TOM are as follows:

- Monday to Saturday 08:00 23:30
- Sundays 10:00 22:30

We understand that the TOM is to provide 17 kitchens, 3 serveries, 1 experiential kitchen, a private room and private dining area, all across a total of 4 floors. The TOM is to provide a fine dining experience with 4 of the kitchens to be held for Michelin star chefs. The experiential kitchen is to be used for food demonstrations and promotions.

The serveries will be manged and run by TOM and will serve drinks to customers.

A further description of the trading process can be found in Section 2 of the Operational Management Statement dated October 2016.

RBA Acoustics have been commissioned to undertake an assessment of noise breakout levels so as to determine the suitability of the site for the proposed development. This report contains the results of our assessment of the external building fabric treatments required to ensure acceptable external noise conditions.

#### 2.0 ENVIRONMENTAL NOISE SURVEY

#### 2.1 General

Monitoring of the prevailing background noise was undertaken by Paragon Acoustics between 16 August 2016 and 22 August 2016 at three locations representative of the nearest noise sensitive receptors. Full details of the noise survey can be found within Paragon's report ref. 3743\_ENA\_A dated 30 August 2016.

Measurements were made of the  $L_{A90}$ ,  $L_{Amax}$  and  $L_{Aeq}$  noise levels over sample periods of 15 minutes duration.

#### 2.2 Measurement Locations

- Position 1 On the east side of the Building roof at roof level
- Position 2 On the roof of an adjacent property in a location south west of the main building
- Position 3 On the roof of an adjacent property in a location north west of the main building

#### 3.0 RESULTS

The lowest background  $L_{A90}$ , period average  $L_{Aeq}$  and range of  $L_{Amax,f}$  noise levels measured over each period are summarised below.

Table 7780/T1 - Measured Levels

Measurement Period	Position 1 (dB)			Position 2 (dB)			Position 3 (dB)		
	LA90 15minutes	L <sub>Aeq</sub>	L <sub>Amax,f</sub>	LA90 15minutes	LAeq	L <sub>Amax,f</sub>	LA90 15minutes	L <sub>Aeq</sub>	L <sub>Amax,f</sub>
Daytime (07:00 – 19:00)	43	52	53-83	46	52	55-83	44	53	59-86
Evening (19:00 – 23:00)	44	51	51-83	46	51	54-78	45	51	55-76
Night-time (23:00 – 07:00)	40	47	47-73	42	47	49-75	40	47	50-70

Furthermore, existing LAMAR, noise levels are indicated within Report 3743\_ENS\_A by Paragon Acoustics, results of which are shown to frequently exceed 60dBA and are often above 70dBA. This is owing to the busy central London surroundings of the building.

#### 4.0 ASSESSMENT CRITERIA

As per Big Sky Acoustics' report ref 16110683 dated 28 November 2016, we have made reference to relevant guidelines from which proposed criteria are developed.

#### 4.1 British Standard 8233:2014

BS 8233:2014 Guidance on Sound insulation and noise reduction for buildings draws on the results of research and experience to provide information on achieving internal acoustic environments appropriate to their functions.

The noise level values given are in terms of an average (LAeq) level.

The standard advises the following internal ambient noise levels for achieving suitable resting and sleeping conditions within residential properties. A brief explanation of the acoustic terminology used in this report is shown in Appendix A attached.

Table 7780/T2 - BS 8233:2014 Residential Criteria

Room	07:00 to 23:00	23:00 to 07:00
Living Rooms	35 dB LAeq,16hour	
Dining Room/area	40 dB LAeq,16hour	
Bedrooms	35dB LAeq,16hour	30 dB LAeq,8hour

As indicated in the above table, BS 8233:2014 guidelines recommend internal noise levels within living rooms and bedrooms during the day should be 35dBA L<sub>Aeq</sub> or below.

#### 4.2 World Health Organisation: Guidelines for Community Noise

The document describes guideline levels that are "essentially values for the onset of health effects from noise exposure".

A table of guideline values is included, relating to adverse health effects, referred to as any temporary or long term deterioration in physical, psychological, or social functioning that is associated with noise exposure.

The following is an extract from the Table 4.1: Guideline values for community noise in specific environments, as stated in the document.

Table 7780/T3 – Guideline Values for Community Noise

Specific Environment	Critical Health Effect(s)	L <sub>Aeq</sub> (dB)	Time Base (hours)	L <sub>Amax,f</sub> (dB)
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Dwelling, indoors	Speech intelligibility and moderate annoyance, daytime and evening	35	16	-
Inside bedrooms	Sleep disturbance, night-times	30	8	45
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

#### 4.3 Discussion

Based on the criteria outlined in Sections 4.1 and 4.2 and in order to protect the amenity of surrounding residents, internal maximum noise levels through operation of the premises should not exceed 45dB Lamax.f. Assuming a sound level difference from outside to inside of approximately 10dB provided by an open window, external noise levels should therefore be 55dB Lamax.f or below.

We would note that the adopted L<sub>Amax,f</sub> criteria is applicable to night-time noise under WHO guidelines in order to protect occupants from sleep disturbance. Given that the premises will only run until 23.30 it could be argued that this criterion is not applicable, however in order to assume a worst case assessment this has been applied.

Based on the measured noise levels from the noise survey outlined in Sections 2 and 3, the minimum measured noise levels measured at any location between 23:00 and 23:30 were 45dB Laeq,15minutes and 44dB La90,15minutes. Additionally, WHO guidelines suggest that noise levels outside of an open bedroom window should be below 45dB Laeq to minimise the risk of sleep disturbance.

Given that the TOM is proposed to operate until 23:30 on Monday-Saturday we consider it appropriate to ensure that 45dB L<sub>Aeq</sub> is not exceeded at the nearest residential windows due to noise breakout from the Premises.

#### 5.0 NOISE BREAKOUT ASSESSMENT

#### 5.1 Nearest Noise Sensitive Properties

The worst-case noise sensitive windows belong to 104 – 102 Commercial Street. The properties are located to west approximately 4m from the boundary of 106 Commercial Street.

Secondly there are noise sensitive windows belonging to 96 and 94 Commercial Street. The properties are located to the south-west of 106 Commercial Street approximately 5m from the building's boundary.

There are also noise sensitive windows along Hanbury Street at properties 6,8 and 14. These properties are located to the north of the property approximately 9m from the proposed buildings boundary.

#### 5.2 Predicted Noise Levels - Noise Modelling Assumptions

In order to predict the likely noise levels generated by customers and use of the Premises at the nearest affected residential windows, we have undertaken a detailed noise modelling exercise using the CadnaA software.

This modelling suite incorporates the guidance within ISO9613 and has taken as its basis the following parameters of the Premises:

- 500 diners within the TOM space
- Speech levels based on a typical venue similar to this
- Hard reflective internal surfaces
- Room geometry

In order to ensure representative noise levels are used to assess the proposals, measurements were undertaken at a comparable existing TOM market in Lisbon by Paragon Acoustics and corrections have been applied to predict noise levels within TOM, Commercial Street. A letter providing further details of the measurements is provided in the attached Appendix B. We understand that the Lisbon venue is large than the proposed Shoreditch venue, the number of covers at the Lisbon venue is approximately 600 and that the Lisbon venue had acoustic treatment applied to the roof to reduce the reverberation time within the space.

To compare measured noise levels in Lisbon with likely noise levels within 106 Commercial Street, additional calculations have been carried out based on 40% of the 500 people talk simultaneously. Of this 40%, 30% are talking with a normal voice, 40% are talking with a raised voice and 30% are talking with a loud voice. Spectral noise levels from this assessment show correlation to TOM Lisbon with the exception to octave bands 63Hz, 125Hz and 250Hz likely due to amplified music at Lisbon.

Calculations also include the proposal for a mobile DJ to use the venue as advised by TOM Lisbon. Resultant predicted noise levels within the Timeout Market Space are shown in the following Table 7780/T4.

Table 7780/T4 – Predicted Octave-band Reverberant Noise Level

Donomotor	Sound Pressure Level (dB) at Octave-band Centre Frequency (Hz)								
Parameter	63	125	250	500	1k	2k	4k	8k	dBA
Predicted Reverberant Noise Level Leq	85	84	82	83	78	76	70	68	84

These noise levels are comparable to those experienced in a typical busy restaurant where music is not the primary offering. Some examples of measured noise levels from other restaurants are shown in Table 7780/T5 below.

Table 7780/T5 - Example of Measured Reverberant Noise Levels

Donomotor	Sound Pressure Level (dB) at Octave-band Centre Frequency (Hz)								
Parameter	63	125	250	500	1k	2k	4k	8k	dBA
Coin Laundry Leq	81	85	82	78	74	70	67	59	80
Meat Liquor L <sub>eq</sub>	90	84	79	81	80	76	70	63	84
The Breakfast Club Leq	75	80	75	81	81	76	73	66	84
Turtle Bay Leq	80	77	75	81	81	78	71	63	84

#### 5.3 External Building Fabric

We have based our assessment on the following noise breakout elements around the building envelope.

Roof

We understand that the existing slate tiles above the Stables roof are to be replaced by a Bauder system.

This system above the Stables is therefore to comprise:

- Timber boarding (to be replaced)
- 18mm plywood
- 120mm Rockwool Hardrock (DD) multi fix

The system above the main atrium comprises:

- 0.7mm profile steel deck
- 18mm plywood
- 120mm Rockwool Hardrock (DD) multi fix

The sound reduction indices provided by these constructions and as given by the manufacturer are as follows:

Table 7780/T6 - Roof Sound Reduction Indices

Sound Reduction Indices (dB) at Octave-band Centre Frequencies (Hz)										
63	125	250	500	1k	2k	4k	8k	Rw		
35	29	37	47	51	45	66	74	48		

We understand that this construction is also to be added to corrugated sheet material above the main atrium.

#### Rooflights

As part of the works, we understand that the four rooflights over the main atrium are to be replaced by four double glazed units. We have assumed the following sound insulation performance is to be provided by these units:

Table 7780/T7 - Rooflights Sound Reduction Indices

Sound Reduction Indices (dB) at Octave-band Centre Frequencies (Hz)										
63	125	250	500	1k	2k	4k	8k	Rw		
19	23	22	27	38	40	41	41	33		

This performance should be readily achievable from standard thermal double glazed unit and comes from our database of sound insulation performance for glazing constructions.

The existing rooflights above the Stables are also to be replaced by the roof system, i.e. they are to be removed.

#### Roof Cowls

In order to supplement the ventilation of the building, 9No. roof cowls are to be installed within the Stables roof which will provide ventilation to areas directly below.

Due to the potential direct noise path from outside to inside, noise breakout from these elements has been considered. In order to control noise breakout, the following insertion losses are assumed to be provided by the ductwork.

Table 7780/T8 – Roof Cowls Insertion Losses

Insertion Losses (dB) at Octave-band Centre Frequencies (Hz)										
63	125	250	500	1k	2k	4k	8k			
1	2	4	12	11	9	8	8			

Based on our calculations, the above insertion losses are likely to be achieved by either a 2m internally lined duct or a 600mm long attenuator and are therefore readily achievable.

#### Lightweight Wall

We understand that a section of the western wall currently comprises a lightweight corrugated material which is to be replaced by a lightweight steel clad wall with the following build-up:

- Tata Steel Trisomet insulated external wall panel
- 140mm mineral wool within void
- 2 layers of 15mm dense plasterboard within the steelwork zone
- Tata Steel trapezoidal steel profile wall lining to internal face

Tata Steel has confirmed that the Trisomet external wall panel provides an overall sound insulation performance of  $29dB\ R_w$ . We have predicted the effect on the sound insulation performance of the additional internal linings using the INSUL acoustic modelling software.

We have based our assessment on this construction providing the following sound insulation performance:

Table 7780/T9 – Lightweight Wall Sound Reduction Indices

Sound Reduction Indices (dB) at Octave-band Centre Frequencies (Hz)								
63	125	250	500	1k	2k	4k	8k	Кw
15	24	40	50	56	58	62	62	48

#### Brickwork

We understand that the external wall generally comprises a minimum of 225mm dense brickwork. Brickwork faced areas of the external wall are to remain unchanged externally, although additional lining will be provided in some areas internally. In order to ensure a worst-case assessment, our noise breakout assessment is based upon no linings internally, with the brickwork providing the following sound reduction:

Table 7780/T10 – Brickwork Sound Reduction Indices

Sound Reduction Indices (dB) at Octave-band Centre Frequencies (Hz)											
63	125	250	500	1k	2k	4k	8k	Rw			
39	40	44	52	59	63	68	68	56			

The level of sound insulation provided has been predicted within the INSUL acoustic modelling software.

We have assumed that any other openings in the brickwork will be fully sealed.

#### Pitched Roof above Entrance

Directly above the entrance to the Premises and directly below the pitched roof will be a plantroom housing the supply air handling unit. The plantroom is to be separated from the ground floor entrance area by a ceiling. Additionally the plantroom is to be ventilated via an acoustic louvre in the roof pitch.

We understand that breakfast bars are to be located beneath the plantroom area and we would assume that noise levels in this area are generally likely to be lower than in other areas of the building.

Therefore in order to ensure a worst-case assessment, we have assumed the same breakout conditions will occur from this roof as the main roof, even though in reality it is likely that noise breakout from this area will be considerably lower.

#### 5.4 Noise Model Results

Detailed results of our acoustic model are indicated on the attached Noise Map 7780/NM1. The white circles within buildings indicate the maximum predicted  $L_{Aeq}$  noise level over the building façade, whereas the smaller coloured circles indicate the local  $L_{Aeq}$  noise level at the specific façade point.

Please note that the predicted red level of 46dBA represents 98 Commercial Street which is not a residential receptor.

The worst-case noise levels are summarised below:

Table 7780/T11- Summary of Predicted Noise Levels

Receptor Location	Worst-case External Activity Noise Level (dBA)		
Flats contained within 102 Commercial Street	44		
Flats contained within 104 Commercial Street	44		
Flats within 96 & 94 Commercial Street	43		
6 – 8 Hanbury Street	41		
14 Hanbury Street	41		

#### 5.5 Assessment of Impact

The most noise sensitive properties are 102 & 104 Commercial Street situated to the west of the Atrium. Here the estimated noise level due to use of the Premises under our worst case conditions is 44dB  $_{\text{Aeq}}$  at the closest external façade of both properties. This is below the levels recommended in the WHO guidelines and BS 8233: 2014 of 45dBA  $_{\text{Aeq}}$  as shown in Table 7780/T3.

As shown in Table 7780/T11, all other noise sensitive properties have a predicted façade noise level below 44dBA. Accordingly, these receptors are also well below levels recommended within the WHO Guidelines as shown in Table 7780/T3.

#### 5.6 L<sub>max</sub> Assessment

Based on our experience from similar schemes, we would suggest that for typical continuous speech and background music,  $L_{Amax,f}$  values are approximately 10dB above the average  $L_{Aeq}$  noise level.

It is not possible to accurately model  $L_{\text{max,f}}$  noise due to multiple sources in the same way as  $L_{\text{eq}}$  noise levels as this would assume all  $L_{\text{max,f}}$  events for each person occurred simultaneously, which is clearly not valid. However, for the sake of completeness, the following table outlines the worst case  $L_{\text{max,f}}$  values at the façade lines.

Table 7780/T12 – Summary of Predicted Noise Levels

Receptor Location	Worst-case External Activity Noise Level L <sub>Amax,f</sub> (dB)
Flats contained within 102 Commercial Street	54
Flats contained within 104 Commercial Street	54
Flats within 96 & 94 Commercial Street	53
6 – 8 Hanbury Street	51
14 Hanbury Street	51

Comparing the predicted Lamax,f values in Table 7780/T12 with the WHO bedroom night-time criteria in Table 7780/T3 and assuming a reduction of 10dB is provided by an open window, it can be seen that even the worst case predicted Lamax,f noise level is predicted to be 44dB Lamax,f which is below with the level suggested for sleep disturbance (45dB Lamax,f). It should be noted that this criteria applies to night-time only. The proposed premises only intend opening until 23:30 hours at the latest. Even with a worst case comparison, predicted Lamax,f noise levels are below those which are likely to cause sleep disturbance at the worst affected property.

#### 6.0 NOISE TRANSFER THROUGH PARTY WALLS

Consideration has been given to potential noise transfer from the Premises to adjoining residential properties through party walls.

There are several properties surrounding 106 Commercial Street that share party walls with the building. Some of these are understood as being substantial dense masonry wall with a minimum thickness throughout of 225mm and others 325mm. It is considered that the sound reduction performance of the 325mm wall will be higher than the wall of 225mm thickness. However the performance of the worst case 225mm wall has been assessed for robustness.

Based on data from our library, this construction should achieve an overall sound reduction performance  $(R_w)$  of 56dB. It is understood that an internal plasterboard lining is already proposed to areas of this wall within the kitchen areas situated along the perimeter of the building where party walls are present. It is advised that the internal lining construction will comprise the following:

- 225mm existing masonry
- Independent lining comprising 2No. layers 15mm SoundBloc on 70mm timber stud with 10mm gap minimum between studs and masonry and 50mm mineral wool in void

Based on the predicted internal noise levels of the TOM space and types of spaces directly adjacent the party walls, then NR15 (<26dBA) L<sub>eq</sub> within the adjacent residences sharing party walls is considered achievable. Therefore noise transfer through party walls is considered acceptable.

#### 7.0 CUSTOMER ACCESS/EGRESS

A noise assessment of customer egress from and access to the premises has already been carried out by Big Sky Acoustics within Report 16110683.

#### 8.0 CONCLUSIONS

RBA Acoustics have undertaken an assessment of noise associated with the proposed Premises located at 106 Commercial Street, London E1.

Even under the worst-case assumptions, which we have used in this report, predicted noise levels from the Premises at the worst affected residential receptor are within WHO guidelines and BS 8233: 2014. The predicted noise from the Premises at all other residential receptors in the vicinity are predicted to be even lower than the level at this worst-case level.

In summary predicted and potential noise generated from the proposed use of the Premises will not cause disturbance to nearby residents. We therefore recommend that the proposed use should not be refused on the grounds of noise.

#### Appendix A - Acoustic Terminology

dB

Decibel - Used as a measurement of sound pressure level. It is the logarithmic ratio of the noise being assessed to a standard reference level.

dB(A)

The human ear is more susceptible to mid-frequency noise than the high and low frequencies. To take account of this when measuring noise, the 'A' weighting scale is used so that the measured noise corresponds roughly to the overall level of noise that is discerned by the average human. It is also possible to calculate the 'A' weighted noise level by applying certain corrections to an un-weighted spectrum. The measured or calculated 'A' weighted noise level is known as the dB(A) level. Because of being a logarithmic scale noise levels in dB(A) do not have a linear relationship to each other. For similar noises, a change in noise level of 10dB(A) represents a doubling or halving of subjective loudness. A change of 3dB(A) is just perceptible.

Leq

 $L_{eq}$  is defined as a notional steady sound level which, over a stated period of time, would contain the same amount of acoustical energy as the actual, fluctuating sound measured over that period (1 hour).

LAeq

The level of notional steady sound which, over a stated period of time, would have the same A-weighted acoustic energy as the A-weighted fluctuating noise measured over that period.

Lan (e.g La10, La90)

If a non-steady noise is to be described it is necessary to know both its level and the degree of fluctuation. The  $L_{\text{n}}$  indices are used for this purpose, and the term refers to the level exceeded for n% of the time, hence  $L_{\text{10}}$  is the level exceeded for 10% of the time and as such can be regarded as the 'average maximum level'. Similarly,  $L_{\text{90}}$  is the average minimum level and is often used to describe the background noise.

L<sub>max,T</sub>

The instantaneous maximum sound pressure level which occurred during the measurement period, T. It is commonly used to measure the effect of very short duration bursts of noise, such as for example sudden bangs, shouts, car horns, emergency sirens etc. which audibly stand out from the general level of, say, traffic noise, but because of their very short duration, maybe only a very small fraction of a second, may not have any effect on the  $L_{\text{eq}}$  value.

### Appendix B - Initial Acoustic Assessment by Paragon Acoustics



TOM Lisbon

Preliminary assessment of internal noise levels

Date: 08/08/2016

Ref: 20160808 3743 TOM INL JG

This summary has been prepared to allow discussion with the mechanical services consultant regarding internal NR target noise levels that are to be determined.

Measurements taken within the internal areas of TOM Lisbon have been downloaded and formatted. The internal dBA levels have been calculated in the main dining area at TOM Lisbon based on measurements taken in at least 7 positions in the main dining area.

Internal noise within the main dining area generally comprised amplified music, speech and activity noise associated with customers dining.

During all measurements music was played within the venue via six high level speakers (positioned at high level on pillars at first floor level), and for measurements commencing approx. 22:00 hours a Mobile DJ station was in use within the main dining area.

The single figure broadband results are summarised in the following Table:

Measurement positions	% capacity	Approx, start time of readings	Comment	dBA level just above head height – range of dBA levels derived from at least 7 measurement positions
At least 7 positions within the main dining area	40 %	Measurements commencing approx. 13:20 hours	No DJ station	72 dBA to 76 dBA
	75 %	Measurements commencing approx. 16:20 hours	DJ station	74 dBA to 78 dBA
	100 %	Measurements commencing approx. 22:00 hours	DJ station situated within the main dining area	79 dBA to 83 dBA

<sup>\*</sup> The % capacity was estimated based on the number of empty seats V the total number of seats.

High level measurements, measurements in the washroom and measurements in the kitchen are not shown in the above Table. These will be discussed later.

The 1/1 octave band spectral noise levels for 40 % capacity have been plotted for frequencies 63Hz to 8KHz inclusive. In addition, NR levels have been plotted (shown in dashed lines) in 5 dB steps for NR 40 to NR 70.

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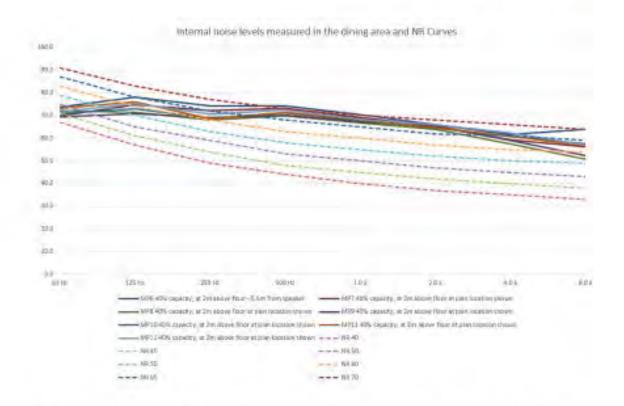












On the basis of the above we request that the mechanical services consultant contact the writer for further discussion regarding limiting internal NR levels to be used for proposed mechanical plant.

#### Paragon Acoustic Consultants Ltd

Unit 12b, Southview Business Park Marsack Street, Caversham RG4 5AF Tel; 0118 9448444 E-mail: enquiries@paragonacoustics.com Web: www.paragonacoustics.com Registered No. 5032116; VAT No. 844917204

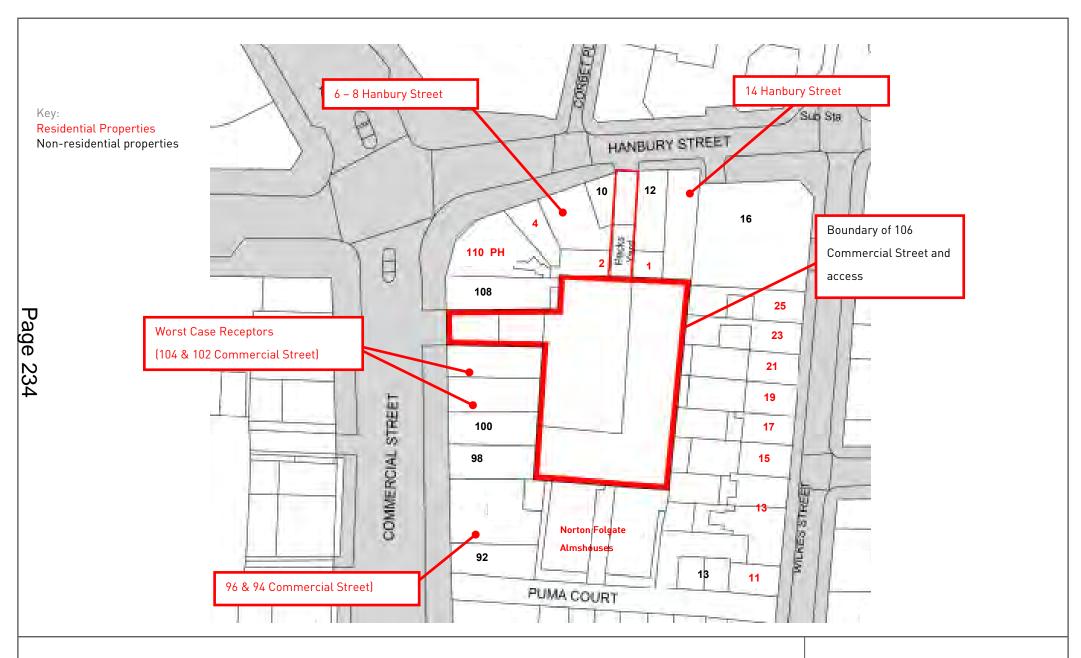








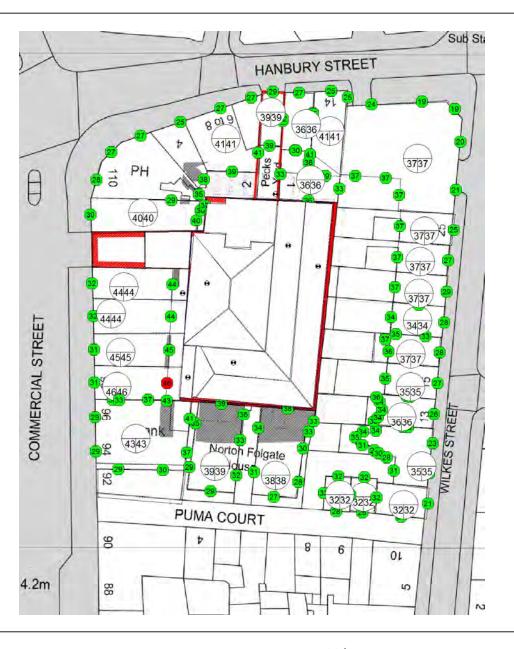




106 Commercial Street, London E1
Site Plan indicating property extent and surrounding receptors

Site Plan 7780/SP1 15 February 2017 Not to Scale





106 Commercial Street, London E1

Acoustic Model Noise Map indicating predicted L<sub>Aeq</sub> noise

Noise Map 7780/NM1 15 February 2017 Not to Scale



#### **RBA ACOUSTICS**

W. www.rba-acoustics.co.uk

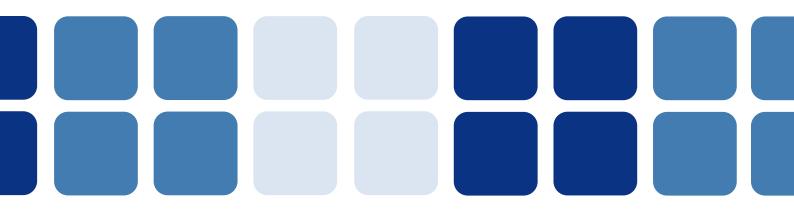
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## 14. ISA Time Out Market Design Statement



02

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## INTRODUCTION 06 TIME OUT MARKET 07-08



THIS DOCUMENT IS SUBMITTED IN SUPPORT OF OUR APPLICATION TO CONVERT **EXISTING WAREHOUSING FACILITIES AT 106** COMMERCIAL STREET IN TO A FINE DINING FOOD MARKET (A3 USE)

#### **SUMMARY**

**ARCHITECTS** 

The proposals described in this document will see an existing dis-used building, situated in the Spitalfields area of central London, brought back in to use as a family friendly, fine dining food and cultural destination.

We will demonstrate that the building will enhance the local neighbourhood, bringing something different, yet complementary, to an already diverse and vibrant part of the city.

Time Out Market will offer 17 permanent kitchens of fine dining standard in addition to a demonstration 'cook school' kitchen and ancillary cultural event spaces. These spaces will be available for a variety of uses, encouraging community involment and providing a canvas for local artist exhibitions.

Time Out Market will cater to local residents, workers and tourists alike, offering employment opportunities and a unique experience, under the management of a trusted and well established global brand.



# Page 244

## TIME OUT MARKET IS A FOOD AND **CULTURAL SPACE THAT WILL CREATE** 'THE BEST OF THE CITY UNDER ONE ROOF'

#### TIME OUT MARKET

The Time Out Market works as part of a greater whole, alongside the Time Out Magazine and Digital platform. The market completes this trio delivering for the first time a physical space within which customers can experience the best that the city has to offer.

The concept differs from other 'food markets' offering a fine dining quality food experience in a warm casual setting, making it accessible to all.

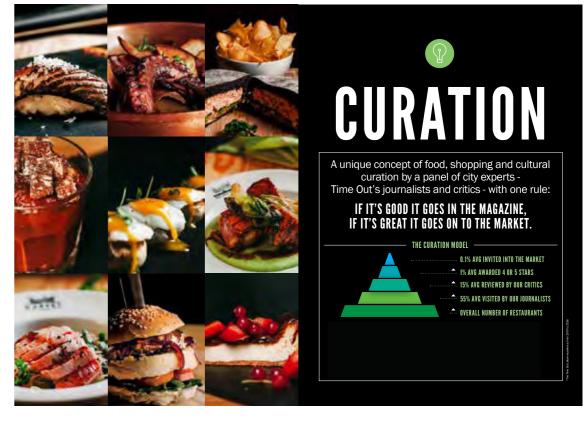
Following on from the success of the Time Out Market in Lisbon, this will be the first Time Out Market in the UK. The proposals will include four 'Signature' chef kitchens, enabling Michelin star chefs the opportunity to showcase their signature dishes. This will be complemented by the 'best of the rest' of great restaurants across London making a destination for locals and tourists alike.

The photos of the Lisbon market, shown below, whilst in a larger overall space, give an overview of how this will come together as a communal and welcoming, family friendly, dining experience.





**ARCHITECTS** 







SITE CONTEXT 10 CONSERVATION AREA 11 SURROUNDING AREA 12-13 PLANNING POLICY 14-15 USE & CHARACTER 16



## THE SITE IS LOCATED WITHIN THE SPITALFIELDS AREA OF TOWER HAMLETS

#### **106 COMMERCIAL ST**

Page 247



#### LOCATION

The existing building is situated within the London Borough of Tower Hamlets, facing directly on to a busy, bustling main arterial road - Commercial Street.

According to the TfL Planning Information Database, the site is located in an area with a public access rating, 'PTAL', of 6b; on a scale in which 1a represents 'very poor' accessibility and 6b represents 'best' accessibility. The site is therefore highly accessible.

A detailed Transport Statement has been prepared and accompanies this application; however a brief note of the immediately available transport hubs is included in the diagram below.

#### TRANSPORT LINKS

Trains: the subject site is located within easy walking distance of Aldgate East underground station, Liverpool Street underground and mainline stations, Old Street underground and mainline station and Shoreditch High Street overground station.

Buses: there are an extensive range of bus services immediately adjacent to the building.

Bicycles: there are a number of public access docking stations on Commercial Street and Fashion Street.

There are accessible parking spaces available directly outside the main entrance. No additional parking facilities are proposed on the basis of the excellent transport links.



## THE SITE SITS WITHIN THE BRICK LANE & FOURNIER STREET CONSERVATION AREA

#### **EXTRACTS FROM CONSERVATION AREA CHARACTER APPRAISAL:**

The Brick Lane and Fournier Street Conservation Area is one of the most important historic areas in London.

It was designated in July 1969 as 'Fournier Street'. It was extended in 1978 and again in 1998, when its name was changed to reflect Brick Lane's contribution to the character of the area. It was further extended to the west and south west in October 2008 with the inclusion of St Matthews Church, St Anne's Church and Victoria and Albert Cottages. It is one of the largest in Tower Hamlets, running along Brick Lane from Bethnal Green Road in the north down to Whitechapel in the south.

Brick Lane itself is home to a diverse mix of fashion, art, entertainment, retail and startup businesses. The richness and complexity of the area's character today is due to many factors, not least the overlapping cultural legacy of three successive groups of immigrants, each of which has made a unique contribution to the area. The quality of the townscape today is also due to a committed local community which has acted to protect and restore historic buildings at risk.

The land around present-day Fournier Street, Wilkes Street and Princelet Street was developed by Charles Wood and Simon Michell between 1718 and 1728.

Although intended as domestic houses, many were occupied or partially occupied by industry. Silk-weaving occupied the uppermost floors for the best light for the looms - hence the development of the highly glazed lofts in these houses.

The Brick Lane Market developed during the 18th century for farmers selling their livestock and produce outside the city boundary. Today the market offers a wide range of fruit and vegetables, clothes and household goods.

The brewing industry was active in the area from around 1666, and a brewery was purchased by Joseph Truman in 1679. This was expanded in the 18th century and expansion continued throughout the 19th century, when the brewery of Truman, Hanbury, Buxton & Co. became one of the largest in London.

Industrial development at the Truman's Brewery site continued as late as the early 1970s, before it finally closed in 1988. From 1991 onwards, it has been redeveloped within its existing form as a major centre for the arts and creative industries, start-up spaces for entrepreneurs, nightclubs and most recently, a street of coffee lounges (Dray Walk).

Today, Brick Lane or Banglatown is the heart of London's Bangladeshi Community, and is home to a wide range of local small businesses, shops, cultural enterprises and restaurants.

#### **CONSERVATION AREA**

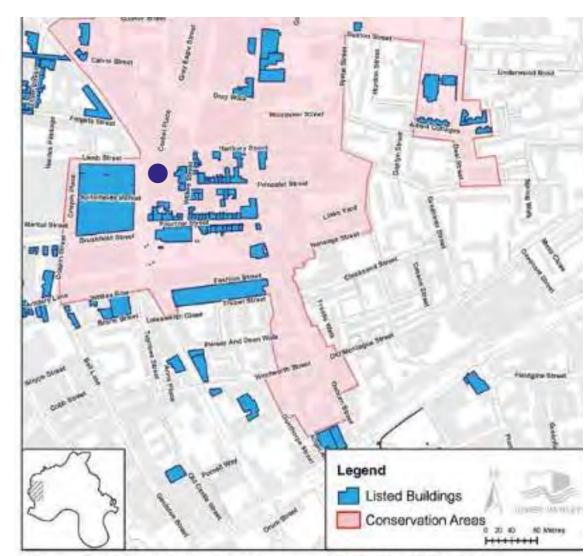
The application site is located within the **Brick Lane and Fournier Street Conservation** Area, which runs along Brick Lane from Bethnal Green Road in the north, down to Whitechapel in the south.

Regarding listed buildings the site sits adjacent to three storey Victorian terraces at 13-25 Wilkes Street (odd), which are Grade II listed.

106 Commercial Street is not listed. Refer diagram below for more detail.

The Conservation Area lies within the 'Banglatown and Brick Lane' Sub-Area of the City Fringe Area Action Plan (AAP) in the LDF. The Area Action Plan states that 'Regeneration and new development must strive for design excellence which respects and enriches the sensitive townscape and the built heritage of the area

The City Fringe AAP policies include support for a small business focus including clusters of creative and cultural industries at the Old Truman's Brewery site, and throughout the Sub-Area.



FOURNIER STREET AND BRICK LANE CONSERVATION AREA

106 COMMERCIAL ST

Map extract from Brick Lane & Fournier **Street Conservation Area Character Appraisal** 

**106 COMMERCIAL STREET** 

## **SURROUNDING AREA**



106 Commercial Street - Main Entrance with Grafitti covered shutters

#### Hanbury Street looking West. Pecks Yard on left, adjacent to red shop front



shops.

Brick Lane is predominantly retail shops, pubs, restaurants and cafes at ground floor level, with offices, storage and residential use above. There is a cluster of restaurants between Fournier Street and Woodseer Street, and the Truman Brewery now contains cultural venues, exhibition space, restaurants, a nightclub, start-up spaces, offices and retail

The area to the west of the Truman Brewery contains a diverse mix of industrial, residential and commercial uses; including light industry, warehouse retail, art galleries, museums, health centres and educational buildings.

#### LOCATION

There is a huge diversity of land uses across the Conservation Area and this is one of its essential qualities.

## Old Spitalfields Market is located directly to the west of the application site and is home to

106 Commercial Street sits directly opposite

Spitalfields Market, flanked by 4 retail stores,

and bustling main arterial road with many land

a public house, a bookmakers, a hairdresser and a restaurant. Commercial Street is a busy

a number of retail and restaurant units along with the market itself, which is permitted to operate every day of the week.

Of interest is a recent Planning Consent (PA/13/00719) allowing "The Grocer" consent within the market for a change of use from Use Class A3 to a drinking establishment (A4).

Also of interest is the 2012 consent where permission was granted to demolish and redevelop the nearby Fruit and Wool exchange; praised in the Character Assessment for its positive contribution to the character of the Conservation Area.

#### **Commercial Street looking south**



#### Commercial / Lamb / Hanbury St Junction



Wilkes Street listed buildings, with 2006 modern roof top extension to 16 Hanbury St visible at the end of the street

#### **Puma Court looking west**



#### Truman Brewery looking south (roof extension again visible)



#### LOCATION

**ARCHITECTS** 

The images below and on previous page show street views along all of the surrounding streets - Commercial Street, Hanbury Street, Wilkes Street and Puma Court.

As noted in the Conservation Area appraisal, the uses within the area around the application site are very varied. The proposed use is therefore consistent with and sympathetic to, nearby uses and will complement and enhance the character of the Conservation Area.

The Character Appraisal states that, 'it is the quality of the architecture and the visual relationship between buildings that is paramount'.

The Management Guidelines promote the use of existing buildings heavily in their statement on Sustainability and encourage blocked up redundance entrances to be re-used to provide active street frontages.

#### **ENHANCING LOCAL AREA**

The Time Out Market proposal will support and enhance the streetscape of the local neighbourhood.

None of the key streetviews, and most specifically none of the existing roofscapes, will be changed as a result of the Time Out Market proposals.

As the following section will explain, the building has only one main pedestrian entrance; from Commercial Street itself. This entrance is currently a closed metal gate, with a locked pass door, which is in need of repair and covered with grafitti.

The Time Out Market proposal will vastly improve the frontage on to Commercial Street and bring a disused building back in to use, in keeping with the goals of the Conservation

#### Commercial St looking north towards All Saints & Tesco Express



### THE CHANGE OF USE PROPOSALS FIT WITHIN BOTH NATIONAL AND LOCAL PLANNING POLICY.

#### PRE APPLICATION ADVICE

Formal Pre-Application advice was sought from London Borough of Tower Hamlets (LBTH) and feedback received that suggested that 'the proposed change of use to A3, with the space being used as a family orientated, fine dining food market with ancillary event use could be supported.'

Further comment to support this position is provided in the subsequent pages and further supported by the inclusion with this application of the following statements:

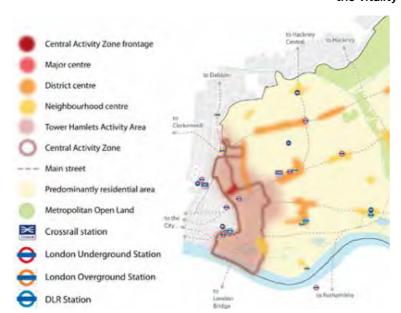
- Transport Statement
- Waste Management Plan
- Acoustic Report
- Operation and Management Plan

Further commentary on local amenity, accessibility and heritage impact is included within the later Sections of this document.

Time Out Market will create approximately 200 new jobs. These will be spread over a variety of sectors, with many opportunities likely to be taken up by local Spitalfields residents.

Time Out will have approx 30 core staff, with individual restaurant operators employing a further 130. These jobs will cross sectors including admin, marketing, sales, catering and management. 3rd party operators responsible for clearing and redistributing crockery, in addition to general cleaning and maintenance staff, will create around 30 positions, with around 10 security staff employed.

This figure does not account for the positive impact on small food and beverage suppliers, which Time Out Market will be supporting hugely. The benefit of indirect jobs will also extend to the local area and local businesses, encouraging dual/multi-purpose visitor trips and making a significant contribution to the vitality and viability of the local area.



Page 36 of LBTH Local Development Framework Core Strategy showing Tower Hamlets Activity Area - "THAA"

#### **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF). Published on 27 March 2012.

The NPPF is an overarching policy document which establishes a presumption in favour of sustainable development being central to the planning process both in plan-making and decision-taking (paragraph 14).

The three dimensions to sustainable development are:

- · Economic: Contributing to building a strong, responsive and competitive economy.
- · Social: Supporting strong, vibrant and healthy communities.
- · Environmental: Contributing to protecting and enhancing the natural, built and historic environment. (paragraph 7)

The NPPF confirms the current Government's commitment to secure economic growth in order to create jobs and prosperity by ensuring that the planning system does everything it can to support sustainable economic growth. Significant weight should be placed on the need to support economic growth through the planning system (paragraphs 18 and 19). The document also notes that policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose (paragraph 22).

The proposed change of use (A3) clearly meets the NPPF's requirements for sustainable development as follows:

#### Economic:

The site is currently under-used as a warehouse and has become surplus to requirements. Truman Brewery have consolidated warehousing elsewhere on their estate and the building currently employs only part time security staff. There is little chance of the building being brought back in to use for industrial warehousing due to the proximity of neighbours making 24 hour deliveries difficult and due to the capital investment needed to bring the property up to modern standards - refer Section 03 describing condition of existing building.

Even taking figures from The Employment Densities Guidelines 2015, and assuming that the building standard was raised to provide "new, modern high quality distribution floorspace", which would support possible employee density of 70 (per sqm); the potential number of employees would be 27. This figure is based on the facility being a 'Final Mile' facility, which is the most onerous/optimistic in terms of density. The proposed development will provide approximately 200 jobs, many of which will be taken by local residents.

#### Social:

The proposed change of use is intended to provide a good quality, future proof commercial space which is fully accessible to all. Space will be available for use by local artists. The demonstration kitchen will be available for cookery school classes for local school children. Private event spaces will be available for local interest groups and exhibitions.

#### **Environmental:**

The change of use will be associated with the refurbishment of the existing building, which will provides an interesting and unusual cultural dining environment. The re-use of an existing building in this way is inherently environmentally friendly.

The New London Development framework (LDF) of Tower Hamlets states that the Council will protect and enhance the historic environment of the borough, which the proposed change of use will successfully do.

ISA

**ARCHITECTS** 

# Existing mised use preas and communities nicluding conserved areas and some uprezestide ren

#### Page 101 of LBTH Local Development Framework Core Strategy showing Spitalfields Vision Diagram



Page 90 of LDF Spatial Strategy describing the role of Spitalfields in LBTH placemaking strategy

#### **KEY LOCAL POLICIES**

The application site lies within the City Fringe Activity Area, as designated in the adopted Managing Development Document (2013) and within the City Fringe Opportunity Area, as designated in the London Plan (2015).

The site also lies adjacent to, although outside of, the eastern boundary of the Central Activities Zone, as designated in the London Plan (2015) and outside of the western boundary of the Brick Lane District Centre, as designated in the adopted Managing Development Document (2013).

The site lies within the Tower Hamlets Activity Area (THAA), as noted in the adjacent extract from the LBTH Local Development Framework (LDF) Core Strategy document.

#### Core Strategy Development Plan Document 2025 (adopted September 2010)

The Core Strategy Development Plan states its vision for the Spitalfields area to remain, 'A historic gateway to the vibrancy of Spitalfields Market, Truman's Brewery and Brick Lane.' It further states that Spitalfields will continue to be a vibrant, mixed use area, with higher intensities around brick lane, Spitalfields Market, Truman Brewery and major corridors, and that it will continue to be characterised by its diverse ethnic communities and its specialist offer in fashion, arts, and restaurants.

The subject site is located within the City Fringe and Tower Hamlets Activity Areas, and Activity Areas are intended to, 'Provide transitional areas that are complementary, yet different, to the distinct designations of the CAZ and Canary Wharf major town centre. This will be achieved through the promotion of a vibrant mix of uses that are economically competitive.'

The anticipated scale and use types within the THAA includes 'specialist/niche uses, creative and cultural, small and large offices, cafes, restaurants.' SP01 states that uses to be focussed in the THAA include 'multifunctional. diverse and inclusive venues'.

With reference to Policy DM1.4a of the LDF, the proposed location will not result in overconcentration of A3 use. The city block that 106 Commercial Street occupies (Hanbury Street to Fournier Street), taking account of current units fronting on to Commercial Street, comprises:

- 2No A4 Use. Drinking Establishments.
- 2No A3 Use. Restaurants.
- 3No A2 Use. (1No Bookmaker, 1No Optician, 1No Hairdresser)
- 14No A1 Use. Retail

All ground floor units are in commercial use.

Time Out Market is a unique, specialist product that will complement and enhance the existing A3 uses in the surrounding area, delivering the stated goals of the LDF in the

#### Core Strategy Policy Responses

SPO1: Time Out Market will provide a complementary offering to existing A3 uses in the area, in line with the Spitalfields Vision.

SP03: Time Out Market will encourage healthy living through the inclusion of a demonstration kitchen, which will be available to local schools for cooking classes.

SP05: Time Out Market does not use disposable crockery. Food and drink is served on chinaware and glassware, avoiding a 'throw away culture'. Innovative de-watering and compaction proposals are described in the Waste Management Plan.

SP06: Time Out Market will deliver 200 jobs of varying skill levels and sectors in a sustainable commercial environment. Refer Section 04

SP10: The proposals will see the beneficial re-use of a historic building, preserving and enhancing the heritage value of the immediate and surrounding environment and contributing to the distinctiveness of the area.

For details on protection of Local Amenity, see meet, chat, and collaborate. Section 05 for more detail.

SP12: Time Out Market will be a distinctive destination for locals and tourists alike, connecting Spitalfields to the wider London area, while supporting local businesses.

City Fringe Opportunity Area Planning Framework. (Adopted December 2015)

These centres are defined by their continuous activity and high accessibility.

The City Fringe Opportunity Area contains significant development capacity in relatively central areas and there is particular scope not only to support London's critical mass of financial and business services but also the diverse cluster of digital-creative businesses in an expanding "Tech City". The expansion of Tech City and continued business growth in the City Fringe are recognised as important to the economy of London and the UK.

Key growth conditions that planning can affect in the City Fringe include:

- · Location and "creative vibe".
- Dense, urban, collaborative environment
- Connectivity.
- Mix of uses

Section 4.1 of the framework describes the need for mix of uses, lifestyle choices and informal networking places.

Describing the City Fringe as a densely populated area with many shops, bars, cafes, restaurants and street markets, it notes that this vibrant mix of land-uses allows plentiful opportunities for informal networking and initiating further collaboration. The leisure uses and night-time activities are a key attractor for the much sought after young, skilled professionals a successful digital company needs to attract.

Time Out Market will be a different offering in the area, and fit perfectly within the above description. Taking account of the market assessment in Section 01 of this document, the market will offering a high quality, yet informal dining experience, where people can

# TIME OUT MARKET WILL ENHANCE THE LOCAL AREA AND SUPPORT LOCAL **BUSINESS**



#### **ENHANCING LOCAL AREA**

The Time Out Market proposal will support and enhance the vibrancy of the local neighbourhood.

Local up and coming chefs will be supported and offered space to show-case their skills, in keeping with the local traditions of entrepreneurship and creativity.

The streetscape of Commercial Street will be improved by the reintroduction of an active frontage; naturally improving safety in the

Time Out Market will appeal to a wide range of customers; from families wishing to try a range of cuisines, to young professionals looking for informal dining experiences.

The demonstration kitchen will offer opportunities to engage with the local community. This kitchen will be available for private hire and Time Out will look to engage with local schools, and local residents, to offer cooking workshops.

Space will be dedicated to artwork, with local artists invited on a rolling basis to create pieces, installations and immersive experiences. This will be curated by Time Out and promoted through their digital platforms.

The close ties with Time Out Magazine and its digital platform will connect Spitalfields with "what's on" both in the local area and with the wider London context.

The impact on the immediate vicinity, in terms of local amenity and heritage will be discussed further later in this document, taking cognisance of local policies DM 25 and 27 of the Management Development Document.



SITE PLAN 18-19 BUILDING 20-21 ROOF <sup>22</sup> ACCESS / EGRESS <sup>23</sup> PLANNING HISTORY 24



The site at 106, Commercial Street comprises four main elements, as highlighted on the image below.



Above: Diagram of internal layout

Below: Extract from 1890s historic map





#### 106 COMMERCIAL STREET

**ARCHITECTS** 

The principal entrance to the application site is located off Commercial Street and consists of the ground floor level of a Victorian three storey red brick building. The site is accessed through an arched opening, secured by steel doors, leading through an entrance way with a partially glazed roof into the covered courtyard beyond.

This main roof is a lightweight combination of steel timber and cast iron typical of the period, with a profiled metal roof skin with plastic rooflights completing the envelope.

Located to the northern boundary, is a London stock brick structure, the former administrative offices for the warehouses, which is arranged over three levels. This has sash & case windows and door openings facing onto the courtyard to the South and the East.

The warehouse floor plates, which are arranged in an inward facing L-shape plan to the East and South around the courtyard consist of a lower ground, upper ground / first elevation. floor and

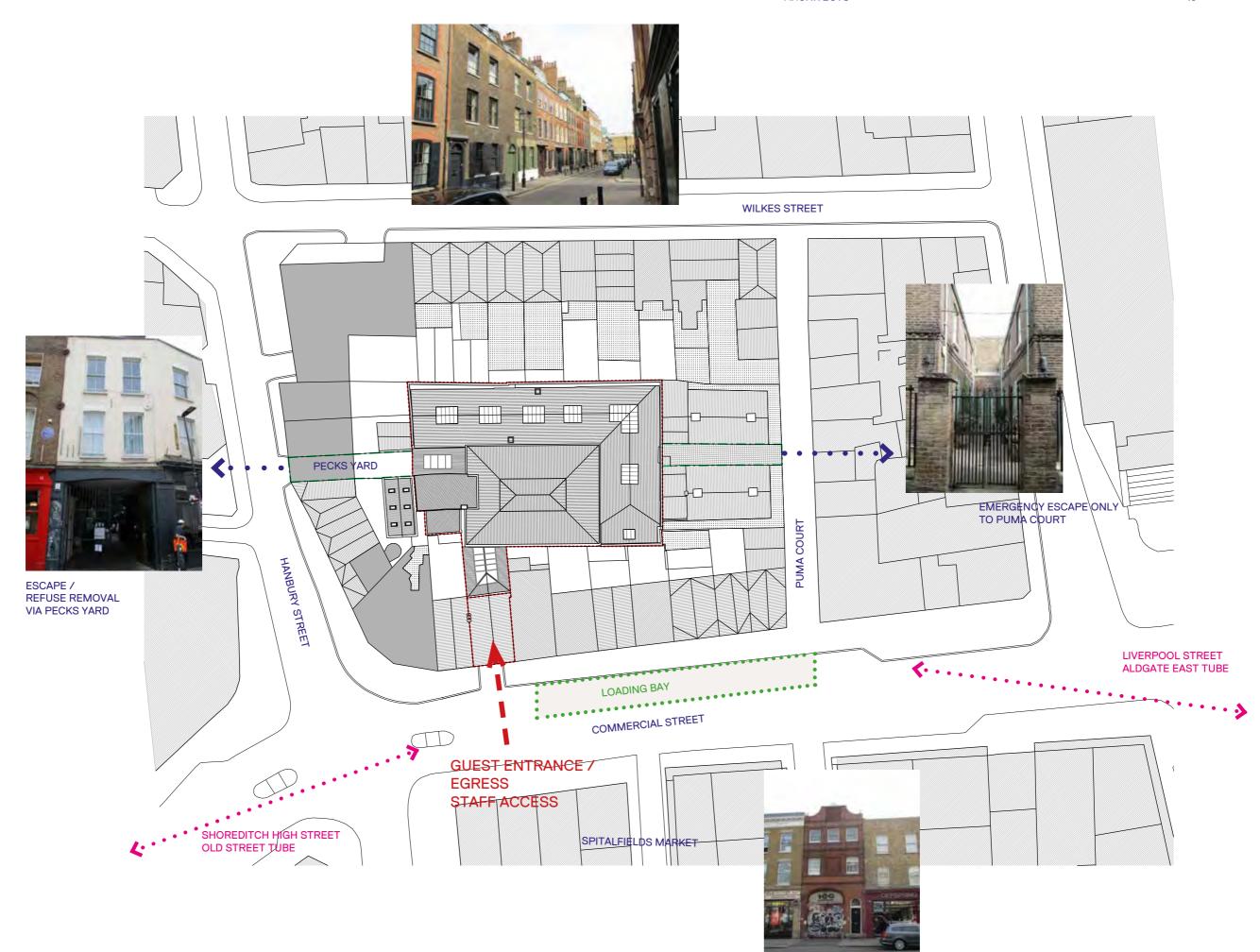
second floor open plan levels, and these are a combination of London Stock brick, cast iron and timber construction with the existing pitched roofs being covered in slates, with single glazed rooflights. All roof areas were recovered in 2012/13.

The site benefits from a right of way across Pecks Yard to the north, linking the application site with Hanbury Street, and a right of way to the South, out to Puma Court - refer planning history section.

The site is bounded on all elevations by the rear boundaries of adjoining buildings and gardens that face onto Wilkes Street to the east, Hanbury Street to the north, Commercial Street to the west and Puma Court to the south.

Although these London stock brick elevations display the historic presence of access openings, none of these are currently in use and the Commercial Street entrance is the application site's only streetscape access





#### **Davies** Maguire +Whitby

#### Stables Building

The stables building to the south east corner of the site gave the greatest cause for concern, in terms of its structural condition. The following issues were noted:

#### Damp

There were several areas within the stables buildings showing signs of dampness, from various sources. The lowest level of the stables is a lower ground floor, meaning that half the storey is below ground level. The external walls in these locations are masonry, with no special provision for waterproofing, so it is not surprising that a small amount of dampness can be perceived in these walls. More strongly evident is a history of dampness to the underside of the filler joist floor slabs.



Figure 4.2 - Slab soffit showing evidence of dampness

As this dampness is above ground level, it is thought to be as a result of historic water ingress at roof level. During the site inspection some localized evidence of high level water ingress was found, but these areas of dampness did not always correspond directly with areas of damp damage to the soffit, so it is thought that repairs have been carried out to the roof at some point.

#### Corrosion

Across the filler joist floors, there is significant evidence of corrosion to the filler joists cast into the slabs. In almost all locations, the corrosion has been significant enough to cause spalling of the concrete cover to the undersides of the joists. In some isolated locations, the corrosion is so extensive as to have caused delamination of the bottom flange of the filler joist, with the underside of the flange falling away entirely.

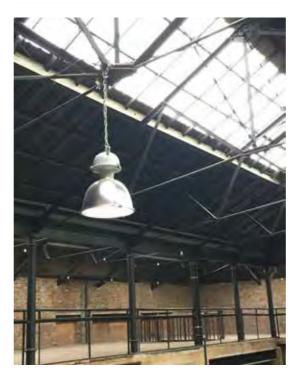


**ARCHITECTS** 

The falling pieces of filler joist flange pose a danger to occupants below, whilst the degradation of the material also suggest a significant reduction in the load carrying capacity of the floors. For these reasons remedial works would be required across the filler joist floors, before the spaces could be used. Refer to the following section of this report for details of a proposed remedial action.



Figure 6.1 – Unusual propping to first floor east wing





#### **BUILDING CONDITION**

A Structural Report was compiled to confirm that the building was suitable for conversion to A3 use. The following areas were noted:

Typically the structures are in acceptable condition, but there are some exceptions to this. The stables buildings on the south and east sides of the site are showing some signs of damp, and also have corrosion to the filler joist floors, which in some locations is severe and requires immediate attention before the space is put to any use.

Remedial works have been proposed to address the issue of damp, as required, and also to support the areas of floor that are affected by the corrosion issue.

The damp can be addressed by means of an internal drained cavity, whilst it is proposed to support the corroded filler joist floors by placing new steel beams below each existing

Proposals for including a plant space on a portion of the roof, and the additional of two lifts into the space have also been investigated, with the conclusion that these are structurally viable options.

Old stables building: The filler joist construction of the floors suggests post-1870s construction, with the presence of the building on the 1890s map bracketing the date of construction to an approximate 20 year period. During this period, structural engineers used cast iron, wrought iron and mild steel for construction.

There are three different types of roof covering on the site: One millimetre thick corrugated plastic and metal on the courtyard area, Spanish slate on timber on the stables, and a felt flat roof on the café building.

The underside of the stables building roof shows signs of water ingress and some areas of timber boarding have fallen away.



Image 01: east facade, looking south.



Image 02: east parapet, looking south.



Image 03: east parapet, looking north.



Image 04: north gable



Image 05: east parapet, looking north.

#### **EXTERNAL BUILDING FABRIC**

**ARCHITECTS** 

The building is bounded on all four sides by a mixture of residential, retail, restaurant and office buildings. Various windows have been blocked up over the years, and some smaller openings remain open.

A fabric survey will be carried out to establish what essential repair works may need to be carried out.

An extensive acoustic survey has been completed to establish what enhancement works will be required to suit the proposed restaurant use.

Image 01: Shows existing windows to the east boundary that have been boarded over. The proposal, following neighbour consultation, is to replace the window frames and boarding with new water-tight frames and boards, and brick up internally to sound proof the wall.

Image 02: Various extensions and roof aerials have been constructed to the rear of Wilkes Street over the years.

Image 03: See section on planning history. 16 Hanbury Street roof extension visible, with modern glazed frontage, white acrylic render gable wall, timber cladding and glazed balustrading.

Image 04: Various historic openings will remain infilled to retain acoustic performance. External condenser units belong to neighbouring property.

Image 05: Further extensions to the rear of Wilkes Street properties. Ductwork and condenser units seriving 16 Hanbury Street in the background.

A variety of materials, colours and finishes exists around the site. External building fabric requires upgrading to achieve thermal, waterproofing and acoustic requirements

The Time Out Market proposals will not affect the brick parapet details of the east party wall. This wall head height will remain intact.





Aerial view looking north. 2015

Aerial view looking east. 2015





Aerial view looking south. 2015

Aerial view looking west. 2015



Image 01: Pecks Yard entrance

Image 03: 2 Pecks Yard and proposed site





Image 02: Pecks Yard to Hanbury St

Image 04: Pecks Yard from Hanbury St



#### ACCESS / EGRESS

The primary access and egress to the site will be via the main entrance at 106 Commercial Street as per previous images and diagrams.

#### Pecks Yard

A second means of escape will be available through Pecks Yard, out to Hanbury Street. This route will also be used for refuse collection. Refer to Transport Statement for more detail.

Pecks Yard is very much a 'back of house' area at present, although there is a residential property at number 1. Kitchen extract ducts are visable here, rising to high level - image

Image 04: The Time Out Market proposals will not alter this street view.

#### Almshouses

A third means of escape will be available via the Norton Folgate Almshouses to Puma Court. This egress route was established via Planning Application ref: PA/11/03293.

This will be an emergency egress route only, in line with the approved Fire Strategy and will not be used for general access.

Image 05: The Time Out Market proposals will not alter this street view.

Image 05: Escape via Norton Folgate Almshouses to Puma Court



## THE SITE & ADJOINING PROPERTIES HAVE BEEN SUBJECT TO VARIOUS PLANNING APPLICATIONS AND CONSENTS.

#### RELEVANT PLANNING HISTORY

\*\* Application Date: 05 Apr 2013 Ward: Spitalfields and Banglatown Application Number: PA/13/00859 Change of use of ground and upper ground levels from warehouse (Use Class B8) to retail (Use Class A1).

Decision: Approved Decision date: 31 May 2013

Application Date: 16 March 2015 Ward: Spitalfields and Banglatown Application Number: PA/15/00589 Installation of roof level air handling equipment and acoustic screening.

Decision: Approved

Decision date: 26 June 2015

#### RECENT PLANNING HISTORY

Application Date: 16 Feb 2015 Ward: Spitalfields and Banglatown Application Number: PA/15/00403 Change of use from 'unknown' to B1 (office) to the rear portion of the ground floor of 14 Hanbury Street, and from A1 (retail) & B8 (warehouse) to B1 (office) in the basement, lower ground, ground, upper ground and first floor levels at 106 Commercial Street

Decision: Approved Decision date: 16 April 2015

Application Date: 06 March 2015 Ward: Spitalfields and Banglatown Application Number: PA/15/00597 Glazing and entrance alterations to 106 Commercial Street and 16 Hanbury Street. New openings, minor demolitions and

additional skylights Decision: Approved

Decision Date: 05 June 2015

Application Date: 24 Sep 2013 Ward: Spitalfields and Banglatown Application Number: PA/13/02336 Retrospective application for the erection of high level profiled metal cladding to the north elevation and the erection of a mono-pitch profiled metal sheet roof to the northernmost section of the building.

#### PLANNING HISTORY & USE CLASS

There have been numerous planning applications in recent years relative to 106 Commercial Street, with various use classes.

The current building is believed to sit within part A1 and part B8 use, resulting from a 2013 application described below (\*\*). However, from a review of the available planning information, and from discussions with the landlord, it seems likely that the A1 use was never formally implemented.

We understand that various Pre-Start conditions were not discharged and detailed aspects of the fire strategy were never implemented.

Since 3 years have expired since the 2013 application, it may be argued that the building now sits entirely within B8 Use - warehousing.

**Decision: Approved** 

Decision date: 19th November 2013

Application Date: 29 April 2014 Ward: Spitalfields and Banglatown Application Number: PA/14/01133 Installation of replacement roller shutter to

north elevation Decision: Approved Decision Date: May 2014

Application Date: Oct 2011 Ward: Spitalfields and Banglatown Application Number: PA/11/03293 Forming of new door in boundary wall of 106 Commercial Street and Norton Folgate House.

Decision: Approved Decision Date: Dec 2011 This point is of little relevance, as the proposed A3 Use as Time Out Market has been demonstrated to be in compliance with Local Planning Policy.

However, it should be noted that the existing B8 use class (part or whole building) has no limitations on delivery times or hours of operation, and the proposed A3 use would represent a significant improvement in terms of local amenity and risk of noise nuisance or disturbance.

The 2013 planning permission also sets a precedent for the loss of this designated employment space and the proposed use has far greater employment generation than the historic and consented uses.

#### ADJACENT PLANNING HISTORY

2 Pecks Yard

Subject to Certificate of Lawfulness for illegal 2nd floor extension and balconies. And:

Application Date: 12 June 2013 Ward: Spitalfields and Banglatown Application Number: PA/13/01481 External alterations to include the erection of 'A-Frame' roof, incorporating six conservation roof lights, increase in height of opening at second floor level and removal of existing projecting balconies and installation of Juliette balconies at first and second floor level.

Decision: Approved Decision Date: August 2014

16 Hanbury Street. Roof top extension with single ply roof, timber and acrylic render cladding, glass balustrade and external deck and lighting.

Application Date: December 2005 Ward: Spitalfields and Banglatown Application Number: PA/05/02108

Construction of roof top extension to provide additional business (B1) Space.

Decision: Approved Decision Date: Feb 2006

# COMMUNITY CONSULTATION 26 PROPOSED PLANS 27-32



# PROPOSALS HAVE BEEN DEVELOPED TO MEET TIME OUT REQUIREMENTS, TAKING ACCOUNT OF FEEDBACK FROM THE LOCAL COMMUNITY

#### **NEIGHBOUR CONSULTATIONS**

A formal pre-application submission was made to LBTH planning department and 3 separate public consultation events held to ensure that proposals were developed to take account of key local concerns.

Letters were sent to all neighbouring properties and the following formal residents groups were invited to the open day meeting.

- Spitalfields Community Group
- Spitalfields Joint Planning Group
- St. George Residents' Association
- The Spitalfields Society
- Spitalfields Market Residents Association
- Spitalfields Forum
- The Spitalfields Trust
- Woodseer & Hanbury Residents Association

Friday 21st: Open doors event, held all day, with key residents groups invited to view presentation boards and a video presentation. 8-9am. 1-2pm. 5-6.30pm.

Wednesday 26th October: Design Team attended the Local Residents' Association meeting of the Spitalfields Society. A presentation was given to the society and a Q&A session held.

Monday 28th Nov: A further presentation to the Spitalfield's Society to address concerns raised at the meeting of 26th Oct. The Spitalfields Community Group was also invited to this even. A list of attendees can be provided on request.

#### **Design Team Attendees:**

Time Out Market ISA Architects T&A Project Management

#### **DESIGN DEVELOPMENT**

Studies in to the location and surroundings of the site, along with the proposed use, had raised a number of issues that the Design Team were addressing prior to meeting with the neighbouring residents. However, the consultation days allowed for more specific reviews to be carried out, to make sure any negative impact on local amenity is mitigated.

The design of the Time Out Market has developed in an effort to maintain the critical balance between INTERIOR AESTHETIC (retaining the character of the building and in particular the roof trusswork, detailing and industrial 'feel' of the building), EXTERNAL IMPACT (minimal interventions externally, while upgrading building fabric to meet acoustic and thermal standards) and OPERATIONAL REQUIREMENTS (making sure the building works and can be serviced, managed and operated efficiently and quietly).

Cognisance was taken of previously approved applications, in particular the consent for external plant room - ref: PA/15/00589.

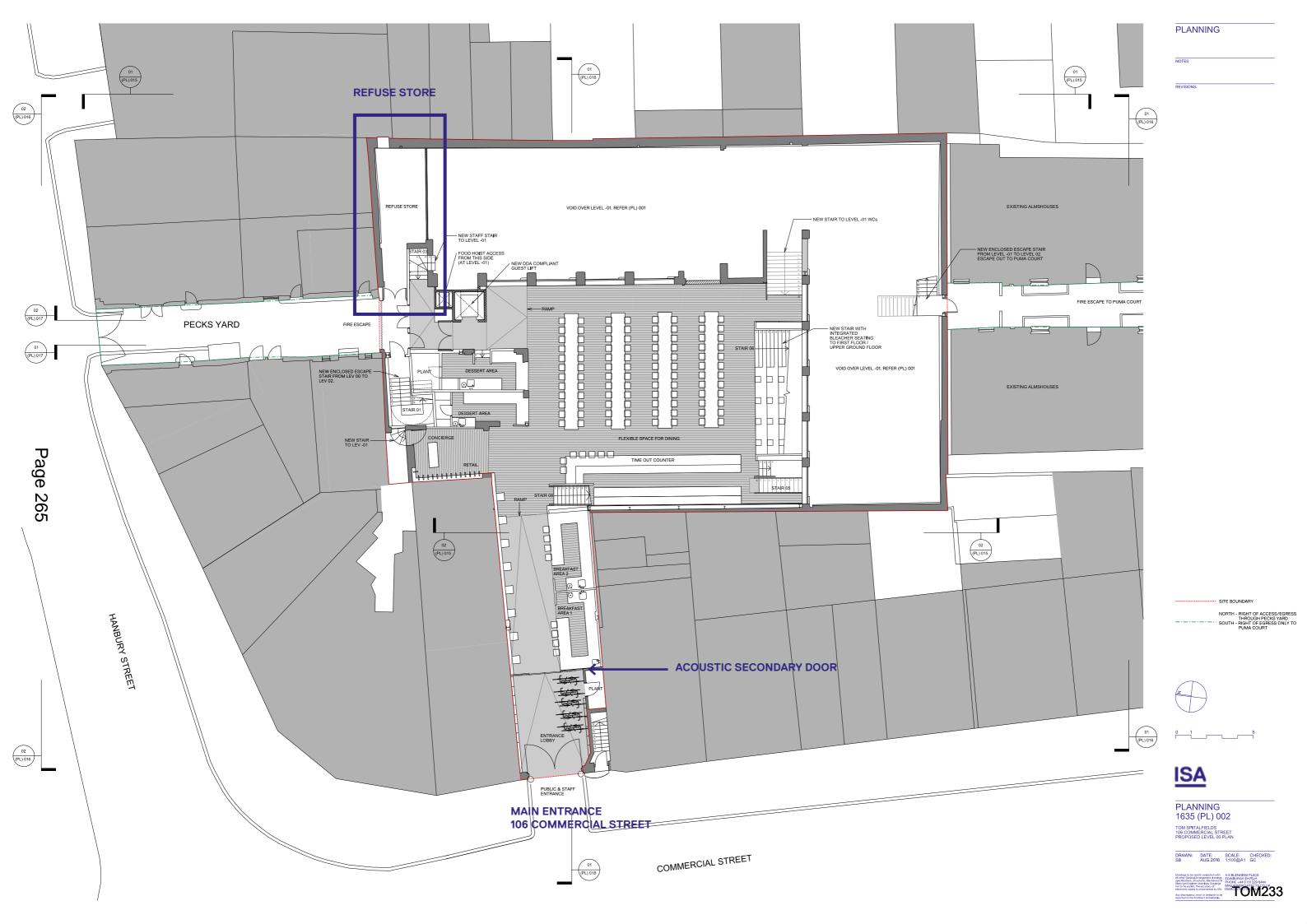
#### **KEY NEIGHBOUR CONCERNS**

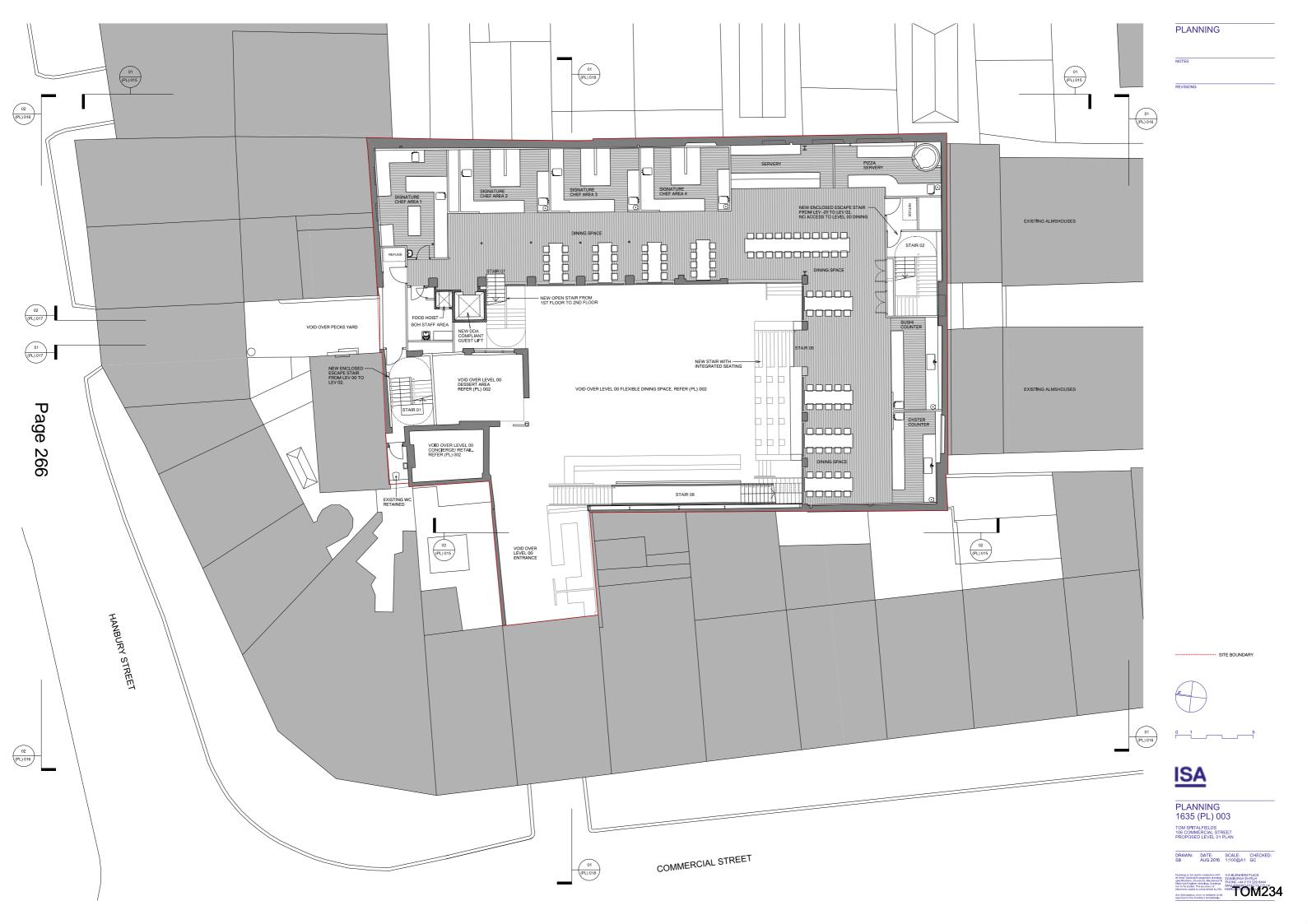
The proposed plans, sections and elevations have been submitted seperately to this Statement, but the plans are included in the following pages, to better understand the key neighbour concerns.

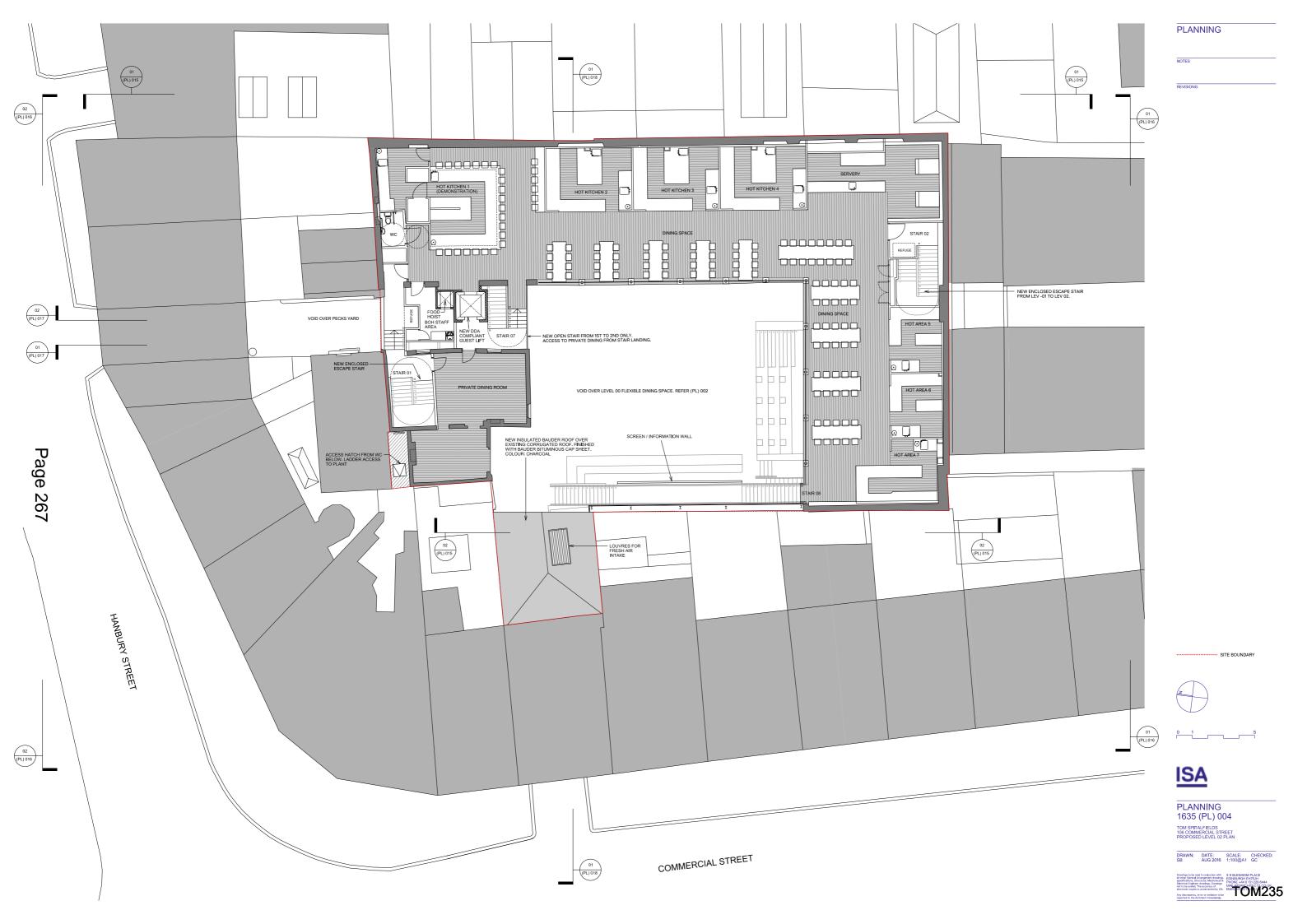
These concerns are addressed in more detail in Section 05.

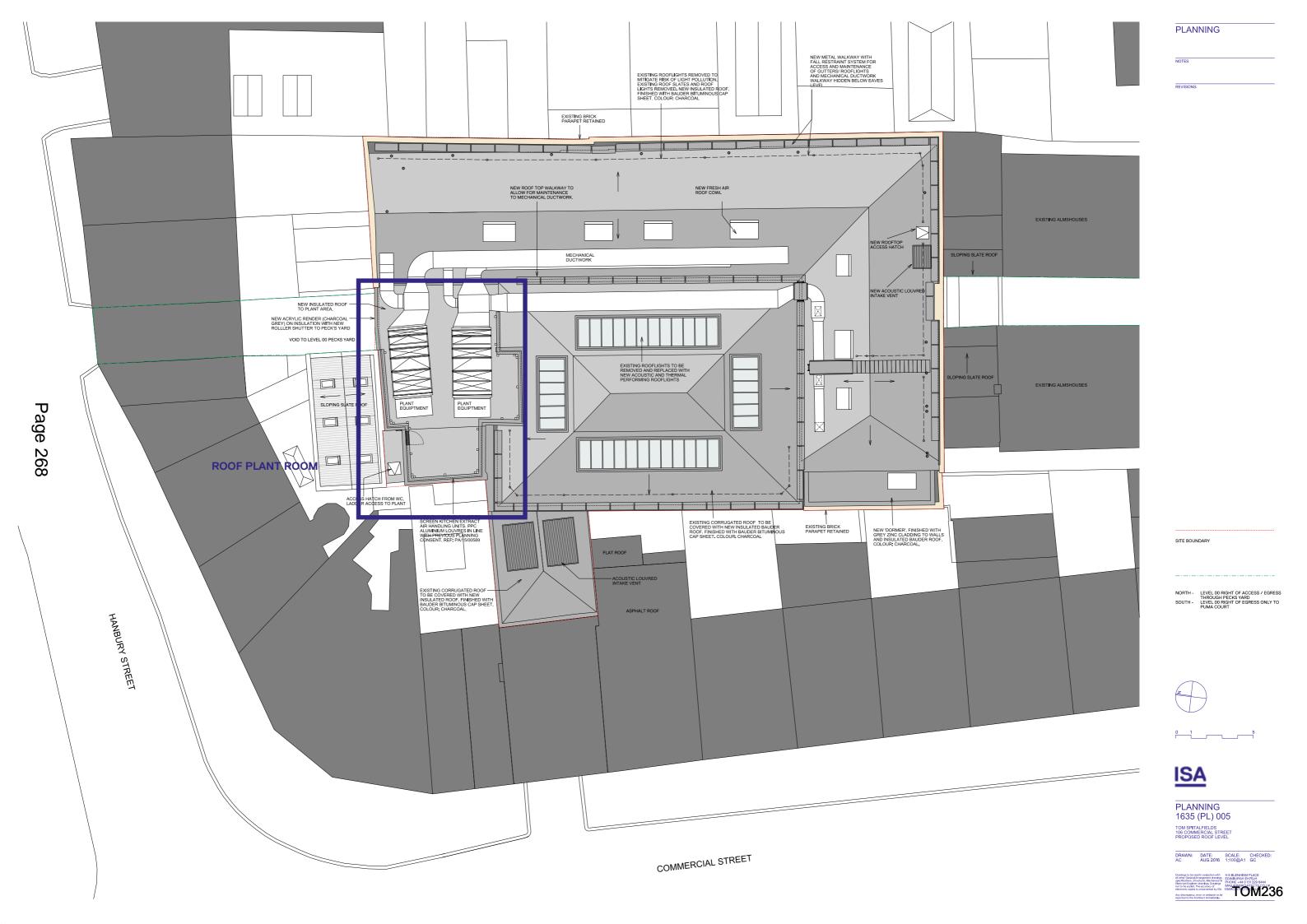
- NOISE POLLUTION
- LIGHT POLLUTION
- KITCHEN EXTRACT
- REFUSE STORAGE & REMOVAL
- DELIVERIES
- CAPACITY / FOOTFALL
- OPERATING HOURS
- MANAGEMENT

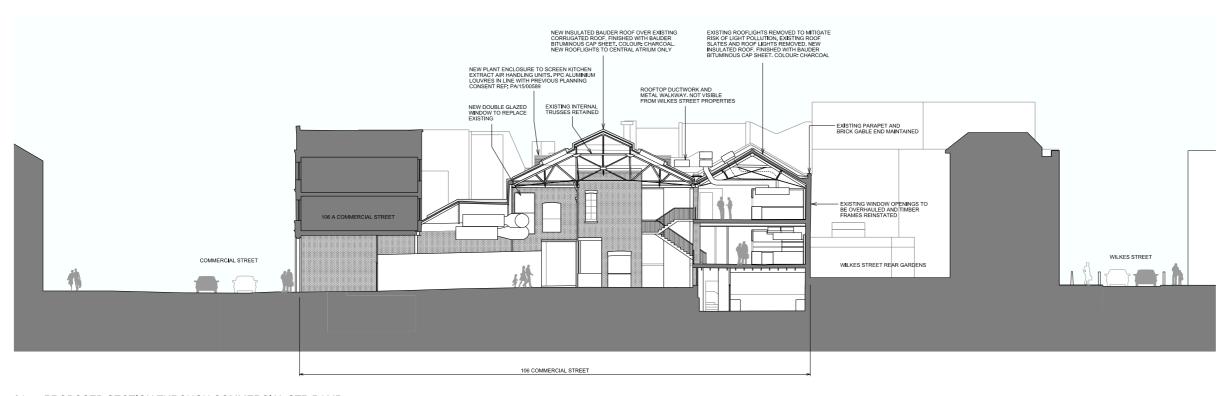
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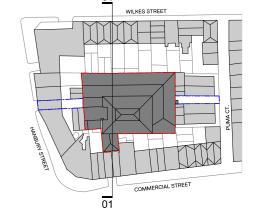








01 PROPOSED SECTION THROUGH COMMERCIAL STR RAMP



PLANNING

PLAN KEY





PLANNING 1635 (PL) 018 TOM SPITALFIELDS 106 COMMERCIAL STREET





01. NOISE POLLUTION 34

02. LIGHT POLLUTION 34

03. KITCHEN EXTRACT 35-36

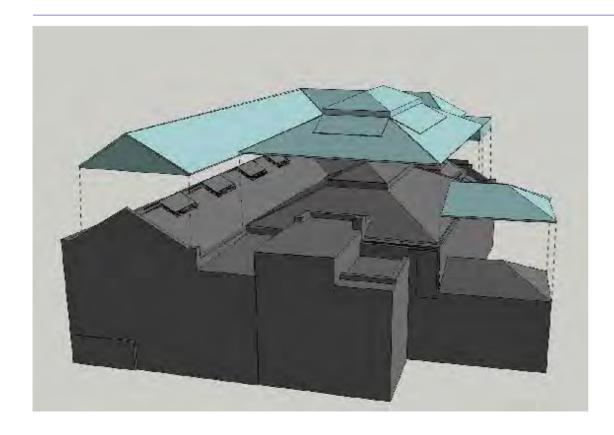
04. VISUAL IMPACT 37-41

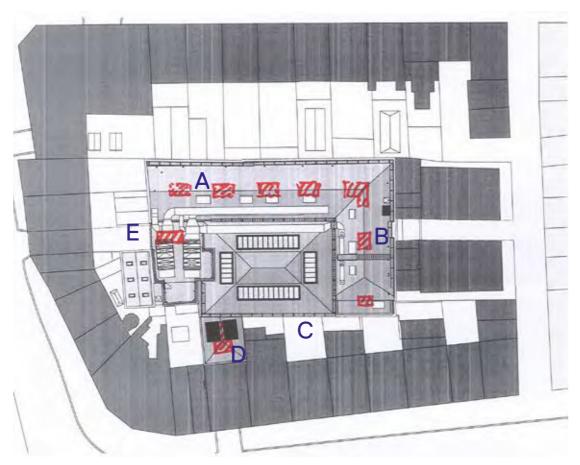
05. WASTE & REFUSE 42

06. SERVICING 42

07. OPERATION 42







#### **NOISE POLLUTION**

ARCHITECTS

Noise concerns have been taken extremely seriously by Time Out Market, both in terms of building attenuation and guest management and dispersal.

- Background noise calculations were taken around the site.
- A noise survey was carried out in the client's existing Lisbon property to make sure that predicted sound levels are realistic.
- The existing roof will be fully re-covered and insulated, with one new seamless finish proposed. Refer proposed planning elevations.
- The existing light weight metal and plastic west and north walls will be re-built and fully insulated to mitigate noise breakout.
- Lobby doors will be fitted within the main entrance off Commercial Street to attenuate sound escaping to the street.
- The exits to Pecks Yard and Puma Court will also be lobbied to attenuate noise.

- Existing main entrance gate and pass door from Commercial Street will be replaced with new formal entrance doors.
- Existing corrugated plastic rooflights will be replaced with new clear double glazed roof lights, in the same locations.
- Specialist kitchen extract designers have been employed, with specialist air handling units and attenuators proposed. Plant enclosure on roof will be screened with acoustic louvres as per previous Planning Consent.

#### SUPPLEMENTARY INFORMATION

Refer to the following reports included with the main application:

- Noise Assessment dated 28th November.
- Time Out Market Operation and Management Statement

#### LIGHT POLLUTION

Neighbours living on Wilkes Street raised concerns about light pollution in particular. The proposals address light pollution issues relative to all adjacent properties.

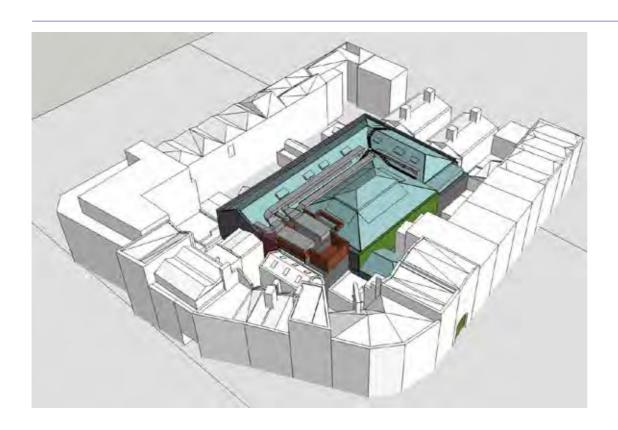
Through discussions with the specialist interior and lighting designers, the decision was taken to remove existing roof lights from the perimeter of the building, therefore removing the risk of direct light pollution in to adjacent properties. See adjacent diagram.

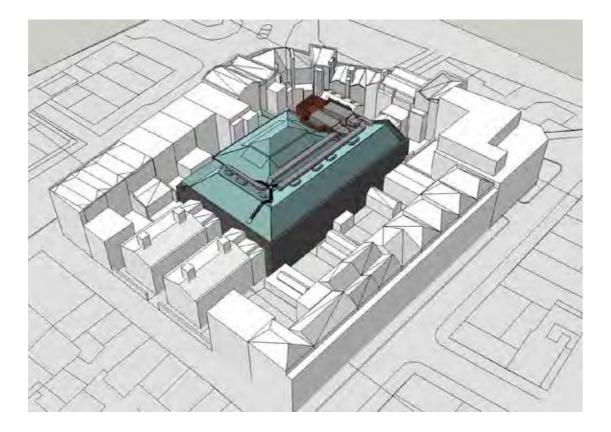
- A: Existing roof lights removed from east wing, avoiding light spill affecting Wilkes St properties.
- B: Existing roof lights removed from south wing to retain a consistent design around the former stable block.
- C: Existing clear corrugated plastic sections removed and infilled to West wall, facing Commercial Street properties.

- D: Existing clear corrugated plastic rooflights removed over entrance way. Infilled with louvres to allow some plant kit to sit internally, minimising plant on the roof.
- E: Existing clear corrugated plastic section removed adjacent to Pecks Yard, removing risk of light pollution to 1 & 2 Pecks Yard.

There was a desire to retain some natural daylight in to the the space, and the proposals replace the existing clear corrugated plastic rooflights over the central atrium space (which are fragile and un-safe for maintenance) with new, clear double glazed rooflights in the same locations.

We believe this gives the best balance of retention of existing aesthetic against impact on neighbour amenity.





#### KITCHEN EXTRACT

**ARCHITECTS** 

The kitchen extract systems and selection of final discharge points have been designed to negate impact on neighbouring residential properties in terms of noise, smell and visual amenity.

- Refer to following page for details of the specialist mechanical equipment proposed and SUPPLEMENTARY INFORMATION performance criteria.

- Roof plant room design has been based on the previously approved proposals from Planning Consent ref: PA/15/00589, as discussed with LBTH Planning Department. Extracts from consent included in following pages for reference.

Refer to the following reports:

- Plant noise assessment to follow

#### **VISUAL AMENITY**

Although the proposed ridge levels of the stables block and central atrium roof will rise by approx 170mm, the wall head levels around the permiter of the building will remain as they 
The Roof Plant room impact on 2 Pecks Yard are.

Kitchen extract ductwork has been hidden in the valley between the south and east stables blocks and the main atrium roof, so that it will be invisible from the listed properties on Wilkes Street and Puma Court and from the majority of properties on Commercial Street.

A roof access system has been designed to allow roof areas and gutters to be maintained without access scaffold having to be installed in adjacent private properties.

will be as per previous planning consent. The relationship of louvres to existing roof will be no worse than previous application. Note that the previous application did not show correct roof form in section. However the proposed drawings show that there will be no more impact on amenity.

Diagrams follow to show the view from neighbouring properties that will see the new plant screening, and to confirm areas with no impact whatsoever.



#### KITCHEN EXTRACT DESIGN

The new Mechanical ventil tion ystem is to be designed in accordance with British S and ards and Codes of Practise, Chartered Institu e of Building Services Engineers (CIBSE) design guides and the Heating and entil ting Co tractors Association speciation "or Kitchen Ventil tion ystems" ref DW/172.

The design will use Industry leading manufacturer's specialist Kitchen products obtained from Halton Food Service an internationally ecognised leader in the manufacture of high quality Kitchen Ventil tion and associ ted services.

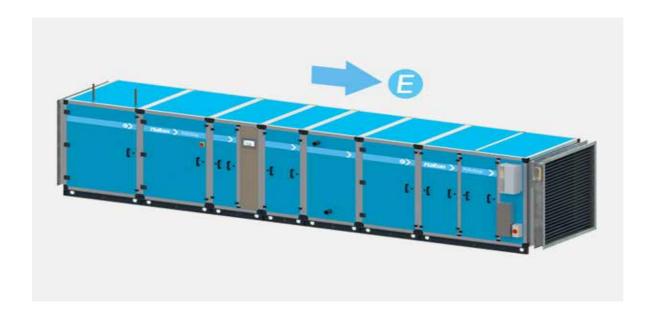
#### Kitchen Extract

The extract system is to be provided with:

- Dedicated "Halton Foodservice" extract hoods to all Kitchen areas.
- Ultra Violet protection within all ooking hoods to remove grease and odours at source.
- Galvanised sheet metal ducting onstructed in accordance with DW/172.
- "Pollustop" advanced Air Purifi ation xtract units manufactured by "Halton Foodservice".

Each of the 2No Pollustop ventil tion units will ontain:

- > Disposable panel fil ers o ering fi st stage filt ation p otection o remove large particul tes.
- > Disposable bag fil ers o ering second stage filt ation p otection o remove medium sized partic -
- > Absolute Filters HEPA H11 (EU11) o ering third stage filt ation p otection o remove ultra-fine smo e
- > Acti ated Carbon Filters o ering fourth stage filt ation p otection o remove surplus ozone generated by UV-C lamps mounted in the hoods.
- Noise control a enuation designed o meet local authority guidelines for areas with residential p operties
- High velocity discharge to atmosphere.



#### Halton Pollustop Kitchen Extract Unit.

#### Halton Literature Extract:

"The Pollustop units have been specifically designed to efficiently control the ventilation emissions from professional kitchens.

Thanks to the Pollustop units, grease particles will be neutralised and airborne cooking odours will be so minimal that it can negate the need to discharge the vitiated air at a high level from the building. Eliminate neighbourhood and safety concerns and establish your restaurant wherever you choose!"



Halton Kitchen Canopy with high quality baffle ers and UV protection built in

#### **Supply Air Ventilation**

The Supply air system will use a number of high quality purpose built air handling units designed to give effici t operation omplete with speed control for accurate balancing with the Kitchen Extract systems.

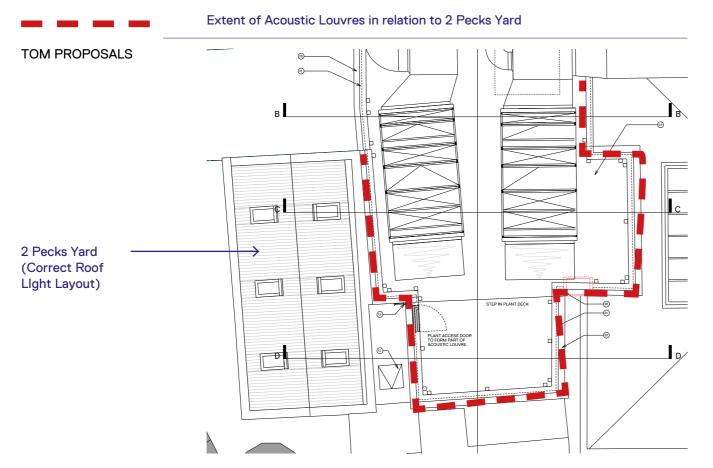
The supply air systems will incorporate heaters to temper the supply air to the occupied space and a enuation on inl t and discharge.

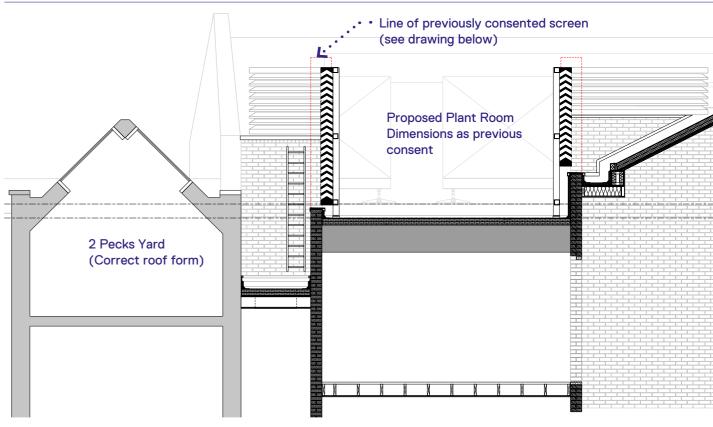
A dedicated toilet extract system will be provided with its discharge directed to high level above the surrounding buildings.

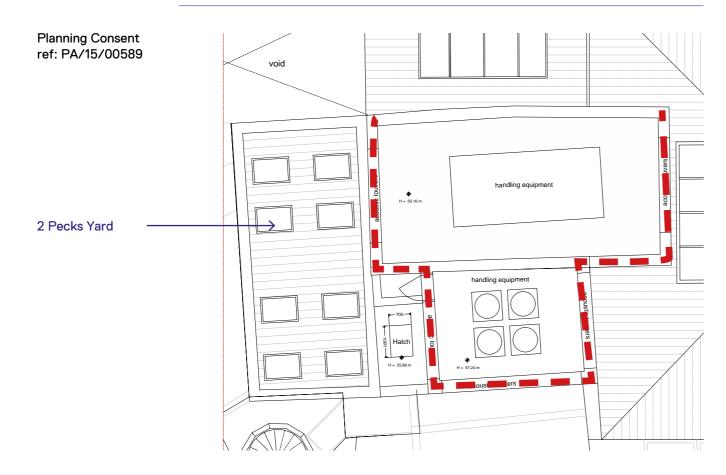
#### KITCHEN EXTRACT

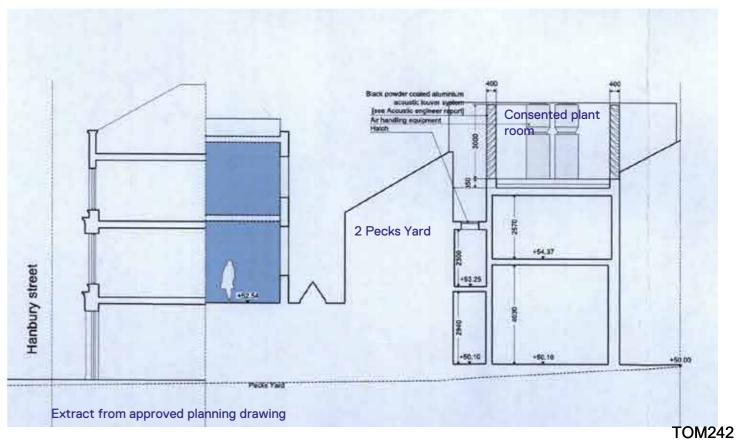
The specialist systems proposed have been successfully employed in many locations across London

ISA









Extract from approved planning drawing

#### PLANT SCREENING

#### 2 Pecks Yard:

The previous page demonstrates an improvement on the previously approved planning scheme.

#### 108 Commercial Street:

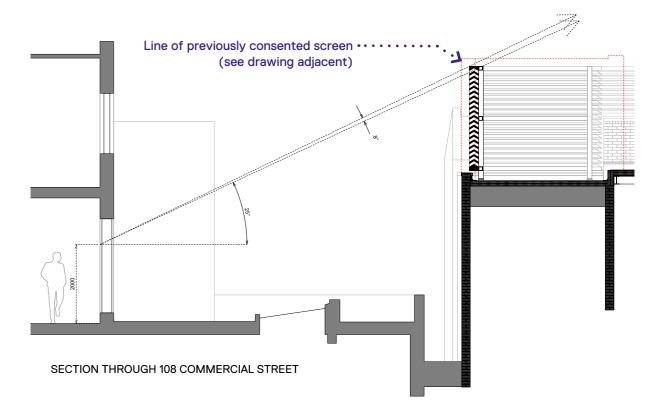
The diagrams on this page demonstrate an improvement on the previously approved planning scheme.

#### 16 Hanbury Street:

The following page shows the impact on the view from 16 Hanbury Street. Again, the previously approved scheme would have been visible from this window. There is no impact on the skyline and therefore it is considered that there is no reduction in visual amenity. (note: there is an almost identical view from 14 Hanbury Street and that view is therefore not modelled.)

#### 12 Hanbury Street:

The following page shows the impact on the view from 12 Hanbury Street. The conclusions drawn are as per 16 Hanbury St notes.



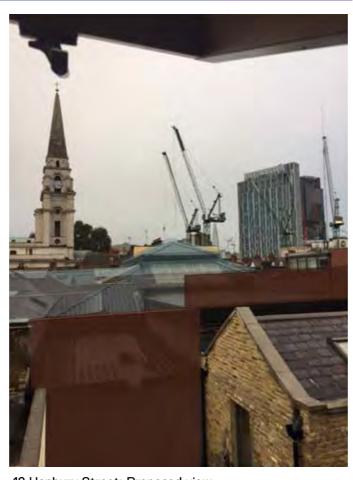
25 degree assessment diagram above, as recommended by the (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice (2011)'

While the actual angle sits at 25.3 degrees, it is an improvement on the previously consented angle of 28 degrees. It is therefore proposed as acceptable.

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12 Hanbury Street: Existing view



12 Hanbury Street: Proposed view

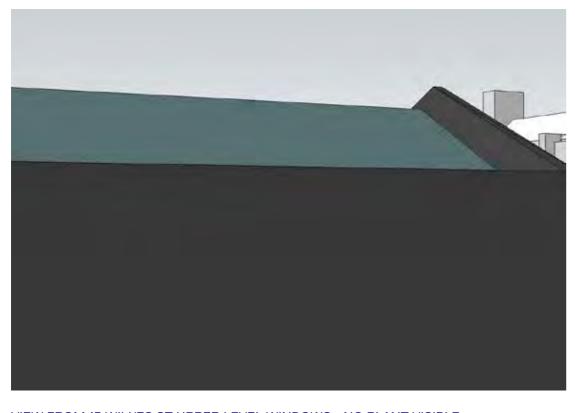


16 Hanbury Street: Existing view





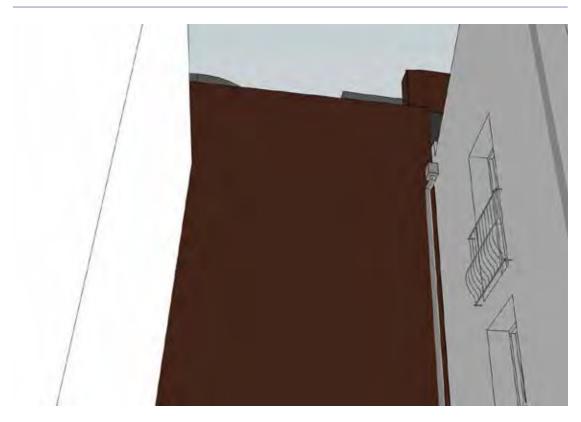
ISA ARCHITECTS



VIEW FROM 15 WILKES ST UPPER LEVEL WINDOWS - NO PLANT VISIBLE NO CHANGE TO SKY LINE



VIEW FROM PUMA COURT - NO PLANT VISIBLE NO CHANGE TO SKY COMPONENT



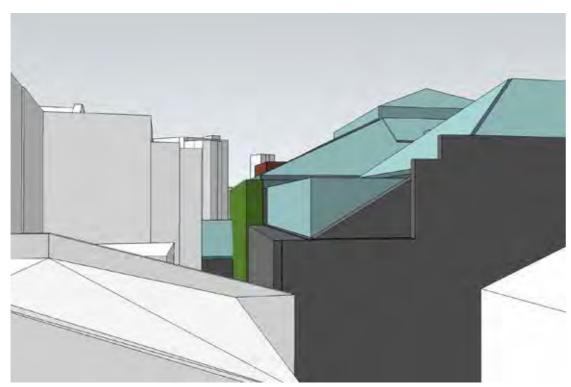
VIEW FROM PECKS YARD GROUND LEVEL



**Existing Puma Court View** 



**Existing Pecks Yard View** 



Massing view

#### View 01



#### **NEW 2ND FLOOR DORMER**

The new dormer proposed to the south west corner of the 2nd floor will have no impact on daylighting to 98 Commercial Street.

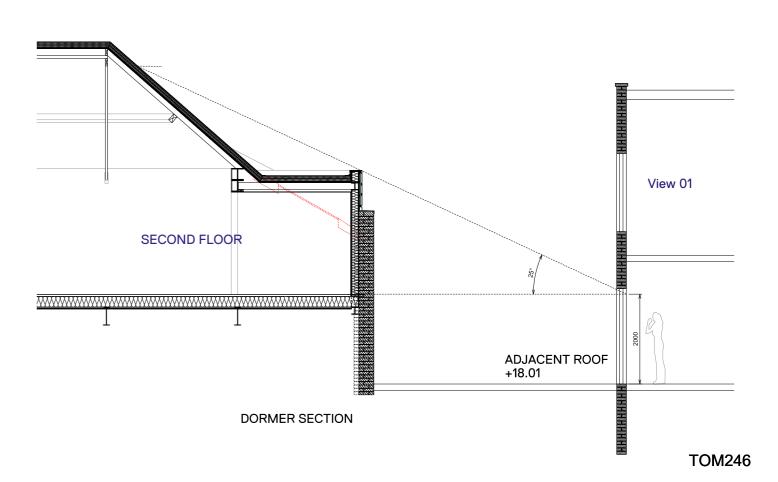
The adjacent 3D image shows the proposed form of the dormer.

An existing rooflight will be removed to reduce impact on light pollution. The roof is being raised to allow head height at second floor level. Without these, a corner of the building will be unuseable.

As demostrated in the section below, there is no impact on daylighting.

As demonstrated by the image adjacent, the dormer will have no impact on the general outlook of the property.

25 degree assessment diagram below, as recommended by the (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice (2011)'



#### **WASTE & REFUSE**

Modern and innovative waste storage and compaction proposals have been implemented to avoid smells and to limit the number of collections required.

#### SUPPLEMENTARY INFORMATION

Refer to the following reports, included with the application:

- Alan Baxter Associates Transport Statement dated 28th November 2016.

#### **SERVICING & DELIVERIES**

Servicing and deliveries has been considered in great detail, after concerns were raised by neighbours that Hanbury Street could be materially affected.

#### SUPPLEMENTARY INFORMATION

Refer to the following reports, included with the application:

- Alan Baxter Associates Transport Statement dated 28th November 2016.

#### **OPERATION & MANAGEMENT**

Concern was raised by the neighbours about the potential noise impact of people entering and leaving the property and possible antisocial behaviour.

Again, it should be stressed that Time Out Market is a Fine Dining proposal that will be family friendly and inclusive. The proposed use will not naturally attract anti social behaviour or excessive alcohol consumption.

The Building Regulation approval process has been pushed on ahead of schedule to ensure that the proposals will comply with the Approved Documents in terms of staff and guest welfare facilities, occupancy and fire / escape strategy.

A specialist Fire Engineer has been appointed and a fire strategy prepared, submitted to and approved by the Approved Inspector.

The building has been designed for 435 seated customers, with 30 standing and the remainder staff. Time Out Market will have strict management proposals in place to deal with any issues that might arise.

#### SUPPLEMENTARY INFORMATION

Refer to the following reports, included with the application:

- Time Out Market Operation & Management Statement
- Noise Assessment dated 28th November



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**ARCHITECTS** 

#### **KEY POLICIES**

#### National:

- Equalities Act 2010
- National Planning Policy Framework

#### Regional:

- London Plan 2015 Town Centres (2.15) Ensuring Equal Life Chances (3.1)

#### Local:

- LBTH Core Strategy 2010 S04 to have a hierarchy of interconnected, vibrant and inclusive town centres.
- LBTH "Inclusive Design Advice: Shops" (advised to use this for reference)

#### 1.0 Parking

The site lies within an area that has "best" public transport levels. Refer to Section 02 above and ABA Transport Statement for further details.

The building is a landlocked site and therefore no additional car parking spaces are proposed. However, accessible parking space is available direcly outside the front door in the loading and drop off bay (3 hour free parking for badge holders)

Taxi drop off is available via the same bay.

Cycle storage is provided in the main entrance Signage will be illuminated and consistant lobby.

#### 2.0 Main Entrance

There is only one main entrance to the building and therefore every guest uses the same entrance.

Large double doors are provided off the main street, with a clear opening much greater than the minimum 800mm width recommended. A flat threshold is provided to ensure that no obstacle is presented to wheelchair users, those with buggies, or patrons with visual impairments.

The entrance will be illuminated and the doors typically held open, with appropriate signage in place to make sure that it can be clearly recognised and located.

In the evenings, if the doors are closed, external illumination will highlight the door and ironmongery will clearly contrast with the face of the door and be located at appropriate heights, in accordance with Approved Document M.

The glazed acoustic lobby doors will be automatically opening, meaning that at most times of the day there will be no obstacle at all to entrance.

Two rows of vinyl vision markers will be applied across the extent of the glass doors, at 900mm and 1500mm, to ensure the glass is identifiable.

An internal matwell will be installed, with consideration given to the choice of material to ensure that wheelchair access is not hampered.

#### 3.0 Ground Floor

The existing ramped entrance way is of a gradient less than 1 in 20 and the ground floor plate is level throughout.

The main concierge and information desk (Time Out Counter) are located at ground floor level.

to make sure that way finding is clear and consistent throughout the interior.

The internal layout of the public spaces has been clearly and distinctly divided from staff and servicing routes, to make sure that guest movement is prioritised and clear.

#### 4.0 Movement within the building

The existing building is split over 4 levels with no lift provision.

A new DDA compliant lift will be installed, to provide level access to all areas of the building. This has been prominantly located as close to the main entrance as possible.

An audible system will be included to call out levels for visually impaired users.

The interior of the lift will be designed by the specialist lift manufacturer to give clear illumination and allow for the doors to stay open for at least five seconds, with a door detection system to detect any obstructions within the door way as the doors try to close.

The lift location has also been considered to allow staff use if required, and links to the staff welfare facilities at lower ground level.

Due to constraints of the existing site, it was not possible to provide separate staff and guest lifts, but the location selected ensures full access to the building for all.

To avoid risks of contamination or spills, a dedicated food hoist has been installed to allow staff to clear dishes without having to walk down stairs, or use the guest lift.

Doors and internal barriers within public spaces have been reduced to an absolute minimum to ensure that full, unobstructed access is offered.

#### 5.0 Stairs

There are 2 emergency escape stairs provided, with disable refuge call points in case of emergency.

The operator will develop a management plan, which will be included within the building's risk assessment report, and which will highlight the management regime for evacuating disabled occupants and identify personnel capable of undertaking assisted evacuation of occupants requiring such support.

Front of House stairs will be provided with clearly contrasting nosings, consistent treads and rises and will maintain a continuous handrail.

A fully accessible WC, in addition to ambulant provision, will be located directly opposite the guest lift at upper level, adjacent to main dining areas.

A 300mm zone will be provided adjacent to all doors with handles contrasting from backgrounds in all instances.

WC provision and design has been discussed with and approved by the Approved Inspector, in terms of Building Regulation compliance.

#### 6.0 Dining Areas

A variety of seating types and configurations will be provided to dining areas to ensure maximum flexibility.

Vendors will have clearly illuminated signage and table service will be available as standard.

#### 7.0 Staff Areas

Staff changing facilities are provided at lower ground level, fully accessible via the lift. Cycle storage and showering facilities are provided in accordance with London Plan Guidance and Welfare at Work guidelines.

A fully accessible unisex changing and WC facility is provided.

#### 8.0 Directional Signage

All public areas will be clearly defined by directional signage, which will be located at appropriate heights and will be clearly defined from its background.

Symbols will be used alongside text wherever



#### MARKET EXPERIENCE VIEW

#### **EXTERIOR ELEVATION**





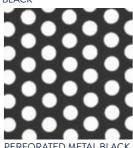
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POWDER COATED METAL

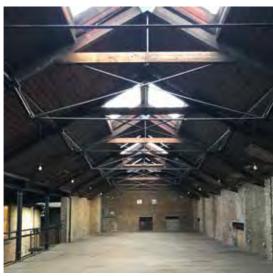




NOVEMBER 9, 2016 —

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#### HERITAGE IMPACT

Section 02 of this document demonstrates that the proposal sits within planning policy; in terms of national, regional, local and conservation guidelines.

Section 03 describes the current building condition and use, and demonstrates that it's in need of investment and that, with the main entrance remaining off Commercial Street, there will be little physical impact on the closest listed properties on Wilkes St.

Section 04 demonstrates that the building is a viable use for the existing form and describes how we will bring the currently closed off industrial building back to life.

Section 05 demonstrates how we will do that without negative impact on neighbouring amenity; in some cases (light pollution relative to Wilkes St properties in particular), improving amenity.

The statement to date has demonstrated that there will be no adverse impact on the local streetscape. None of the key interventions roof insulation, plant room, dormer - will be visible from the main roads.

The refurbishment of the 106 Commercial Street entrance will see an active frontage restored, which will improve the streetscape vastly. See drawing on previous page.

#### **ROOF**

One of the key decisions was how to deal with acoustic and thermal insulation.

There were 2 options available for the roof insulate internally, or externally.

One of the most fundamental features of the existing building is the presence of the existing steel, cast iron and timber roof trusses. They contribute hugely to the quality of the building interior and are a key part of its essential character.

The option to insulate internally was investigated, but the resulting impact on the existing roof trusses was considered too great an impact from a heritage perspective. The trusses would be partially covered over and the original, industrial quality of the building lost. The proposals were also assessed from an acoustic perspective and complex detailing around trusses and column heads would likely have resulted in acoustic weak spots.

One of the great results of the Time Out Market proposal is that members of the public will be able to see inside the existing warehouse building and we want to preserve as much of that quality as possible.

We then investigated the option to insulate externally, and this produced a much better acoustic peformance and, since the building has no impact on the local streetscape, better preserved the heritage assets of the building.

The second decision was on the retention or otherwise of existing slates, that cover the stable block at present. The slates are not original; being Spanish slates installed in 2012. It was felt that one seamless roof covering would be better, both in terms of acoustic performance, and in terms of providing a simple roofscape. A charcoal grey coloured bituminous roofing membrane has been selected, to reflect the colour of the existing slates - images on the following page.

Insulating externally does raise the ridge level slightly (approx 170mm), but this has no impact on the outlook of any neighbouring property. No existing masonry wall head levels are affected and so there will be little perceptible change in view. As the earlier images in Section 05 demonstrate.

#### **EXTERNAL MATERIALS**

See following page for Images:

- Roof: Bauder charcoal grey bituminous membrane
- Pecks Yard Facade: Charcoal grey smooth acrylic render, with charcoal grey metal roller shutter.
- Plant Screen: Polyester Powder Coated Aluminium Louvres, as previous consent.
- Dormer: Natural finished Zinc cassettes

#### **CONCLUSIONS**

Time Out Market proposes a sustainable re-use of an existing building, replacing an out of date warehousing facility with an employment generating use that will enhance the character of the area and offer a unique experience to local residents, workers and tourists.

The proposed use will have a lower impact in terms of servicing and deliveries than the current warehouse use.

The use and proposal is consistent with the goals for the Spitalfields area in terms of Tower Hamlets Core Strategy and the Conservation Area appraisal.

The proposals will generate 200 new jobs, many of which will be taken by local residents.

The proposals will offer public spaces to local artists, opportunities for collaboration and educational opportunities for local schools and interest groups. All of whom will be able to visit a previously closed off building.

The proposals will add an active frontage to Commercial Street in place of a currently closed facade.

The proposals will not change any of the other street scapes around the site.

The application site is in a very sustainable and accessible location, well suited to the aims of Tower Hamlets and Time Out Market.

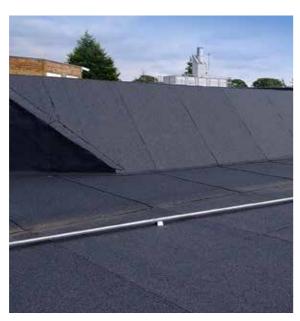
The principal thread on heritage assets within the NPPF relates to 'harm'. For the reasons set out in the conclusions above, it is clear that the proposed land use and building operations cause no perceivable harm; and, in any case, the public benefits far outweigh any perceived harm that might be imagined.

ARCHITECTS

01. Charcoal coloured acrylic render (shown abutting existing stone / brick)



02. Zinc Cassette system



03. Bituminous Roof Membrane



04. PPC Aluminium Screens



05. Existing Brick

#### MATERIAL IMAGES

#### 01 Render to Pecks Yard:

The charcoal grey colour will match the existing corrugated metal sheet, but the smooth render will tidy up the elevation, make junctions to neighbouring properties neater, and be simpler to clean and maintain. This will improve the visual aspect of Pecks Yard

### 02 Zinc Cassettes to Dormer roof:

A light grey natural zinc finish proposed. Zinc is a traditional roof material, and will ensure the dormer feels like part of the roof, as opposed to an extension to the wall.

#### 03 Bituminous Roofing Membrane:

A consistent finish, maintaining the colour of the existing metal sheeting and slates, but giving a uniform, neat and tidy surface to the roof, replacing the mixture of materials - metal sheet, slate, corrugated plastic, glass visible at present.

#### 04 PPC Aluminium Plant Screen:

The charcoal grey colour matches the existing planning consent.

#### 05 London Stock Brick:

Any existing external brick repairs will be done in brick to match existing.





# MARKET EXPERIENCE VIEW

# **2ND FLOOR KITCHENS**



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15. Time Out Market Transport Statement

# Time Out Market Transport Statement Prepared for Time Out Markets November 2016

# Alan Baxter

Prepared by Reviewed by Issued Isobel Knapp Geoff Burrage 28.11.2016 (v2) 24.11.2016 (v1 Draft)

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# 1.0

# Introduction

This Transport Statement has been prepared by Alan Baxter Ltd (ABA) to support a planning application by Time Out Markets for the change of use of a Victorian Warehouse, 106 Commercial Street, London E1 from an industrial warehousing facility to a fine dining food hall (A3 use of the Town & Country Planning (Use Classes) Order 1987).

Figure 1.1 106 Commercial Street – Bird's Eye View



Figure 1.2 106 Commercial Street - Site Plan



# 2.0

# **Policy Context**

There is a range of national, regional and local policy and guidance documents that set the planning policy framework for development within the London Borough of Tower Hamlets (LBTH). The transport-related policies most relevant to this proposal are outlined below.

# 2.1 National and Regional Policy

There is a range of national planning policy which guides development, the most important being the National Planning Policy Framework (2012). An overarching aim of this document is to encourage a more sustainable approach to transport that reduces the negative environmental impacts associated with private car use.

At a regional level, the London Plan 2016 is the most relevant planning policy to the transport aspects of this development, as set out below.

## The London Plan, March 2016

The London Plan is the overall spatial development strategy for Greater London, setting out an integrated economic, environmental, transport and social framework for the development of the city over the next 20-25 years. The plan is also the framework for the development and use of land in London. Specifically, it sets out the need to integrate transport and development to reduce the need to travel by car.

The key transport policies within the London Plan that are relevant to the proposed development are:

- Policy 6.1 'Strategic Approach'
- Policy 6.3 'Assessing effects of development on transport capacity'
- Policy 6.7 'Better Streets and Surface Transport'
- Policy 6.9 'Cycling'
- Policy 6.10 'Walking'
- Policy 6.13 'Parking'
- Policy 6.14 'Freight'

## Mayor's Transport Strategy 2010

The Mayor's Transport Strategy (MTS) is a statutory document which presents an integrated package of measures that are designed to improve transport, enhance London's environment and foster its development as part of a strategic policy framework over the next 20 years. The MTS is likely to be refreshed in the near future following the election of a new mayor in May 2016.

The MTS indicates how travel planning, along with car sharing and car club schemes will further reduce transport related CO2 emission and tackle car dependency. The

Mayor seeks to encourage the use of public transport, walking, cycling and car sharing through a number of measures, including smarter travel planning.

# 2.2 Local Policy – London Borough of Tower Hamlets

Tower Hamlets Local Plan consists of the Core Strategy and Managing Development Document (MDD). Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough. The Council has started to develop a new Local Plan, for which the consultation period has now closed. However, at this stage only the Adopted Core Strategy and MDD have any weight in the determination of planning applications.

## Adopted Core Strategy, Sept 2010

The Core Strategy is the key spatial planning document for Tower Hamlets, setting out the spatial vision for the borough and how it will be achieved. The five spatial themes form the bulk of the document, of with the fourth, 'Delivering a high-quality city', contains most information in regards to transport and movement in the borough. The fifth, 'Delivering placemaking' illustrates how these strategies will shape the 24 individual places. Each borough-wide strategy is formed of Strategic Objectives (SO), a map showing the spatial representation of the strategy, a Spatial Policy (SP) and justification for the strategy.

The following Strategic Objectives are set out within the 'Delivering a high-quality city' chapter:

- SO19 Deliver an accessible, efficient, high quality, sustainable and integrated transport network to reach destinations within and outside the borough.
- SO20 Deliver a safe, attractive, accessible and well-designed network of streets and spaces that make it easy and enjoyable for people to move around on foot and bicycle.
- SO21 Create streets, spaces and places which promote social interaction and inclusion, and where people value, enjoy and feel safe and comfortable.
- SO22 Protect, celebrate and improve access to our historical and heritage assets by placing these at the heart of reinventing the hamlets to enhance local distinctiveness, character and townscape views.
- SO23 Promote a borough of well designed, high quality, sustainable and robust buildings that enrich the local environment and contribute to quality of life.
- SO24 Achieve a zero carbon borough in the 21st century, with a 60% reduction in carbon emissions by 2025.

The key Strategic Objective in 'Delivering placemaking' is:

 SO25 Deliver successful placemaking in Tower Hamlets to create locally distinctive, well designed, healthy and great places which interconnect with, respond and integrate into the wider London area.

Particularly in regards to the study area, Spitalfields "Will continue to be a historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane."

## Managing Development Document, April 2013

The Managing Development Document provides the planning policies and site allocations needed to achieve the Core Strategy vision and get the best from future development proposals. It is a Development Plan Document that provides the detail which the Core Strategy is not able to deliver (e.g. paragraph 1.2 of the Core Strategy). It helps to manage development across the borough through development management policies and provides strategic guidance for key development sites within site allocations.

#### Key sections are:

- DM20 Supporting a sustainable transport network i.e. locating development appropriately depending on type and scale, properly integrated into the transport network and having no unacceptable impact on capacity.
- DM22 Parking i.e. comply with parking standards and meet, and preferably exceed, minimum standards for cycle parking
- DM23 Street and the public realm i.e. development should be well-connected
  with surrounding area and accessible for all, improving safety and security and
  maintaining the quality of the public realm

# 3.0

# **Existing Conditions**

# 3.1 Location and Uses

106 Commercial Street is located in the London Borough of Tower Hamlets (LBTH). Commercial Street is a main road which runs north-south through the Spitalfields area of LBTH, connecting with Whitechapel Road and Commercial Road to the south and turns into Great Eastern Street to the north, connecting with Shoreditch High Street and Old Street.

The site's immediate vicinity is characterised by a dense mix of retail, office, industrial, residential, arts and tourist activities. This includes Old Spitalfields Market across the road to the west, home to a number of retail and restaurant units along with the market itself, and the famous Brick Lane a few streets over to the east of the site (see Figure 3.1). The Old Truman Brewery is also immediately to the north of the site off Hanbury Street. Additionally, the site lies within the Brick Lane and Fournier Street Conservation Area.

The lawful use of the site is as industrial warehousing. The site itself is 'landlocked', and located in the middle of a block comprising, retail, restaurant, commercial and residential uses.

Manufacture of the control of the co

Figure 3.1 106 Commercial Street Location (red dot) and Context

Located within Travelcard Zone 1, the site benefits from excellent accessibility by public transport, with the highest possible Public Transport Accessibility Level (PTAL), at 6b (best). It lies within walking distance of the transport hub of London Liverpool Street and several other railway and Underground stations and is served by a significant number of bus routes, along with numerous Cycle Hire docking stations in the vicinity.

## 3.2 Movement Profile

A significant number of people in the area will be visitors and tourists to Spitalfields Market, Brick Lane and other general shops, restaurants and bars. Statistics for these groups are not readily available, however, given the limited car parking provision and excellent public transport it can be assumed that the vast majority arrive on foot or by public transport.

To gain a more robust understanding of travel patterns, data has been extracted for those who travel to work in this area of Tower Hamlets, within which 106 Commercial Street lies. The vast majority travel to work by public transport (75.5%), and more people walk or cycle (14.4%) than travel by car (8.3%). This is a very sustainable movement profile, reflecting the high PTAL of the area (set out in Section 3.5).

There is a higher than average bicycle modal split for London, which may have risen further in the past five years with significant investment is cycle infrastructure nearby (discussed in Section 3.4 and 3.8).

Table 3.1 Method of Travel to Work, Census 2011<sup>1</sup>

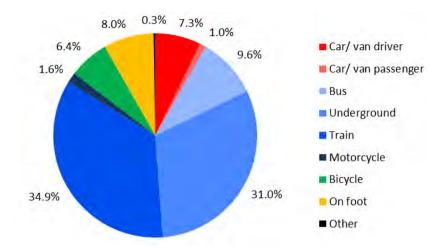
Mode	Split
Car Driver	7.3%
Car Passenger/ Taxi	1.0%
Bus	9.6%
Underground	31.0%
Train	34.9%
Motorcycle	1.6%
Bicycle	6.4%
Pedestrian	8.0%
Other	0.3%
Total	100%

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Alan Baxter

Source: Nomis Census Data: WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level), E02000878: Tower Hamlets 015 (2011 super output area – middle layer)

Figure 3.2 Method of Travel to Work, Census 2011<sup>2</sup>



Site visits were undertaken in addition to desktop analysis. A site visit on Friday evening suggests that although there is congestion outside some local establishments, particularly related to outside drinking, footfall is not exceptionally high outside the site during the evening peak when customers would be arriving and departing.

# 3.3 Walking

The primary access to the site to be used by guests is from through an arched entrance on Commercial Street to the west of the site, through the ground floor of a three storey building. There is a secondary access from Hanbury Street to be used as an emergency exit and for refuse collection via Pecks Yard at the northern edge of the site. There is also another emergency exit only to Puma Court to the south between the Norton Folgate Almshouses.

Figure 3.3 Accesses to 106 Commercial Street from Hanbury Street (left)
Commercial Street (middle) and Puma Court (right)



Pedestrian facilities on streets surrounding the site are mixed, with generous footway widths on Commercial Street (leading south to Aldgate East Underground Station and

-

TOM269

Source: Nomis Census Data: WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level), E02000878: Tower Hamlets 015 (2011 super output area – middle layer)

north to Shoreditch High Street Station), Lamb Street and Brushfield Street (leading to Liverpool Street Station) but fairly narrow widths on Fournier Street, Hanbury Street and Wilkes Street.

Figure 3.4 Wide Footways on Commercial Street (left) and Brushfield Street (right)





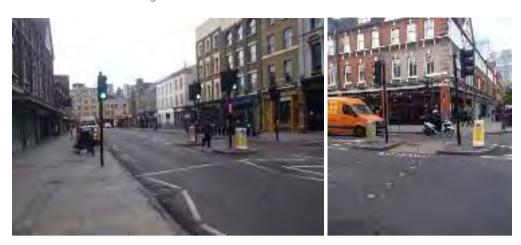
Figure 3.5 Narrower Footways on Fournier Street (left), Wilkes Street (right)





There are formal signalised pedestrian crossings on Commercial Street at both ends of the block and on Hanbury Street, following the pedestrian desire line of those walking along Commercial Street pavements. This enables pedestrians to access 106 Commercial Street relatively easily from whichever direction they approach.

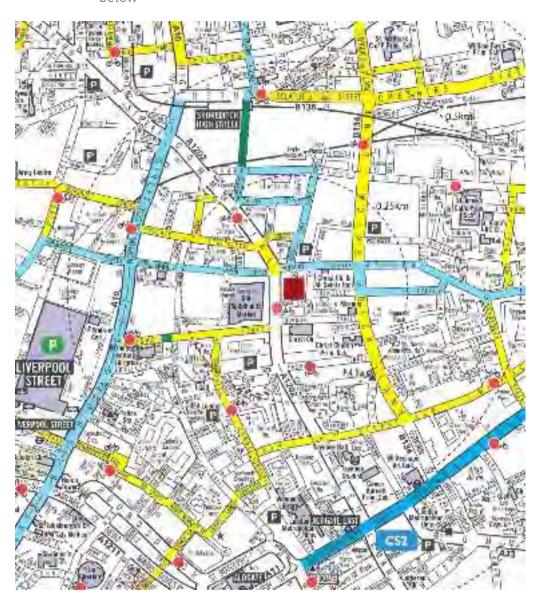
Figure 3.6 Pedestrian Crossings on Commercial Street, south (left) and north (right) of the site



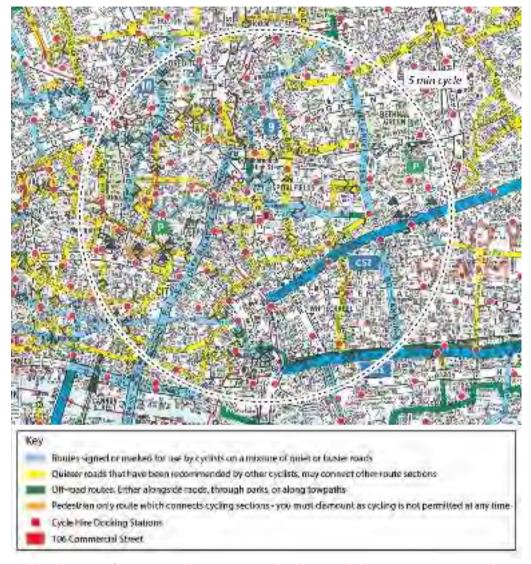
# 3.4 Cycling

Figure 3.7 shows the existing cycle routes within a 2-minute and 5-minute cycling catchment. The site lies just off the signed cycle route that runs along Hanbury Street, well used by cyclists, which connects into a network of other streets signed or marked for use by cyclists. Along with quieter roads which have been recommended for cyclists, such as Brick Lane, this cycle network connects the site with CS2 on Whitechapel Road (Stratford to Aldgate) and CS3 on Cable Street (Barking to Tower Gateway). This network of signed and recommended cycle routes passes by the main rail stations nearby, providing the possibility of combining modes of transport to reach the site.

Figure 3.7 Existing Cycle Routes and Santander Cycle Hire Docks within 0.5km (2 Minutes Cycle) above and 1.25km (5 Minutes Cycle) below<sup>3</sup>



Source: TfL Map: Cycling in Central London 2015



Whilst the part of Commercial Street immediately outside the site is not a signed cycle route, it nonetheless constitutes ways of cycling to the site and therefore contributes to its accessibility.

TfL Cycle Hire provides a public bicycle-sharing scheme for short journeys in and around central London situated every 300 to 500 metres. Bicycles are available 24 hours a day, all year round, from over 700 special docking stations. There are three Santander Cycle Hire Docking Stations within a two-minute walk from the site, with 61 docking points between them – Fournier Street (16 points), Fashion Street (30 points) and Commercial Street (15 points) (Figure 3.8). Further afield, within a five-minute walk, there are 10 Docking Stations (including the first three), with a total of approximately 260 spaces between them. This makes the site highly accessible for visitors travelling by hired bicycle (see Figure 3.7).

Figure 3.8 Santander Cycle Hire on Commercial Street



Additionally, in the immediate vicinity of the site, there are public on-street cycle parking spaces in the form of Sheffield stands located on Commercial Street (8) Fournier Street (14 spaces), Hanbury Street (16 spaces) and Lamb Street (16 spaces). This provides a total of 54 spaces (counting two cycle parking spaces per Sheffield stand) (Figure 3.9).

Figure 3.9 Bicycle Parking on Commercial Street (top) Lamb Street (left) and Hanbury Street (right)



# 3.5 Public Transport

## Public Transport Accessibility Level (PTAL)

The Public Transport Accessibility Level (PTAL) of the site is 6b, the highest it can be. This means that the site is highly accessible by public transport. Figure 3.10 shows PTAL for the area, with the closest bus stops, underground and rail stations.

Address or co-ordinates

106 Commercial Street, London, UI ×

Access less IPTAL. Time mapping Street

Access less IPTAL. Time mapping Street

Access less IPTAL. Time mapping Street

IPTAL is measure which notes tocabons by distance from frequent public transport services.

Map key - PTAL

II (Word)

II II

Str. (Beal)

Map layers

FTAL (Not size 100m)

Map layers

FTAL (Not size 100m)

Figure 3.10 Public Transport Accessibility Level Map<sup>4</sup>

### Bus

The closest bus stops are S and T on Commercial Street, just north of the site, which serve route 67 between Wood Green and Aldgate, running every 5 to 10 minutes. This is a fairly limited offer, however, stops J and H on Bishopsgate five minutes' walk to the west serve 11 bus routes during the day and three night buses, which serve various destinations across London including Islington, Tottenham, Dalston and Hackney to the north, Bow, Wapping and Lewisham to the east, Peckahm, Streatham and Clapham to the south and King's Cross, the City and Fullham to the west (Figure 3.11). Most bus stops in the vicinity have shelters and real time service information.

4

Source: TfL WebCAT

Figure 3.11 Buses from Liverpool Street<sup>5</sup>

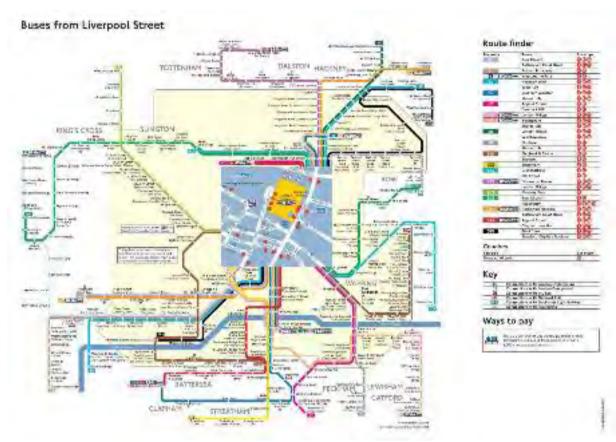


Figure 3.12 Bus Stops – L on Bishopsgate (left) and T on Commercial Street (right)



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Source: http://www.tfl.gov.uk/maps/bus (30.04.2016)

# Underground/Rail

The site is easily accessible by London Underground, Overground and National Rail. There are five stations with access to nine rail and underground lines within a 10 minute walk, set out in Table 3.2 and located in Figure 3.13. Further afield are additional underground and mainline stations within a short walking distance.

Table 3.2 Underground/ Rail Station details

Station	Line(s)	Time (walking)
Shoreditch High Street	Overground	6 minutes
Liverpool Street (rail)	National Rail, TfL Rail, Overground	8 minutes
Liverpool Street	Central, Circle, Hammersmith & City,	8 minutes
(underground)	Metropolitan	
Aldgate East	District, Hammersmith & City	8 minutes
Aldgate	Circle, Hammersmith & City,	10 minutes
	Metropolitan	

Figure 3.13 Underground/ Rail Station Locations

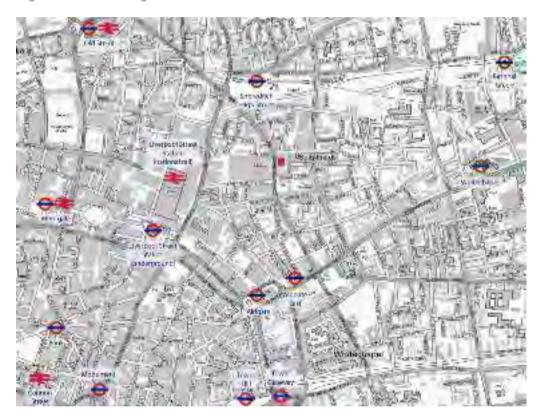


Figure 3.14 Liverpool Street Station Entrance from Bishopsgate



From Liverpool Street, the following major rail stations can be reached within 20 minutes offering connections to national and international destinations (Table 3.3):

Table 3.3 National and International Rail Stations

Station	Time (underground)
King's Cross St Pancras	7 minutes
International	
Waterloo	11 minutes
Euston	14 minutes
Paddington	20 minutes

## River Boat

Tower Pier is located approximately 25 minutes' walk from the site and is served by the River Bus service RB1 and City Cruises. RB1 travels between Westminster and Greenwich, stopping at London Eye, Embankment, Blackfriars, Bankside, London Bridge City, Tower, Canary Wharf, Greenwich and North Greenwich Piers. City Cruises also travels between Westminster and Greenwich and is a sight-seeing boat.

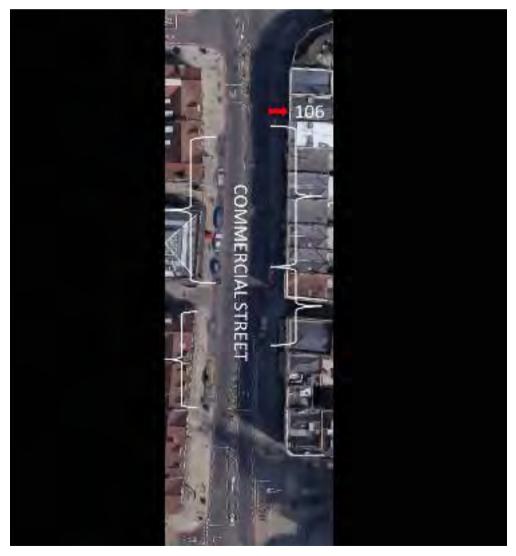
# 3.6 Vehicle Access and Parking

Commercial Street is a key vehicular corridor which connects with the A501 and the A40 Westway to the west, leading also to the A1, A10 and A41 routes heading north. To the south, Tower Bridge is the closest bridge leading to the south of the river towards the A2 and A3 and, in an easterly direction, the A11 and A13 branch off at the south of Commercial Street.

Commercial Street itself is part of the Transport for London Road Network as a red route. Commercial Street also acts as an eastern boundary of the Congestion Charge Zone, where all roads to the west are within the zone and all roads to the east are outside of it.

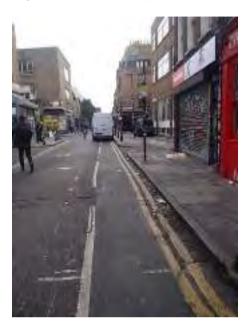
There is no off-street parking associated with the 106 Commercial Street development site. As Commercial Street is on a red route, the on-street parking directly outside the site is restricted as shown in Figure 3.15. Loading is permitted in the designated loading bays as well as in the parking bays between the hours of 10 am and 4 pm.





Hanbury Street is not part of the red route but is still very restricted with double yellow lines running along both sides of the street. These restrict parking at all times other than in marked bays on Sundays between 10am and Midday (Figure 3.16). Loading is permitted on the double yellow lines at any time.

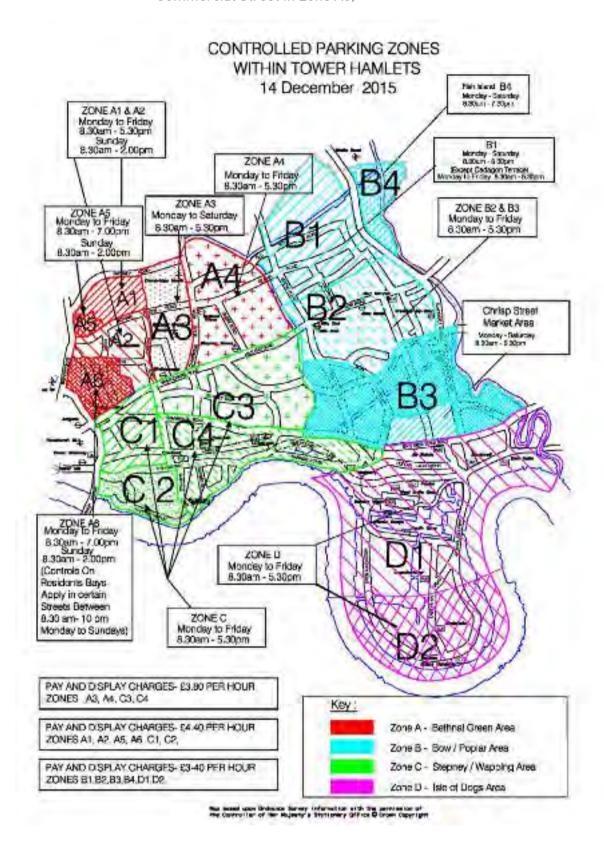
Figure 3.16 Hanbury Street double yellow lines and parking bays



Currently, refuse vehicles park alongside the kerb on Hanbury Street and collect refuse from inside the site, accessing it through Pecks Yard. Service vehicles park within the bays on Commercial Street in line with the restrictions between 10am and 4pm to service the site from the main entrance.

This area lies within the Controlled Parking Zone (CPZ) A6 which is residents' parking only between the hours or 8:30 and 10pm — as detailed in Figure 3.17. This is applied in bays on nearby Wilkes Street and Fournier Street. The limited quantity and restricted hours of on-street parking provide little opportunity for visitors to park onstreet in the vicinity of the site.

Figure 3.17 Controlled Parking Zones within Tower Hamlets CPZs (106 Commercial Street in Zone A6)<sup>6</sup>



20 TOM281

Source: http://www.towerhamlets.gov.uk/

Off-street bays and car parks in the wider vicinity of the site are detailed in Table 3.4.

Table 3.4 Off-street parking

Location	Hours of operation	Car	Large Vehicle
Old Truman	Mon- Sun 24 hours	£15 daytime	£25 daytime
Brewery, Ely's		£8 overnight	£10 overnight
Yard		£260 a month	£430 a month
Old Truman	Mon- Sun 7am-12am	£10	
Brewery, Grey			
Eagle Street			
Brick Lane	Mon-Wed, Sun 5:30am-	£10 daytime	£15 daytime
	12:30am	£6 overnight	£10 overnight
	Thu-Sat 5:30am-1:30am	£ 200 a month	350 a month
Whitechapel High	Mon-Sun 5am-1pm	2 hrs - £9	Max Height -
St NCP		2-4 hrs - £18	1.98m
		4-24 hrs - £28	
Great Eastern	Mon-Fri 6am-8pm	2 hrs - £14	Max Height -
Street NCP	Sat-Sun 7am-7pm	2-4 hrs - £28	1.98m
		4-24 hrs - £30	Max vehicle
			weight in lift -
			2.25 tonnes

The high expense of off-street parking will discourage people from driving to the area.

# 3.7 Availability of Parking and Loading

Surveys were undertaken in November 2016 to assess the current capacity and occupancy of parking and kerbside activity in the surrounding area. This was split into two surveys:

- 1. Loading and taxi pick-up/drop-off activity and general parking activity on Commercial Street and Hanbury Street directly outside the site; and
- Legal on-street parking in the surrounding area within a five minute walk of the site (the full survey specification can be found in Appendix 1).

The surveys were undertaken under normal traffic conditions on a weekday and a Saturday between 06:00 and 00:00.

# 1. Loading, Taxi and Other Parking Activity

This survey was undertaken in order to provide a full understanding of local loading capacity in the immediate vicinity of the site (Figure 3.18). (Raw survey data can be found in Appendix 2.)

Figure 3.18 Survey Area



The data provided detailed the arrival and departure time and therefore the duration of each vehicle which parked, and the type of vehicle and its activity. Figure 3.19 displays the duration of stay on the weekday survey, identifying the number of vehicles parked within each location. The longest duration was 15 hours – a heavy goods vehicle parked in Bay 1 on Commercial Street, whereas the shortest was four seconds whilst a car dropped off a passenger on the north side of Hanbury Street. However, the majority of vehicles park for between one and five minutes, followed

by less than 30 seconds and between five and 10 minutes. This indicates that there is a high turn-over of vehicles which park in these locations. The average duration of parking was approximately 18 minutes which reflects the maximum loading restriction time of 20 minutes. The average duration of stay at the weekend was slightly less, approximately 15 minutes.

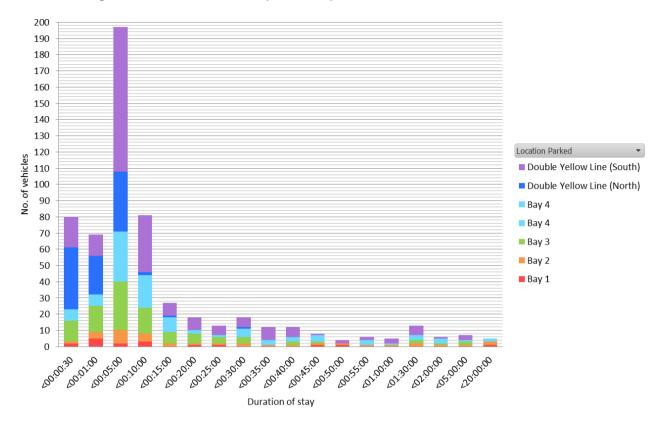


Figure 3.19 Duration of stay, weekday

The hourly parking accumulation for each parking bay has been assessed using arrival and departure times (Figure 3.20 to Figure 3.23). These graphs can be used to identify the spare capacity in each bays for loading, pick-up and drop off, and refuse services. The capacities of each bay are calculated by dividing the length of bay by the average length of vehicles which use it; cars are assumed to be 5m, LGVs 7m and HGVs 10m, therefore the average length used is 7m long. A higher proportion of cars to LGVs and HGVs were recorded using the parking bays in the surveys, therefore this is a conservative estimate for the capacity of each bay (Table 3.5).

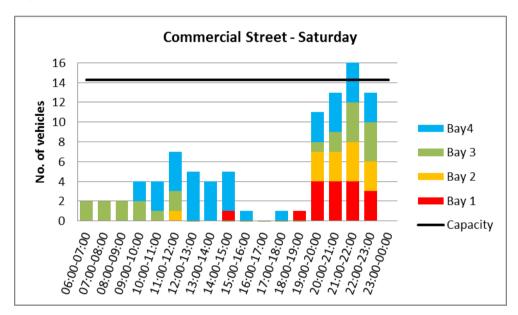
Table 3.5 Parking capacity

Street	Location	Bay length (m)	Bay capacity (veh.s)
Commercial	Bay 1	15	2
Street:	Bay 2	30	4
	Bay 3	20	3
	Bay 4	35	5
	Total		14
Hanbury Street:	North	48	7
	South	46	7
	Total		14

Commercial Street - weekday 16 14 12 No. of vehicles 10 Bay 4 8 Bay 3 6 Bay 2 4 2 Bay 1 Capacity 00:01-00:60 12:00-13:00 14:00-15:00 15:00-16:00 17:00-18:00 18:00-19:00 <sup>20:00-21:00</sup> 21:00-22:00 10:00-11:00 11:00-12:00 13:00-14:00 19:00-50:00 22:00-23:00 <sup>16:00-17:00</sup>

Figure 3.20 Commercial Street weekday accumulation

Figure 3.21 Commercial Street Saturday accumulation



The figures above show that the parking accumulation on Commercial Street stays within capacity at most times. There is less spare capacity before 6pm during the week than at the weekend, and conversely there is less spare capacity at the weekend than during the week after 6pm. Peak periods are at around 11am and 7pm during the week and around 11am and 9pm at the weekend. It should be noted that the survey data suggests the 10am to 4pm restriction is not well observed. Nonetheless Time Out Market deliveries will be concentrated between 10am and 4pm. This will avoid the evening peak usage when there is little spare capacity. The minimum spare capacity between 10am and 4pm is four vehicles in any given hour at the weekday and seven vehicles at the weekend.

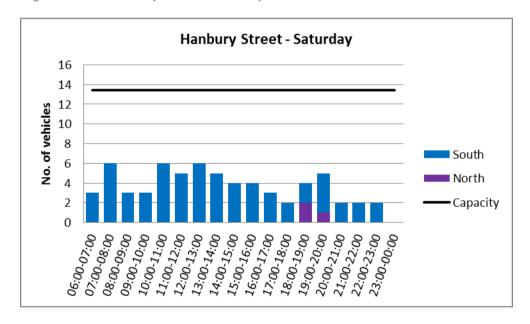
It must be noted that Bay 2 on Commercial Street is most convenient for delivery vehicles to park as this is directly outside of 106 Commercial Street. During the week between 10am and 4pm there is little spare capacity. However, Bay 4 on the opposite side of the street has more spare capacity and there is plenty of capacity on Hanbury Street (as discussed below). In the event that there is no space to load in Bay 2

loading will take place from alternative bays in Commercial Street via the pedestrian crossing if parking in Bay 4.

Hanbury Street - weekday 16 14 12 No. of vehicles 10 8 South 6 North 4 2 Capacity 20:00-21:00 21:00-22:00 08:00-03:00 00:00-10:00 10:00-11:00 11:00-12:00 12:00-13:00 13:00-14:00 14:00-15:00 15:00-16:00 16:00:17:00 17:00-18:00 18:00-19:00 19:00-20:00

Figure 3.22 Hanbury Street weekday accumulation

Figure 3.23 Hanbury Street Saturday accumulation



Hanbury Street has much lower occupancy than Commercial Street, presumably due to the more restrictive parking rules i.e. no parking other than on Sunday between 10am and midday, otherwise loading only. Therefore the activity on these streets is predominantly pick-up or drop-off, unloading and refuse collection. There is not so much of an obvious peak period as there is on Commercial Street. There is a fairly consistent level of activity on the weekday and more of a concentration of activity in the morning at the weekend. In general, there is capacity for at least nine vehicles at any one time on the weekday and seven at the weekend.

## 2. On-Street Parking Surveys

The parking surveys were undertaken in order to ensure a full understanding of local parking conditions in the streets within a five minute walk of the site (Figure 3.24). (Raw survey data can be found in Appendix 2)

Delication (1981) Movement Street
Street Street
Westingston (1981) Movement of the street
Antique (1981)

Delication (1981)

De

Figure 3.24 On-Street Parking Survey Area

The inventory in Figure 3.24 shows that there is no unrestricted parking in the vicinity; other than double yellow lines and red route bays which are heavily restricted by time, the majority of bays are for resident permit holders (green) and the rest of the kerb space is either business or other permit holders, a red route, disabled bays, car club bays, a loading bay or a bus stop. The restrictions in the area are clearly designed to discourage visitors from arriving by car and provide very limited opportunity for drivers to park on-street except for residents and disabled drivers.

The data in Table 3.6 and Table 3.7 summarise the parking stress of the bays. In general this shows that the **resident permit** bays are at a maximum of 89% capacity (weekday at 0600), the **general permit** holder bays are up to 91% full (Saturday at 1200), and the **business permit** at 100% maximum capacity (Saturday at 2100). There is only one **disabled**-only bay which is used at least half the time and two of the three **car club** bays are used most of the time. The maximum **loading** bay stress is 62% (Saturday at 1200). The only bays where cars do not need a permit are in the **red route** bays (time restricted) which are at a maximum capacity of 85% on the weekday at 2100, and the **double yellow lines** (also time restricted but permitted for

loading activity) have a very low use of 3% maximum (Saturday at 1200), which shows there is plenty of space for loading activities. No vehicles should legally stop on the **red route**, although one was counted on the Saturday at 2100.

Table 3.6 Parking stress, weekday

	Resident Permit Bay			Permit Holders Only			Red Route Bay		
Wed	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	121	108	89%	53	33	62%	40	19	48%
1200	121	72	60%	53	21	40%	40	16	40%
1700	121	92	76%	53	34	64%	40	10	25%
2100	121	88	73%	53	42	79%	40	34	85%

	Disabled Permit Bay			<b>Business Permit Bay</b>			Loading Bay		
Wed	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	1	0	0%	11	5	45%	13	4	31%
1200	1	0	0%	11	3	27%	13	4	31%
1700	1	1	100%	11	6	55%	13	4	31%
2100	1	1	100%	11	6	55%	13	5	38%

	Car Club Bay			Doub	<b>Double Yellow Line</b>			Red Route		
Wed	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	
0600	3	2	67%	367	8	2%	36	0	0%	
1200	3	2	67%	367	7	2%	36	0	0%	
1700	3	0	0%	367	4	1%	36	0	0%	
2100	3	2	67%	367	3	1%	36	0	0%	

Table 3.7 Parking stress, weekend

	Resident Permit Bay			Permit Holders Only			Red Route Bay		
Sat	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	121	74	61%	53	24	45%	40	5	13%
1200	121	100	83%	53	48	91%	40	14	35%
1700	121	85	70%	53	44	83%	40	7	18%
2100	121	88	73%	53	40	75%	40	23	58%

	Disabled Permit Bay			Busin	<b>Business Permit Bay</b>			Loading Bay		
Sat	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	
0600	1	1	100%	11	3	27%	13	2	15%	
1200	1	1	100%	11	9	82%	13	8	62%	
1700	1	1	100%	11	8	73%	13	4	31%	
2100	1	0	0%	11	11	100%	13	5	38%	

	Car Club Bay			Double Yellow Line			Red Route		
Sat	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	3	2	67%	367	3	1%	36	0	0%
1200	3	1	33%	367	12	3%	36	0	0%
1700	3	2	67%	367	4	1%	36	0	0%
2100	3	1	33%	367	2	1%	36	1	3%

# 3.8 Planned Improvements and Developments

## Cycle Superhighways

CS2 between Aldgate and Bow Roundabout has recently been upgraded and now provides a largely segregated cycle route into central London, separating cyclists from other traffic. To make the scheme safer for cyclists and other road users, the following has been done:

- Upgraded CS2 from Aldgate to Bow roundabout, linking to the already segregated extension of CS2 between Bow and Stratford
- Provided segregated cycle lanes to separate cyclists from traffic
- Installed new, innovative junctions, giving more time and space to cyclists
- Improved pedestrian crossings

Approximately half a mile south of Aldgate, the East-West Cycle Superhighway is being constructed up to Tower Hill which will connect into CS3. The East-West route currently goes as far west as Parliament Square, with future work taking the route up to the Westway and along to Acton.

## Quietways

Quietways will be a network of radial and orbital cycle routes throughout London. Most of the first seven Quietways will be completed by the end of 2017 (Figure 3.25). Linking key destinations, they will follow backstreet routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a gentler pace.



Figure 3.25 Quietways 1-7 Routes<sup>7</sup>

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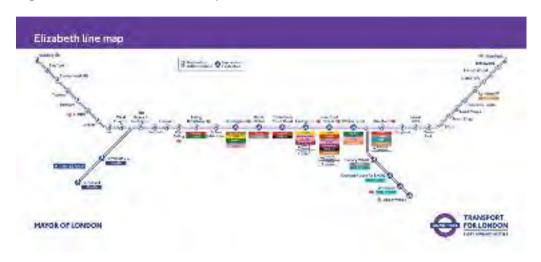
Source: http://content.tfl.gov.uk/quietways-routes-overview-2016.pdf

Quietway 6 will run between Aldgate and Hainault, with the first phase focusing on the stretch between Mile End and Barkingside.

## Crossrail, the Elizabeth Line

Stretching over 60 miles from Reading and Heathrow in the west across to Shenfield and Abbey Wood in the east, the Elizabeth line will stop at 40 stations - 10 newly built and 30 newly upgraded - and serve approximately 200 million people each year. Two of these new stations lie either side of the site – Liverpool Street and Whitechapel.

Figure 3.26 Elizabeth Line Map<sup>8</sup>



The timeline for the opening of the line is outlined below:

- May 2015 TfL Rail services opened between Liverpool Street Main Line and Shenfield.
- May 2017 The first new train enters passenger service between Liverpool Street Main Line and Shenfield.
- May 2018 TfL Rail service opens between Paddington (National Rail) and Heathrow Terminal 4, replacing the existing Heathrow Connect service and part of the Great Western inner suburban service.
- December 2018 The Elizabeth line opens between Paddington and Abbey Wood, Liverpool Street to Shenfield, Paddington Main Line to Heathrow Terminal
- May 2019 The Elizabeth line through service extends from Shenfield to Paddington.
- December 2019 The Elizabeth line is fully open, extending to Reading and Heathrow Terminal 4.

## London Fruit and Wool Exchange

150m south of 106 Commercial Street there is a largescale redevelopment underway, consisting of the demolition of Whites Row Multi-Storey Car Park, 99-101 Commercial Street (The Bank), 54 Brushfield Street (The Gun Public House), and

Source: http://content.tfl.gov.uk/elizabeth-line-map.pdf

partial demolition of the London Fruit & Wool Exchange behind the retained Brushfield Street facade and the erection of a six storey building with a basement, for business, employment and retail use (Use Classes B1/A1/A2/A3 & A4) with landscaping and associated works, together with a new pavilion building for retail accommodation (Use Class A1) (original application ref.: PA/11/02220/A1, 28.03.2015).



The site will have its own service yard on the western flank of the site with an entrance located midway along Crispin Street. It will therefore not impact on servicing space for 106 Commercial Street. However, since it is closing the multistorey car park there may be additional pressure on alternative in the area.

# 4.0

# **Development Proposals**

## 4.1 Change of Use

The application proposal for 106 Commercial Street involves the change of use from an industrial warehousing facility to a fine dining food hall (A3 use of the Town & Country Planning (Use Classes) Order 1987).

The use will include 17 permanent kitchens of fine dining standard, one demonstration 'cook school' kitchen, four bars and ancillary cultural event space, which in total will seat 450 people with a maximum capacity of 620 (including staff).

There will also be art/ cultural uses which will be in the form of small scale group events associated with the kitchens (e.g. small cooking classes or wine tasting). The scale and nature of these uses will not generate additional trips above those assessed below in relation to the general A3 use.

The overall floorspace of the building (over four floors) is approximately 19,480ft<sup>2</sup> or 1,800m<sup>2</sup>. The change of use will have an impact on transport and movement to this site, which is assessed in the following chapters.

# 4.2 Access & Servicing

The proposed primary access for customers is from the existing primary access on Commercial Street. There is also an informal access from Hanbury Street, which will be used for servicing, refuse and emergency access, and an emergency exit only to Puma Court (Figure 4.1)

Figure 4.1 Accesses



### Refuse

Each kitchen and trading area will have a small refuse area built in for immediate access. The bins when full will be transported down to the large bin store on the Lower Ground floor, adjacent to Pecks Yard (Figure 4.2).

A Food waste de-waterer and condenser will be positioned in the scullery. Dry waste will be transported to the Food waste bin and the liquid removed and drained directly.

The Bin store will house the following:

- Food Waste 4 x 120 ltr bin
- General Waste 1 x 1110 ltr bin
- Dry Mixed Recycling 2 x 1100 ltr bin
- Glass 4 x 240 ltr bin

In addition, there will be a glass crusher to reduce the volume of the glass waste. This will also limit the noise and number of bin collections for the benefit of surrounding neighbouring tenants and residents.

It is anticipated that there will be 11 refuse collections during the week, consisting of the following (Table 4.1):

Table 4.1 Refuse collections per week

Type of refuse	Collections per week
Food and dry mixed recycling	7
Glass	3
General	1
Total	11

Refuse will be collected by a private contractor on behalf of Time Out Market. Collections are proposed to be made from Hanbury Street out of peak hours. A maximum of two refuse collections will be made per day and this will be timed to ensure they do not conflict with each other and with peak hours on the network (08:00-09:00 and 17:00-18:00 Monday to Friday) and the busiest periods for pedestrians (between 13:00 and 15:00 during the week and after 12am on weekends). The refuse team will collect the refuse from inside of the site by way of a fob and bring it out through Pecks Yard. It can then be loaded into the refuse lorry at the kerb side on Hanbury Street (Figure 4.2). No bins will be left on street. The management of refuse collection will form part of the proposed Servicing Management Plan.

In addition, there will be infrequent oil collections managed through the refuse collection arrangements.

As shown in section 3.7 there is ample spare capacity (nine vehicles at any one time during the week and seven at the weekend).

Figure 4.2 Location of Refuse Store



### Deliveries

Each kitchen will require daily fresh food deliveries and up to two ambient and packaged food deliveries per week. In addition, the site will receive approximately one drinks delivery per week and a non-perishable (e.g. toilet rolls) delivery every other week. This equates to approximately 155 deliveries per week.

In order to minimise the impact of the restaurants on existing loading facilities, a strategy has been developed to consolidate deliveries. Produce will be selected offsite and consolidated into delivery groups. Once goods are delivered to the site they will be distributed to the kitchens internally. This is explained below and set out in Table 4.2 and Figure 4.3.

#### Fresh deliveries

Rather than each kitchen receiving a separate fresh delivery every day (equating to 119 deliveries per week), the deliveries will be consolidated into three categories – fruit and vegetables, meat and fish and dry goods (bread etc.) – which will each contain produce for all kitchens. This will generate three deliveries at the kerbside per day.

#### Ambient and packaged food

Instead of each kitchen receiving two ambient and packaged food deliveries per week (equating to 34 deliveries per week), the deliveries will be consolidated into three vehicles each servicing multiple kitchens and delivering coming twice a week. This equates to six deliveries over the week, or a maximum of one per day.

#### Total

With the addition of the weekly drink and bi-weekly non-perishable deliveries, there will be a maximum of five deliveries at the kerbside on any one day, with most days receiving four deliveries.

Table 4.2 Deliveries per week and per day

Items		Required deliveries/week	Deliveries/week (consolidated into food groups)	Deliveries/day (consolidated into food groups)
Food: fresh	Meat and fish		7	1
	Fruit & veg	119	7	1
	Dry goods		7	1
Food: ambie	nt/ packaged	34	6	0.86
Drinks		1	1	0.14
Non-perishal	oles	0.5	0.5	0.07
Total		154.5	28.5	4.07

35 17 16 16 15 15 14 14 12 12 11 11 10 25 of deliveries per deliveries per 20 20 17 17 16 16 16 15 15 15 15 15 14 14 14 14 13 13 13 13 13 12 12 12 12 12 12 11

Figure 4.3 Delivery consolidation graph

10

10 10

9 9

10 10 10

9

6 6

As set out above, the consolidation strategy will result in a maximum of 29 deliveries per week and five deliveries during any one day, greatly reducing the number of vehicles delivering at the kerbside.

Site Delivery for the whole site

Fresh

Ambient

Non-preishable

Drinks

1 Delivery to individual kitchen

All deliveries will take place on Commercial Street with arrivals timed to ensure no more than one vehicle at any one time. Delivery vehicles will park within the loading bays on Commercial Street within the restricted times of 10am and 4pm. As detailed in Section 3.7 the minimum spare capacity between 10am and 4pm is four vehicles in any given hour at the weekday and seven vehicles at the weekend. Therefore there is sufficient spare capacity on Commercial Street to accommodate the site's loading requirements.

A Servicing Management Plan will be developed to ensure the strategy set out above is adhered to. This will cover the consolidation requirements, management of distribution of goods within the site, refuse collection and routeing of vehicles. It will also include a slot booking process so that all deliveries are coordinated to avoid each other (no more than one vehicle in attendance at any one time) and minimise impact on local on-street loading facilities.

Site Delivery for the whole site 1-6 Delivery for grouped kitchens All Delivery for all kitchens

Fruit and veg

Meat and fish

Non-preishable

Dry goods

Ambient

Drinks

1-6 7-12 13-17 1-6 7-12 13-17

All All All

All All

## 4.3 Cycle Parking

The number of cycle parking spaces required by the development has been calculated according to the London Plan (2016) standards (Table 4.3).

Table 4.3 Cycle Parking Requirements, London Plan 2016

Land Use	Long-stay	Short-stay
A3 Cafes & Restaurants	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
1,800m2	10	45

A secure area has been provided on level -1 containing 10 long-stay (staff) cycle parking spaces.

In terms of short-stay spaces, the site is very constrained due to its 'land-locked' nature, enclosed on all sides by other buildings. The only space on site for short-stay or guest cycle parking is in the entrance area, where fourteen cycle parking spaces are shown.

As discussed in Section 3.4, there is a large number of cycle parking spaces on-street in the immediate vicinity of the site, as well as cycle hire docking stations. These are believed to be well used currently, so in order to be confident that there will be sufficient cycle parking spaces at all times, new cycle parking spaces on-street will be provided in conjunction with this development in the immediate vicinity of the site such. The location of these cycle parking spaces will be agreed with the Council but options identified include:

- New spaces on Puma Court;
- New spaces on the corner of Hanbury Street and Wilkes Street; and
- Increasing the number of spaces on the corner of Hanbury Street and Commercial Street (outside All Saints) and increasing the number on Commercial Street by arranging the Sheffield stands side-by-side rather than end-to-end.

A strategy will be developed with the local authority for identifying the best place for new stands and implementing their installation.

## 5.0

# **Impact Assessment**

In order to evaluate the potential transport impact of the proposed change of use, a scenario has been assessed using the TRICS database to derive trip rates for the proposed A3 restaurant use. Sites were chosen which are in London Zone 1 Town Centre locations, with high PTAL ratings and little or no car parking (raw data can be found in Appendix 3).

There was only one site which fitted the criteria appropriate for estimating trips to the development. Trip generations from other sites outside of London were tested to ensure the selected site was not underestimating trips. This exercise identified the selected site had a higher level of trip generation and was therefore robust (raw data can be found in Appendix 3).

The trip rates derived from this site are set out in Table 5.1 below. Due to the trip profile of an A3 use, TRICS only provides data from 10am and thus the AM peak has not been assessed. However, A3 uses generally do not follow the normal peak hours (08:00-09:00 and 17:00-18:00) which residential or office uses generate. Trips to and from the site during these hours will be relatively low. To provide a benchmark of peak trips to the site, lunchtime (13:00-14:00) and evening (18:00-19:00) peaks have been assessed.

Table 5.1 Trip Rates: A3 Restaurant (per 100m<sup>2</sup> GIA)

	Lunchtime Peak (13:00-14:00)				Evening Peak (18:00-19:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	
Vehicles	0.586	0.586	1.172	0.586	0.586	1.172	1.465	1.465	2.93	
Passengers/ Taxis	0	0	0	0.294	0.294	0.588	0.294	0.294	0.588	
Bus	6.452	9.97	16.422	6.452	5.279	11.731	25.809	30.792	56.601	
Rail	7.918	15.542	23.46	10.264	9.384	19.648	42.522	49.267	91.789	
Cyclists	0	0	0	0	0	0	0	0	0	
Pedestrians	20.821	26.686	47.507	16.129	12.316	28.445	69.795	58.065	127.86	
Total People	35.777	52.784	88.561	33.725	27.859	61.584	139.885	139.883	279.768	

Note, zero cyclists recorded in trip generation is believed to be unrealistic in light of the census mode split. This is discussed in Section 5.2.

1% 0%

Vehicles

Passengers/ Taxis

Bus

Rail

Cyclists

Pedestrians

Figure 5.1 Daily Mode Split: A3 Restaurant

The resultant trip generation for the proposed A3 restaurant uses for the 1,800m<sup>2</sup> GIA development is set out in Table 5.2 for the lunch time and evening peak.

Table 5.2 Trips Generated: A3 Restaurant Use (weekday)

	Lunchtime Peak (13:00-14:00)				Evening Peak (18:00-19:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	
Vehicles	5	5	11	5	5	11	26	26	53	
Passengers/ Taxis	0	0	0	5	5	11	5	5	11	
Bus	63	111	174	53	58	111	465	554	1,019	
Rail	90	153	243	79	90	169	765	887	1,652	
Cyclists	0	0	0	0	0	0	0	0	0	
Pedestrians	333	370	702	143	132	274	1,256	1,045	2,301	
Total People	491	639	1,130	285	290	575	2,518	2,518	5,036	

For robustness, it is assumed that were will be a 40% uplift in visitor numbers at the weekend, as shown in table 5.3.

Table 5.3 Trips Generated: A3 Restaurant Use (weekend)

	Lunchtime Peak (13:00-14:00)				Evening Peak (18:00-19:00)			Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	
Vehicles	7	7	15	7	7	15	37	37	74	
Passengers/ Taxis	0	0	0	7	7	15	7	7	15	
Bus	89	155	244	74	81	155	650	776	1,426	
Rail	126	214	340	111	126	236	1,072	1,242	2,313	
Cyclists	0	0	0	0	0	0	0	0	0	
Pedestrians	466	517	983	200	185	384	1,759	1,463	3,222	
Total People	687	894	1,581	399	406	806	3,525	3,525	7,050	

Over the peak lunchtime period a total of 491 trips are made to the site and 639 leave, giving a total of 1,130 trips. This increases to 687, 894 and 1,581 respectively at the weekend. Of these only 11 are by car during the week and 15 at the weekend. Given the restrictions on-street it is likely that drivers will be required to make use of off-street parking. A relatively low number of taxi trips are generated by the proposals.

## 5.1 Existing Uses

The current lawful use of the site is B8 Warehousing. A trip generation using TRICS shows that this use (B8 commercial warehousing) has a fairly low trip rate overall (126 total two-way trips during the day) but has a higher servicing trip rate (21 trips per day) than the proposed A3 use once management measures are in place. The TRICS outputs and trip rates used are included in Appendix 3.

Planning consent was granted for a change of use to A1 retail in April 2013. The consent does not appear to have been fully implemented although some A1 uses are currently operating within the site in the form of a clothes market and small café. Therefore an analysis of the consented A1 use has been undertaken in order to allow a comparison against the proposed use. The 2013 planning application was not supported by a trip generation analysis and therefore one has been undertaken for using TRICS. An A1 use on the site would generated around 5,052 total two-way trips during the day (2,531 arrivals and departures), which is comparable to the A3 use, as set out in tables 5.2 and 5.3. The TRICS outputs and trip rates used are included in Appendix 3.

The analysis above demonstrates that the proposed A3 use will not add a significant number of additional trips onto the surrounding network in comparison to the consented A1 use.

## 5.2 Impact on the Transport Network

The key impacts of a change in use to A3 restaurant as specified in Section 4.1 are summarised.

### Total trips

- On an average weekday there will be approximately 5,036 two-way trips (2,518 customers per day). For robustness, it is assumed that were will be a 40% uplift in visitor numbers at the weekend, increasing customers on Saturdays and Sundays to 3,525. This would give an average of 2,800 customers a day across the week.
- It is important to note that a significant proportion of the trips made to the site will already be visiting the area as a result of the range of tourist and retail attractions that are on offer as well as the density of employment. For example, those who have come to the area to shop at Spitalfields Market may visit the site for lunch or dinner and would not therefore be adding additional trips. Similarly, those who work in the area may go to the site for lunch or dinner on their way home.
- The proposed use will not generate significant peaks of demand. Rather it is
  anticipated that there will be a constant flow of people coming in and out of the
  site throughout the day creating a constant low level of footfall. Thus, the use of
  the site will not cause major disruptions to the transport network, reinforced by
  the high quality walking environment and excellent level of public transport in
  the area, as detailed below.
- As noted in Section 4.0, the small scale event uses will not have any additional impact on the transport network than that assessed in relation to the main A3 use.

## Walking, cycling and public transport

- Over half of trips to the site will be made by foot as the main mode of travel (702 trips in the lunchtime peak and 2,301 across the day during the week). It is important to note however that all trips to the site will arrive on foot as their final mode (for example walking from the train station). As set out in section 3.3 the footways on Commercial Street, the main route that will be used to access the site, are wide and there are ample pedestrian crossing facilities in area. Furthermore, a significant proportion of trips will already be in the area, either visiting as tourists or working or living locally. It is therefore concluded that the existing pedestrian environment is adequate for the likely demand generated by the site.
- As noted in Section 3.2, from observation on site the busiest period for footfall from the site does not correspond with the peaks of demand from nearby night time uses. Therefore, the period of evening arrivals and departures will be able to be accommodated comfortably on the footways.
- The trip generation estimates that no one will travel by bicycle to the site. However, the census mode split suggests around 6% travel to work by bicycle. In an area well served by cycling infrastructure (discussed in Section 3.4), it can be

assumed that some customers, as well as employees, will travel by bicycle. Using 6% as a broad assumption, this would equate to around 306 trips by bicycle per day and 68 in the lunchtime peak during the week, which would replace journeys on other modes. As mentioned in Section 4.3, a strategy for creating additional shot-stay cycle parking spaces will be developed with the local authority in order to comfortably accommodate these cycle trips and further encourage the use of this mode.

- Rail users add the second largest number of trips onto the movement network (243 in the lunchtime peak and 1,652 daily). As highlighted in section 3.5, in close proximity to the site there are four London Underground stations and one National Rail station giving access to eight different underground and rail lines. Therefore, the additional rail trips will easily be absorbed by the local underground and rail network.
- Bus passengers will add 174 trips during the lunchtime peak and 1,019 over the
  day. This can easily be absorbed by the frequent buses along Commercial Street
  and many different bus routes which travel along Bishopsgate.

## Vehicular trips

- The TRICS data estimates that the site will create 53 vehicle trips during the day. Given that the site is in a location where on-street parking is very restricted and off-street parking is very expensive it is likely that this is a robust estimate. This low volume of additional trips can be accommodated on the local road network with parking likely to take place off-street due to the restrictions that are in place for local on-street parking.
- For delivery and servicing trips, the parking surveys show that the addition of four daily delivery trips, with no more than one at any one time, will be able to be accommodated on Commercial Street between the hours of 10am and 4pm. There is spare capacity for four vehicles at any one time during the week and seven during the weekend.
- The maximum of two refuse collections on any one day and no more than one at any one time will also be easily accommodated on Hanbury Street. Collections will be timed to avoid peak periods of vehicular and cycle traffic (08:00-09:00 and 17:00-18:00 Monday to Friday) and pedestrian movement (13:00 and 15:00 during the week and after 12am on weekends). In total, between the hours of 10am and 4pm there is capacity during any one hour for at least nine vehicles during the week and seven vehicles at the weekend.
- There will be a low demand for taxi trips to and from the site (only five arrivals and five departures in the evening peak), which will not put any additional stress on the existing movement network. Intuitively, this seems low for a use of this type. The trip generations from other A3 sites were reviewed which also showed a low trip rate by taxi of approximately 2% of all trips. This would generate approximately 11 trips (22 two-way trips) in taxis during the lunchtime peak. There are ample taxis in the area to accommodate this level of demand. It should also be noted that taxi demand for the Time Out Market will be outside of the late evening and early morning peak for taxi demand that results from the number of late night venues in the area.

## 6.0

# Conclusion

This Transport Statement has been prepared by Alan Baxter Ltd (ABA) to support a planning application by Time Out Markets for the change of use of a Victorian Warehouse, 106 Commercial Street, London E1 from Class A1 (retail use) to Class A3 (restaurant use) of the Town & Country Planning (Use Classes) Order 1987.

The national, regional and local policy context was reviewed; highlighting the overarching aim to encourage a more sustainable approach to transport that reduces the negative environmental impacts associated with private car use.

The existing movement conditions were assessed, noting in particular that the site has a Public Transport Accessibility Level of 6b (Excellent) and that there are a large number of frequent public transport services in the vicinity of the site, as well as highlighting planned improvements to cycling facilities in the area.

Development proposals related to the change of use were described, along with proposed access and servicing strategies and cycle parking requirements for the site.

A multi-modal trip generation exercise was undertaken to understand the potential quantum of movement generated by existing A1 retail uses and supplanted by the proposed A3 restaurant use. Trip rates were identified from the TRICS database.

Overall, compared to the existing A1 use at the site there will be a similar level of trips on the network going to and from the site. Further, it is envisaged that the trip will be spread over the day rather than being focused in peak lunchtime and evening hours. It is not expected to attract a significant number of car trips due to the heavily restricted kerbside parking and expensive off-street parking areas. The loading surveys show that there is capacity for additional servicing and refuse vehicles to park on Commercial Street and Hanbury Street, with suggested hours to avoid in terms of peak parking, peak vehicular and cycle traffic and peak pedestrian movements.

Overall, it is concluded that the transport aspects of the proposed change of use are consistent with current planning policy and that impacts on the local transport networks can be accommodated successfully, with proper management of delivery and servicing strategies for the building achieved through a Servicing Management Plan.

# Appendix 1

# **Survey Specification**

#### 1. INTRODUCTION

Alan Baxter Ltd (ABA) has been commissioned to prepare a Transport Assessment to accompany a change of use application for a Victorian warehouse at 106 Commercial Street, E1.

Quotes are requested for the following surveys within the vicinity of the site

- Loading, taxi and other kerb side activity on both sides of Commercial Street (between Hanbury Street and Fournier Street) and on Hanbury Street (between Commercial Street and Wilkes Street)
- Parking occupancy on all roads within a 400m radius of the site

#### 2. LOADING AND TAXI ACTIVITY SURVEY

The survey of loading, taxi and kerb side other activity must be undertaken during normal traffic flow conditions before Friday 18<sup>th</sup> November 2016 and should not be conducted in the event of significant road works or any other major incident which would affect traffic conditions.

Activity along both sides of Commercial Street (between Hanbury Street and Fournier Street) outside of Old Spitalfields Market, and on Hanbury Street (between Commercial Street and Wilkes Street) (Figure 1), should be undertaken between **06:00** and **00:00** on a neutral weekday, preferably **Tuesday**, **Wednesday or Thursday**, and a neutral Saturday. This should record the following:

- Vehicle type
- Arrival time and departure time to calculate duration of stay
- Activity information i.e. passenger drop off or pick up/ refuse collection/ delivery to shop/ royal mail etc.

The recordings must be grouped into location based on restriction type e.g. loading bay/double yellow line, and the capacity and occupancy of each 'zone' should be stated. The data should be grouped into 15 minute intervals.

Figure 1 Loading and taxi activity survey **AllSaints** Lamb St MW Nails Eleven Old Spitalfields Market Ifields \* 8 Puma Ct Jala Newsagents affe Y Spitalfields market The Ten Bells **# Las Iguanas** -Brushfield St

#### 3. PARKING SURVEYS

Four parking beat surveys are to be undertaken on-street within the area defined around the site in Figure 2 from **06:00** to **00:00** on the same **neutral weekday** and **neutral Saturday** as the loading and taxi survey.

The parking beat surveys should involve the following:

#### **Parking Capacity**

Confirm the location and capacity for legal on-street parking across the survey area (Figure 2), noting any specific time/permit restrictions.

#### Parking Demand

In four periods during the day, record the number of vehicles parked in legal on-street parking areas:

- 06:00-07:00
- 12:00-13:00
- 17:00-18:00
- 21:00-22:00



### 4. GENERAL REQUIREMENTS

Please confirm your availability to undertake the surveys and also advise the turnaround time to provide the survey data. We require the data to be provided by Friday 18<sup>th</sup> November at the latest.



In the event that abnormal traffic conditions are generated by events such as ad-hoc road works, local traffic diversions, accidents or severe weather conditions, ABA should be informed immediately to evaluate whether the traffic surveys should continue.

Moreover the contractor must ensure that any of their own vehicles conducting the survey must not be parked in a way which affects the traffic conditions.

Quotes need to include for dealing with all necessary third parties including the police, local authority, etc., to achieve appropriate permission(s) where required.

All survey results to be provided in MS Excel format by email.

The guote should be separated out and itemised as follows:

- Loading, taxi and other activity
- Parking occupancy

We may not require the parking occupancy survey, so please ensure your quote reflects the option for just undertaking the loading, taxi and other activity survey as well as for both. The quotes are required by Friday 4<sup>th</sup> November.

The contractor must state whether they are ISO 9001 accredited. If YES, please provide a copy of a current ISO 9001 certificate. If NO, please provide a current statement of approach to quality management.



# Appendix 2

# **Survey Data**

**Commercial Street** Parking & Loading

Date:

12711 Commercial Street Client: Alan Baxter

Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
06:00:00	06:14:52	00:14:52	Hanbury Street	Double Yellow Line (South)	Car	Parked
06:00:00	06:17:10	00:17:10	Commercial Street	Bay 4	Car	Parked
06:00:00	06:44:34	00:44:34	Commercial Street	Bay 2	Car	Parked
06:00:00	07:02:30	01:02:30	Commercial Street	Bay 3	LGV	Loading
06:00:00	21:12:25	15:12:25	Commercial Street	Bay 1	OGV1	Parked
06:01:46	06:21:02	00:19:16	Hanbury Street	Double Yellow Line (South)	LGV	Parked
06:10:59	06:11:50	00:00:51	Hanbury Street	Double Yellow Line (South)	LGV	Waiting
06:15:32	06:15:41	00:00:09	Commercial Street	Bay 3	Car	Picking up passenger
06:16:31	06:16:41	00:00:10	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
06:17:22	06:17:39	00:00:17	Commercial Street	Bay 4	Car	Dropping off passenger
06:19:26	06: 20: 18	00:00:52	Commercial Street	Bay 1	LGV	Delivery
06:21:41	06:22:07	00:00:26	Hanbury Street	Double Yellow Line (South)	LGV	Waiting
06:25:06	06:30:06	00:05:00	Commercial Street	Bay 1	LGV	Delivery
06:29:23	06:32:47	00:03:24	Commercial Street	Bay 4	LGV	Parked
06:29:48	06:35:52	00:06:04	Hanbury Street	Double Yellow Line (South)	LGV	Loading
06:31:10	06:35:46	00:04:36	Commercial Street	Bay 4	OGV1	Parked
06:31:38	06:33:15	00:01:37	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
06:41:38	06:44:30	00:02:52	Commercial Street	Bay 2	Car	Parked
06:42:29	06:43:40	00:01:11	Hanbury Street	Double Yellow Line (South)	LGV	Parked
06:43:00	06:45:15	00:02:15	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
06:44:33	06:44:53	00:00:20	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
06:44:49	07:19:21	00:34:32	Commercial Street	Bay 2	Car	Parked
06:46:31	06:50:32	00:04:01	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
06:51:25	06:52:09	00:00:44	Hanbury Street	Double Yellow Line (South)	LGV	Waiting
06:52:15	06:54:16	00:02:01	Hanbury Street	Double Yellow Line (South)	Car	Parked
06:54:35	06:54:52	00:00:17	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
06:57:58	07:34:03	00:36:05	Commercial Street	Bay 3	Car	Parked
06:59:41	07:03:55	00:04:14	Commercial Street	Bay 3	LGV	Parked
07:02:06	20:17:43	13:15:37	Commercial Street	Bay 2	OGV1	Unloading
07:04:30	07:06:50	00:02:20	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
07:04:42	07:19:36	00:14:54	Commercial Street	Bay 3	LGV	Unloading
07:05:49	07:06:04	00:00:15	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
07:06:10	07:34:03	00:27:53	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
07:06:44	07:07:24	00:00:40	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:10:08	07:11:06	00:00:58	Commercial Street	Bay 4	OGV1	Waiting
07:12:23	07:14:07	00:01:44	Commercial Street	Bay 4	Car	Parked
07:13:00	07:16:24	00:03:24	Commercial Street	Bay 4	OGV1	Parked
07:17:27	07:19:27	00:02:00	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
07:26:03	07:26:25	00:00:22	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:27:44	07:33:48	00:06:04	Commercial Street	Bay 2	Car	Parked
07:28:04	07:28:36	00:00:32	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:28:35	07:39:29	00:10:54	Commercial Street	Bay 3	LGV	Unloading
07:29:19	07:32:09	00:02:50	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:29:42	07:30:04	00:00:22	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:33:24	07:34:15	00:00:51	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:34:09	07:39:01	00:04:52	Commercial Street	Bay 3	LGV	Unloading

**Commercial Street** Parking & Loading Job Number & Name:

Client: Alan Baxter

12711 Commercial Street

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
07:37:43	07:37:47	00:00:04	Hanbury Street	Double Yellow Line (South)	OGV1	Dropping off passenger
07:38:46	07:40:45	00:01:59	Hanbury Street	Double Yellow Line (South)	OGV1	Waste Collection
07:39:55	07:42:49	00:02:54	Hanbury Street	Double Yellow Line (North)	LGV	Unloading
07:43:13	07:53:34	00:10:21	Hanbury Street	Double Yellow Line (North)	LGV	Parked
07:44:04	07:59:50	00:15:46	Hanbury Street	Double Yellow Line (South)	LGV	Loading
07:48:44	08:42:02	00:53:18	Hanbury Street	Double Yellow Line (South)	LGV	Parked
07:49:17	07:49:37	00:00:20	Commercial Street	Bay 3	Car	Dropping off passenger
07:55:05	11:41:30	03:46:25	Hanbury Street	Double Yellow Line (South)	Car	Parked
07:55:10	09:21:30	01:26:20	Hanbury Street	Double Yellow Line (South)	LGV	Parked
07:58:59	07:59:37	00:00:38	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
07:59:42	08:01:00	00:01:18	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:02:37	08:03:45	00:01:08	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:05:25	08:05:56	00:00:31	Commercial Street	Bay 4	Taxi	Dropping off passenger
08:06:40	08:06:48	00:00:08	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:07:03	08:07:28	00:00:25	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
08:07:03	08:07:58	00:00:55	Commercial Street	Bay 3	M/B	Waiting
08:09:35	08:09:49	00:00:14	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:10:03	08:11:54	00:01:51	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:10:58	20:09:06	11:58:08	Commercial Street	Bay 2	LGV	Parked
08:14:28	08:15:40	00:01:12	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:15:49	08:22:08	00:06:19	Hanbury Street	Double Yellow Line (South)	LGV	Parked
08:16:05	08:20:17	00:04:12	Commercial Street	Bay 3	LGV	Unloading
08:17:13	08:20:10	00:02:57	Commercial Street	Bay 4	Car	Parked
08:17:15	08:17:55	00:00:40	Commercial Street	Bay 4	Car	Waiting
08:17:20	08:20:22	00:03:02	Commercial Street	Bay 4	Car	Parked
08:19:13	08:26:09	00:06:56	Commercial Street	Bay 3	OGV1	Unloading
08:26:20	08:31:35	00:05:15	Commercial Street	Bay 3	OGV1	Unloading
08:27:58	08:28:07	00:00:09	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
08:31:44	08:35:35	00:03:51	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
08:37:00	08:42:03	00:05:03	Hanbury Street	Double Yellow Line (South)	Car	Parked
08:37:02	08:42:00	00:04:58	Hanbury Street	Double Yellow Line (South)	Car	Parked
08:38:24	08:54:02	00:15:38	Commercial Street	Bay 3	OGV1	Unloading
08:38:43	08:39:41	00:00:58	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
08:42:30	08:52:12	00:09:42	Hanbury Street	Double Yellow Line (South)	LGV	Parked
08:44:41	09:00:24	00:15:43	Commercial Street	Bay 3	Car	Parked
08:50:39	08:52:24	00:01:45	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
08:57:40	08:58:44	00:01:04	Commercial Street	Bay 2	Car	Dropping off passenger
09:00:23	09:22:29	00:22:06	Hanbury Street	Double Yellow Line (South)	LGV	Parked
09:00:50	09:33:13	00:32:23	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
09:06:40	09:07:00	00:00:20	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
09:06:41	09:06:59	00:00:18	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
09:16:41	09:18:36	00:01:55	Commercial Street	Bay 3	Car	Dropping off passenger
09:17:16	09:25:26	00:08:10	Commercial Street	Bay 3	LGV	Unloading
09:18:22	09:19:48	00:01:26	Commercial Street	Bay 2	Car	Parked
09:18:31	09:29:00	00:10:29	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
09:19:20	09:19:33	00:00:13	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
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### **Advanced Transport Research**

**Commercial Street** Parking & Loading

Job Number & Name:

12711 Commercial Street Client: Alan Baxter

Date:

Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
09:20:03	09:25:33	00:05:30	Commercial Street	Bay 3	Car	Parked
09:20:12	09:20:20	00:00:08	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:25:42	09:30:53	00:05:11	Commercial Street	Bay 3	Car	Parked
09:26:20	09:27:00	00:00:40	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:27:30	09:27:57	00:00:27	Commercial Street	Bay 3	Car	Dropping off passenger
09:28:20	09:28:48	00:00:28	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:33:57	10:02:58	00:29:01	Commercial Street	Bay 3	LGV	Parked
09:34:07	09:35:05	00:00:58	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:40:07	09:40:25	00:00:18	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
09:41:08	09:41:54	00:00:46	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
09:43:20	09:43:34	00:00:14	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
09:45:30	09:56:39	00:11:09	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
09:48:07	09:50:14	00:02:07	Commercial Street	Bay 4	Car	Dropping off passenger
09:54:12	10:01:47	00:07:35	Hanbury Street	Double Yellow Line (South)	LGV	Parked
09:54:15	10:49:43	00:55:28	Commercial Street	Bay 2	Car	Parked
09:59:03	10:17:42	00:18:39	Commercial Street	Bay 3	OGV1	Unloading
10:04:45	10:06:53	00:02:08	Hanbury Street	Double Yellow Line (North)	LGV	Parked
10:05:00	10:23:45	00:18:45	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
10:07:09	10:14:24	00:07:15	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
10:08:26	10:09:06	00:00:40	Commercial Street	Bay 3	Taxi	Picking up passenger
10:12:55	10:39:28	00:26:33	Commercial Street	Bay 2	Car	Parked
10:14:56	11:56:37	01:41:41	Commercial Street	Bay 4	LGV	Unloading
10:17:07	10:18:02	00:00:55	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:20:33	10:36:58	00:16:25	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:21:10	10:29:15	00:08:05	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:21:24	10:21:44	00:00:20	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:22:25	10:47:59	00:25:34	Commercial Street	Bay 4	LGV	Unloading
10:22:58	10:23:28	00:00:30	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:23:18	10:41:27	00:18:09	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
10:23:54	10:25:26	00:01:32	Commercial Street	Bay 3	Car	Parked
10:24:32	10:25:46	00:01:14	Commercial Street	Bay 3	Taxi	Parked
10:25:59	10:26:06	00:00:07	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
10:28:25	10:39:03	00:10:38	Commercial Street	Bay 4	Car	Parked
10:29:50	10:58:37	00:28:47	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
10:29:57	10:50:28	00:20:31	Commercial Street	Bay 3	LGV	Unloading
10:30:07	10:58:32	00:28:25	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:31:31	10:42:39	00:11:08	Commercial Street	Bay 3	OGV1	Unloading
10:32:26	12:48:42	02:16:16	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:33:15	10:33:28	00:00:13	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
10:34:31	11:10:03	00:35:32	Commercial Street	Bay 4	LGV	Unloading
10:36:45	10:45:04	00:08:19	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:37:50	11:00:22	00:22:32	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:39:29	10:44:46	00:05:17	Commercial Street	Bay 4	Car	Parked
10:39:55	10:41:21	00:01:26	Commercial Street	Bay 4	LGV	Parked
10:42:50	10:43:00	00:00:10	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
10:43:09	10:43:37	00:00:28	Hanbury Street	Double Yellow Line (South)	Car	Waiting

Client:

JOD NUME

12711 Commercial Street

Alan Baxter

Commercial Street Parking & Loading

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
10:43:30	10:56:54	00:13:24	Commercial Street	Bay 4	LGV	Parked
10:45:25	10:54:50	00:09:25	Commercial Street	Bay 3	LGV	Unloading
10:46:32	10:56:05	00:09:33	Commercial Street	Bay 4	LGV	Unloading
10:46:52	10:58:04	00:11:12	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:48:20	11:19:55	00:31:35	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:48:32	10:53:36	00:05:04	Commercial Street	Bay 4	LGV	Parked
10:49:45	10:56:27	00:06:42	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
10:50:24	10:50:41	00:00:17	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:51:24	10:51:58	00:00:34	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:51:31	10:51:42	00:00:11	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:53:24	11:03:14	00:09:50	Commercial Street	Bay 3	LGV	Unloading
10:59:20	11:31:44	00:32:24	Commercial Street	Bay 4	Car	Unloading
11:00:33	11:03:23	00:02:50	Commercial Street	Bay 3	Car	Parked
11:00:38	11:54:28	00:53:50	Hanbury Street	Double Yellow Line (South)	Car	Parked
11:00:39	11:40:25	00:39:46	Hanbury Street	Double Yellow Line (South)	Car	Parked
11:00:55	11:36:18	00:35:23	Hanbury Street	Double Yellow Line (South)	Car	Parked
11:03:07	11:53:36	00:50:29	Commercial Street	Bay 4	Car	Parked
11:03:29	11:04:15	00:00:46	Commercial Street	Bay 3	Taxi	Dropping off passenger
11:03:43	11:03:55	00:00:12	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:03:52	11:05:14	00:01:22	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:03:55	11:04:02	00:00:07	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:07:09	11:14:04	00:06:55	Commercial Street	Bay 4	Car	Parked
11:08:19	11:17:31	00:09:12	Hanbury Street	Double Yellow Line (South)	LGV	Parked
11:10:21	11:24:32	00:14:11	Commercial Street	Bay 4	Car	Parked
11:12:10	11:59:42	00:47:32	Hanbury Street	Double Yellow Line (South)	M/B	Parked
11:14:42	11:15:09	00:00:27	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
11:14:59	11:16:51	00:01:52	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:17:48	11:18:13	00:00:25	Hanbury Street	Double Yellow Line (South)	Taxi	Dropping off passenger
11:18:02	11:56:00	00:37:58	Commercial Street	Bay 2	Car	Parked
11:18:49	11:20:13	00:01:24	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
11:18:54	11:19:50	00:00:56	Commercial Street	Bay 3	Car	Picking up passenger
11:18:54	11:48:26	00:29:32	Commercial Street	Bay 3	OGV1	Unloading
11:19:31	11:49:43	00:30:12	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
11:19:41	11:24:54	00:05:13	Commercial Street	Bay 4	LGV	Parked
11:21:53	11:50:52	00:28:59	Commercial Street	Bay 3	LGV	Unloading
11:22:46	11:23:02	00:00:16	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:26:41	11:40:11	00:13:30	Hanbury Street	Double Yellow Line (South)	LGV	Parked
11:29:44	11:31:12	00:01:28	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:31:35	12:38:08	01:06:33	Commercial Street	Bay 4	Car	Unloading
11:32:15	12:08:36	00:36:21	Commercial Street	Bay 4	Car	Parked
11:33:36	11:36:13	00:02:37	Commercial Street	Bay 4	LGV	Unloading
11:34:00	11:34:28	00:00:28	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:35:14	11:35:30	00:00:16	Hanbury Street	Double Yellow Line (North)	LGV	Waiting
11:35:27	11:36:19	00:00:52	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:37:43	12:20:42	00:42:59	Commercial Street	Bay 4	Car	Parked
11:38:45	11:39:00	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger

### **Advanced Transport Research**

**Commercial Street** Parking & Loading

Job Number & Name:

12711 Commercial Street Client: Alan Baxter

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
11:38:54	11:59:41	00:20:47	Commercial Street	Bay 2	Car	Parked
11:39:07	11:40:28	00:01:21	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
11:39:31	11:51:23	00:11:52	Commercial Street	Bay 4	LGV	Parked
11:41:24	12:16:13	00:34:49	Hanbury Street	Double Yellow Line (South)	LGV	Parked
11:41:30	12:16:12	00:34:42	Hanbury Street	Double Yellow Line (South)	LGV	Parked
11:44:08	11:45:07	00:00:59	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
11:45:46	12:15:34	00:29:48	Hanbury Street	Double Yellow Line (South)	LGV	Parked
11:47:23	12:05:10	00:17:47	Commercial Street	Bay 4	LGV	Parked
11:50:03	11:58:34	00:08:31	Commercial Street	Bay 3	OGV1	Unloading
11:51:11	12:12:27	00:21:16	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
11:51:53	11:53:39	00:01:46	Commercial Street	Bay 4	Car	Parked
11:54:33	13:15:22	01:20:49	Commercial Street	Bay 4	Car	Parked
11:56:33	12:13:29	00:16:56	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
11:57:30	11:57:48	00:00:18	Commercial Street	Bay 3	Car	Waiting
11:59:05	12:19:28	00:20:23	Commercial Street	Bay 3	OGV1	Parked
11:59:34	13:44:52	01:45:18	Commercial Street	Bay 3	Car	Parked
12:01:15	12:06:55	00:05:40	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
12:03:31	12:12:21	00:08:50	Commercial Street	Bay 4	Car	Parked
12:03:37	12:03:41	00:00:04	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:04:45	12:05:46	00:01:01	Commercial Street	Bay 3	Car	Dropping off passenger
12:10:58	12:11:27	00:00:29	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
12:11:22	12:48:14	00:36:52	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:11:36	12:19:52	00:08:16	Commercial Street	Bay 4	LGV	Unloading
12:13:11	12:13:27	00:00:16	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:13:55	12:24:06	00:10:11	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:14:50	12:15:46	00:00:56	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
12:15:01	12:15:33	00:00:32	Commercial Street	Bay 4	Car	Dropping off passenger
12:16:12	12:23:02	00:06:50	Commercial Street	Bay 4	Taxi	Picking up passenger
12:18:04	13:21:06	01:03:02	Hanbury Street	Double Yellow Line (South)	Car	Parked
12:19:25	12:43:04	00:23:39	Hanbury Street	Double Yellow Line (South)	M/B	Parked
12:20:22	12:45:29	00:25:07	Commercial Street	Bay 4	LGV	Parked
12:21:04	12:23:30	00:02:26	Commercial Street	Bay 3	Car	Parked
12:23:04	12:25:35	00:02:31	Hanbury Street	Double Yellow Line (South)	M/B	Delivery
12:25:14	12:32:17	00:07:03	Commercial Street	Bay 3	Car	Parked
12:25:24	13:24:10	00:58:46	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:25:29	12:31:04	00:05:35	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
12:30:41	12:32:43	00:02:02	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:30:48	12:31:59	00:01:11	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
12:33:10	13:31:06	00:57:56	Commercial Street	Bay 4	Car	Parked
12:34:42	12:36:11	00:01:29	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:35:28	12:49:13	00:13:45	Commercial Street	Bay 3	OGV1	Parked
12:36:00	15:27:56	02:51:56	Hanbury Street	Double Yellow Line (South)	Car	Parked
12:37:10	12:41:03	00:03:53	Hanbury Street	Double Yellow Line (North)	LGV	Parked
12:38:45	12:41:27	00:02:42	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:39:22	12:39:52	00:00:30	Commercial Street	Bay 4	Taxi	Dropping off passenger
12:39:36	12:48:46	00:09:10	Commercial Street	Bay 2	Car	Parked
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**Commercial Street** Parking & Loading Job Number & Name:

Client: Alan Baxter

12711 Commercial Street

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
12:39:47	13:03:58	00:24:11	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:47:02	13:10:48	00:23:46	Commercial Street	Bay 4	LGV	Parked
12:47:37	12:57:35	00:09:58	Hanbury Street	Double Yellow Line (South)	LGV	Parked
12:48:59	12:51:36	00:02:37	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
12:51:50	12:52:03	00:00:13	Commercial Street	Bay 4	Taxi	Dropping off passenger
12:52:44	12:54:28	00:01:44	Hanbury Street	Double Yellow Line (South)	M/B	Delivery
12:52:48	12:53:28	00:00:40	Commercial Street	Bay 3	Car	Waiting
12:54:18	13:30:24	00:36:06	Commercial Street	Bay 4	Car	Parked
12:56:08	12:56:43	00:00:35	Commercial Street	Bay 3	LGV	Delivery
13:01:25	13:03:18	00:01:53	Hanbury Street	Double Yellow Line (South)	M/B	Parked
13:02:01	13:02:34	00:00:33	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
13:02:16	13:08:45	00:06:29	Hanbury Street	Double Yellow Line (North)	M/B	Parked
13:02:59	13:06:01	00:03:02	Commercial Street	Bay 3	Taxi	Parked
13:03:03	13:04:26	00:01:23	Hanbury Street	Double Yellow Line (South)	Taxi	Dropping off passenger
13:03:21	13:11:00	00:07:39	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:04:32	13:06:53	00:02:21	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
13:04:34	13:49:21	00:44:47	Commercial Street	Bay 4	LGV	Unloading
13:05:43	13:13:32	00:07:49	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
13:08:32	13:11:24	00:02:52	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:08:48	13:11:49	00:03:01	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:08:50	13:18:09	00:09:19	Commercial Street	Bay 3	OGV1	Parked
13:11:13	13:19:16	00:08:03	Commercial Street	Bay 4	Car	Parked
13:15:06	14:22:51	01:07:45	Commercial Street	Bay 2	LGV	Parked
13:18:29	13:47:10	00:28:41	Commercial Street	Bay 4	M/B	Parked
13:23:10	13:24:31	00:01:21	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
13:24:27	13:30:04	00:05:37	Commercial Street	Bay 4	Car	Parked
13:26:26	13:53:58	00:27:32	Commercial Street	Bay 3	LGV	Unloading
13:29:23	13:33:35	00:04:12	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:30:20	13:30:31	00:00:11	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
13:30:29	13:32:42	00:02:13	Commercial Street	Bay 4	M/B	Delivery
13:32:25	13:34:09	00:01:44	Hanbury Street	Double Yellow Line (South)	LGV	Parked
13:33:43	13:43:25	00:09:42	Commercial Street	Bay 4	LGV	Parked
13:33:58	13:36:40	00:02:42	Hanbury Street	Double Yellow Line (South)	Car	Parked
13:34:38	13:34:53	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
13:35:07	13:36:10	00:01:03	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
13:40:47	15:25:59	01:45:12	Commercial Street	Bay 4	LGV	Parked
13:41:04	13:47:40	00:06:36	Commercial Street	Bay 4	OGV1	Parked
13:46:12	14:06:04	00:19:52	Hanbury Street	Double Yellow Line (South)	LGV	Parked
13:47:18	13:51:58	00:04:40	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:47:22	13:47:35	00:00:13	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
13:47:41	14:29:36	00:41:55	Commercial Street	Bay 3	Car	Parked
13:50:47	13:51:17	00:00:30	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
13:53:25	13:56:31	00:03:06	Commercial Street	Bay 4	Car	Parked
13:54:33	14:04:35	00:10:02	Commercial Street	Bay 4	Car	Parked
13:54:59	15:11:02	01:16:03	Hanbury Street	Double Yellow Line (South)	LGV	Parked
13:54:59	15:11:02	01:16:03	Hanbury Street	Double Yellow Line (South)	LGV	Parked

**Commercial Street** Parking & Loading Job Number & Name:

Client: Alan Baxter

Date:

Wednesday 09 November 2016

12711 Commercial Street

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
13:56:43	14:04:04	00:07:21	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:56:46	14:47:39	00:50:53	Commercial Street	Bay 4	Car	Parked
13:59:18	13:59:47	00:00:29	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
14:00:19	14:02:02	00:01:43	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
14:05:45	14:33:01	00:27:16	Commercial Street	Bay 4	Car	Parked
14:07:53	14:54:22	00:46:29	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
14:08:21	14:15:58	00:07:37	Commercial Street	Bay 2	Car	Parked
14:10:03	14:50:59	00:40:56	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:12:40	14:16:29	00:03:49	Commercial Street	Bay 3	Taxi	Parked
14:13:19	14:17:20	00:04:01	Commercial Street	Bay 3	LGV	Parked
14:13:44	14:19:22	00:05:38	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:13:44	14:57:09	00:43:25	Commercial Street	Bay 4	LGV	Parked
14:14:23	14:16:05	00:01:42	Commercial Street	Bay 4	Car	Parked
14:16:32	14:17:02	00:00:30	Commercial Street	Bay 4	Taxi	Picking up passenger
14:18:04	14:18:18	00:00:14	Commercial Street	Bay 3	Car	Picking up passenger
14:18:56	14:50:20	00:31:24	Hanbury Street	Double Yellow Line (South)	OGV1	Loading
14:19:28	14:23:05	00:03:37	Hanbury Street	Double Yellow Line (South)	M/B	Loading
14:22:02	14:39:30	00:17:28	Commercial Street	Bay 3	LGV	Parked
14:22:17	15:12:42	00:50:25	Commercial Street	Bay 4	Car	Parked
14:23:43	14:24:01	00:00:18	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
14:24:14	14:50:07	00:25:53	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
14:28:29	14:31:59	00:03:30	Hanbury Street	Double Yellow Line (North)	Car	Parked
14:29:20	14:29:25	00:00:05	Commercial Street	Bay 4	Car	Dropping off passenger
14:30:37	14:32:26	00:01:49	Hanbury Street	Double Yellow Line (South)	M/B	Parked
14:32:39	14:34:03	00:01:24	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
14:35:35	14:35:40	00:00:05	Commercial Street	Bay 3	Taxi	Picking up passenger
14:36:51	14:42:02	00:05:11	Commercial Street	Bay 3	LGV	Parked
14:37:16	14:49:00	00:11:44	Commercial Street	Bay 2	Car	Parked
14:37:31	14:39:30	00:01:59	Commercial Street	Bay 4	Taxi	Dropping off passenger
14:42:15	14:43:13	00:00:58	Commercial Street	Bay 3	Taxi	Dropping off passenger
14:42:19	14:44:58	00:02:39	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
14:43:06	14:43:42	00:00:36	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
14:43:37	14:49:59	00:06:22	Commercial Street	Bay 4	M/B	Delivery
14:44:02	15:19:17	00:35:15	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
14:44:30	14:47:18	00:02:48	Hanbury Street	Double Yellow Line (South)	M/B	Parked
14:48:37	14:51:27	00:02:50	Hanbury Street	Double Yellow Line (South)	M/B	Parked
14:51:19	14:53:10	00:01:51	Commercial Street	Bay 4	Car	Dropping off passenger
14:53:24	15:01:18	00:07:54	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:55:50	15:39:31	00:43:41	Commercial Street	Bay 4	LGV	Parked
14:56:35	14:59:43	00:03:08	Commercial Street	Bay 3	LGV	Parked
14:57:52	15:00:01	00:02:09	Hanbury Street	Double Yellow Line (South)	M/B	Parked
15:01:32	15:18:39	00:17:07	Commercial Street	Bay 3	LGV	Unloading
15:05:03	15:05:25	00:00:22	Commercial Street	Bay 3	Taxi	Picking up passenger
15:06:42	15:12:40	00:05:58	Hanbury Street	Double Yellow Line (South)	LGV	Loading
15:11:20	15:13:31	00:02:11	Commercial Street	Bay 3	LGV	Parked
15:12:58	15:25:18	00:12:20	Commercial Street	Bay 4	Car	Parked

**Commercial Street** Parking & Loading

12711 Commercial Street Client: Alan Baxter

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
15:13:32	15:14:20	00:00:48	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:13:41	15:15:36	00:01:55	Commercial Street	Bay 4	Car	Parked
15:13:45	15:16:08	00:02:23	Hanbury Street	Double Yellow Line (South)	Car	Parked
15:15:51	15:17:03	00:01:12	Hanbury Street	Double Yellow Line (North)	LGV	Picking up passenger
15:17:42	15:33:44	00:16:02	Commercial Street	Bay 2	Car	Parked
15:21:15	15:21:36	00:00:21	Commercial Street	Bay 3	LGV	Waiting
15:23:07	15:28:29	00:05:22	Commercial Street	Bay 4	Car	Parked
15:24:55	15:26:21	00:01:26	Hanbury Street	Double Yellow Line (North)	M/B	Parked
15:29:52	15:43:33	00:13:41	Commercial Street	Bay 4	Car	Parked
15:30:40	15:32:04	00:01:24	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
15:33:59	15:35:43	00:01:44	Commercial Street	Bay 3	Car	Parked
15:34:59	15:41:26	00:06:27	Hanbury Street	Double Yellow Line (South)	LGV	Parked
15:38:19	15:39:04	00:00:45	Hanbury Street	Double Yellow Line (North)	OGV1	Waiting
15:39:17	15:39:30	00:00:13	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:40:11	15:41:30	00:01:19	Hanbury Street	Double Yellow Line (North)	M/B	Parked
15:42:32	15:45:27	00:02:55	Commercial Street	Bay 4	Car	Parked
15:43:02	16:29:11	00:46:09	Commercial Street	Bay 2	Car	Parked
15:43:41	15:44:20	00:00:39	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:48:24	16:14:09	00:25:45	Hanbury Street	Double Yellow Line (South)	OGV1	Loading
15:49:01	15:51:32	00:02:31	Hanbury Street	Double Yellow Line (North)	M/B	Parked
15:52:13	15:55:31	00:03:18	Commercial Street	Bay 4	LGV	Parked
15:52:34	15:52:49	00:00:15	Commercial Street	Bay 3	Taxi	Picking up passenger
15:53:21	15:54:05	00:00:44	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
15:56:15	15:56:41	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
15:58:36	15:59:00	00:00:24	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
16:05:34	16:06:09	00:00:35	Commercial Street	Bay 3	Taxi	Dropping off passenger
16:08:15	16:09:11	00:00:56	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
16:12:07	16:15:02	00:02:55	Commercial Street	Bay 3	LGV	Unloading
16:12:25	16:13:53	00:01:28	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
16:17:20	16:30:15	00:12:55	Hanbury Street	Double Yellow Line (South)	LGV	Parked
16:23:06	16:23:30	00:00:24	Commercial Street	Bay 3	Taxi	Dropping off passenger
16:27:48	16:28:14	00:00:26	Commercial Street	Bay 4	Car	Picking up passenger
16:31:45	16:57:36	00:25:51	Hanbury Street	Double Yellow Line (North)	OGV1	Parked
16:36:02	16:41:59	00:05:57	Commercial Street	Bay 3	LGV	Parked
16:39:59	16:49:16	00:09:17	Commercial Street	Bay 3	LGV	Unloading
16:40:38 16:40:58	16:48:08	00:07:04	Commercial Street	Bay 2  Double Yellow Line (North)	Car	Parked Parked
16:40:58	16:48:02 16:47:21	00:07:04	Hanbury Street Hanbury Street	Double Yellow Line (North)  Double Yellow Line (North)	Car	Parked Parked
16:42:24	16:47:21	00:04:57	Commercial Street	Bay 4	Taxi	Dropping off passenger
17:00:54	18:08:12	01:07:18	Hanbury Street	Double Yellow Line (South)	LGV	Parked
17:00:34	18:08:29	01:07:18	Hanbury Street	Double Yellow Line (South)	LGV	Parked
17:01:20	17:03:11	00:00:41	Commercial Street	Bay 3	Taxi	Dropping off passenger
17:06:29	17:06:46	00:00:41	Hanbury Street	Double Yellow Line (North)	M/B	Waiting
17:06:53	17:08:36	00:01:43	Hanbury Street	Double Yellow Line (South)	M/B	Loading
17:09:24	18:48:08	01:38:44	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:15:18	17:23:40	00:08:22	Hanbury Street	Double Yellow Line (South)	LGV	Parked
17.15.10	17.23.40	00.00.22	Ţ.	240	LGV	i ai Neu

### **Advanced Transport Research**

**Commercial Street** Parking & Loading

Job Number & Name:

12711 Commercial Street Client: Alan Baxter

Date:

Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
17:19:23	17:20:39	00:01:16	Commercial Street	Bay 3	Car	Picking up passenger
17:19:46	17:20:47	00:01:01	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
17:22:11	17:23:10	00:00:59	Commercial Street	Bay 3	Car	Waiting
17:22:47	17:25:07	00:02:20	Commercial Street	Bay 4	Taxi	Dropping off passenger
17:26:08	17:29:00	00:02:52	Commercial Street	Bay 2	Car	Parked
17:27:13	17:29:19	00:02:06	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:32:02	17:32:39	00:00:37	Commercial Street	Bay 3	Car	Picking up passenger
17:32:14	17:40:05	00:07:51	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:33:39	17:34:28	00:00:49	Hanbury Street	Double Yellow Line (North)	Car	Waiting
17:33:58	17:34:10	00:00:12	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
17:34:57	17:38:58	00:04:01	Hanbury Street	Double Yellow Line (South)	M/B	Parked
17:35:26	18:13:04	00:37:38	Commercial Street	Bay 3	Car	Loading
17:37:04	17:38:09	00:01:05	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:42:18	17:42:44	00:00:26	Commercial Street	Bay 3	Car	Waiting
17:43:38	17:45:08	00:01:30	Commercial Street	Bay 4	Car	Dropping off passenger
17:45:06	17:46:36	00:01:30	Hanbury Street	Double Yellow Line (South)	M/B	Parked
17:45:54	17:50:40	00:04:46	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:46:26	17:48:25	00:01:59	Hanbury Street	Double Yellow Line (South)	M/B	Parked
17:46:47	17:47:47	00:01:00	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
17:47:07	18:18:43	00:31:36	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:47:35	18:18:45	00:31:10	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:48:37	17:55:05	00:06:28	Hanbury Street	Double Yellow Line (South)	M/B	Parked
17:48:42	17:51:17	00:02:35	Hanbury Street	Double Yellow Line (South)	Car	Parked
17:50:40	17:51:52	00:01:12	Commercial Street	Bay 3	Car	Parked
17:52:05	18:15:44	00:23:39	Commercial Street	Bay 3	M/B	Delivery
17:52:59	17:54:18	00:01:19	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
18:03:23	18:06:16	00:02:53	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:05:47	18:07:55	00:02:08	Hanbury Street	Double Yellow Line (South)	Car	Parked
18:09:48	18:14:02	00:04:14	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:10:13	18:49:20	00:39:07	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:10:14	20:08:00	01:57:46	Commercial Street	Bay 2	Car	Parked
18:14:07	18:17:15	00:03:08	Commercial Street	Bay 3	Car	Parked
18:15:29	18:21:19	00:05:50	Hanbury Street	Double Yellow Line (South)	Car	Parked
18:15:30	18:21:18	00:05:48	Hanbury Street	Double Yellow Line (South)	Car	Parked
18:16:32	18:17:59	00:01:27	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:17:22	18:18:07	00:00:45	Commercial Street	Bay 3	Car	Waiting
18:18:05	18:18:21	00:00:16	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
18:18:57	18:24:23	00:05:26	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:20:08	18:21:33	00:01:25	Commercial Street	Bay 3	LGV	Parked
18:21:43	18:22:56	00:01:13	Hanbury Street	Double Yellow Line (South)	Car	Parked
18:23:50	18:27:42	00:03:52	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:28:00	18:29:26	00:01:26	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:30:11	18:32:27	00:02:16	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
18:31:15	19:28:12	00:56:57	Hanbury Street	Double Yellow Line (South)	LGV	Parked
18:31:22	19:28:12	00:56:50	Hanbury Street	Double Yellow Line (South)	LGV	Parked
18:35:02	18:35:37	00:00:35	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger

12711 Commercial Street Client: Alan Baxter

Date: Wednesday 09 November 2016

Commercial Street	
Parking & Loading	

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
18:37:06	18:39:44	00:02:38	Hanbury Street	Double Yellow Line (South)	Taxi	Parked
18:38:28	18:38:51	00:00:23	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
18:39:53	18:44:07	00:04:14	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:40:15	18:40:52	00:00:37	Hanbury Street	Double Yellow Line (South)	Car	Waiting
18:42:16	18:44:52	00:02:36	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:51:06	23:59:59	05:08:53	Commercial Street	Bay 4	LGV	Parked
18:53:45	23:59:59	05:06:14	Commercial Street	Bay 4	LGV	Parked
18:54:41	21:16:57	02:22:16	Commercial Street	Bay 3	Car	Parked
18:56:29	18:58:59	00:02:30	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:56:45	18:57:39	00:00:54	Hanbury Street	Double Yellow Line (South)	M/B	Waiting
18:58:06	19:03:05	00:04:59	Commercial Street	Bay 3	Car	Parked
18:58:55	20:19:46	01:20:51	Commercial Street	Bay 4	Car	Parked
19:00:00	20:22:29	01:22:29	Commercial Street	Bay 3	Car	Parked
19:00:29	19:01:22	00:00:53	Hanbury Street	Double Yellow Line (South)	Car	Waiting
19:00:45	19:02:14	00:01:29	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:01:15	21:33:49	02:32:34	Commercial Street	Bay 4	Car	Parked
19:01:36	20:51:43	01:50:07	Commercial Street	Bay 4	Car	Parked
19:06:52	19:08:46	00:01:54	Commercial Street	Bay 3	Car	Picking up passenger
19:09:09	19:10:26	00:01:17	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:10:39	19:12:04	00:01:17	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:10:39	19:16:14	00:04:29	Hanbury Street	Double Yellow Line (North)	M/B	Parked
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19:20:53	19:21:24	00:00:31	Commercial Street	Bay 3	Car	Picking up passenger
19:21:19	19:22:23	00:01:04	Commercial Street	Bay 4	Car	Parked
19:23:46	19:44:12	00:20:26	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:23:49	19:25:42	00:01:53	Commercial Street	Bay 3	OGV1	Parked
19:25:22	19:56:56	00:31:34	Commercial Street	Bay 4	Car	Parked
19:25:55	19:35:15	00:09:20	Commercial Street	Bay 4	OGV1	Parked
19:29:15	19:29:36	00:00:21	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
19:36:28	19:39:11	00:02:43	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:36:58	19:37:12	00:00:14	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
19:40:39	23:59:59	04:19:20	Commercial Street	Bay 3	Car	Parked
19:41:27	19:45:57	00:04:30	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:41:34	19:42:52	00:01:18	Commercial Street	Bay 4	Car	Dropping off passenger
19:43:49	19:45:35	00:01:46	Hanbury Street	Double Yellow Line (North)	Car	Parked
19:46:05	19:57:10	00:11:05	Commercial Street	Bay 3	Car	Parked
19:46:53	19:54:49	00:07:56	Hanbury Street	Double Yellow Line (South)	Car	Parked
19:52:04	19:59:29	00:07:25	Hanbury Street	Double Yellow Line (South)	LGV	Parked
19:57:09	19:57:35	00:00:26	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
19:57:14	20:24:45	00:27:31	Commercial Street	Bay 4	Car	Parked
19:57:26	20:04:30	00:07:04	Commercial Street	Bay 2	LGV	Parked
20:01:40	20:06:51	00:05:11	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:02:38	20:06:05	00:03:27	Commercial Street	Bay 2	Car	Parked
20:06:03	20:08:48	00:02:45	Commercial Street	Bay 4	Car	Picking up passenger
20:07:16	20:10:11	00:02:55	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:09:43	20:13:15	00:03:32	Hanbury Street	Double Yellow Line (South)	M/B	Parked
			<b> </b>	<del> </del>		

Commercial Street Parking & Loading clien

Name: 12711 Commercial Street
Client: Alan Baxter

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
20:11:51	20:12:14	00:00:23	Commercial Street	Bay 4	Car	Waiting
20:12:03	20:13:21	00:01:18	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
20:12:55	20:23:57	00:11:02	Hanbury Street	Double Yellow Line (South)	Car	Parked
20:13:45	21:07:29	00:53:44	Commercial Street	Bay 2	Car	Parked
20:14:21	20:17:16	00:02:55	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:14:53	20:17:25	00:02:32	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:16:27	20:24:14	00:07:47	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:18:11	20:18:47	00:00:36	Commercial Street	Bay 2	Car	Waiting
20:20:30	20: 20: 48	00:00:18	Hanbury Street	Double Yellow Line (South)	Car	Waiting
20:21:36	20:22:33	00:00:57	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
20:21:47	20:23:24	00:01:37	Hanbury Street	Double Yellow Line (North)	Car	Parked
20:23:18	20:23:44	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
20:23:39	20:24:41	00:01:02	Commercial Street	Bay 3	OGV1	Parked
20:26:17	20:30:02	00:03:45	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:26:48	20:44:21	00:17:33	Commercial Street	Bay 3	LGV	Parked
20:29:15	22:29:19	02:00:04	Commercial Street	Bay 2	Car	Parked
20:30:19	20:31:39	00:01:20	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
20:31:31	20:32:59	00:01:28	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:35:28	20:37:01	00:01:33	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:38:11	20:49:48	00:11:37	Commercial Street	Bay 4	Car	Parked
20:41:43	20:45:48	00:04:05	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:43:49	20:51:23	00:07:34	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:44:00	20:50:46	00:06:46	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:44:16	20:44:58	00:00:42	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
20:44:57	20:51:44	00:06:47	Commercial Street	Bay 4	Car	Parked
20:49:34	20:49:53	00:00:19	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:49:36	20:49:51	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:49:41	20:51:34	00:01:53	Commercial Street	Bay 3	Car	Parked
20:53:00	20:55:57	00:02:57	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:53:42	21:32:33	00:38:51	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:53:43	20:54:52	00:01:09	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:55:58	21:00:04	00:04:06	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:57:50	21:06:55	00:09:05	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:59:54	21:01:27	00:01:33	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
21:02:29	21:05:49	00:03:20	Hanbury Street	Double Yellow Line (North)	Car	Parked
21:03:51	21:11:48	00:07:57	Commercial Street	Bay 1	OGV1	Unloading
21:07:25	21:09:03	00:01:38	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:08:16	21:12:23	00:04:07	Commercial Street	Bay 1	LGV	Delivery
21:08:31	21:11:45	00:03:14	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:09:33	21:14:15	00:04:42	Commercial Street	Bay 3	Car	Parked
21:14:07	21:20:03	00:05:56	Commercial Street	Bay 4	Car	Parked
21:15:09	21:19:19	00:04:10	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:18:02	21:19:42	00:01:40	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:20:27	21:25:56	00:05:29	Commercial Street	Bay 4	Car	Parked
21:24:56	21:27:32	00:02:36	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:25:21	21:29:44	00:04:23	Hanbury Street	Double Yellow Line (South)	M/B	Loading

Commercial Street Parking & Loading Client

Client: Alan Baxter

12711 Commercial Street

Date: Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
21:26:17	21:36:48	00:10:31	Commercial Street	Bay 4	Car	Parked
21:26:55	21:31:07	00:04:12	Commercial Street	Bay 2	Car	Parked
21:27:57	21:32:41	00:04:44	Commercial Street	Bay 4	Car	Parked
21:30:33	21:31:07	00:00:34	Commercial Street	Bay 3	Car	Dropping off passenger
21:31:37	21:51:27	00:19:50	Hanbury Street	Double Yellow Line (South)	M/B	Parked
21:31:54	22:34:32	01:02:38	Commercial Street	Bay 2	Car	Parked
21:33:52	21:39:41	00:05:49	Commercial Street	Bay 3	LGV	Parked
21:35:36	21:41:31	00:05:55	Commercial Street	Bay 4	Car	Parked
21:36:28	21:49:52	00:13:24	Commercial Street	Bay 2	Car	Parked
21:41:36	21:47:07	00:05:31	Commercial Street	Bay 4	Car	Parked
21:42:24	21:43:27	00:01:03	Commercial Street	Bay 3	Car	Picking up passenger
21:42:33	21:43:54	00:01:21	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
21:42:34	21:43:26	00:00:52	Commercial Street	Bay 1	Car	Picking up passenger
21:42:58	21:46:14	00:03:16	Hanbury Street	Double Yellow Line (South)	M/B	Parked
21:47:15	21:55:47	00:08:32	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:49:35	21:49:56	00:00:21	Commercial Street	Bay 1	Car	Picking up passenger
21:50:22	21:52:11	00:01:49	Hanbury Street	Double Yellow Line (South)	Car	Parked
21:50:55	21:52:21	00:01:26	Hanbury Street	Double Yellow Line (North)	OGV1	Waste Collection
21:51:02	21:56:06	00:05:04	Commercial Street	Bay 3	Car	Parked
21:51:56	21:56:03	00:04:07	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:52:08	21:56:15	00:04:07	Hanbury Street	Double Yellow Line (South)	M/B	Loading
21:55:46	22:18:33	00:22:47	Commercial Street	Bay 1	Car	Parked
21:56:19	22:10:23	00:14:04	Commercial Street	Bay 3	Car	Parked
22:00:04	22:00:43	00:00:39	Commercial Street	Bay 1	Car	Waiting
22:05:36	22:06:18	00:00:42	Commercial Street	Bay 1	OGV1	Waste Collection
22:07:04	22:09:00	00:01:56	Hanbury Street	Double Yellow Line (South)	Car	Parked
22:07:05	22:09:10	00:02:05	Commercial Street	Bay 4	Car	Parked
22:07:10	22:08:31	00:01:21	Hanbury Street	Double Yellow Line (South)	Car	Parked
22:08:20	22:48:40	00:40:20	Commercial Street	Bay 1	Car	Parked
22:19:10	22:23:11	00:04:01	Hanbury Street	Double Yellow Line (South)	M/B	Loading
22:20:21	22:20:57	00:00:36	Commercial Street	Bay 4	LGV	Waiting
22:21:49	22:22:42	00:00:53	Commercial Street	Bay 2	Car	Picking up passenger
22:24:48	22:25:30	00:00:42	Commercial Street	Bay 2	Car	Picking up passenger
22:26:03	22:27:29	00:01:26	Hanbury Street	Double Yellow Line (South)	M/B	Parked
22:29:44	22:33:46	00:04:02	Commercial Street	Bay 2	Car	Picking up passenger
22:30:54	22:33:53	00:02:59	Commercial Street	Bay 3	Car	Parked
22:34:30	22:39:03	00:04:33	Commercial Street	Bay 4	LGV	Unloading
22:35:04	22:35:28	00:00:24	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
22:39:41	22:55:14	00:15:33	Commercial Street	Bay 1	LGV	Parked
22:40:00	23:11:16	00:31:16	Commercial Street	Bay 4	Car	Parked
22:40:01	22:44:16	00:04:15	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
22:41:06	22:44:49	00:03:43	Commercial Street	Bay 1	Car	Picking up passenger
22:45:25	22:46:00	00:00:35	Commercial Street	Bay 3	Car	Waiting
22:47:57	23:37:55	00:49:58	Commercial Street	Bay 1	Car	Parked
22:56:41	22:57:46	00:01:05	Commercial Street	Bay 4	Car	Picking up passenger
22:59:08	23:11:17	00:12:09	Commercial Street	Bay 3	Car	Parked

**Advanced Transport Research** 

**Commercial Street** Parking & Loading

Job Number & Name:

Date:

12711 Commercial Street Client: Alan Baxter

Wednesday 09 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
23:02:44	23:03:20	00:00:36	Commercial Street	Bay 2	Car	Picking up passenger
23:07:12	23:08:01	00:00:49	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
23:10:55	23:38:00	00:27:05	Commercial Street	Bay 2	Car	Parked
23:11:37	23:12:22	00:00:45	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
23:14:31	23:22:01	00:07:30	Commercial Street	Bay 3	Car	Parked
23:21:47	23:22:22	00:00:35	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
23:22:35	23:22:44	00:00:09	Commercial Street	Bay 3	Taxi	Picking up passenger
23:22:47	23:25:43	00:02:56	Commercial Street	Bay 4	Car	Parked
23:23:45	23:24:16	00:00:31	Commercial Street	Bay 3	Car	Waiting
23:23:53	23:24:14	00:00:21	Commercial Street	Bay 2	Car	Picking up passenger
23:24:16	23:28:26	00:04:10	Commercial Street	Bay 4	Car	Picking up passenger
23:25:38	23:26:29	00:00:51	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
23:25:57	23:27:54	00:01:57	Commercial Street	Bay 2	Car	Picking up passenger
23:26:22	23:27:04	00:00:42	Commercial Street	Bay 1	Car	Picking up passenger
23:27:46	23:28:03	00:00:17	Commercial Street	Bay 3	Car	Waiting
23:31:56	23:38:28	00:06:32	Commercial Street	Bay 1	Car	Parked
23:32:27	23:34:02	00:01:35	Hanbury Street	Double Yellow Line (North)	OGV1	Parked
23:34:41	23:34:58	00:00:17	Commercial Street	Bay 4	Car	Picking up passenger
23:35:42	23:59:59	00:24:17	Commercial Street	Bay 3	Car	Parked
23:38:25	23:40:35	00:02:10	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
23:38:56	23:40:24	00:01:28	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
23:41:59	23:43:05	00:01:06	Commercial Street	Bay 4	Car	Parked
23:44:26	23:49:17	00:04:51	Commercial Street	Bay 4	Car	Parked
23:44:42	23:46:04	00:01:22	Commercial Street	Bay 3	Car	Parked
23:45:49	23:46:16	00:00:27	Commercial Street	Bay 1	OGV1	Waste Collection
23:47:59	23:48:57	00:00:58	Hanbury Street	Double Yellow Line (South)	Car	Waiting
23:52:51	23:55:21	00:02:30	Commercial Street	Bay 3	Car	Parked
23:52:55	23:54:32	00:01:37	Hanbury Street	Double Yellow Line (South)	Car	Parked
23:57:08	23:57:47	00:00:39	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger

Name: 12711 Commercial Street
Client: Alan Baxter

Commercial Street
Parking & Loading

Date: Saturday 12 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
06:00:00	06:04:37	00:04:37	Hanbury Street	Double Yellow Line (North)	OGV1	Parked
06:00:00	06:06:15	00:06:15	Commercial Street	Bay 3	Car	Parked
06:00:00	10:47:51	04:47:51	Hanbury Street	Double Yellow Line (South)	Car	Parked
06:01:45	06:02:23	00:00:38	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
06:03:58	06:51:16	00:47:18	Commercial Street	Bay 1	Car	Parked
06:07:08	06:07:50	00:00:42	Commercial Street	Bay 2	Car	Dropping off passenger
06:10:05	06:17:50	00:07:45	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
06:12:02	06:12:11	00:00:09	Commercial Street	Bay 3	Car	Waiting
06:20:31	06:23:18	00:02:47	Commercial Street	Bay 3	Taxi	Dropping off passenger
06:20:56	06:48:29	00:27:33	Commercial Street	Bay 1	OGV1	Unloading
06:23:12	06:25:42	00:02:30	Hanbury Street	Double Yellow Line (North)	Car	Parked
06:28:45	06:34:27	00:05:42	Commercial Street	Bay 3	LGV	Unloading
06:29:53	06:50:33	00:20:40	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
06:31:04	14:57:11	08:26:07	Hanbury Street	Double Yellow Line (South)	Car	Parked
06:42:52	06:46:17	00:03:25	Commercial Street	Bay 1	Car	Parked
06:46:49	07:13:48	00:26:59	Commercial Street	Bay 3	LGV	Unloading
06:56:06	07:22:07	00:26:01	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
06:59:58	07:02:09	00:02:11	Commercial Street	Bay 3	LGV	Parked
07:01:41	07:21:55	00:20:14	Commercial Street	Bay 3	LGV	Unloading
07:04:34	07:18:21	00:13:47	Hanbury Street	Double Yellow Line (South)	OGV1	Loading
07:10:17	14:57:25	07:47:08	Hanbury Street	Double Yellow Line (South)	Car	Parked
07:15:32	07:15:41	00:00:09	Hanbury Street	Double Yellow Line (North)	OGV1	Dropping off passenger
07:17:29	07:18:16	00:00:47	Commercial Street	Bay 4	LGV	Road Cleaning
07:20:57	07:21:42	00:00:45	Commercial Street	Bay 4	OGV1	Waiting
07:24:40	07:30:24	00:05:44	Commercial Street	Bay 3	LGV	Unloading
07:25:14	07:43:56	00:18:42	Commercial Street	Bay 3	Car	Delivery
07:25:21	07:28:32	00:03:11	Commercial Street	Bay 3	LGV	Unloading
07:28:45	07:29:06	00:00:21	Hanbury Street	Double Yellow Line (South)	Car	Waiting
07:30:21	07:31:56	00:01:35	Hanbury Street	Double Yellow Line (North)	OGV1	Waste Collection
07:32:10	07:32:28	00:00:18	Hanbury Street	Double Yellow Line (South)	Car	Waiting
07:32:29	07:32:39	00:00:10	Commercial Street	Bay 1	Car	Waiting
07:34:12	07:51:09	00:16:57	Commercial Street	Bay 3	LGV	Unloading
07:35:00	07:43:50	00:08:50	Commercial Street	Bay 1	LGV	Parked
07:37:09	07:37:36	00:00:27	Commercial Street	Red Route	OGV1	Waste Collection
07:39:30	07:57:09	00:17:39	Commercial Street	Bay 3	Car	Parked
07:41:03	07:41:12	00:00:09	Commercial Street	Bay 1	OGV1	Waiting
07:41:33	07:46:06	00:04:33	Hanbury Street	Double Yellow Line (South)	OGV1	Waste Collection
07:48:37	07:49:09	00:00:32	Commercial Street	Bay 2	OGV1	Parked
07:49:22	08:11:58	00:22:36	Hanbury Street	Double Yellow Line (South)	Car	Parked
07:51:18	07:52:17	00:00:59	Hanbury Street	Double Yellow Line (North)	LGV	Waiting
07:55:49	08:23:21	00:27:32	Hanbury Street	Double Yellow Line (South)	Car	Parked
07:56:01	08:59:07	01:03:06	Hanbury Street	Double Yellow Line (South)	LGV	Parked
07:56:56	08:11:55	00:14:59	Commercial Street	Bay 3	OGV1	Unloading
07:58:04	08:12:19	00:14:15	Commercial Street	Bay 3	LGV	Unloading
08:00:14	08:10:14	00:10:00	Commercial Street	Bay 3	Car	Parked
08:03:32	08:11:55	00:08:23	Commercial Street	Bay 4	OGV1	Unloading

Client:

Date:

Name: 12711 Commercial Street
Client: Alan Baxter

Saturday 12 November 2016

Commercial Street Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
08:07:13	08:12:53	00:05:40	Commercial Street	Bay 4	OGV1	Unloading
08:13:21	08:31:22	00:18:01	Commercial Street	Bay 3	Car	Parked
08:13:40	10:01:28	01:47:48	Commercial Street	Bay 3	OGV1	Unloading
08:22:06	08:23:44	00:01:38	Commercial Street	Bay 4	Car	Parked
08:23:25	08:23:58	00:00:33	Commercial Street	Bay 2	Car	Waiting
08:27:24	08:27:34	00:00:10	Commercial Street	Bay 4	Car	Waiting
08:27:30	08:27:34	00:00:04	Commercial Street	Bay 4	Car	Waiting
08:32:46	08:48:20	00:15:34	Commercial Street	Bay 3	LGV	Parked
08:40:50	08:43:13	00:02:23	Commercial Street	Bay 4	Car	Parked
08:46:17	08:46:26	00:00:09	Commercial Street	Bay 3	Taxi	Picking up passenger
08:47:09	08:47:13	00:00:04	Commercial Street	Bay 4	LGV	Waiting
08:50:03	08:51:02	00:00:59	Commercial Street	Bay 3	Car	Dropping off passenger
08:51:25	08:51:46	00:00:21	Commercial Street	Bay 2	Car	Dropping off passenger
08:54:53	08:57:23	00:02:30	Commercial Street	Bay 3	Car	Dropping off passenger
08:55:57	08:56:11	00:00:14	Commercial Street	Bay 2	Car	Dropping off passenger
08:59:57	09:01:21	00:01:24	Commercial Street	Bay 3	Car	Dropping off passenger
09:04:26	09:04:47	00:00:21	Commercial Street	Bay 4	Taxi	Picking up passenger
09:04:39	09:05:22	00:00:43	Commercial Street	Bay 2	Car	Dropping off passenger
09:07:46	09:08:19	00:00:33	Commercial Street	Bay 3	Car	Dropping off passenger
09:12:39	09:12:58	00:00:19	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:17:27	09:23:44	00:06:17	Hanbury Street	Double Yellow Line (South)	LGV	Parked
09:20:17	09:24:02	00:03:45	Hanbury Street	Double Yellow Line (South)	LGV	Parked
09:20:19	09:26:24	00:06:05	Commercial Street	Bay 1	Car	Dropping off passenger
09:24:26	09:25:48	00:01:22	Commercial Street	Bay 3	LGV	Parked
09:25:41	09:25:54	00:00:13	Commercial Street	Bay 4	Car	Waiting
09:27:28	09:27:59	00:00:31	Commercial Street	Bay 1	Car	Dropping off passenger
09:33:36	11:03:22	01:29:46	Commercial Street	Bay 4	Car	Parked
09:34:15	09:34:23	00:00:08	Commercial Street	Bay 4	Taxi	Waiting
09:34:30	09:34:45	00:00:15	Commercial Street	Bay 3	Car	Waiting
09:36:32	10:11:14	00:34:42	Commercial Street	Bay 3	OGV1	Unloading
09:37:34	10:07:24	00:29:50	Commercial Street	Bay 4	LGV	Parked
09:38:09	09:38:26	00:00:17	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
09:38:41	09:39:33	00:00:52	Commercial Street	Bay 1	Car	Dropping off passenger
09:39:34	09:40:46	00:01:12	Commercial Street	Bay 1	Car	Dropping off passenger
09:40:09	09:40:34	00:00:25	Commercial Street	Bay 4	Car	Dropping off passenger
09:41:35	09:47:57	00:06:22	Hanbury Street	Double Yellow Line (North)	OGV1	Waste Collection
09:46:05	09:48:54	00:02:49	Hanbury Street	Double Yellow Line (South)	OGV1	Waste Collection
09:46:12	09:47:12	00:01:00	Commercial Street	Bay 1	Car	Dropping off passenger
09:48:41	09:49:24	00:00:43	Commercial Street	Bay 1	Car	Dropping off passenger
09:51:42	09:52:48	00:01:06	Commercial Street	Bay 1	Car	Dropping off passenger
09:57:44	09:58:53	00:01:09	Commercial Street	Bay 1	OGV1	Waste Collection
09:57:55	09:58:04	00:00:09	Commercial Street	Bay 4	Taxi	Waiting
09:58:23	09:58:45	00:00:22	Commercial Street	Bay 2	Car	Dropping off passenger
09:58:36	09:59:09	00:00:33	Commercial Street	Bay 4	LGV	Waiting
10:00:16	10:11:38	00:11:22	Commercial Street	Bay 4	Car	Parked
10:05:27	10:05:49	00:00:22	Commercial Street	Bay 3	Car	Dropping off passenger

Name: 12711 Commercial Street
Client: Alan Baxter

Commercial Street Parking & Loading

Date: Saturday 12 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
10:11:21	10:12:34	00:01:13	Commercial Street	Bay 4	Taxi	Dropping off passenger
10:12:03	10:15:17	00:03:14	Commercial Street	Bay 3	LGV	Unloading
10:12:31	10:14:33	00:02:02	Commercial Street	Bay 3	Car	Dropping off passenger
10:13:00	10:13:32	00:00:32	Commercial Street	Bay 4	Car	Dropping off passenger
10:14:04	10:19:25	00:05:21	Commercial Street	Bay 4	Car	Delivery
10:18:35	10:23:00	00:04:25	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
10:19:58	10:20:25	00:00:27	Commercial Street	Bay 3	Taxi	Dropping off passenger
10:20:14	10:20:32	00:00:18	Commercial Street	Bay 3	Taxi	Dropping off passenger
10:20:18	10:48:18	00:28:00	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
10:21:29	10:25:53	00:04:24	Commercial Street	Bay 2	Car	Parked
10:21:59	10:23:10	00:01:11	Commercial Street	Bay 2	Car	Dropping off passenger
10:22:15	10:28:27	00:06:12	Commercial Street	Bay 4	Car	Picking up passenger
10:23:47	11:09:39	00:45:52	Commercial Street	Bay 4	Car	Parked
10:25:26	12:26:26	02:01:00	Hanbury Street	Double Yellow Line (South)	Car	Parked
10:28:56	10:29:50	00:00:54	Commercial Street	Bay 3	Taxi	Dropping off passenger
10:30:33	10:31:55	00:01:22	Commercial Street	Bay 1	Car	Dropping off passenger
10:30:42	10:30:58	00:00:16	Commercial Street	Bay 2	Car	Dropping off passenger
10:33:08	10:36:19	00:03:11	Commercial Street	Bay 1	Car	Parked
10:33:09	10:33:44	00:00:35	Commercial Street	Bay 1	Car	Dropping off passenger
10:34:24	10:35:54	00:01:30	Commercial Street	Bay 2	LGV	Delivery
10:34:29	10:44:46	00:10:17	Commercial Street	Bay 4	Car	Picking up passenger
10:34:57	10:35:19	00:00:22	Commercial Street	Bay 1	Car	Dropping off passenger
10:37:10	11:24:36	00:47:26	Commercial Street	Bay 3	Car	Parked
10:37:57	10:39:54	00:01:57	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:38:09	10:46:19	00:08:10	Commercial Street	Bay 4	Car	Picking up passenger
10:39:07	10:53:27	00:14:20	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:41:24	11:12:01	00:30:37	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
10:41:40	11:12:00	00:30:20	Hanbury Street	Double Yellow Line (South)	LGV	Parked
10:43:45	10:58:03	00:14:18	Commercial Street	Bay 4	LGV	Unloading
10:44:48	10:47:44	00:02:56	Commercial Street	Bay 3	LGV	Unloading
10:48:03	10:48:50	00:00:47	Commercial Street	Bay 3	Taxi	Dropping off passenger
10:48:43	10:49:24	00:00:41	Hanbury Street	Double Yellow Line (South)	LGV	Waiting
10:49:06	10:49:38	00:00:32	Commercial Street	Bay 1	Car	Waiting
10:49:24	10:49:38	00:00:14	Commercial Street	Bay 1	Car	Delivery
10:51:45	10:52:26	00:00:41	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
10:52:00	11:02:21	00:10:21	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
10:56:10	11:48:48	00:52:38	Commercial Street	Bay 4	Car	Parked
10:57:21	10:58:48	00:01:27	Commercial Street	Bay 3	Car	Dropping off passenger
11:01:01	11:12:35	00:11:34	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
11:01:13	11:20:02	00:18:49	Commercial Street	Bay 3	M/B	Parked
11:01:27	11:01:39	00:00:12	Commercial Street	Bay 1	Car	Dropping off passenger
11:03:10	11:03:36	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
11:04:22	12:01:00	00:56:38	Commercial Street	Bay 4	Car	Parked
11:05:38	11:05:54	00:00:16	Commercial Street	Bay 3	Car	Waiting
11:06:39	11:06:47	00:00:08	Commercial Street	Bay 3	Car	Dropping off passenger
11:08:25	11:10:28	00:02:03	Commercial Street	Bay 3	Car	Parked

12711 Commercial Street Client: Alan Baxter

**Commercial Street** Parking & Loading

Date: Saturday 12 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
11:09:04	11:16:03	00:06:59	Hanbury Street	Double Yellow Line (South)	Taxi	Parked
11:10:10	12:01:14	00:51:04	Hanbury Street	Double Yellow Line (South)	Car	Parked
11:14:26	11:14:40	00:00:14	Commercial Street	Bay 4	Taxi	Dropping off passenger
11:16:28	11:16:52	00:00:24	Commercial Street	Bay 1	Car	Dropping off passenger
11:16:39	11:26:48	00:10:09	Commercial Street	Bay 4	Car	Parked
11:21:13	11:21:42	00:00:29	Commercial Street	Bay 2	Car	Dropping off passenger
11:23:28	11:28:33	00:05:05	Commercial Street	Bay 3	Car	Parked
11:25:23	11:25:34	00:00:11	Commercial Street	Bay 3	Car	Waiting
11:26:22	11:27:00	00:00:38	Commercial Street	Bay 3	Car	Waiting
11:28:48	12:23:24	00:54:36	Commercial Street	Bay 3	Car	Parked
11:30:50	11:53:51	00:23:01	Commercial Street	Bay 2	LGV	Parked
11:31:15	12:22:32	00:51:17	Commercial Street	Bay 4	Car	Parked
11:35:00	16:55:04	05:20:04	Hanbury Street	Double Yellow Line (South)	Car	Parked
11:38:51	11:39:21	00:00:30	Hanbury Street	Double Yellow Line (South)	LGV	Waiting
11:40:29	11:40:58	00:00:29	Commercial Street	Bay 2	Car	Dropping off passenger
11:41:11	11:41:57	00:00:46	Commercial Street	Bay 4	Taxi	Dropping off passenger
11:42:11	12:37:36	00:55:25	Commercial Street	Bay 4	LGV	Parked
11:43:15	11:45:05	00:01:50	Commercial Street	Bay 1	Car	Dropping off passenger
11:45:14	11:48:18	00:03:04	Commercial Street	Bay 3	Car	Parked
11:45:57	14:36:16	02:50:19	Commercial Street	Bay 4	LGV	Parked
11:47:26	12:05:47	00:18:21	Commercial Street	Bay 3	Car	Parked
11:51:21	11:52:14	00:00:53	Commercial Street	Bay 1	Car	Dropping off passenger
11:52:16	11:53:27	00:01:11	Commercial Street	Bay 1	Car	Dropping off passenger
11:53:42	11:54:08	00:00:26	Commercial Street	Bay 4	Car	Waiting
11:53:55	11:55:12	00:01:17	Commercial Street	Bay 4	Taxi	Dropping off passenger
11:54:18	11:55:25	00:01:07	Commercial Street	Bay 1	Car	Dropping off passenger
11:57:56	11:59:41	00:01:45	Commercial Street	Bay 2	OGV1	Parked
11:58:07	11:59:28	00:01:21	Commercial Street	Bay 4	Car	Picking up passenger
11:59:11	12:00:12	00:01:01	Commercial Street	Bay 2	Car	Dropping off passenger
12:00:31	12:01:13	00:00:42	Commercial Street	Bay 3	Car	Dropping off passenger
12:01:11	12:08:37	00:07:26	Commercial Street	Bay 4	Car	Parked
12:04:27	12:17:24	00:12:57	Commercial Street	Bay 3	Car	Parked
12:04:52	13:31:48	01:26:56	Commercial Street	Bay 4	Car	Parked
12:08:44	12:11:36	00:02:52	Commercial Street	Bay 3	Car	Picking up passenger
12:09:08	12:09:45	00:00:37	Commercial Street	Bay 3	Car	Waiting
12:09:44	12:12:26	00:02:42	Commercial Street	Bay 4	LGV	Parked
12:10:56	13:05:14	00:54:18	Commercial Street	Bay 4	Car	Parked
12:13:37	12:13:57	00:00:20	Commercial Street	Bay 4	Car	Picking up passenger
12:13:38	12:15:11	00:01:33	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:15:02	12:15:16	00:00:14	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
12:15:19	12:30:44	00:15:25	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
12:15:33	12:21:04	00:05:31	Commercial Street	Bay 3	Car	Parked
12:16:30	12:16:53	00:00:23	Commercial Street	Bay 1	Car	Dropping off passenger
12:19:44	12:20:50	00:01:06	Commercial Street	Bay 3	Car	Parked
12:21:25	12:23:09	00:01:44	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
12:22:22	12:23:12	00:00:50	Commercial Street	Bay 2	Car	Dropping off passenger
		55.00.00	I sommer did street	Day 2	oui	2. Spping on passenger

Name: 12711 Commercial Street
Client: Alan Baxter

Commercial Street Parking & Loading

Date: Saturday 12 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
12:23:10	12:23:43	00:00:33	Commercial Street	Bay 3	Taxi	Dropping off passenger
12:24:31	13:06:05	00:41:34	Hanbury Street	Double Yellow Line (South)	OGV1	Unloading
12:24:59	12:39:48	00:14:49	Commercial Street	Bay 3	M/B	Parked
12:30:28	12:32:02	00:01:34	Commercial Street	Bay 3	Taxi	Dropping off passenger
12:31:51	12:52:15	00:20:24	Commercial Street	Bay 4	Car	Parked
12:34:00	12:39:43	00:05:43	Commercial Street	Bay 1	OGV1	Dropping off passenger
12:34:29	12:36:29	00:02:00	Commercial Street	Bay 1	Car	Dropping off passenger
12:34:45	12:35:08	00:00:23	Commercial Street	Bay 3	Car	Dropping off passenger
12:36:30	12:39:16	00:02:46	Commercial Street	Bay 1	M/B	Delivery
12:42:06	15:22:36	02:40:30	Commercial Street	Bay 4	Car	Parked
12:43:13	12:43:33	00:00:20	Commercial Street	Bay 1	Car	Dropping off passenger
12:43:20	12:45:19	00:01:59	Commercial Street	Bay 4	Car	Picking up passenger
12:44:56	12:46:26	00:01:30	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
12:46:31	12:48:12	00:01:41	Commercial Street	Bay 2	Car	Dropping off passenger
12:47:19	12:47:43	00:00:24	Commercial Street	Bay 4	Taxi	Picking up passenger
12:48:53	12:49:20	00:00:27	Hanbury Street	Double Yellow Line (South)	Car	Waiting
12:49:21	12:49:47	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
12:51:48	12:54:41	00:02:53	Hanbury Street	Double Yellow Line (South)	M/B	Loading
12:53:45	13:01:18	00:07:33	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
12:54:19	12:55:02	00:00:43	Commercial Street	Bay 1	Car	Dropping off passenger
12:56:06	12:56:14	00:00:08	Commercial Street	Bay 3	Car	Picking up passenger
12:57:36	13:06:48	00:09:12	Hanbury Street	Double Yellow Line (South)	Car	Parked
12:58:33	13:41:46	00:43:13	Commercial Street	Bay 4	Car	Parked
13:00:28	13:05:29	00:05:01	Commercial Street	Bay 1	Car	Dropping off passenger
13:06:29	13:07:09	00:00:40	Commercial Street	Bay 4	Taxi	Waiting
13:06:45	13:55:19	00:48:34	Commercial Street	Bay 1	OGV1	Unloading
13:08:02	13:30:11	00:22:09	Commercial Street	Bay 4	Car	Parked
13:10:11	13:28:12	00:18:01	Commercial Street	Bay 1	LGV	Parked
13:10:19	13:11:24	00:01:05	Commercial Street	Bay 4	Taxi	Picking up passenger
13:10:32	13:11:00	00:00:28	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
13:12:41	13:19:25	00:06:44	Commercial Street	Bay 1	OGV1	Unloading
13:14:04	13:14:43	00:00:39	Commercial Street	Bay 4	Car	Dropping off passenger
13:17:10	13:24:46	00:07:36	Commercial Street	Bay 2	Car	Dropping off passenger
13:17:17	13:19:11	00:01:54	Hanbury Street	Double Yellow Line (South)	M/B	Loading
13:17:24	13:17:53	00:00:29	Commercial Street	Bay 2	Car	Dropping off passenger
13:18:24	13:18:51	00:00:27	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
13:19:39	13:20:23	00:00:44	Commercial Street	Bay 3	Taxi	Picking up passenger
13:20:48	13:21:57	00:01:09	Commercial Street	Bay 2	Car	Dropping off passenger
13:20:48	13:28:16	00:07:28	Hanbury Street	Double Yellow Line (South)	LGV	Parked
13:21:39	13:22:42	00:01:03	Commercial Street	Bay 3	Taxi	Picking up passenger
13:24:34	13:25:44	00:01:10	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
13:26:45	13:27:46	00:01:01	Commercial Street	Bay 3	Car	Picking up passenger
13:27:05	13:33:51	00:06:46	Commercial Street	Bay 3	LGV	Parked
13:27:27	13:28:32	00:01:05	Hanbury Street	Double Yellow Line (South)	Taxi	Dropping off passenger
13:29:03	13:31:10	00:02:07	Commercial Street	Bay 2	LGV	Delivery
13:32:54	13:33:31	00:00:37	Commercial Street	Bay 3	Car	Picking up passenger

12711 Commercial Street Client: Alan Baxter

**Commercial Street** Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time	Duration	Road	Location Parked	Type of Vehicle	Comments
13:33:52	(hh:mm:ss) 14:01:44	00:27:52	Commercial Street	Bay 3	Car	Parked
13:34:26	13:37:50	00:03:24	Commercial Street	Bay 3	Car	Picking up passenger
13:34:43	13:36:05	00:01:22	Commercial Street	Bay 1	Car	Dropping off passenger
13:36:12	13:40:38	00:04:26	Commercial Street	Bay 1	Car	Dropping off passenger
13:36:34	13:38:00	00:01:26	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
13:37:13	14:05:53	00:28:40	Commercial Street	Bay 3	Car	Parked
13:37:32	15:01:14	01:23:42	Commercial Street	Bay 4	Car	Parked
13:39:14	15:35:43	01:56:29	Commercial Street	Bay 4	Car	Parked
13:41:45	13:45:16	00:03:31	Hanbury Street	Double Yellow Line (North)	M/B	Parked
13:41:52	13:42:58	00:01:06	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
13:43:22	13:48:10	00:04:48	Hanbury Street	Double Yellow Line (South)	M/B	Parked
13:43:46	13:59:02	00:15:16	Commercial Street	Bay 4	Car	Parked
13:45:12	13:45:39	00:00:27	Commercial Street	Bay 4	Car	Dropping off passenger
13:45:54	13:46:16	00:00:22	Commercial Street	Bay 1	Car	Dropping off passenger
13:47:19	14:10:22	00:23:03	Hanbury Street	Double Yellow Line (South)	LGV	Parked
13:51:17	13:54:26	00:03:09	Hanbury Street	Double Yellow Line (South)	M/B	Parked
13:53:35	13:54:05	00:00:30	Commercial Street	Bay 1	Car	Dropping off passenger
13:57:10	14:08:46	00:11:36	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:03:49	15:53:38	01:49:49	Commercial Street	Bay 4	Car	Parked
14:05:43	14:06:23	00:00:40	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
14:06:24	14:00:23	00:01:13	Commercial Street	Bay 2	Car	Dropping off passenger
14:08:58	14:07:57	00:01:55	Commercial Street	Bay 3	Taxi	Parked
14:09:03	14:10:33	00:01:33	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
14:11:01	14: 13: 35	00:04:32	Commercial Street	Bay 3	Car	Parked
14:11:01	14:20:23	00:09:24	Commercial Street	Bay 3	Car	Parked
14:13:10	14:13:35	00:00:25	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
14:13:10	14:13:36	00:00:25	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
14:16:34	14:19:19	00:02:45	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:19:38	14: 17: 17	00:02:43	Commercial Street	Bay 4	Taxi	Dropping off passenger
14:17:30	14:20:07	00:01:06	Commercial Street	Bay 4	Car	Picking up passenger
14:23:55	14:24:09	00:00:14	Commercial Street	Bay 1	Car	Dropping off passenger
14:24:46	14:27:57	00:03:11	Commercial Street	Bay 2	Car	Dropping off passenger
14:24:50	14:26:19	00:01:29	Commercial Street	Bay 3	Car	Parked
14:25:38	14:27:03	00:01:25	Commercial Street	Bay 3	Car	Parked
14:26:20	14:27:22	00:01:02	Commercial Street	Bay 2	Car	Dropping off passenger
14:28:21	14:28:53	00:00:32	Commercial Street	Bay 3	Taxi	Picking up passenger
14:28:48	14:20:33	00:00:32	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:35:52	14:40:36	00:04:44	Hanbury Street	Double Yellow Line (South)	Car	Parked
14:38:16	14:38:32	00:00:16	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
14:42:31	14:49:25	00:06:54	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
14:42:44	14:45:08	00:02:24	Hanbury Street	Double Yellow Line (South)	Car	Parked
14:43:27	21:24:08	06:40:41	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:44:46	14:45:28	00:00:42	Commercial Street	Bay 3	Car	Dropping off passenger
14:45:29	14:45:52	00:00:42	Commercial Street	Bay 3	Car	Dropping off passenger
14:46:02	14:43:52	00:00:23	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
14:47:06	14:47:40	00:00:34	Commercial Street			Dropping off passenger
14:47:06	14:47:40	00:00:34	Commercial Street	Bay 1	Car	טויסpping oir passenger

Parking & Loading

Job Number & Name:

Date:

12711 Commercial Street Client: Alan Baxter

**Commercial Street** 

Saturday 12 November 2016

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
14:48:08	17:00:16	02:12:08	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:49:57	14:50:56	00:00:59	Commercial Street	Bay 1	Car	Dropping off passenger
14:50:00	14:54:19	00:04:19	Hanbury Street	Double Yellow Line (South)	Car	Parked
14:50:19	14:52:55	00:02:36	Hanbury Street	Double Yellow Line (South)	M/B	Loading
14:54:36	14:54:57	00:00:21	Commercial Street	Bay 4	Car	Picking up passenger
14:56:16	15:03:47	00:07:31	Hanbury Street	Double Yellow Line (South)	LGV	Parked
14:57:55	14:59:17	00:01:22	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
14:59:54	15:01:03	00:01:09	Commercial Street	Bay 1	Car	Dropping off passenger
15:01:20	15:05:12	00:03:52	Commercial Street	Bay 3	Car	Parked
15:05:20	15:10:10	00:04:50	Commercial Street	Bay 4	Car	Parked
15:06:01	15:06:01	00:00:00	Commercial Street	Bay 4	Taxi	Picking up passenger
15:06:01	15:09:36	00:03:35	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
15:06:06	15:14:53	00:08:47	Commercial Street	Bay 3	Car	Parked
15:06:51	15:21:41	00:14:50	Hanbury Street	Double Yellow Line (South)	M/B	Parked
15:08:07	15:17:00	00:08:53	Hanbury Street	Double Yellow Line (South)	LGV	Unloading
15:14:15	15:14:49	00:00:34	Commercial Street	Bay 3	Car	Waiting
15:16:01	15:17:09	00:01:08	Commercial Street	Bay 3	Car	Parked
15:17:20	15:20:04	00:02:44	Commercial Street	Bay 2	Car	Dropping off passenger
15:18:04	15:58:41	00:40:37	Commercial Street	Bay 4	Car	Parked
15:18:07	15:18:42	00:00:35	Commercial Street	Bay 1	OGV1	Waste Collection
15:18:22	15:19:30	00:01:08	Commercial Street	Bay 4	Car	Picking up passenger
15:20:12	15:23:08	00:02:56	Hanbury Street	Double Yellow Line (South)	M/B	Parked
15:21:15	15:23:20	00:02:05	Hanbury Street	Double Yellow Line (South)	Car	Parked
15:23:42	15:24:08	00:00:26	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:24:31	15:27:21	00:02:50	Commercial Street	Bay 4	Taxi	Picking up passenger
15:25:59	15:47:45	00:21:46	Commercial Street	Bay 1	Car	Parked
15:26:12	15:26:47	00:00:35	Commercial Street	Bay 1	Car	Dropping off passenger
15:26:50	15:27:42	00:00:52	Commercial Street	Bay 2	Car	Dropping off passenger
15:27:00	15:29:14	00:02:14	Commercial Street	Bay 4	M/B	Parked
15:27:29	15:29:08	00:01:39	Commercial Street	Bay 2	Car	Dropping off passenger
15:28:48	15:29:36	00:00:48	Commercial Street	Bay 2	Car	Dropping off passenger
15:29:28	15:30:00	00:00:32	Commercial Street	Bay 1	Car	Waiting
15:29:51	15:31:01	00:01:10	Commercial Street	Bay 3	Taxi	Picking up passenger
15:31:49	15:32:07	00:00:18	Commercial Street	Bay 4	Taxi	Picking up passenger
15:34:13	15:43:28	00:09:15	Hanbury Street	Double Yellow Line (South)	Car	Parked
15:35:30	15:35:49	00:00:19	Commercial Street	Bay 4	Taxi	Picking up passenger
15:36:50	15:37:02	00:00:12	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
15:36:54	15:38:25	00:01:31	Hanbury Street	Double Yellow Line (North)	Car	Parked
15:38:00	15:39:35	00:01:35	Commercial Street	Bay 1	Car	Dropping off passenger
15:40:29	15:42:16	00:01:47	Commercial Street	Bay 3	LGV	Unloading
15:42:49	15:43:31	00:00:42	Commercial Street	Bay 4	LGV	Waiting
15:42:53	15:43:23	00:00:30	Commercial Street	Bay 2	Car	Dropping off passenger
15:43:23	15:43:41	00:00:18	Commercial Street	Bay 1	Car	Dropping off passenger
15:43:48	15:43:57	00:00:09	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:46:16	15:52:00	00:05:44	Commercial Street	Bay 3	LGV	Parked

12711 Commercial Street Client: Alan Baxter

**Commercial Street** Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
15:47:40	15:48:00	00:00:20	Commercial Street	Bay 4	Car	Waiting
15:48:02	15:48:21	00:00:19	Commercial Street	Bay 3	Car	Dropping off passenger
15:48:09	16:01:52	00:13:43	Commercial Street	Bay 4	Car	Parked
15:48:31	16:02:52	00:14:21	Hanbury Street	Double Yellow Line (South)	Car	Parked
15:49:00	15:49:13	00:00:13	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
15:49:03	15:50:36	00:01:33	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:49:50	15:50:28	00:00:38	Commercial Street	Bay 1	Car	Dropping off passenger
15:50:16	15:51:55	00:01:39	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
15:51:01	15:51:36	00:00:35	Commercial Street	Bay 2	Car	Dropping off passenger
15:52:02	15:53:25	00:01:23	Commercial Street	Bay 1	Car	Picking up passenger
15:56:10	15:56:45	00:00:35	Commercial Street	Bay 1	Car	Dropping off passenger
15:58:37	15:59:51	00:01:14	Commercial Street	Bay 3	Taxi	Dropping off passenger
16:00:14	16:04:05	00:03:51	Commercial Street	Bay 4	Car	Parked
16:01:10	16:02:40	00:01:30	Commercial Street	Bay 2	Car	Picking up passenger
16:04:01	16:05:58	00:01:57	Hanbury Street	Double Yellow Line (North)	M/B	Parked
16:04:40	16:12:01	00:07:21	Hanbury Street	Double Yellow Line (South)	Car	Parked
16:06:16	16:06:40	00:00:24	Commercial Street	Bay 4	Car	Picking up passenger
16:10:38	16:11:18	00:00:40	Commercial Street	Bay 3	Taxi	Dropping off passenger
16:12:33	16:12:55	00:00:22	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
16:14:14	16:15:08	00:00:54	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
16:14:27	16:14:59	00:00:32	Commercial Street	Bay 1	Car	Dropping off passenger
16:14:49	16:15:44	00:00:55	Commercial Street	Bay 3	Taxi	Picking up passenger
16:17:28	16:18:20	00:00:52	Commercial Street	Bay 1	Car	Picking up passenger
16:27:07	16:28:00	00:00:53	Commercial Street	Bay 1	Car	Picking up passenger
16:27:36	16:27:50	00:00:14	Commercial Street	Bay 2	Car	Dropping off passenger
16:33:19	16:43:23	00:10:04	Commercial Street	Bay 3	Car	Parked
16:35:30	16:36:49	00:01:19	Commercial Street	Bay 4	Car	Parked
16:38:40	16:38:57	00:00:17	Commercial Street	Bay 4	Car	Dropping off passenger
16:40:18	17:02:17	00:21:59	Commercial Street	Bay 3	Car	Parked
16:42:04	16:42:53	00:00:49	Commercial Street	Bay 3	Car	Waiting
16:43:09	16:43:15	00:00:06	Commercial Street	Bay 4	Car	Waiting
16:43:44	16:45:16	00:01:32	Commercial Street	Bay 4	Car	Picking up passenger
16:45:37	16:46:37	00:01:00	Commercial Street	Bay 1	Car	Picking up passenger
16:46:16	16:47:11	00:00:55	Commercial Street	Bay 1	Car	Picking up passenger
16:46:37	16:48:41	00:02:04	Commercial Street	Bay 1	Car	Picking up passenger
16:46:40	23:59:59	07:13:19	Hanbury Street	Double Yellow Line (South)	M/B	Parked
16:49:40	16:51:33	00:01:53	Commercial Street	Bay 4	Car	Picking up passenger
16:54:05	16:56:55	00:02:50	Commercial Street	Bay 1	Car	Picking up passenger
16:55:41	16:56:30	00:00:49	Commercial Street	Bay 3	Taxi	Dropping off passenger
17:04:30	17:04:44	00:00:14	Commercial Street	Bay 4	Taxi	Picking up passenger
17:05:30	17:06:00	00:00:30	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
17:05:33	17:05:59	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
17:07:18	17:08:14	00:00:56	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
17:09:09	17:10:51	00:01:42	Commercial Street	Bay 4	Car	Picking up passenger
17:09:42	17:11:46	00:02:04	Hanbury Street	Double Yellow Line (South)	M/B	Loading
17:10:50	17:11:50	00:01:00	Hanbury Street	Double Yellow Line (South)	M/B	Loading

12711 Commercial Street Client: Alan Baxter

**Commercial Street** Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
17:11:39	17:11:53	00:00:14	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
17:14:30	17:16:46	00:02:16	Commercial Street	Bay 1	Car	Dropping off passenger
17:14:52	17:16:53	00:02:01	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
17:19:58	17:20:40	00:00:42	Commercial Street	Bay 4	Taxi	Picking up passenger
17:20:07	17:20:22	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
17:20:10	17:20:20	00:00:10	Commercial Street	Bay 3	Taxi	Picking up passenger
17:20:27	17:21:04	00:00:37	Commercial Street	Bay 1	Car	Picking up passenger
17:20:28	17:21:12	00:00:44	Commercial Street	Bay 3	Car	Picking up passenger
17:20:30	17:21:05	00:00:35	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
17:20:49	17:22:00	00:01:11	Commercial Street	Bay 2	Car	Picking up passenger
17:20:50	17:21:14	00:00:24	Commercial Street	Bay 3	Car	Waiting
17:23:00	17:24:39	00:01:39	Commercial Street	Bay 1	Car	Dropping off passenger
17:23:01	17:23:18	00:00:17	Commercial Street	Bay 3	Car	Picking up passenger
17:25:10	17:26:03	00:00:53	Commercial Street	Bay 1	Car	Dropping off passenger
17:25:51	17:28:08	00:02:17	Commercial Street	Bay 1	Car	Picking up passenger
17:26:29	17:27:12	00:00:43	Commercial Street	Bay 4	Taxi	Picking up passenger
17:27:35	17:27:54	00:00:19	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
17:28:04	17:28:40	00:00:36	Commercial Street	Bay 4	Taxi	Picking up passenger
17:28:07	17:28:31	00:00:24	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
17:28:44	17:29:58	00:01:14	Commercial Street	Bay 4	Car	Picking up passenger
17:31:45	17:41:36	00:09:51	Commercial Street	Bay 3	Car	Loading
17:33:44	17:36:53	00:03:09	Hanbury Street	Double Yellow Line (North)	Car	Parked
17:37:13	17:38:52	00:01:39	Commercial Street	Bay 4	Car	Picking up passenger
17:41:43	17:42:31	00:00:48	Commercial Street	Bay 4	Taxi	Waiting
17:44:35	17:44:48	00:00:13	Commercial Street	Bay 3	Taxi	Picking up passenger
17:44:47	17:45:54	00:01:07	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
17:49:05	17:49:39	00:00:34	Commercial Street	Bay 1	Car	Dropping off passenger
17:51:51	17:57:58	00:06:07	Commercial Street	Bay 3	Car	Parked
17:52:14	17:53:20	00:01:06	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
17:52:21	17:55:59	00:03:38	Commercial Street	Bay 1	Car	Picking up passenger
17:52:44	17:56:55	00:04:11	Commercial Street	Bay 1	Car	Picking up passenger
17:54:33	17:55:40	00:01:07	Commercial Street	Bay 2	Car	Picking up passenger
17:54:52	17:56:20	00:01:28	Commercial Street	Bay 4	Car	Picking up passenger
17:59:26	18:00:26	00:01:00	Commercial Street	Bay 4	Taxi	Parked
18:00:00	18:00:17	00:00:17	Commercial Street	Bay 1	Car	Dropping off passenger
18:01:57	18:03:40	00:01:43	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
18:02:53	18:03:27	00:00:34	Commercial Street	Bay 4	Car	Picking up passenger
18:03:57	18:12:07	00:08:10	Commercial Street	Bay 3	Car	Parked
18:05:09	18:06:14	00:01:05	Commercial Street	Bay 4	Taxi	Dropping off passenger
18:05:35	18:06:05	00:00:30	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
18:06:16	18:08:55	00:02:39	Commercial Street	Bay 1	Car	Dropping off passenger
18:08:10	18:09:10	00:01:00	Commercial Street	Bay 2	Car	Dropping off passenger
18:09:46	18: 10: 30	00:00:44	Commercial Street	Bay 2	Car	Dropping off passenger
18:10:23	18:11:34	00:01:11	Commercial Street	Bay 4	Taxi	Picking up passenger
18:10:37	18:11:46	00:01:09	Commercial Street	Bay 2	Car	Dropping off passenger
18:11:22	18:12:13	00:00:51	Commercial Street	Bay 3	Taxi	Picking up passenger

12711 Commercial Street Client: Alan Baxter

**Commercial Street** Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
18:13:34	18:14:18	00:00:44	Commercial Street	Bay 4	Taxi	Picking up passenger
18:16:05	18:16:34	00:00:29	Commercial Street	Bay 3	Taxi	Picking up passenger
18:19:08	18:19:49	00:00:41	Commercial Street	Bay 2	LGV	Delivery
18:19:39	18:20:24	00:00:45	Hanbury Street	Double Yellow Line (South)	M/B	Waiting
18:23:03	18:23:44	00:00:41	Commercial Street	Bay 4	Car	Picking up passenger
18:23:29	18:23:44	00:00:15	Commercial Street	Bay 3	Car	Waiting
18:23:40	18:24:00	00:00:20	Commercial Street	Bay 3	Taxi	Picking up passenger
18:26:57	18:47:02	00:20:05	Hanbury Street	Double Yellow Line (South)	Car	Parked
18:27:42	18:28:04	00:00:22	Commercial Street	Bay 2	Car	Dropping off passenger
18:27:45	18:39:03	00:11:18	Hanbury Street	Double Yellow Line (South)	M/B	Parked
18:27:55	20:09:48	01:41:53	Commercial Street	Bay 1	Car	Parked
18:28:37	18:28:58	00:00:21	Commercial Street	Bay 4	Car	Waiting
18:28:48	18:30:12	00:01:24	Commercial Street	Bay 3	Car	Parked
18:29:31	18:30:13	00:00:42	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
18:29:48	18:30:46	00:00:58	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
18:30:38	18:32:12	00:01:34	Commercial Street	Bay 3	Car	Parked
18:31:10	18:32:04	00:00:54	Commercial Street	Bay 1	Car	Dropping off passenger
18:31:21	18:56:44	00:25:23	Commercial Street	Bay 1	Car	Parked
18:35:30	18:36:04	00:00:34	Commercial Street	Bay 4	Taxi	Picking up passenger
18:37:30	18:38:44	00:01:14	Commercial Street	Bay 1	Car	Dropping off passenger
18:38:59	18:40:03	00:01:04	Commercial Street	Bay 3	Car	Dropping off passenger
18:40:32	18:40:56	00:00:24	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
18:42:30	18:45:55	00:03:25	Commercial Street	Bay 3	Car	Parked
18:43:22	18:54:29	00:11:07	Commercial Street	Bay 4	Car	Parked
18:45:03	18:49:46	00:04:43	Commercial Street	Bay 1	Car	Picking up passenger
18:47:06	18:47:52	00:00:46	Commercial Street	Bay 3	Taxi	Dropping off passenger
18:47:43	18:52:02	00:04:19	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
18:47:53	18:48:30	00:00:37	Commercial Street	Bay 2	Car	Dropping off passenger
18:52:14	18:52:47	00:00:33	Commercial Street	Bay 1	Car	Dropping off passenger
18:57:06	18:59:33	00:02:27	Commercial Street	Bay 4	M/B	Delivery
18:57:25	18:58:45	00:01:20	Commercial Street	Bay 4	Car	Parked
18:58:18	19:10:37	00:12:19	Commercial Street	Bay 3	Car	Parked
18:58:36	19:02:01	00:03:25	Hanbury Street	Double Yellow Line (North)	M/B	Parked
18:58:44	18:59:22	00:00:38	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
18:59:37	19:00:18	00:00:41	Hanbury Street	Double Yellow Line (North)	OGV1	Waiting
19:00:05	19:02:09	00:02:04	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
19:00:52	23:06:50	04:05:58	Commercial Street	Bay 2	Car	Parked
19:02:00	19:17:32	00:15:32	Hanbury Street	Double Yellow Line (South)	Car	Parked
19:02:28	19:06:10	00:03:42	Commercial Street	Bay 2	Car	Dropping off passenger
19:03:21	22:38:45	03:35:24	Commercial Street	Bay 2	Car	Parked
19:06:23	20:15:09	01:08:46	Commercial Street	Bay 1	Car	Parked
19:07:30	19:12:01	00:04:31	Commercial Street	Bay 3	Car	Parked
19:10:16	19:11:14	00:00:58	Commercial Street	Bay 4	Car	Waiting
19:10:54	21:10:43	01:59:49	Commercial Street	Bay 4	Car	Parked
19:11:32	22:17:05	03:05:33	Commercial Street	Bay 2	Car	Parked
19:11:36	20: 23: 48	01:12:12	Commercial Street	Bay 1	Car	Parked

Name: 12711 Commercial Street
Client: Alan Baxter

Commercial Street
Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
19:11:43	19:19:23	00:07:40	Commercial Street	Bay 4	Car	Parked
19:12:08	19:34:44	00:22:36	Commercial Street	Bay 1	Car	Parked
19:12:42	19:13:13	00:00:31	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:16:01	19:16:40	00:00:39	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
19:16:54	19:26:00	00:09:06	Hanbury Street	Double Yellow Line (South)	Car	Parked
19:18:47	21:20:36	02:01:49	Commercial Street	Bay 3	Car	Parked
19:21:13	19:22:09	00:00:56	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:22:10	19:31:11	00:09:01	Hanbury Street	Double Yellow Line (South)	M/B	Parked
19:22:55	19:23:10	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:23:36	19:50:53	00:27:17	Commercial Street	Bay 4	Car	Parked
19:23:51	19:24:40	00:00:49	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
19:26:31	19:27:08	00:00:37	Commercial Street	Bay 4	Car	Waiting
19:27:26	19:27:43	00:00:17	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:31:58	19:41:40	00:09:42	Commercial Street	Bay 4	Car	Parked
19:32:05	19:36:33	00:04:28	Hanbury Street	Double Yellow Line (South)	M/B	Loading
19:32:28	23:08:07	03:35:39	Commercial Street	Bay 4	Car	Parked
19:32:51	19:38:44	00:05:53	Commercial Street	Bay 4	Car	Parked
19:32:53	19:33:33	00:00:40	Commercial Street	Bay 3	Car	Waiting
19:33:20	20:42:36	01:09:16	Commercial Street	Bay 3	Car	Parked
19:33:53	19:35:05	00:01:12	Commercial Street	Bay 4	Car	Dropping off passenger
19:34:14	19:36:31	00:02:17	Commercial Street	Bay 3	Car	Parked
19:36:17	19:36:31	00:00:14	Commercial Street	Bay 4	Car	Waiting
19:37:09	19:47:21	00:10:12	Commercial Street	Bay 3	Car	Parked
19:38:17	19:41:13	00:02:56	Commercial Street	Bay 3	LGV	Parked
19:40:10	19:53:56	00:13:46	Commercial Street	Bay 4	Car	Parked
19:40:45	19:41:49	00:01:04	Commercial Street	Bay 1	Car	Dropping off passenger
19:42:14	19:50:15	00:08:01	Commercial Street	Bay 3	Car	Parked
19:42:25	19:43:51	00:01:26	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:42:41	19:43:08	00:00:27	Commercial Street	Bay 4	Car	Dropping off passenger
19:45:21	19:49:10	00:03:49	Commercial Street	Bay 1	Car	Picking up passenger
19:48:28	19:48:34	00:00:06	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
19:51:22	20:01:08	00:09:46	Hanbury Street	Double Yellow Line (South)	M/B	Loading
19:53:07	19:53:39	00:00:32	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
19:54:08	23:07:50	03:13:42	Commercial Street	Bay 1	Car	Parked
19:54:22	20:12:39	00:18:17	Commercial Street	Bay 4	Car	Parked
19:56:14	20: 26: 35	00:30:21	Commercial Street	Bay 3	Car	Parked
19:57:03	19:57:36	00:00:33	Commercial Street	Bay 4	Taxi	Dropping off passenger
19:59:27	20:02:23	00:02:56	Hanbury Street	Double Yellow Line (South)	Car	Parked
19:59:54	20:00:52	00:00:58	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
20:00:38	22:57:05	02:56:27	Commercial Street	Bay 4	Car	Parked
20:00:39	20:17:31	00:16:52	Commercial Street	Bay 1	Car	Parked
20:01:33	20:02:08	00:00:35	Commercial Street	Bay 4	Car	Dropping off passenger
20:04:57	20:06:14	00:01:17	Commercial Street	Bay 2	Car	Picking up passenger
20:07:14	20:07:29	00:00:15	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:07:39	20:09:42	00:02:03	Commercial Street	Bay 3	Car	Parked
				, -		1

Name: 12711 Commercial Street
Client: Alan Baxter
Date: Saturday 12 November 2016

Date:

Commercial Street Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
20:12:47	20:13:07	00:00:20	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
20:12:54	20:15:25	00:02:31	Commercial Street	Bay 2	M/B	Delivery
20:15:14	20:32:14	00:17:00	Commercial Street	Bay 4	Car	Parked
20:16:20	20: 30: 44	00:14:24	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:17:47	20:18:18	00:00:31	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:18:26	20: 25: 47	00:07:21	Commercial Street	Bay 1	Car	Parked
20:18:37	20:52:33	00:33:56	Hanbury Street	Double Yellow Line (South)	Car	Parked
20:21:47	20:22:03	00:00:16	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:22:59	20:23:21	00:00:22	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:24:18	20:31:13	00:06:55	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:24:37	20:25:03	00:00:26	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
20:24:57	23:09:52	02:44:55	Commercial Street	Bay 1	Car	Parked
20:26:56	20: 28: 04	00:01:08	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:27:08	20:27:30	00:00:22	Commercial Street	Bay 4	Taxi	Picking up passenger
20: 29: 14	20:30:55	00:01:41	Commercial Street	Bay 3	Car	Parked
20:31:01	20:32:21	00:01:20	Commercial Street	Bay 3	Taxi	Parked
20:31:09	20:31:31	00:00:22	Commercial Street	Bay 4	Taxi	Picking up passenger
20:34:19	22:28:32	01:54:13	Commercial Street	Bay 1	Car	Parked
20:35:26	20:35:38	00:00:12	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:36:42	20:42:46	00:06:04	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:36:48	20:44:22	00:07:34	Hanbury Street	Double Yellow Line (South)	M/B	Loading
20:37:57	20:38:31	00:00:34	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:38:09	20:39:09	00:01:00	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
20:38:28	20:39:16	00:00:48	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
20:39:37	20:40:55	00:01:18	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:39:47	22:47:07	02:07:20	Commercial Street	Bay 1	Car	Parked
20:41:25	22:51:40	02:10:15	Commercial Street	Bay 3	Car	Parked
20:41:29	20:42:27	00:00:58	Commercial Street	Bay 4	Car	Waiting
20:44:36	23:10:51	02:26:15	Commercial Street	Bay 3	Car	Parked
20:45:22	20:47:21	00:01:59	Commercial Street	Bay 4	Car	Picking up passenger
20:45:33	20:47:06	00:01:33	Hanbury Street	Double Yellow Line (South)	M/B	Parked
20:46:35	20:48:22	00:01:47	Commercial Street	Bay 2	Car	Picking up passenger
20:46:49	20:48:13	00:01:24	Commercial Street	Bay 4	Car	Picking up passenger
20:47:10	20:48:28	00:01:18	Commercial Street	Bay 1	Car	Parked
20:47:24	20:48:58	00:01:34	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:47:49	20:48:26	00:00:37	Commercial Street	Bay 4	Car	Dropping off passenger
20:49:09	23:38:20	02:49:11	Commercial Street	Bay 4	Car	Parked
20:49:27	20:50:17	00:00:50	Commercial Street	Bay 2	Car	Waiting
20:50:33	23:59:59	03:09:26	Commercial Street	Bay 3	Car	Parked
20:54:22	20:54:46	00:00:24	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
20:58:40	20:59:01	00:00:21	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:01:21	21:03:19	00:01:58	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
21:02:52	21:04:51	00:01:59	Commercial Street	Bay 4	Car	Parked
21:08:07	21:08:31	00:00:24	Commercial Street	Bay 2	Car	Dropping off passenger
21:11:10	21:11:30	00:00:20	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:13:07	21:13:21	00:00:14	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger

Name: 12711 Commercial Street
Client: Alan Baxter

Commercial Street Parking & Loading

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
21:14:23	21:15:22	00:00:59	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
21:14:33	23:59:59	02:45:26	Commercial Street	Bay 4	Car	Parked
21:19:08	21:19:55	00:00:47	Hanbury Street	Double Yellow Line (South)	Car	Waiting
21:21:16	21:21:53	00:00:37	Commercial Street	Bay 1	Car	Waiting
21:22:32	23:54:21	02:31:49	Commercial Street	Bay 3	Car	Parked
21:22:51	21:24:11	00:01:20	Commercial Street	Bay 4	Car	Picking up passenger
21:22:55	21:24:20	00:01:25	Hanbury Street	Double Yellow Line (South)	Car	Parked
21:27:44	21:27:57	00:00:13	Commercial Street	Bay 2	M/B	Waiting
21:28:01	21:28:21	00:00:20	Commercial Street	Bay 2	Car	Dropping off passenger
21:28:13	21:29:18	00:01:05	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
21:28:37	21:31:02	00:02:25	Commercial Street	Bay 3	M/B	Parked
21:28:38	21:28:49	00:00:11	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
21:28:49	21:30:41	00:01:52	Commercial Street	Bay 2	Car	Picking up passenger
21:29:23	21:31:46	00:02:23	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
21:29:58	21:30:29	00:00:31	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
21:37:42	21:38:05	00:00:23	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
21:47:14	21:49:12	00:01:58	Hanbury Street	Double Yellow Line (South)	M/B	Parked
21:47:30	21:59:58	00:12:28	Commercial Street	Bay 4	Car	Parked
21:51:38	21:51:57	00:00:19	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:51:39	21:52:22	00:00:43	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:53:15	21:53:46	00:00:31	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:53:15	21:54:14	00:00:59	Hanbury Street	Double Yellow Line (North)	Taxi	Dropping off passenger
21:54:19	21:56:38	00:02:19	Hanbury Street	Double Yellow Line (South)	M/B	Parked
21:57:49	22:01:29	00:03:40	Commercial Street	Bay 2	Car	Parked
21:59:06	22:00:31	00:01:25	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
22:04:28	22:05:03	00:00:35	Commercial Street	Bay 1	Car	Picking up passenger
22:05:55	22:07:05	00:01:10	Commercial Street	Bay 1	OGV1	Waste Collection
22:06:00	22:21:11	00:15:11	Hanbury Street	Double Yellow Line (South)	M/B	Loading
22:06:37	22:08:16	00:01:39	Commercial Street	Bay 2	Car	Parked
22:07:01	22:10:36	00:03:35	Hanbury Street	Double Yellow Line (South)	OGV1	Waste Collection
22:13:06	22:16:30	00:03:24	Hanbury Street	Double Yellow Line (South)	M/B	Parked
22:15:16	22:16:40	00:01:24	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
22:16:21	22:17:35	00:01:14	Commercial Street	Bay 2	Car	Parked
22:17:42	22:30:45	00:13:03	Commercial Street	Bay 2	Car	Parked
22:21:29	22:22:48	00:01:19	Commercial Street	Bay 2	Car	Picking up passenger
22:23:06	22:23:29	00:00:23	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
22:27:42	22:28:21	00:00:39	Commercial Street	Bay 2	Car	Dropping off passenger
22:28:52	22:30:30	00:01:38	Commercial Street	Bay 3	Car	Picking up passenger
22:29:30	22:30:53	00:01:23	Commercial Street	Bay 1	Car	Picking up passenger
22:31:20	22:45:39	00:14:19	Commercial Street	Bay 2	Car	Parked
22:33:13	23:08:19	00:35:06	Commercial Street	Bay 1	Car	Parked
22:36:38	22:37:59	00:01:21	Commercial Street	Bay 1	OGV1	Waste Collection
22:40:28	22:45:55	00:05:27	Commercial Street	Bay 2	Car	Parked
22:44:27	22:44:55	00:00:28	Commercial Street	Bay 1	Car	Picking up passenger
22:44:45	22:47:08	00:02:23	Hanbury Street	Double Yellow Line (North)	Car	Parked
22:47:14	22:48:27	00:01:13	Commercial Street	Bay 2	Car	Picking up passenger

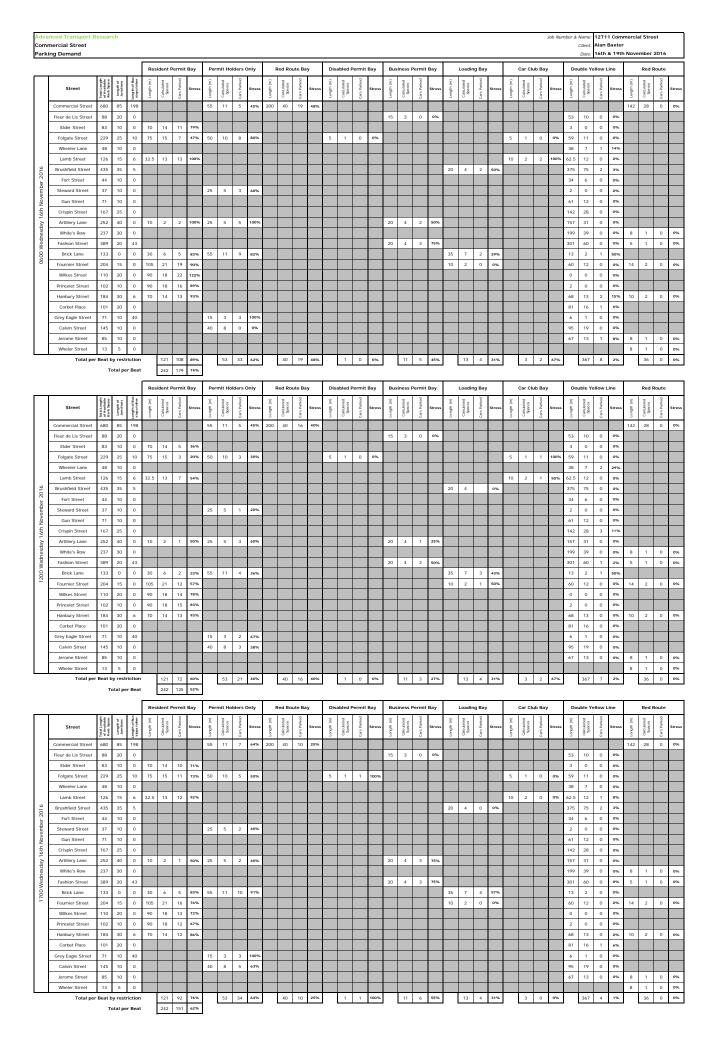
12711 Commercial Street Client: Alan Baxter

Date:

**Commercial Street** Parking & Loading

Saturday 12 November 2016

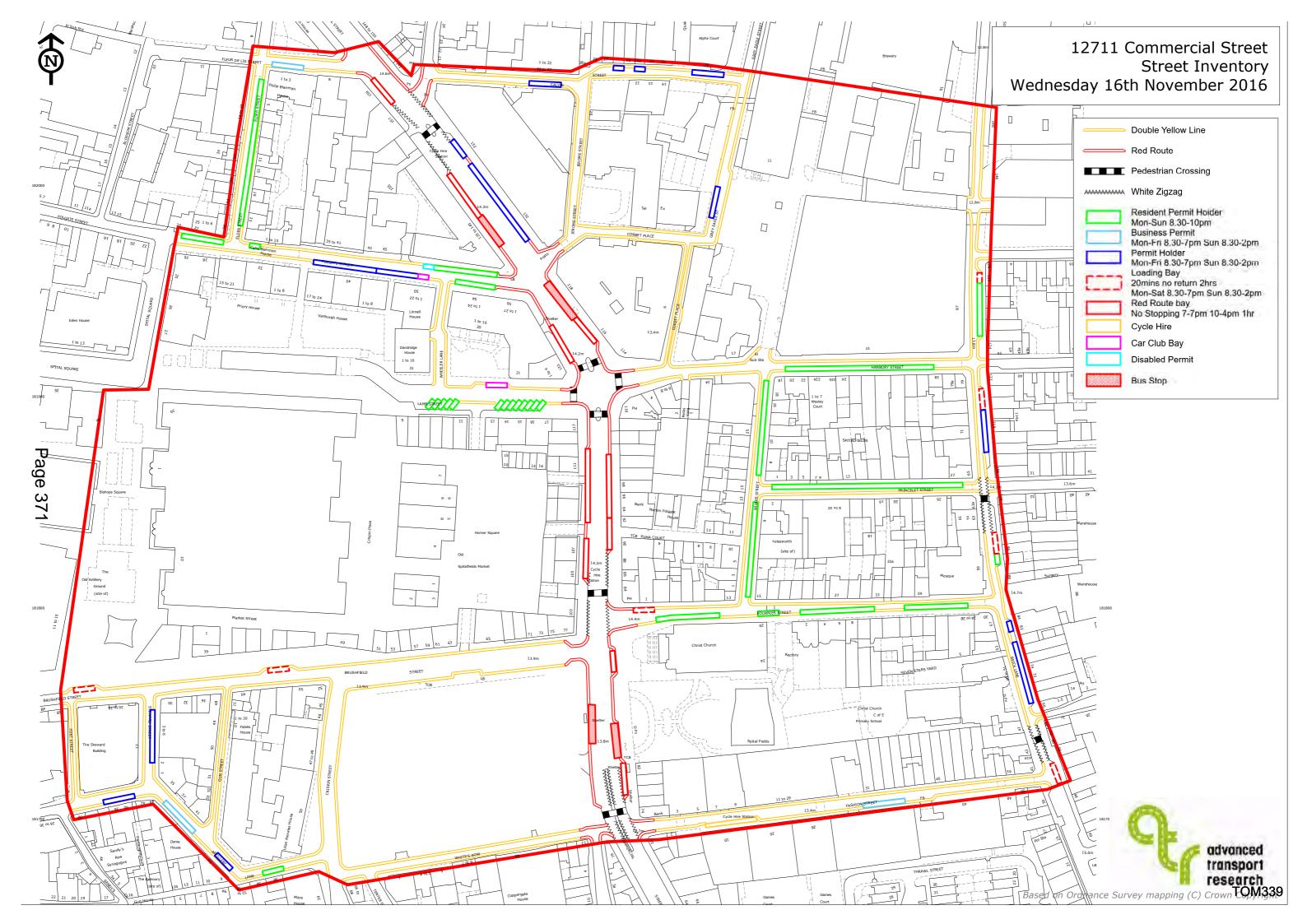
Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
22:48:32	22:49:28	00:00:56	Commercial Street	Bay 2	Car	Waiting
22:49:37	22:50:37	00:01:00	Commercial Street	Bay 2	Car	Parked
22:50:28	22:51:22	00:00:54	Commercial Street	Bay 2	Car	Waiting
22:52:54	23:04:02	00:11:08	Hanbury Street	Double Yellow Line (South)	Car	Parked
22:53:03	23:06:38	00:13:35	Commercial Street	Bay 3	Car	Parked
22:53:19	22:54:20	00:01:01	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
22:55:10	22:56:15	00:01:05	Commercial Street	Bay 2	Car	Picking up passenger
22:55:24	22:59:01	00:03:37	Hanbury Street	Double Yellow Line (South)	M/B	Parked
22:55:34	23:09:51	00:14:17	Commercial Street	Bay 2	Car	Parked
22:57:46	22:59:32	00:01:46	Commercial Street	Bay 4	Car	Parked
22:58:07	23:23:05	00:24:58	Commercial Street	Bay 2	Car	Parked
23:01:17	23:02:00	00:00:43	Commercial Street	Bay 3	Car	Waiting
23:02:08	23:03:10	00:01:02	Commercial Street	Bay 4	Car	Picking up passenger
23:02:35	23:03:00	00:00:25	Commercial Street	Bay 2	Car	Picking up passenger
23:04:49	23:05:28	00:00:39	Commercial Street	Bay 4	Car	Dropping off passenger
23:05:56	23:06:16	00:00:20	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
23:06:26	23:59:59	00:53:33	Commercial Street	Bay 4	Car	Parked
23:06:30	23:15:27	00:08:57	Commercial Street	Bay 1	Car	Parked
23:08:35	23:11:41	00:03:06	Commercial Street	Bay 2	Car	Parked
23:09:00	23:13:23	00:04:23	Commercial Street	Bay 4	Car	Parked
23:09:24	23:15:55	00:06:31	Commercial Street	Bay 4	Car	Parked
23:11:40	23:12:29	00:00:49	Commercial Street	Bay 1	Car	Picking up passenger
23:12:56	23:22:57	00:10:01	Commercial Street	Bay 2	Car	Parked
23:13:05	23:13:47	00:00:42	Commercial Street	Bay 1	Car	Picking up passenger
23:17:12	23:18:38	00:01:26	Commercial Street	Bay 4	Car	Parked
23:19:21	23:21:40	00:02:19	Commercial Street	Bay 3	Car	Picking up passenger
23:21:47	23:24:40	00:02:53	Hanbury Street	Double Yellow Line (North)	Car	Parked
23:23:30	23:28:05	00:04:35	Commercial Street	Bay 1	Car	Parked
23:23:45	23:27:01	00:03:16	Commercial Street	Bay 3	Car	Picking up passenger
23:27:57	23:28:39	00:00:42	Commercial Street	Bay 2	Car	Picking up passenger
23:28:19	23:29:45	00:01:26	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
23:29:32	23:30:09	00:00:37	Hanbury Street	Double Yellow Line (North)	Car	Picking up passenger
23:31:29	23:32:37	00:01:08	Commercial Street	Bay 4	Car	Picking up passenger
23:36:38	23:40:24	00:03:46	Commercial Street	Bay 4	Car	Parked
23:38:27	23:38:46	00:00:19	Commercial Street	Bay 1	Car	Picking up passenger
23:38:40	23:39:13	00:00:33	Commercial Street	Bay 1	Car	Waiting
23:42:02	23:44:13	00:02:11	Commercial Street	Bay 4	Car	Parked
23:42:59	23:49:46	00:06:47	Commercial Street	Bay 4	Car	Parked
23:43:27	23:44:35	00:01:08	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
23:44:15	23:44:32	00:00:17	Commercial Street	Bay 3	Car	Picking up passenger
23:48:11	23:49:02	00:00:51	Hanbury Street	Double Yellow Line (South)	Car	Picking up passenger
23:51:28	23:52:19	00:00:51	Commercial Street	Bay 4	Car	Picking up passenger
23:51:39	23:52:04	00:00:25	Commercial Street	Bay 3	Car	Dropping off passenger
23:53:31	23:59:59	00:06:28	Commercial Street	Bay 4	Car	Parked
23:59:05	23:59:59	00:00:54	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
23:59:12	23:59:59	00:00:47	Hanbury Street	Double Yellow Line (North)	Car	Parked



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					Res	sident F	Permit	Bay	Per	mit Hol	lders C	Only	F	ted Rou	ute Ba	y	Dis	abled F	Permit	Bay	Busi	iness P	ermit	Bay	ı	oading.	Bay		Car Cli	ub Bay		Dou	uble Ye	ellow L	ine		Red R	oute	
	Street	Total Length of Available Kerb Space	Length of Amotions	Length of Bus stops/other	(m) uga	Calcula ted Spaces	Cars Parked	Stress	(w) ubur	Calcula ted Spaces	Cars Parked	Stress	Length (m)	Calcula ted Spaces	Cars Parked	Stress	(m) yang	Calcula ted Spaces	Cars Parked	Stress	Length (m)	Calcula ted Spaces	Cars Parked	Stress	Length (m)	Calcula ted Spaces	Stre	(m) upon	Calcula ted Spaces	Cars Parked	Stress	Length (m)	Calcula ted Spaces	Cars Parked	Stress	Length (m)	Calcula ted Spaces	Cars Parked	Stress
	Commercial Street	680	85	198					55	11	10	91%	200	40	34	85%																				142	28	0	0%
	Fleur de Lis Street	88	20	0																	15	3	2	67%								53	10	0	0%				
	Elder Street	83	10	0	70	14	7	50%																								3	0	0	0%				
	Folgate Street	229	25	10	75	15	13	87%	50	10	7	70%					5	1	1	100%								5	1	0	0%	59	11	0	0%				
	Wheeler Lane	48	10	0																												38	7	0	0%				
	Lamb Street	126	15	6	32.5	13	11	85%																				10	2	2	100%	62.5	12	0	0%				
92	Brushfield Street	435	35	5																					20	4	0 09					375	75	0	0%				
r 20.	Fort Street	44	10	0																												34	6	0	0%				
agu	Steward Street	37	10	0					25	5	2	40%																				2	0	0	0%				
love	Gun Street	71	10	0																												61	12	0	0%				
th.	Crispin Street	167	25	0																												142	28	0	0%				
2	Artillery Lane	252	40	0	10	2	2	100%	25	5	3	60%									20	4	1	25%								157	31	0	0%				
esde	White's Row	237	30	0																												199	39	0	0%	8	1	0	0%
/edin	Fashion Street	389	20	43																	20	4	3	75%								301	60	1	2%	5	1	0	0%
2100 Wednesday 16th November	Brick Lane	133	0	0	30	6	4	67%	55	11	12	109%													35	7	4 579					13	2	0	0%				
210	Fournier Street	204	15	0	105	21	17	81%																	10	2	1 509					60	12	2	17%	14	2	0	0%
	Wilkes Street	110	20	0	90	18	12	67%																								0	0	0	0%				
	Princelet Street	102	10	0	90	18	11	61%																								2	0	0	0%				
	Hanbury Street	184	30	6	70	14	11	79%																								68	13	0	0%	10	2	0	0%
	Corbet Place	101	20	0																												81	16	0	0%				
	Grey Eagle Street	71	10	40					15	3	3	100%																				6	1	0	0%				
	Calvin Street	145	10	0					40	8	5	63%																				95	19	0	0%				
	Jerome Street	85	10	0																												67	13	0	0%	8	1	0	0%
	Wheler Street	13	5	0																																8	1	0	0%
ш	Total per					121	88	73%		53	42	79%		40	34	85%		1	1	100%		11	6	55%		13	5 389		3	2	67%		367	3	1%	-	36	0	0%
	ры		otal pe			242	181	75%					ı				•	<u> </u>	<u> </u>				-		L	- 1		_				1		-		ı <b>L</b>		- 1	
			ре			474	,,,,,	- ~																															
					Res	sident F	ermit	Bay	Per	mit Hol	lders C	Only	F	ted Rou	ute Ba	y	Dis	abled F	Permit	Bay	Busi	iness P	ermit	Bay	- 1	oading.	Bay		Car Cli	ub Bay		Dou	uble Ye	ellow L	ine		Red R	oute	
		4 8 8 8 10 8 10 10 10 10 10 10 10 10 10 10 10 10 10	2.5	'Bus	Ē	8	poy		(ω)	B ,	ked		Ē	9,	ked		Œ	8	ked		(w)	3.	ked		(E)	g ,,	pg ked	3	8	ked		Ê	8	ked		Œ	B	ked	$\dashv$
	Street	Availa rrb Spa	ength unction	ingth of tops/of	ngh (	Space	vrs Pan	Stress	) ybu	Space	ins Pan	Stress	ugu.	Space	ars Pan	Stress	ngh (	Spacer	ars Pan	Stress	) ubus	Space	ars Park	Stress	ugu (	Space	Stre	ss fig	Space	ars Pan	Stress	) ugu	Space	ars Park	Stress	ngh (	Spacer	ars Par	Stress
		203		3 *	٥٦	9	Ca		2	0	°S	7.00	3	0	Ca	4	٥	0	e5		2	0	ő		3	U	ũ	3	0	e5		3	0	Co		3	0	S C	071
	Commercial Street	680	85	198					55	11	8	73%	200	40	5	13%								67%											0%	142	28	0	0%
	Fleur de Lis Street	88	20	0																-	15	3	2	67%		_		-				53	10	0	-				
	Elder Street	83	10	0	70	14	6	43%																								3	0	0	0%				
	Folgate Street	229	25	10	75	15	12	80%	50	10	6	60%					5	1	1	100%								5	1	1	100%	59	11	0	0%				
	Wheeler Lane	48	10	0																												38	7	0	0%				
	Lamb Street	126	15	6	32.5	13	8	62%																				10	2	1	50%	62.5	12	0	0%				
2016	Brushfield Street	435	35	5																					20	4	0 09					375	75	2	3%				
	Fort Street	44	10	0																												34	6	0	0%				
- q	Steward Street	37	10	0					25	5	4	80%																				2	0	0	0%				
Nov	Gun Street	71	10	0																												61	12	0	0%				
th th	Crispin Street	167	25	0																												142	28	0	0%				
lay 1	Artillery Lane	252	40	0	10	2	1	50%	25	5	2	40%									20	4	0	0%								157	31	0	0%				
0600 Saturday 19th November	White's Row	237	30	0																												199	39	0	0%	8	1	0	0%
D Sa	Fashion Street	389	20	43																	20	4	1	25%								301	60	0	0%	5	1	0	0%
1090	Brick Lane	133	0	0	30	6	0	0%	55	11	1	9%													35	_	2 299					13	2	0	0%				
	Fournier Street	204	15	0	105	21	15	71%																	10	2	0 09					60	12	0	0%	14	2	0	0%
	Wilkes Street	110	20	0	90	18	12	67%																								0	0	0	0%				
	Princelet Street	102	10	0	90	18	9	50%																								2	0	0	0%				
	Hanbury Street	184	30	6	70	14	11	79%																								68	13	0	0%	10	2	0	0%
	Corbet Place	101	20	0																												81	16	1	6%				
	Grey Eagle Street	71	10	40					15	3	0	0%																				6	1	0	0%				
	Calvin Street	145	10	0					40	8	3	38%																				95	19	0	0%				
	Jerome Street	85	10	0																												67	13	0	0%	8	1	0	0%
<u> </u>	Wheler Street	13	5	0																																8	1	0	0%
	Total per					121		61%		53	24	45%	l	40	5	13%		-1	-1	100%		-11	3	27%	L	13	2 159	-	3	2	67%	]	367	3	1%		36	0	0%
		T	otal pe	r Beat		242	114	47%																															
					Der	ident F	Dermi*	Ray	Per	mit Hol	ldere (	Only		ted Rou	ute Bo	,	Die	abled F	Permit	Bay	Pin-	iness P	ermit	Ray		oading.	Ray		Car Cli	uh Pa		De	uble Ye	ellow i	ine		Red R	oute	$\neg$
_		£ 0 r		5.					· en			,			ad			u F		,	Susi		n				y	_	-J. UII	_ Day				E	H	_		e	-
	Street	d Lengt vallable > Sp.ace	ngth of scrooms	s/dho	gth (m)	Calculated Spaces	Parke	Stress	ath (m)	culated	Parke	Stress	ength (m)	Spaces	Parke	Stress	ath (m.	:ufatec xaces	Parle	Stress	Length (m)	culated bases	Cars Parke	Stress	ath (m	Spaces Spaces	Stre	es fi	Calculated Spaces	Cars Parke	Stress	gth (m)	:ufatec xsoos	Cars Parke	Stress	gth (m)	culated pages	Parke	Stress
		Total of As Kert	Leng	Length stops.	Length	Calc	Cars		Length	Calk	Cars		Leng	Calk	Cars		Length	Calc	Cars		Long	Calcu	Cars		Length	Calc	Cars	Length	Calc	Cars		Length	Calic	Cars	Ш	Long	Calc	Cars Pa	
	Commercial Street	680	85	198					55	11	10	91%	200	40	14	35%																				142	28	0	0%
	Fleur de Lis Street	88	20	0																	15	3	2	67%								53	10	0	0%				
	Elder Street	83	10	0	70	14	7	50%																								3	0	2	0%				
	Folgate Street	229	25	10	75	15	14	93%	50	10	7	70%					5	1	1	100%								5	1	1	100%	59	11	0	0%				
	Wheeler Lane	48	10	0																												38	7	0	0%				
	Lamb Street	126	15	6	32.5	13	13	100%																				10	2	0	0%	62.5	12	0	0%				
91	Brushfield Street	435	35	5																					20	4	1 259	٠				375	75	2	3%				
1200 Saturday 19th November 2016	Fort Street	44	10	0																												34	6	0	0%				
mpe	Steward Street	37	10	0					25	5	5	100%																				2	0	0	0%				
lover	Gun Street	71	10	0																												61	12	0	0%				
Ę	Crispin Street	167	25	0																												142	28	2	7%				
y 19	Artillery Lane	252	40	0	10	2	2	100%	25	5	5	100%									20	4	4	100%								157	31	0	0%				
urda	White's Row	237	30	0																												199	39	0	0%	8	1	0	0%
Satı	Fashion Street	389	20	43																	20	4	3	75%								301	60	3	5%	5	1	0	0%
200	Brick Lane	133	0	0	30	6	6	100%	55	11	10	91%													35	7	6 869					13	2	1	50%				
-	Fournier Street	204	15	0	105	21	19	90%																	10	2	1 509					60	12	0	0%	14	2	0	0%
	Wilkes Street	110	20	0	90	18	15	83%																								0	0	0	0%				
	Princelet Street	102	10	0	90	18	12	67%																								2	0	0	0%				
	Hanbury Street	184	30	6	70	14	12	86%																								68	13	0	0%	10	2	0	0%
	Corbet Place	101	20	0																												81	16	1	6%				
	Grey Eagle Street	71	10	40					15	3	4	133%																				6	1	0	0%				
	Calvin Street	145	10	0					40	8	7	88%																				95	19	1	5%				
	Jerome Street	85	10	0																												67	13	0	0%	8	1	0	0%
		12																																					

					Pas	ident l	Parmit	Ray	Per	mit Hol	dere C	inly	Ι.	Red Ro	ute Bo		Die	ablad I	Permit	Ray	Bus	inace I	Permit	Ray		Loadin	n Bay			Car Clu	ıh Bay		Do	uble Ye	llow I	ine		Red F	oute	
_	1							July			-	,		CG RU	- Da	,		abieu i		50,9	bus			<i></i>			y Say			ou. Cit	Jay			ubic 10				neu r	- T	
	Street	Total Leng® of Available Kerb Space	Length of	Length of Bu stops/other	(ധ) പൂമ്പന്വ	Calcula ted Spaces	Cars Parked	Stress	(ധ) പുമിധര്വ	Calcula ted Spaces	Cars Parked	Stress	(w) ybuen	Calcula ted Spaces	Cars Parked	Stress	(m) ubung	Calcula ted Spaces	Cars Parked	Stress	(m) ubung	Calcula ted Spaces	Cars Parked	Stress	(m) ubung	Spaces Spaces	Cars Parked	Stress	(m) ubung	Calcula ted Spaces	Cars Parkoc	Stress	(w) yBuen	Spaces Determined	Cars Parked	Stress	(w) yBuan	Calcula ted Spaces	Cars Parked	Stress
	Commercial Street	680	85	198					55	11	80	73%	200	40	7	18%																					142	28	0	0%
	Fleur de Lis Street	88	20	0																	15	3	3	100%									53	10	0	0%				
	Elder Street	83	10	0	70	14	6	43%																									3	0	0	0%				
	Folgate Street	229	25	10	75	15	8	53%	50	10	8	80%					5	1	1	100%									5	1	0	0%	59	11	0	0%				
	Wheeler Lane	48	10	0																													38	7	0	0%				
	Lamb Street	126	15	6	32.5	13	11	85%																					10	2	2	100%	62.5	12	1	8%				
9	Brushfield Street	435	35	5																					20	4	2	50%					375	75	2	3%				
2016	Fort Street	44	10	0																													34	6	0	0%				
November	Steward Street	37	10	0					25	5	3	60%																					2	0	0	0%				
over	Gun Street	71	10	0																													61	12	0	0%				
£	Crispin Street	167	25	0																													142	28	0	0%				
, 19th	Artillery Lane	252	40	0	10	2	1	50%	25	5	5	100%									20	4	3	75%									157	31	0	0%				
Saturday	White's Row	237	30	0																													199	39	0	0%	8	1	0	0%
Satu	Fashion Street	389	20	43																	20	4	2	50%									301	60	1	2%	5	1	0	0%
700	Brick Lane	133	0	0	30	6	6	100%	55	11	12	109%													35	7	2	29%					13	2	0	0%				
1	Fournier Street	204	15	0	105	21	18	86%																	10	2		0%					60	12	0	0%	14	2	0	0%
	Wilkes Street	110	20	0	90	18	13	72%																									0	0	0	0%				
	Princelet Street	102	10	0	90	18	12	67%																									2	0	0	0%				
	Hanbury Street	184	30	6	70	14	10	71%																									68	13	0	0%	10	2	0	0%
	Corbet Place	101	20	0																													81	16	0	0%				
	Grey Eagle Street	71	10	40					15	3	3	100%																					6	1	0	0%				
	Calvin Street	145	10	0					40	8	5	63%																					95	19	0	0%				
	Jerome Street	85	10	0																													67	13	0	0%	8	1	0	0%
	Wheler Street	13	5	0																																	8	-1	0	0%
	Total per	Beat b	y rest	riction		121	85	70%		53	44	83%		40	7	18%		1	1	100%		11	8	73%		13	4	31%		3	2	67%		367	4	1%		36	0	0%
		T	otal pe	r Beat		242	155	64%																								•	•				•			

					Re	sident	Permi	t Bay	Per	mit Ho	lders (	Only		Red Ro	ute Ba	у	Disa	abled F	Permit	Bay	Bus	iness P	ermit	Bay		Loadin	g Bay			Car Clu	ıb Bay		Do	uble Ye	ellow L	ine		Red R	loute	
	Street	Total Length of Available Kerb Space	Length of Junctions	ength of Bus s tops / other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Spaces	Cars Parked	Stress	Lengh (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Lengh (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
	Commercial Street	680	85	198					55	11	10	91%	200	40	23	58%																					142	28	1	4%
	Fleur de Lis Street	88	20	0																	15	3	3	100%									53	10	0	0%				
	Elder Street	83	10	0	70	14	9	64%																									3	0	0	0%				
	Folgate Street	229	25	10	75	15	12	80%	50	10	8	80%					5	1	0	0%									5	1	0	0%	59	11	0	0%				
	Wheeler Lane	48	10	0																													38	7	0	0%				
	Lamb Street	126	15	6	32.5	13	12	92%																					10	2	1	50%	62.5	12	0	0%				
9	Brushfield Street	435	35	5																					20	4	0	0%					375	75	0	0%				
2016	Fort Street	44	10	0																													34	6	0	0%				
November	Steward Street	37	10	0					25	5	4	80%																					2	0	0	0%				
love	Gun Street	71	10	0																													61	12	0	0%				
ŧ.	Crispin Street	167	25	0																													142	28	0	0%				
Saturday 19th	Artillery Lane	252	40	0	10	2	1	50%	25	5	4	80%									20	4	3	75%									157	31	0	0%				
urda	White's Row	237	30	0																													199	39	0	0%	8	1	0	0%
Sat	Fashion Street	389	20	43																	20	4	5	125%									301	60	1	2%	5	1	0	0%
2100	Brick Lane	133	0	0	30	6	6	100%	55	11	7	64%													35	7	3	43%					13	2	0	0%				
2	Fournier Street	204	15	0	105	21	14	67%																	10	2	2	100%					60	12	1	8%	14	2	0	0%
	Wilkes Street	110	20	0	90	18	11	61%																									0	0	0	0%				
İ	Princelet Street	102	10	0	90	18	11	61%																									2	0	0	0%				
İ	Hanbury Street	184	30	6	70	14	12	86%																									68	13	0	0%	10	2	0	0%
İ	Corbet Place	101	20	0																													81	16	0	0%				
İ	Grey Eagle Street	71	10	40					15	3	2	67%																					6	1	0	0%				
İ	Calvin Street	145	10	0					40	8	5	63%																					95	19	0	0%				
	Jerome Street	85	10	0																													67	13	0	0%	8	1	0	0%
	Wheler Street	13	5	0																																	8	1	0	0%
	Total per	Beat b	y rest	riction		121	88	73%		53	40	75%		40	23	58%		1	0	0%		11	11	100%		13	5	38%		3	1	33%		367	2	1%		36	1	3%
		Т	otal p	er Beat		242	171	71%	]																															



# Appendix 3

## **TRICS Data**

### **TRICS 7.3.3**

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL
Category B - RESTAURANTS

MULTI-MODAL VEHICLES

### 1 Site Selection

Reference	Description	Town/City Area	Location	GFA	EMPLO	Υ	PARKING
CN-06-B-01	WAGAMAMA	HOLBORN CAMDEN	Town Centre		341	21	0

### 2 Trip Rates

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm

Count Type: VEHICLES

Count Type: TAXIS

	ARRIVALS		DEPARTUR	TOTALS		ARRIVALS	DEPARTUR	TOTALS
	Trip		Trip	Trip		Trip	Trip	Trip
Time Range	Rate		Rate	Rate	Time Range	Rate	Rate	Rate
10:00-11:00		0.293	0.293	0.586	10:00-11:00	0	0	0
11:00-12:00		0	0	0	11:00-12:00	0	0	0
12:00-13:00		0	0	0	12:00-13:00	0	0	0
13:00-14:00		0.293	0.293	0.586	13:00-14:00	0	0	0
14:00-15:00		0.293	0.293	0.586	14:00-15:00	0	0	0
15:00-16:00		0	0	0	15:00-16:00	0	0	0
16:00-17:00		0	0	0	16:00-17:00	0	0	0
17:00-18:00		0	0	0	17:00-18:00	0	0	0
18:00-19:00		0.293	0.293	0.586	18:00-19:00	0.293	0.293	0.586
19:00-20:00		0.293	0.293	0.586	19:00-20:00	0	0	0
20:00-21:00		0	0	0	20:00-21:00	0	0	0
21:00-22:00		0	0	0	21:00-22:00	0	0	0
22:00-23:00		0	0	0	22:00-23:00	0	0	0
23:00-24:00		0	0	0	23:00-24:00	0	0	0
Daily Trip Rates:		1.465	1.465	2.93	Daily Trip Rates	0.293	0.293	0.586

Count Type: OGVS

Count Type: CYCLISTS

	ARRIVALS	DEPAR <sup>*</sup>	TUR TOTALS	5		ARRIVALS	DEPAR	TUR TOTALS	;
	Trip	Trip	Trip			Trip	Trip	Trip	
Time Range	Rate	Rate	Rate		Time Range	Rate	Rate	Rate	
10:00-11:00		0	0	0	10:00-11:00	(	)	0	0
11:00-12:00		0	0	0	11:00-12:00	(	)	0	0
12:00-13:00		0	0	0	12:00-13:00	(	)	0	0
13:00-14:00		0	0	0	13:00-14:00	(	)	0	0
14:00-15:00		0	0	0	14:00-15:00	(	)	0	0
15:00-16:00		0	0	0	15:00-16:00	(	)	0	0
16:00-17:00		0	0	0	16:00-17:00	(	)	0	0
17:00-18:00		0	0	0	17:00-18:00	(	)	0	0
18:00-19:00		0	0	0	18:00-19:00	(	)	0	0
19:00-20:00		0	0	0	19:00-20:00	(	)	0	0
20:00-21:00		0	0	0	20:00-21:00	(	)	0	0
21:00-22:00		0	0	0	21:00-22:00	(	)	0	0
22:00-23:00		0	0	0	22:00-23:00	(	)	0	0
23:00-24:00		0	0	0	23:00-24:00	(	)	0	0
Daily Trip Rates:		0	0	0	Daily Trip Rates:		0	0	0

Count Type: PSVS

Count Type: VEHICLE OCCUPANTS

	ARRIVALS	DEPAR	TUR TOTALS			ARRIVALS	DEPARTUR	TOTALS
	Trip	Trip	Trip			Trip	Trip	Trip
Time Range	Rate	Rate	Rate		Time Range	Rate	Rate	Rate
10:00-11:00		0	0	0	10:00-11:00	0.293	0.293	0.586
11:00-12:00		0	0	0	11:00-12:00	0	0	0
12:00-13:00		0	0	0	12:00-13:00	0	0	0
13:00-14:00		0	0	0	13:00-14:00	0.293	0.293	0.586
14:00-15:00		0	0	0	14:00-15:00	0.293	0.293	0.586
15:00-16:00		0	0	0	15:00-16:00	0	0	0
16:00-17:00		0	0	0	16:00-17:00	0	0	0
17:00-18:00		0	0	0	17:00-18:00	0	0	0
18:00-19:00		0	0	0	18:00-19:00	0.587	0.587	1.174
19:00-20:00		0	0	0	19:00-20:00	0.293	0.293	0.586
20:00-21:00		0	0	0	20:00-21:00	0	0	0
21:00-22:00		0	0	0	21:00-22:00	0	0	0
22:00-23:00		0	0	0	22:00-23:00	0	0	0
23:00-24:00		0	0	0	23:00-24:00	0	0	0
Daily Trip Rates:		0	0	0	Daily Trip Rates:	1.759	1.759	3.518

Count Type: TOTAL RAIL PASSENGERS

### Count Type: PEDESTRIANS

	ARRIVALS		DEPARTUR	RTOTALS			ARRIVALS	DEPARTUR	TOTALS
	Trip		Trip	Trip			Trip	Trip	Trip
Time Range	Rate		Rate	Rate	Т	ime Range	Rate	Rate	Rate
10:00-11:00		0	0	(	1	.0:00-11:00	0	0	0
11:00-12:00		1.466	0	1.466	1	1:00-12:00	1.173	0	1.173
12:00-13:00		17.595	2.346	19.94	. 1	.2:00-13:00	5.865	0.88	6.745
13:00-14:00		18.475	20.528	39.003	1	.3:00-14:00	4.985	8.504	13.489
14:00-15:00		2.346	6.158	8.504	. 1	4:00-15:00	2.933	7.038	9.971
15:00-16:00		2.346	1.76	4.10	1	5:00-16:00	2.639	4.106	6.745
16:00-17:00		1.466	0.587	2.053	1	.6:00-17:00	2.053	1.76	3.813
17:00-18:00		4.106	2.639	6.745	1	7:00-18:00	2.346	3.812	6.158
18:00-19:00		7.918	7.331	15.249	1	.8:00-19:00	4.399	4.985	9.384
19:00-20:00		8.211	4.985	13.19	1	.9:00-20:00	5.865	4.399	10.264
20:00-21:00		2.346	4.399	6.745	2	20:00-21:00	5.865	3.226	9.091
21:00-22:00		1.76	2.639	4.399	2	1:00-22:00	4.399	6.452	10.851
22:00-23:00		1.76	4.106	5.866	2	2:00-23:00	0	2.639	2.639
23:00-24:00		0	0.587	0.58	2	3:00-24:00	0	1.466	1.466
Daily Trip Rates:		69.795	58.065	127.86		Daily Trip Rates:	42.522	49.267	91.789

Count Type: BUS/TRAM PASSENGERS

Count	Type:	CUACH	PASSEI	NGERS	

	ARRIVALS	D	EPARTUR T	OTALS		ARRIVALS	DEPAR	TUR TOTAL	S
	Trip	Т	rip T	rip		Trip	Trip	Trip	
Time Range	Rate	R	ate R	ate	Time Range	Rate	Rate	Rate	
10:00-11:00		0	0	0	10:00-11:00	C	)	0	0
11:00-12:00		0.293	0	0.293	11:00-12:00	C	)	0	0
12:00-13:00		5.279	0.587	5.866	12:00-13:00	C	)	0	0
13:00-14:00		3.519	6.158	9.677	13:00-14:00	C	)	0	0
14:00-15:00		2.933	3.812	6.745	14:00-15:00	C	)	0	0
15:00-16:00		0.587	3.519	4.106	15:00-16:00	C	)	0	0
16:00-17:00		0.587	1.173	1.76	16:00-17:00	C	)	0	0
17:00-18:00		0.587	1.173	1.76	17:00-18:00	C	)	0	0
18:00-19:00		2.933	3.226	6.159	18:00-19:00	C	)	0	0
19:00-20:00		3.519	2.053	5.572	19:00-20:00	C	)	0	0
20:00-21:00		2.933	3.519	6.452	20:00-21:00	C	)	0	0
21:00-22:00		2.639	2.053	4.692	21:00-22:00	C	)	0	0
22:00-23:00		0	2.639	2.639	22:00-23:00	C	)	0	0
23:00-24:00		0	0.88	0.88	23:00-24:00	C	)	0	0
Daily Trip Rates:		25.809	30.792	56.601	Daily Trip Rates:	C	)	0	0

Count Type: PUBLIC TRANSPORT USERS

Count	Type:	TOTAL	<b>PEOPLE</b>
Count	, , pc.		

	ARRIVALS	0	EPARTUR 1	TOTALS		ARRIVALS	DEPARTUR	TOTALS
	Trip	Т	rip 1	Ггір		Trip	Trip	Trip
Time Range	Rate	F	tate F	Rate	Time Range	Rate	Rate	Rate
10:00-11:00		0	0	0	10:00-11:00	0.293	0.293	0.586
11:00-12:00		1.466	0	1.466	11:00-12:00	2.933	0	2.933
12:00-13:00		11.144	1.466	12.61	12:00-13:00	28.739	3.812	32.551
13:00-14:00		8.504	14.663	23.167	13:00-14:00	27.273	35.484	62.757
14:00-15:00		5.865	10.85	16.715	14:00-15:00	8.504	17.302	25.806
15:00-16:00		3.226	7.625	10.851	15:00-16:00	5.572	9.384	14.956
16:00-17:00		2.639	2.933	5.572	16:00-17:00	4.106	3.519	7.625
17:00-18:00		2.933	4.985	7.918	17:00-18:00	7.038	7.625	14.663
18:00-19:00		7.331	8.211	15.542	18:00-19:00	15.836	16.129	31.965
19:00-20:00		9.384	6.452	15.836	19:00-20:00	17.889	11.73	29.619
20:00-21:00		8.798	6.745	15.543	20:00-21:00	11.144	11.144	22.288
21:00-22:00		7.038	8.504	15.542	21:00-22:00	8.798	11.144	19.942
22:00-23:00		0	5.279	5.279	22:00-23:00	1.76	9.384	11.144
23:00-24:00		0	2.346	2.346	23:00-24:00	0	2.933	2.933
Daily Trip Rates:		68.328	80.059	148.387	Daily Trip Rates:	139.885	139.883	279.768

### 3 Trip Generation

	Lunchtime	unchtime Peak (13:00-14:00)			Evening Peak 18:00-19:00			Daily			
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total		
Vehicles	0.293	0.293	0.586	0.293	0.293	0.586	1.465	1.465	2.93		
Vehicle Passengers	0	0	0	0.294	0.294	0.588	0.294	0.294	0.588		
Taxis	0	0	0	0.293	0.293	0.586	0.293	0.293	0.586		
OGVs	0	0	0	0	0	0	0	0	0		
PSVs	0	0	0	0	0	0	0	0	0		
Cyclists	0	0	0	0	0	0	0	0	0		
Pedestrians	18.475	20.528	39.003	7.918	7.331	15.249	69.795	58.065	127.86		
Bus Passengers	3.519	6.158	9.677	2.933	3.226	6.159	25.809	30.792	56.601		
Rail Passengers	4.985	8.504	13.489	4.399	4.985	9.384	42.522	49.267	91.789		
Coach Passengers	0	0	0	0	0	0	0	0	0		
Public Transport Users	8.504	14.663	23.167	7.331	8.211	15.542	68.328	80.059	148.387		
Total People	27.273	35.484	62.757	15.836	16.129	31.965	139.885	139.883	279.768		

1800 sqm	Lunchtim	e Peak (13:0	00-14:00)	00) Evening Peak 18:00-19:00				Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total	
Vehicles	5	5	11	5	5	11	26	26	53	
Vehicle Passengers	-	-	-	5	5	11	5	5	11	
Taxis	-	-	-	5	5	11	5	5	11	
OGVs	-	-	-	-	-	-	-	-	-	
PSVs	-	-	-	-	-	-	-	-	-	
Cyclists	-	-	-	-	-	-	-	-	-	
Pedestrians	333	370	702	143	132	274	1,256	1,045	2,301	
Bus Passengers	63	111	174	53	58	111	465	554	1,019	
Rail Passengers	90	153	243	79	90	169	765	887	1,652	
Coach Passengers	-	-	-	-	-	-	-	-	-	
<b>Public Transport Users</b>	153	264	417	132	148	280	1,230	1,441	2,671	
Total People	491	639	1,130	285	290	575	2,518	2,518	5,036	

### **TRICS 7.3.3**

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL Category B - RESTAURANTS

MULTI-MODAL VEHICLES

### 1 Site Selection

Reference	Description	Town/City Area	Location	GFA	SE	ATS	<b>EMPLOY</b>	PARKING
CN-06-B-01	WAGAMAMA	HOLBORN CAMDEN	Town Centre		341	104	21	. 0
DC-06-B-01	PIZZA EXPRESS	POOLE DORSET	Town Centre		178	50	12	0
DL-06-B-01	DOMINIUM	DUBLIN DUBLIN	Edge of Town Centre		330	80	10	1
DS-06-B-01	LITTLE FRANKIES	DERBY DERBYSH	IRTown Centre		425	103	12	
KK-06-B-01	MED. RESTAURANT	KILKENNY KILKENNY	/ Town Centre		500	50	7	0
WM-06-B-04	WAGAMAMA	BIRMINGH, WEST MI	DITown Centre		275	125	34	. 0

Manually Deselected Sites

Reason for Deselecting the Site Site

DH-06-B-01 too much parking

### 2 Trip Rates

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Calculation Factor: 100 sqm Count Type: VEHICLES

Count Type: VEHICLES Count Type: OGVS

	ARRIVALS	DEPARTURES T	TOTALS		ARRIVALS	DEPAR	TUR TOTAL	.S
	Trip	Trip	Trip		Trip	Trip	Trip	
Time Range	Rate	Rate I	Rate	Time Range	Rate	Rate	Rate	
09:00-10:00	0	0	0	09:00-10:00		0	0	0
10:00-11:00	0.113	0.113	0.226	10:00-11:00		0	0	0
11:00-12:00	0.439	0.146	0.585	11:00-12:00		0	0	0
12:00-13:00	2.099	0.439	2.538	12:00-13:00		0	0	0
13:00-14:00	2.343	2.343	4.686	13:00-14:00		0	0	0
14:00-15:00	1.562	2.196	3.758	14:00-15:00		0	0	0
15:00-16:00	1.22	1.464	2.684	15:00-16:00		0	0	0
16:00-17:00	1.074	0.781	1.855	16:00-17:00		0	0	0
17:00-18:00	1.415	1.171	2.586	17:00-18:00		0	0	0
18:00-19:00	1.659	1.367	3.026	18:00-19:00		0	0	0
19:00-20:00	2.489	2.196	4.685	19:00-20:00		0	0	0
20:00-21:00	1.464	1.367	2.831	20:00-21:00		0	0	0
21:00-22:00	1.122	1.952	3.074	21:00-22:00		0	0	0
22:00-23:00	0.244	1.22	1.464	22:00-23:00		0	0	0
23:00-24:00	0.098	0.293	0.391	23:00-24:00		0	0	0
Daily Trip Rates:	17.341	17.048	34.389	Daily Trip Rates:		0	0	0

Count Type: TAXIS Count Type: PSVS

	ARRIVALS	DEPARTURES	OTALS		ARRIVALS	DEPAR	TUR TOTAL	.S
	Trip	Trip 1	<sup>r</sup> rip		Trip	Trip	Trip	
Time Range	Rate	Rate F	Rate	Time Range	Rate	Rate	Rate	
09:00-10:00	0	0	0	09:00-10:00		0	0	0
10:00-11:00	0	0	0	10:00-11:00		0	0	0
11:00-12:00	0	0	0	11:00-12:00		0	0	0
12:00-13:00	0	0	0	12:00-13:00		0	0	0
13:00-14:00	0.049	0.049	0.098	13:00-14:00		0	0	0
14:00-15:00	0	0	0	14:00-15:00		0	0	0
15:00-16:00	0.049	0.049	0.098	15:00-16:00		0	0	0
16:00-17:00	0	0	0	16:00-17:00		0	0	0
17:00-18:00	0.049	0.049	0.098	17:00-18:00		0	0	0
18:00-19:00	0.146	0.146	0.292	18:00-19:00		0	0	0
19:00-20:00	0.586	0.586	1.172	19:00-20:00		0	0	0
20:00-21:00	0.39	0.39	0.78	20:00-21:00		0	0	0
21:00-22:00	0.586	0.586	1.172	21:00-22:00		0	0	0
22:00-23:00	0.049	0.049	0.098	22:00-23:00		0	0	0
23:00-24:00	0.098	0.098	0.196	23:00-24:00		0	0	0
Daily Trip Rates:	2.002	2.002	4.004	Daily Trip Rates:		0	0	0

Count Type: CYCLISTS Count Type: PEDESTRIANS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTUR	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
09:00-10:00	0	0	0	09:00-10:00	0	0	0
10:00-11:00	0	0	0	10:00-11:00	0.169	0.056	0.225
11:00-12:00	0	0	0	11:00-12:00	0.976	0.488	1.464
12:00-13:00	0	0	0	12:00-13:00	5.271	1.171	6.442
13:00-14:00	0	0	0	13:00-14:00	4.978	5.612	10.59
14:00-15:00	0	0	0	14:00-15:00	1.757	3.221	4.978
15:00-16:00	0	0.049	0.049	15:00-16:00	1.367	1.464	2.831
16:00-17:00	0.049	0.049	0.098	16:00-17:00	0.537	0.634	1.171
17:00-18:00	0	0	0	17:00-18:00	1.171	0.586	1.757
18:00-19:00	0	0	0	18:00-19:00	2.684	2.44	5.124
19:00-20:00	0.098	0.098	0.196	19:00-20:00	2.733	1.952	4.685
20:00-21:00	0	0	0	20:00-21:00	2.489	2.879	5.368
21:00-22:00	0	0	0	21:00-22:00	1.025	2.44	3.465
22:00-23:00	0	0	0	22:00-23:00	0.732	2.001	2.733
23:00-24:00	0	0	0	23:00-24:00	0.049	0.634	0.683
Daily Trip Rates:	0.147	0.196	0.343	Daily Trip Rates:	25.938	25.578	51.516

### Count Type: VEHICLE OCCUPANTS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTUR	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
09:00-10:00	0	0	0	09:00-10:00	0.235	0	0.235
10:00-11:00	0.113	0.113	0.226	10:00-11:00	0.338	0.056	0.394
11:00-12:00	0.927	0.146	1.073	11:00-12:00	0.83	0.39	1.22
12:00-13:00	3.758	0.927	4.685	12:00-13:00	1.708	0.537	2.245
13:00-14:00	4.636	4.295	8.931	13:00-14:00	1.611	2.245	3.856
14:00-15:00	2.684	4.588	7.272	14:00-15:00	1.171	2.001	3.172
15:00-16:00	2.05	2.831	4.881	15:00-16:00	0.927	1.659	2.586
16:00-17:00	2.831	1.562	4.393	16:00-17:00	1.025	1.122	2.147
17:00-18:00	3.66	2.635	6.295	17:00-18:00	0.781	1.171	1.952
18:00-19:00	3.66	3.563	7.223	18:00-19:00	1.269	1.513	2.782
19:00-20:00	5.808	3.416	9.224	19:00-20:00	2.196	1.025	3.221
20:00-21:00	2.879	2.977	5.856	20:00-21:00	0.878	0.976	1.854
21:00-22:00	1.513	4.929	6.442	21:00-22:00	0.781	1.269	2.05
22:00-23:00	0.244	2.684	2.928	22:00-23:00	0	0.878	0.878
23:00-24:00	0	0.732	0.732	23:00-24:00	0	0.293	0.293
Daily Trip Rates:	34.763	35.398	70.161	Daily Trip Rates:	13.75	15.135	28.885

Count Type: TOTAL RAIL PASSENGERS

Count Type: PUBLIC TRANSPORT USERS	Count Type:	PUBLIC	TRANSPORT	USFRS
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	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTUR	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
09:00-10:00	0	0	0	09:00-10:00	0.235	0	0.235
10:00-11:00	0	0	0	10:00-11:00	0.338	0.056	0.394
11:00-12:00	0.683	0.098	0.781	11:00-12:00	1.513	0.488	2.001
12:00-13:00	3.026	0.83	3.856	12:00-13:00	4.734	1.367	6.101
13:00-14:00	2.001	2.44	4.441	13:00-14:00	3.612	4.685	8.297
14:00-15:00	1.415	2.538	3.953	14:00-15:00	2.587	4.539	7.126
15:00-16:00	0.927	1.367	2.294	15:00-16:00	1.855	3.026	4.881
16:00-17:00	0.927	0.781	1.708	16:00-17:00	1.952	1.903	3.855
17:00-18:00	0.878	0.732	1.61	17:00-18:00	1.659	1.903	3.562
18:00-19:00	1.611	1.318	2.929	18:00-19:00	2.879	2.831	5.71
19:00-20:00	1.952	1.269	3.221	19:00-20:00	4.148	2.294	6.442
20:00-21:00	1.562	1.367	2.929	20:00-21:00	2.44	2.343	4.783
21:00-22:00	0.878	1.513	2.391	21:00-22:00	1.659	2.782	4.441
22:00-23:00	0.244	0.83	1.074	22:00-23:00	0.244	1.708	1.952
23:00-24:00	0	0.244	0.244	23:00-24:00	0	0.537	0.537
Daily Trip Rates:	16.104	15.327	31.431	Daily Trip Rates:	29.855	30.462	60.317

Count Type: COACH PASSENGERS

Count Type: TOTAL PEOPLE

	ARRIVALS	DEPART	URES TOTAL	s		ARRIVALS	DEPARTUR	TOTALS
	Trip	Trip	Trip			Trip	Trip	Trip
Time Range	Rate	Rate	Rate		Time Range	Rate	Rate	Rate
09:00-10:00		)	0	0	09:00-10:00	0.235		0.235
10:00-11:00		)	0	0	10:00-11:00	0.62		0.845
11:00-12:00	(	)	0	0	11:00-12:00	3.416		4.538
12:00-13:00	(	)	0	0	12:00-13:00	13.763		17.228
13:00-14:00	(	)	0	0	13:00-14:00	13.226	14.592	27.818
14:00-15:00	(	)	0	0	14:00-15:00	7.028	12.347	19.375
15:00-16:00	(	)	0	0	15:00-16:00	5.271	7.369	12.64
16:00-17:00	(	)	0	0	16:00-17:00	5.368	4.148	9.516
17:00-18:00	(	)	0	0	17:00-18:00	6.491	5.124	11.615
18:00-19:00	(	)	0	0	18:00-19:00	9.224	8.834	18.058
19:00-20:00	(	)	0	0	19:00-20:00	12.787	7.76	20.547
20:00-21:00	(	)	0	0	20:00-21:00	7.809	8.199	16.008
21:00-22:00	(	)	0	0	21:00-22:00	4.197	10.151	14.348
22:00-23:00	(	)	0	0	22:00-23:00	1.22	6.393	7.613
23:00-24:00	(	)	0	0	23:00-24:00	0.049	1.903	1.952
Daily Trip Rates:	(	)	0	0	Daily Trip Rates:	90.704	91.632	182.336

### 3 Trip Generation

•	PM I	Peak 18:00-:	19:00	Daily			
	Arrive	Depart	Total	Arrive	Depart	Total	
Vehicles	1.659	1.367	3.026	17.341	17.048	34.389	
Vehicle Passengers	2.001	2.196	4.197	17.422	18.35	35.772	
Taxis	0.146	0.146	0.292	2.002	2.002	4.004	
OGVs	0	0	0	0	0	0	
PSVs	0	0	0	0	0	0	
Cyclists	0	0	0	0.147	0.196	0.343	
Pedestrians	2.684	2.44	5.124	25.938	25.578	51.516	
Bus Passengers	1.269	1.513	2.782	13.75	15.135	28.885	
Rail Passengers	1.611	1.318	2.929	16.104	15.327	31.431	
Coach Passengers	0	0	0	0	0	0	
Public Transport Users	2.879	2.831	5.71	29.855	30.462	60.317	
Total People	9.224	8.834	18.058	90.704	91.632	182.336	

	sqm	PM I	PM Peak 18:00-19:00		Daily		
		Arrive	Depart	Total	Arrive	Depart	Total
	Vehicles	30	25	54	312	307	619
	Vehicle Passengers	36	40	76	314	330	644
	Taxis	3	3	5	36	36	72
	OGVs	-	-	-	-	-	-
	PSVs	-	-	-	-	-	-
	Cyclists	-	-	-	3	4	6
	Pedestrians	48	44	92	467	460	927
1800	Bus Passengers	23	27	50	248	272	520
	Rail Passengers	29	24	53	290	276	566
	Coach Passengers	-	-	-	-	-	-
	Public Transport Users	52	51	103	537	548	1,086
	Total People	166	159	325	1,633	1,649	3,282

### **TRICS 7.3.3**

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLES

## 1 Site Selection

Reference	Description	Town/City A	rea Location	GFA	
HO-02-F-02	LOGISTICS AND FREIGHT	FELTHAM H	OUNSLO\ Suburba	n Area (PPS6 1	3500

### 2 Trip Rates

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: VEHICLES Count Type: OGVS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
07:00-07:30	0.119	0.074	0.193	07:00-07:30	0	0.037	0.037
07:30-08:00	0.237	0.044	0.281	07:30-08:00	0.052	0.03	0.082
08:00-08:30	0.296	0.044	0.34	08:00-08:30	0.007	0.03	0.037
08:30-09:00	0.407	0.059	0.466	08:30-09:00	0.037	0.044	0.081
09:00-09:30	0.17	0.03	0.2	09:00-09:30	0.015	0.015	0.03
09:30-10:00	0.037	0.044	0.081	09:30-10:00	0	0.03	0.03
10:00-10:30	0.081	0.059	0.14	10:00-10:30	0.007	0.015	0.022
10:30-11:00	0.022	0.052	0.074	10:30-11:00	0.007	0.015	0.022
11:00-11:30	0.059	0.044	0.103	11:00-11:30	0.015	0	0.015
11:30-12:00	0.111	0.111	0.222	11:30-12:00	0.052	0.03	0.082
12:00-12:30	0.133	0.2	0.333	12:00-12:30	0.015	0.022	0.037
12:30-13:00	0.133	0.096	0.229	12:30-13:00	0.022	0.022	0.044
13:00-13:30	0.133	0.178	0.311	13:00-13:30	0.015	0.015	0.03
13:30-14:00	0.104	0.067	0.171	13:30-14:00	0	0.015	0.015
14:00-14:30	0.148	0.081	0.229	14:00-14:30	0.052	0.037	0.089
14:30-15:00	0.037	0.052	0.089	14:30-15:00	0.007	0.007	0.014
15:00-15:30	0.089	0.104	0.193	15:00-15:30	0.037	0.037	0.074
15:30-16:00	0.03	0.03	0.06	15:30-16:00	0.022	0.015	0.037
16:00-16:30	0.074	0.126	0.2	16:00-16:30	0.044	0.03	0.074
16:30-17:00	0.074	0.17	0.244	16:30-17:00	0.037	0.044	0.081
17:00-17:30	0.081	0.222	0.303	17:00-17:30	0.022	0.052	0.074
17:30-18:00	0.17	0.496	0.666	17:30-18:00	0.044	0.044	0.088
18:00-18:30	0.156	0.281	0.437	18:00-18:30	0.037	0.015	0.052
18:30-19:00	0.015	0.156	0.171	18:30-19:00	0.007	0.022	0.029
Daily Trip Rates:	2.916	5 2.82	5.736	Daily Trip Rates:	0.553	0.623	1.176

Count Type: TAXIS Count Type: PSVS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTUR	ESTOTALS	
	Trip	Trip	Trip		Trip	Trip	Trip	
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate	
07:00-07:30	(	) (	0	07:00-07:30	C	)	0	0
07:30-08:00	(	) (	0	07:30-08:00	C	)	0	0
08:00-08:30	(	) (	0	08:00-08:30	C	)	0	0
08:30-09:00	(	) (	0	08:30-09:00	C	)	0	0
09:00-09:30	0.007	7 0.007	0.014	09:00-09:30	C	)	0	0
09:30-10:00	(	) (	0	09:30-10:00	C	)	0	0
10:00-10:30	(	) (	0	10:00-10:30	C	)	0	0
10:30-11:00	(	) (	0	10:30-11:00	C	)	0	0
11:00-11:30	(	) (	0	11:00-11:30	C	)	0	0
11:30-12:00	(	) (	0	11:30-12:00	C	)	0	0
12:00-12:30	(	) (	0	12:00-12:30	C	)	0	0
12:30-13:00	(	) (	0	12:30-13:00	C	)	0	0
13:00-13:30	(	) (	0	13:00-13:30	C	)	0	0
13:30-14:00	(	) (	0	13:30-14:00	C	)	0	0
14:00-14:30	(	) (	0	14:00-14:30	C	)	0	0
14:30-15:00	(	) (	0	14:30-15:00	C	)	0	0
15:00-15:30	(	) (	0	15:00-15:30	C	)	0	0
15:30-16:00	(	) (	0	15:30-16:00	C	)	0	0
16:00-16:30	(	) (	0	16:00-16:30	C	)	0	0
16:30-17:00	(	) (	0	16:30-17:00	C	)	0	0
17:00-17:30	(	) (	0	17:00-17:30	C	)	0	0
17:30-18:00	(	) (	0	17:30-18:00	C	)	0	0
18:00-18:30	(	) (	0	18:00-18:30	C	)	0	0
18:30-19:00	0.007	7 0.007	0.014	18:30-19:00	C	)	0	0
Daily Trip Rates:	0.014	1 0.014	0.028	Daily Trip Rates:	C	)	0	0

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
07:00-07:30	(	0 (	0	07:00-07:30	C	0.022	0.022
07:30-08:00	(	0 (	0	07:30-08:00	0.015	0	0.015
08:00-08:30	0.00	7 (	0.007	08:00-08:30	0.022	0	0.022
08:30-09:00	0.04	4 (	0.044	08:30-09:00	0.022	0	0.022
09:00-09:30	0.01	5 (	0.015	09:00-09:30	C	0	0
09:30-10:00	(	0 (	0	09:30-10:00	C	0	0
10:00-10:30	(	0 (	0	10:00-10:30	C	0	0
10:30-11:00	(	0 (	0	10:30-11:00	C	0.015	0.015
11:00-11:30	(	0 (	0	11:00-11:30	0.015	0.015	0.03
11:30-12:00	(	0 (	0	11:30-12:00	C	0	0
12:00-12:30	(	0.007	0.007	12:00-12:30	C	0	0
12:30-13:00	0.00	7 (	0.007	12:30-13:00	C	0	0
13:00-13:30	(	0 0	0	13:00-13:30	0.007	0.022	0.029
13:30-14:00	(	0 (	0	13:30-14:00	0.015	0	0.015
14:00-14:30	(	0 (	0	14:00-14:30	0.007	0	0.007
14:30-15:00	(	0 0	0	14:30-15:00	0	0	0
15:00-15:30	(	0.007	0.007	15:00-15:30	0.007	0	0.007
15:30-16:00	(	0 0	0	15:30-16:00	0	0	0
16:00-16:30	(	0 0	0	16:00-16:30	0	0	0
16:30-17:00	(	0 (	0	16:30-17:00	C	0.015	0.015
17:00-17:30	(	0 (	0	17:00-17:30	0.007	0.03	0.037
17:30-18:00	(	0.052	0.052	17:30-18:00	C	0.007	0.007
18:00-18:30	(	0.022	0.022	18:00-18:30	0.007	0.015	0.022
18:30-19:00	(	0.007	0.007	18:30-19:00	C	0	0
Daily Trip Rates:	0.07	3 0.095	0.168	Daily Trip Rates:	0.124	0.141	0.265

Count Type: VEHICLE OCCUPANTS

Count Type:	<b>BUS/TRAM</b>	<b>PASSENGERS</b>
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	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
07:00-07:30	0.119	0.089	0.208	07:00-07:30	C	0.007	0.007
07:30-08:00	0.281	0.052	0.333	07:30-08:00	C	0	0
08:00-08:30	0.296	0.044	0.34	08:00-08:30	0.037	0	0.037
08:30-09:00	0.474	0.059	0.533	08:30-09:00	0.052	. 0	0.052
09:00-09:30	0.163	0.022	0.185	09:00-09:30	0.015	0.007	0.022
09:30-10:00	0.052	0.044	0.096	09:30-10:00	0.007	0.007	0.014
10:00-10:30	0.081	0.059	0.14	10:00-10:30	C	0	0
10:30-11:00	0.022	0.059	0.081	10:30-11:00	C	0	0
11:00-11:30	0.059	0.052	0.111	11:00-11:30	C	0	0
11:30-12:00	0.111	0.141	0.252	11:30-12:00	C	0	0
12:00-12:30	0.156	0.222	0.378	12:00-12:30	C	0	0
12:30-13:00	0.163	0.104	0.267	12:30-13:00	C	0	0
13:00-13:30	0.156	0.215	0.371	13:00-13:30	C	0	0
13:30-14:00	0.111	0.074	0.185	13:30-14:00	C	0	0
14:00-14:30	0.215	0.074	0.289	14:00-14:30	C	0	0
14:30-15:00	0.03	0.052	0.082	14:30-15:00	C	0	0
15:00-15:30	0.096	0.104	0.2	15:00-15:30	C	0	0
15:30-16:00	0.03	0.03	0.06	15:30-16:00	C	0	0
16:00-16:30	0.074	0.126	0.2	16:00-16:30	C	0.007	0.007
16:30-17:00	0.074	0.17	0.244	16:30-17:00	C	0.007	0.007
17:00-17:30	0.081	0.237	0.318	17:00-17:30	C	0.03	0.03
17:30-18:00	0.17	0.556	0.726	17:30-18:00	0.015	0.044	0.059
18:00-18:30	0.156	0.311	0.467	18:00-18:30	0.007	0	0.007
18:30-19:00	0.015	0.148	0.163	18:30-19:00	C	0.007	0.007
Daily Trip Rates:	3.185	3.044	6.229	Daily Trip Rates:	0.133	0.116	0.249

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
07:00-07:30	0.007	7 0	0.007	07:00-07:30	0.007	0.007	0.014
07:30-08:00	(	) (	0	07:30-08:00	0	0	0
08:00-08:30	0.015	5 0	0.015	08:00-08:30	0.052	0	0.052
08:30-09:00	0.007	7 C	0.007	08:30-09:00	0.059	0	0.059
09:00-09:30	0.007	7 0	0.007	09:00-09:30	0.022	0.007	0.029
09:30-10:00	(	) (	0	09:30-10:00	0.007	0.007	0.014
10:00-10:30	(	) (	0	10:00-10:30	0	0	0
10:30-11:00	(	) (	0	10:30-11:00	0	0	0
11:00-11:30	(	) (	0	11:00-11:30	0	0	0
11:30-12:00	(	) (	0	11:30-12:00	0	0	0
12:00-12:30	(	) (	0	12:00-12:30	0	0	0
12:30-13:00	(	) (	0	12:30-13:00	0	0	0
13:00-13:30	(	) (	0	13:00-13:30	0	0	0
13:30-14:00	(	) (	0	13:30-14:00	0	0	0
14:00-14:30	(	) (	0	14:00-14:30	0	0	0
14:30-15:00	(	) (	0	14:30-15:00	0	0	0
15:00-15:30	(	) (	0	15:00-15:30	0	0	0
15:30-16:00	(	0.007	0.007	15:30-16:00	0	0.007	0.007
16:00-16:30	(	) (	0	16:00-16:30	0	0.007	0.007
16:30-17:00	(	) (	0	16:30-17:00	0	0.007	0.007
17:00-17:30	(	) (	0	17:00-17:30	0	0.03	0.03
17:30-18:00	(	) (	0	17:30-18:00	0.015	0.044	0.059
18:00-18:30	0.007	0.015	0.022	18:00-18:30	0.015	0.015	0.03
18:30-19:00	(	0.015	0.015	18:30-19:00	0	0.022	0.022
Daily Trip Rates:	0.043	0.037	0.08	Daily Trip Rates:	0.177	0.153	0.33

Count Type: COACH PASSENGERS Count Type: TOTAL PEOPLE

	ARRIVALS	DEPARTURES	TOTALS			ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip			Trip	Trip	Trip
Time Range	Rate	Rate	Rate		Time Range	Rate	Rate	Rate
07:00-07:30	(	0 (	)	0	07:00-07:30	0.126	0.119	0.245
07:30-08:00	(	0 (	)	0	07:30-08:00	0.296	0.052	0.348
08:00-08:30	(	0 (	)	0	08:00-08:30	0.378	0.044	0.422
08:30-09:00	(	0 (	)	0	08:30-09:00	0.6	0.059	0.659
09:00-09:30	(	0 (	)	0	09:00-09:30	0.2	0.03	0.23
09:30-10:00		0 (	)	0	09:30-10:00	0.059	0.052	0.111
10:00-10:30		0 (	)	0	10:00-10:30	0.081	0.059	0.14
10:30-11:00	(	0 (	)	0	10:30-11:00	0.022	0.074	0.096
11:00-11:30	(	0 (	)	0	11:00-11:30	0.074	0.067	0.141
11:30-12:00		0 (	)	0	11:30-12:00	0.111	0.141	0.252
12:00-12:30	(	0 (	)	0	12:00-12:30	0.156	0.23	0.386
12:30-13:00	(	0 (	)	0	12:30-13:00	0.17	0.104	0.274
13:00-13:30	(	0 (	)	0	13:00-13:30	0.163	0.237	0.4
13:30-14:00		0 (	)	0	13:30-14:00	0.126	0.074	0.2
14:00-14:30		0 (	)	0	14:00-14:30	0.222	0.074	0.296
14:30-15:00	(	0 (	)	0	14:30-15:00	0.03	0.052	0.082
15:00-15:30	(	0 (	)	0	15:00-15:30	0.104	0.111	0.215
15:30-16:00	(	0 (	)	0	15:30-16:00	0.03	0.037	0.067
16:00-16:30	(	0 (	)	0	16:00-16:30	0.074	0.133	0.207
16:30-17:00	(	0 (	)	0	16:30-17:00	0.074	0.193	0.267
17:00-17:30	(	0 (	)	0	17:00-17:30	0.089	0.296	0.385
17:30-18:00	(	0 (	)	0	17:30-18:00	0.185	0.659	0.844
18:00-18:30	(	0 (	)	0	18:00-18:30	0.178	0.363	0.541
18:30-19:00	(	0 (	)	0	18:30-19:00	0.015	0.178	0.193
Daily Trip Rates:	(	0 (	)	0	Daily Trip Rates:	3.563	3.438	7.001

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
07:00-07:30	0.111	0.022	0.133	07:00-07:30	0	0	0
07:30-08:00	0.185	0.015	0.2	07:30-08:00	0	0	0
08:00-08:30	0.281	. 0	0.281	08:00-08:30	0	0	0
08:30-09:00	0.356	0.007	0.363	08:30-09:00	0.007	0	0.007
09:00-09:30	0.126	0.007	0.133	09:00-09:30	0	0	0
09:30-10:00	0.022	. 0	0.022	09:30-10:00	0	0	0
10:00-10:30	0.044	0.022	0.066	10:00-10:30	0.007	0.007	0.014
10:30-11:00	0.015	0.037	0.052	10:30-11:00	0	0	0
11:00-11:30	0.007	' 0	0.007	11:00-11:30	0	0	0
11:30-12:00	0.022	0.044	0.066	11:30-12:00	0	0	0
12:00-12:30	0.089	0.148	0.237	12:00-12:30	0	0	0
12:30-13:00	0.104	0.074	0.178	12:30-13:00	0	0	0
13:00-13:30	0.104	0.111	0.215	13:00-13:30	0	0.007	0.007
13:30-14:00	0.074	0.037	0.111	13:30-14:00	0.007	0	0.007
14:00-14:30	0.081	0.03	0.111	14:00-14:30	0	0	0
14:30-15:00	0.015	0.037	0.052	14:30-15:00	0	0	0
15:00-15:30	0.022	0.052	0.074	15:00-15:30	0	0	0
15:30-16:00	C	0.015	0.015	15:30-16:00	0	0	0
16:00-16:30	0.007	0.067	0.074	16:00-16:30	0	0	0
16:30-17:00	0.022	0.104	0.126	16:30-17:00	0	0.007	0.007
17:00-17:30	0.037	0.133	0.17	17:00-17:30	0	0	0
17:30-18:00	0.111	. 0.43	0.541	17:30-18:00	0	0.007	0.007
18:00-18:30	0.089	0.237	0.326	18:00-18:30	0.007	0.015	0.022
18:30-19:00	C	0.119	0.119	18:30-19:00	0	0	0
Daily Trip Rates:	1.924	1.748	3.672	Daily Trip Rates:	0.028	0.043	0.071

Count Type: LGVS

	ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip
Time Range	Rate	Rate	Rate
07:00-07:30	0.007	0.015	0.022
07:30-08:00	0	0	0
08:00-08:30	0.007	0.015	0.022
08:30-09:00	0.007	0.007	0.014
09:00-09:30	0.022	0.007	0.029
09:30-10:00	0.015	0.015	0.03
10:00-10:30	0.022	0.015	0.037
10:30-11:00	0	0	0
11:00-11:30	0.037	0.044	0.081
11:30-12:00	0.037	0.037	0.074
12:00-12:30	0.03	0.03	0.06
12:30-13:00	0.007	0	0.007
13:00-13:30	0.015	0.044	0.059
13:30-14:00	0.022	0.015	0.037
14:00-14:30	0.015	0.015	0.03
14:30-15:00	0.015	0.007	0.022
15:00-15:30	0.03	0.015	0.045
15:30-16:00	0.007	0	0.007
16:00-16:30	0.022	0.03	0.052
16:30-17:00	0.015	0.015	0.03
17:00-17:30	0.022	0.037	0.059
17:30-18:00	0.015	0.015	0.03
18:00-18:30	0.022	0.015	0.037
18:30-19:00	0.007	0.007	0.014
Daily Trip Rates:	0.398	0.4	0.798

### 3 Trip Generation

	AM peak			PM peak			12-hr		
	Arr D	ер Т	ot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicles	0.207	0.074	0.281	0.251	0.718	0.969	2.916	2.82	5.736
Taxis	0.007	0.007	0.014	0	0	0	0.014	0.014	0.028
OGVS	0.015	0.045	0.06	0.066	0.096	0.162	0.553	0.623	1.176
PSVS	0	0	0	0	0	0	0	0	0
Cyclists	0.015	0	0.015	0	0.052	0.052	0.073	0.095	0.168
Vehicle Occupants	0.215	0.066	0.281	0.251	0.793	1.044	3.185	3.044	6.229
Vehicle Passengers	0.008	-0.008	0	0	0.075	0.075	0.269	0.224	0.493
Pedestrians	0	0	0	0.007	0.037	0.044	0.124	0.141	0.265
Bus Passengers	0.022	0.014	0.036	0.015	0.074	0.089	0.133	0.116	0.249
Rail Passengers	0.007	0	0.007	0	0	0	0.043	0.037	0.08
Coach Passengers	0	0	0	0	0	0	0	0	0
PT users	0.029	0.014	0.043	0.015	0.074	0.089	0.177	0.153	0.33
Cars	0.148	0.007	0.155	0.148	0.563	0.711	1.924	1.748	3.672
LGVS	0.037	0.022	0.059	0.037	0.052	0.089	0.398	0.4	0.798
Motorcycles	0	0	0	0	0.007	0.007	0.028	0.043	0.071
Total People	0.259	0.082	0.341	0.274	0.955	1.229	3.563	3.438	7.001

O sqm		АМ р	eak		P	M peak			12-hr	
	Arr	Dep	Tot		Arr De	ep Tot	:	Arr	Dep	Tot
Vehicles		4	1	5	5	13	17	52	51	103
Taxis		0	0	0	0	0	0	0	0	1
OGVS		0	1	1	1	2	3	10	11	21
PSVS		0	0	0	0	0	0	0	0	0
Cyclists		0	0	0	0	1	1	1	. 2	3
Vehicle Occupants		4	1	5	5	14	19	57	55	112
Vehicle Passengers		0	0	0	0	1	1	5	4	9
Pedestrians		0	0	0	0	1	1	2	. 3	5
Bus Passengers		0	0	1	0	1	2	2	. 2	4
Rail Passengers		0	0	0	0	0	0	1	. 1	1
Coach Passengers		0	0	0	0	0	0	0	0	0
PT users		1	0	1	0	1	2	3	3	6
Cars		3	0	3	3	10	13	35	31	66
LGVS		1	0	1	1	1	2	7	7	14
Motorcycles		0	0	0	0	0	0	1	. 1	1
Total People		5	1	6	5	17	22	64	62	126

### **TRICS 7.3.3**

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL VEHICLES

### 1 Trip Rates

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Calculation Factor: 100 sqm

Count Type: VEHICLES Count Type: OGVS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
06:00-07:00	1.296	1.296	2.592	06:00-07:00	0	0	0
07:00-08:00	2.485	5 2.161	4.646	07:00-08:00	0.034	0.022	0.056
08:00-09:00	3.10	L 2.664	5.765	08:00-09:00	0.067	0.056	0.123
09:00-10:00	4.052	3.392	7.444	09:00-10:00	0.067	0.022	0.089
10:00-11:00	3.70	3.437	7.142	10:00-11:00	0.011	0.034	0.045
11:00-12:00	4.097	7 4.153	8.25	11:00-12:00	0.034	0.045	0.079
12:00-13:00	4.422	4.097	8.519	12:00-13:00	0.022	0.011	0.033
13:00-14:00	3.763	L 3.974	7.735	13:00-14:00	0.022	0.034	0.056
14:00-15:00	3.57	L 3.672	7.243	14:00-15:00	0.011	0	0.011
15:00-16:00	3.056	3.269	6.325	15:00-16:00	0	0.011	0.011
16:00-17:00	3.383	I 3.213	6.594	16:00-17:00	0.034	0.034	0.068
17:00-18:00	3.246	3.963	7.209	17:00-18:00	0	0.011	0.011
18:00-19:00	3.94	4.388	8.328	18:00-19:00	0	0.011	0.011
19:00-20:00	5.65	7 5.718	11.375	19:00-20:00	0	0.02	0.02
20:00-21:00	3.582	3.989	7.571	20:00-21:00	0	0	0
21:00-22:00	3.813	1 3.912	7.723	21:00-22:00	0.034	0.034	0.068
Daily Trip Rates:	57.163	57.298	114.461	Daily Trip Rates:	0.336	0.345	0.681

Count Type: TAXIS Count Type: PSVS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
06:00-07:00	(	) (	0	06:00-07:00	0	0	0
07:00-08:00	(	) (	0	07:00-08:00	0.045	0.045	0.09
08:00-09:00	0.067	7 0.067	0.134	08:00-09:00	0	0	0
09:00-10:00	0.10	1 0.09	0.191	09:00-10:00	0	0	0
10:00-11:00	0.056	0.067	0.123	10:00-11:00	0.022	0.022	0.044
11:00-12:00	0.09	0.09	0.18	11:00-12:00	0.011	0.011	0.022
12:00-13:00	0.10	1 0.09	0.191	12:00-13:00	0.011	0.011	0.022
13:00-14:00	0.045	0.045	0.09	13:00-14:00	0.011	0.011	0.022
14:00-15:00	0.045	5 0.034	0.079	14:00-15:00	0.011	0	0.011
15:00-16:00	0.067	7 0.078	0.145	15:00-16:00	0	0.011	0.011
16:00-17:00	0.045	5 0.034	0.079	16:00-17:00	0.022	0.022	0.044
17:00-18:00	0.034	4 0.034	0.068	17:00-18:00	0	0	0
18:00-19:00	0.067	7 0.078	0.145	18:00-19:00	0	0	0
19:00-20:00	0.02	2 0.041	0.061	19:00-20:00	0	0	0
20:00-21:00	(	) (	0	20:00-21:00	0	0	0
21:00-22:00	(	) (	0	21:00-22:00	0.067	0.067	0.134
Daily Trip Rates:	0.738	0.748	1.486	Daily Trip Rates:	0.2	0.2	0.4

Count Type: CYCLISTS Count Type: PEDESTRIANS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
06:00-07:00	0.185	0	0.185	06:00-07:00	4.259	3.333	7.592
07:00-08:00	0.146	0.101	0.247	07:00-08:00	2.105	1.567	3.672
08:00-09:00	0.134	0.146	0.28	08:00-09:00	5.239	5.418	10.657
09:00-10:00	0.146	0.134	0.28	09:00-10:00	3.84	3.157	6.997
10:00-11:00	0.101	0.078	0.179	10:00-11:00	3.75	3.627	7.377
11:00-12:00	0.09	0.09	0.18	11:00-12:00	3.851	3.884	7.735
12:00-13:00	0.067	0.09	0.157	12:00-13:00	4.534	4.153	8.687
13:00-14:00	0.09	0.09	0.18	13:00-14:00	4.176	3.884	8.06
14:00-15:00	0.123	0.157	0.28	14:00-15:00	3.862	3.896	7.758
15:00-16:00	0.302	0.246	0.548	15:00-16:00	6.202	6.314	12.516
16:00-17:00	0.19	0.157	0.347	16:00-17:00	3.358	3.504	6.862
17:00-18:00	0.067	0.146	0.213	17:00-18:00	2.675	3.336	6.011
18:00-19:00	0.235	0.213	0.448	18:00-19:00	2.877	3.269	6.146
19:00-20:00	0.163	0.204	0.367	19:00-20:00	3.805	3.948	7.753
20:00-21:00	0.02	0.081	0.101	20:00-21:00	2.788	3.093	5.881
21:00-22:00	0.337	0.27	0.607	21:00-22:00	3.17	3.676	6.846
Daily Trip Rates:	2.396	2.203	4.599	Daily Trip Rates:	60.491	60.059	120.55

Count Type: VEHICLE OCCUPANTS

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
06:00-07:00	1.481	1.481	2.962	06:00-07:00	0.741	1.111	1.852
07:00-08:00	2.787	2.362	5.149	07:00-08:00	0.034	0.09	0.124
08:00-09:00	3.952	3.28	7.232	08:00-09:00	0.034	0.213	0.247
09:00-10:00	4.802	3.974	8.776	09:00-10:00	0.045	0.022	0.067
10:00-11:00	4.478	4.153	8.631	10:00-11:00	0.022	0.067	0.089
11:00-12:00	5.127	5.25	10.377	11:00-12:00	0.19	0.213	0.403
12:00-13:00	5.575	5.329	10.904	12:00-13:00	0.213	0.157	0.37
13:00-14:00	4.612	5.038	9.65	13:00-14:00	0.134	0.056	0.19
14:00-15:00	4.679	4.847	9.526	14:00-15:00	0.112	0.067	0.179
15:00-16:00	4.198	4.5	8.698	15:00-16:00	0.246	0.045	0.291
16:00-17:00	4.467	4.265	8.732	16:00-17:00	0.146	0.045	0.191
17:00-18:00	4.321	5.452	9.773	17:00-18:00	0.123	0.078	0.201
18:00-19:00	5.519	6.168	11.687	18:00-19:00	0.034	0.034	0.068
19:00-20:00	8.445	8.384	16.829	19:00-20:00	0.122	0.041	0.163
20:00-21:00	5.271	5.515	10.786	20:00-21:00	0.02	0.061	0.081
21:00-22:00	5.329	4.924	10.253	21:00-22:00	0.135	0.135	0.27
Daily Trip Rates:	75.043	74.922	149.965	Daily Trip Rates:	2.351	2.435	4.786

Count Type: TOTAL RAIL PASSENGERS

Count Type: PUBLIC TRANSPORT USERS
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	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip		Trip	Trip	Trip
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate
06:00-07:00	0	0	0	06:00-07:00	0.741	1.111	1.852
07:00-08:00	0.022	0.011	0.033	07:00-08:00	0.101	0.146	0.247
08:00-09:00	0.011	0.011	0.022	08:00-09:00	0.045	0.224	0.269
09:00-10:00	0.011	0.011	0.022	09:00-10:00	0.056	0.034	0.09
10:00-11:00	0	0	0	10:00-11:00	0.045	0.09	0.135
11:00-12:00	0	0	0	11:00-12:00	0.202	0.224	0.426
12:00-13:00	0.011	0.011	0.022	12:00-13:00	0.235	0.179	0.414
13:00-14:00	0.045	0.034	0.079	13:00-14:00	0.19	0.101	0.291
14:00-15:00	0	0	0	14:00-15:00	0.112	0.067	0.179
15:00-16:00	0	0.022	0.022	15:00-16:00	0.246	0.067	0.313
16:00-17:00	0	0	0	16:00-17:00	0.157	0.056	0.213
17:00-18:00	0	0	0	17:00-18:00	0.123	0.078	0.201
18:00-19:00	0.022	0.022	0.044	18:00-19:00	0.056	0.056	0.112
19:00-20:00	0	0	0	19:00-20:00	0.122	0.041	0.163
20:00-21:00	0	0	0	20:00-21:00	0.02	0.061	0.081
21:00-22:00	0	0	0	21:00-22:00	0.202	0.337	0.539
Daily Trip Rates:	0.122	0.122	0.244	Daily Trip Rates:	2.653	2.872	5.525

Count Type: COACH PASSENGERS

Count Type: TOTAL PEOPLE

	ARRIVALS	DEPARTURES	TOTALS		ARRIVALS	DEPARTURES	TOTALS	
	Trip	Trip	Trip		Trip	Trip	Trip	
Time Range	Rate	Rate	Rate	Time Range	Rate	Rate	Rate	
06:00-07:00	C	0	0	06:00-07:00	6.667	5.926	12.593	
07:00-08:00	0.045	0.045	0.09	07:00-08:00	5.138	4.176	9.314	
08:00-09:00	C	0	0	08:00-09:00	9.37	9.068	18.438	
09:00-10:00	C	0	0	09:00-10:00	8.844	7.299	16.143	
10:00-11:00	0.022	0.022	0.044	10:00-11:00	8.373	7.948	16.321	
11:00-12:00	0.011	0.011	0.022	11:00-12:00	9.269	9.448	18.717	
12:00-13:00	0.011	0.011	0.022	12:00-13:00	10.411	9.75	20.161	
13:00-14:00	0.011	0.011	0.022	13:00-14:00	9.068	9.112	18.18	
14:00-15:00	C	0	0	14:00-15:00	8.776	8.967	17.743	
15:00-16:00	C	0	0	15:00-16:00	10.948	11.127	22.075	
16:00-17:00	0.011	0.011	0.022	16:00-17:00	8.172	7.982	16.154	
17:00-18:00	C	0	0	17:00-18:00	7.187	9.012	16.199	
18:00-19:00	O	0	0	18:00-19:00	8.687	9.706	18.393	
19:00-20:00	C	0	0	19:00-20:00	12.536	12.576	25.112	
20:00-21:00	C	0	0	20:00-21:00	8.099	8.751	16.85	
21:00-22:00	0.067	0.202	0.269	21:00-22:00	9.039	9.207	18.246	
Daily Trip Rates:	0.178	0.313	0.491	Daily Trip Rates:	140.584	140.055	280.639	

### 2 Trip Generation

	Lunchtime	e Peak (13:0	0-14:00)	Evening	Peak 18:00	-19:00	Daily		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	3.761	3.974	7.735	3.94	4.388	8.328	57.163	57.298	114.461
Vehicle Passengers	0.851	1.064	1.915	1.579	1.78	3.359	17.88	17.624	35.504
Taxis	0.045	0.045	0.09	0.067	0.078	0.145	0.738	0.748	1.486
OGVs	0.022	0.034	0.056	0	0.011	0.011	0.336	0.345	0.681
PSVs	0.011	0.011	0.022	0	0	0	0.2	0.2	0.4
Cyclists	0.09	0.09	0.18	0.235	0.213	0.448	2.396	2.203	4.599
Pedestrians	4.176	3.884	8.06	2.877	3.269	6.146	60.491	60.059	120.55
Bus Passengers	0.134	0.056	0.19	0.034	0.034	0.068	2.351	2.435	4.786
Rail Passengers	0.045	0.034	0.079	0.022	0.022	0.044	0.122	0.122	0.244
Coach Passengers	0.011	0.011	0.022	0	0	0	0.178	0.313	0.491
Public Transport Users	0.19	0.101	0.291	0.056	0.056	0.112	2.653	2.872	5.525
Total People	9.068	9.112	18.18	8.687	9.706	18.393	140.584	140.055	280.639

1800 sqm	Lunchtim	e Peak (13:0	00-14:00)	Evening	Peak 18:00	0-19:00	ĺ	Daily	
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	68	72	139	71	79	150	1,029	1,031	2,060
Vehicle Passengers	15	19	34	28	32	60	322	317	639
Taxis	1	1	2	1	1	3	13	13	27
OGVs	0	1	1	-	0	0	6	6	12
PSVs	0	0	0	-	-	-	4	4	7
Cyclists	2	2	3	4	4	8	43	40	83
Pedestrians	75	70	145	52	59	111	1,089	1,081	2,170
Bus Passengers	2	1	3	1	1	1	42	44	86
Rail Passengers	1	1	1	0	0	1	2	2	4
Coach Passengers	0	0	0	-	-	-	3	6	9
Public Transport Users	3	2	5	1	1	2	48	52	99
Total People	163	164	327	156	175	331	2,531	2,521	5,052



# 16. Comm Comm UK Statement of Community Engagement



### **Time Out Market Ltd**

## **New Premises Licence Application**

106 Commercial Street, London, E1 6LZ

Document: Statement of Community Engagement Addendum,
Comm Comm UK

Date: 21 February 2017



### 1. Executive Summary

- Time Out Market Ltd undertook a programme of community engagement and consultation for the Time Out Market proposed at 106 Commercial Street, Spitalfields, prior to and following the submission of the planning and licensing applications.
- The engagement and consultation targeted London Borough of Tower Hamlets members and officers, local ward councillors, community and amenity groups as well as local residents and businesses. Our aim was to ensure that as many people as possible understood the proposals and address concerns raised.
- Meetings with stakeholders and community groups took place during the consultation
  process for the planning and licensing applications to discuss the scheme in detail, including
  Spitalfields Society. A full record of consultation can be found within the Planning
  Statement, pp. 26, which accompanies this application. Stakeholder meetings and liaison will
  continue up until and following determination of the application to ensure Time Out Market
  becomes a well-managed food market.
- As a direct result of consultation and engagement with local residents and groups, a number
  of amendments have been made to the licensing application to ensure that it meets the
  needs of the whole community.

#### 2. Introduction

Time Out is the leading global media and entertainment business known for inspiring and enabling people to make the most of a city. Time Out signed a conditional lease agreement for a new Time Out Market at 106 Commercial Street, London.

Time Out Market submitted a licensing application for a new premises licence to London Borough of Tower Hamlets. The proposals will see an existing disused building, situated in the Spitalfields area of Central London, brought back in to use as a family friendly, fine-dining food and cultural destination.

The site is situated on the eastern side of Commercial Street in London Borough of Tower Hamlets. The site is surrounded by a mixture of residential and commercial properties, as well as a small access yard, known as 'Pecks Yard'.

Time Out Market will offer 17 permanent kitchens of fine dining standard in addition to a demonstration 'cook school' kitchen and ancillary cultural event spaces. These spaces will be available for a variety of uses, encouraging community involvement and providing a canvas for local artist exhibitions.

### 3. Why Consult

Comm Comm UK was instructed by the applicant to assist with the community engagement for the proposed Time Out Market.

Comm Comm UK is a specialist planning, licensing and infrastructure communications agency with expertise and experience of advising on and implementing consultation and communication programmes.

Consultation can benefit new schemes by ensuring local residents and the community understand what is proposed and why. The consultation process and local community can also help to inform and improve the design, enhancing its community value.

Consultation is a key pillar of the Localism Act 2011. There are other guidance and best practice documents that set out the importance of consultation and offer advice on the best way to undertake meaningful community engagement, including HM Government's Code of Practice Consultation 2008.

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## 4. Overview of Methodology

This section sets out the community engagement undertaken by Time Out Market Ltd and the project team following submission of the application.

The overall strategic aims for consultation were to:

- Ensure as many local people as possible were engaged and understood the proposals fully
- Promote positive aspects of the scheme
- Engage with objectors to address concerns and work cohesively together.

Our audiences were as followed:

- London Borough of Tower Hamlets Councillors for Spitalfields and Banglatown ward
- London Borough of Tower Hamlets Cabinet members
- London Borough of Tower Hamlets Licensing Committee members
- MP for Bethnal Green and Bow constituency
- AM member for City and East
- Mayor of London Borough of Tower Hamlets
- Community organisations, including SPIRE, Spitalfields Community Association, Spitalfields Society, St George Residents' Association, Spitalfields Market Residents' Association, Spitalfields Forum, Spitalfields Trust, Woodseer and Hanbury Residents' Association
- Objectors of the licensing application.

Those above received an update letter as shown in Appendix 1.

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### 5. Meetings

The programme has included a number of meetings with local stakeholders. This has been to discuss concerns or issues.

Date	Meeting/event	Attendees, in addition to Time Out Market and development team
21 October 2016	Open Doors event 8-9am, 1-2pm and 5-6.30pm	Residents from surrounding properties S.P.I.R.E. Spitalfields Society Spitalfields Community Group Spitalfields Joint Planning Group
26 October 2016	Presentation to Spitalfields Society	Members of the Spitalfields Society
28 November 2016	Presentation to Spitalfields Society	Members of the Spitalfields Society and Spitalfields Community Group
9 February 2017	Spitalfields groups representatives	Chair of S.P.I.R.E. Chair of Spitalfields Society

The team will be on hand to continue meeting stakeholders up until and following determination of the licensing application and they have proposed a condition that requires this.

#### 6. Overview of Feedback

The feedback from meetings and a full review of all representations led to Time Out Market arranging to meet local residents and representatives of community groups. There were a number of concerns about the proposed Time Out Market that included the following:

- That the new Time Out Market would become a place to consume alcohol rather than the focus being on food
- That the site is within the Cumulative Impact Zone and so therefore no licence should be given for a new bar that would encourage additional visitors to the area
- That customers leaving would not arrive or be managed away from the site quietly
- The number of customers that would be attracted would be too great for the management to be able to control noise, crime, public safety
- Parking and deliveries causing an impact and nuisance to residents.

Time Out Market has taken these comments very seriously and has made a number of significant changes to the development proposals, to the licence application and to the Operations Management Plan. These changes have been welcomed by those Time Out Market has met and an update has been issued to all those who sent in representations with details of the amendments. (Appendix 1)

#### 7. How Consultation Informed the Final Scheme

As a direct result of consultation, Time Out Market has amended several aspects of the proposals to ensure that the scheme does not cause nuisance and becomes a well-managed food market, which the local community can be proud of and regularly use.

#### These amendments include:

- Alcohol will be ancillary to food throughout the building, with the exceptions of the ground floor bar prior to 9pm and a small room on the lower ground floor.
- Withdrawal of Recorded Music and to keep the noise limiter condition to provide additional comfort to the residents
- The redesign of the largest service counter 'bar' to bring a new 'tapas' or a similar food concept to the market
- Management of smokers and requesting patrons to respect the needs of local residents and use the area quietly
- Agreement that there will be at least three Time Out Ambassadors employed at the
  premises whose duties are solely to assist in promoting the four licensing objectives and
  managing customers' behaviour usage to ensure a responsible restaurant-style operation
- A monthly meeting between the Market team and residents to ensure good ongoing communication
- A direct telephone number for the managers at the premises shall be publicly available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity
- Ongoing engagement with all neighbours about our Operations Management Statement to ensure we continue to improve as necessary
- The licence application is solely in relation to Time Out Market and it's operation in accordance with the Operational Management Statement
- Surrender of the two existing events licences for this building that allow the sale of alcohol and performances until 11.30pm
- No off sales of alcohol
- No drinks in open containers to be taken outside for immediate consumption
- Security Industry Authority hours proposed as a condition.

#### 8. Conclusion

The consultation programme undertaken by Time Out Market has been successful in addressing concerns with local residents, stakeholders and community groups about the proposals for Time Out Market, 106 Commercial Street. There have been and do remain some people who are concerned about the operation but Time Out Market have tried to make compromises to address those concerns that they hope strike a balance, given that the premises is licensed already for large events.

A new set of conditions for the licensing application has been drafted to reflect the feedback about Time Out Market from the local community. A meeting was held with representatives of local groups in early February and they welcomed the conditions verbally although they remain concerned about the ground floor area being used as a bar after 9pm if the Operations Management Statement is not successful.

Time Out Market has agreed to continue to review the Operations Management Statement with the local community on an ongoing basis and to meet at least monthly if required to discuss operations and any possible improvements.

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## 9. Appendices

### Appendix 1 – Update letter to all those identified in Section 4.



Registered office: 4th Floor 125 Shaftesbury Avenue London WC2H 8AD T: +44 (0)207 813 3000



Re: Licensing application for Time Out Market, 106 Commercial Street

My name is Jessica Parrish and I am the Commercial Director at Time Out Market. Since Time Out Market submitted its licensing application for 106 Commercial Street, we have been working hard to engage with local residents and neighbours and we have taken on board their comments.

I am writing to update you on several key changes to the application made as a result of discussions with local community groups and residents, which we believe radically improve the proposal. These changes will seek to address concerns raised about potential nuisance related to our application and seek to ensure that Time Out Market is a well-managed restaurant-market concept that the local community takes pride in and uses regularly.

Please find enclosed a letter, which has been sent to Tower Hamlets Licensing Authority detailing the changes we have made as a direct result of consultation on the application. We sincerely hope the modifications set out in the letter address the concerns highlighted in your representation to the London Borough of Tower Hamlets.

If you are satisfied with these changes and would like to withdraw your objection, please contact Kathy Driver at Tower Hamlets. You can contact her via email at <a href="mailto:Kathy.Driver@towerhamlets.gov.uk">Kathy.Driver@towerhamlets.gov.uk</a>, copying in <a href="mailto:licensing@towerhamlets.gov.uk">licensing@towerhamlets.gov.uk</a>, and <a href="mailto:antoinette.duhaney@towerhamlets.gov.uk">antoinette.duhaney@towerhamlets.gov.uk</a>. Or post your letter to: Licensing Team, London Borough of Tower Hamlets, John Onslow House, 1 Ewart Place, London, E3 5EQ.

We would be more than happy to talk you through these latest changes and amendments either in person, over email (using our email address: <a href="mailto:tomarketinfo@timeoutmarket.com">tomarketinfo@timeoutmarket.com</a> or over the phone. Please also feel free to write to us at the above address.

Yours sincerely,

Jessica Parrish Commercial Director Time Out Market Limited

Enclosed: Letter to Tower Hamlets from Keystone Law formally amending Licence Application dated 17 February 2017





Licensing Sub Committee
C/o Antoinette Duhaney
Senior Committee Officer Tower Hamlets
Directorate of Law, Probity and Governance
Democratic Services
Town Hall
Mulberry Place
London
E14 2bG

Your ref: Our ref:ADW Direct dial:020 3319 3700 andrew.wong@keystonelaw.co.uk

17 February 2017

Dear Sirs,

## Re: TIME OUT MARKET, 106 COMMERCIAL ROAD – APPLICATION FOR NEW PREMISES LICENCE

We represent the applicant in respect of the above application. Following extensive discussions with the residents the applicant has agreed to modify the application and this letter sets out the modifications so far.

We are continuing discussions with all parties and will keep the committee updated of all agreements and compromises made in advance of the hearing.

We will be providing a full summary of conditions next week once we have finished the further conciliation meetings with residents but wanted the Licensing Committee and officers to know the latest position in respect of agreed compromises:-

- 1) The applicant agrees to withdraw **Recorded Music** from the application and to keep the noise limiter condition to provide additional comfort to the residents.
- 2) We attach a revised plan amending the key area of concern, namely the largest service counter "bar" on the ground floor. This has been redesigned to bring a new 'tapas' or a similar food concept to the market (see plan attached).

To reinforce that the premises will trade as a restaurant, we propose the following condition:-

The sale by retail of alcohol will be ancillary to food throughout the building, with the following exceptions -

Before 9pm, the ground floor area cross hatched black

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- (on the recently served plan)
- The basement area cross hatched black (on the recently served plan).
- 3) The new plan above also shows the proposed smoking area that is proposed in addition to the condition on smoking that accompanied the application, namely:-
  - "9. The premises licence holder shall ensure that any patrons smoking outside the premises do so in an orderly manner and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway."

Further, the applicant agrees to the following conditions:-

"The premises licence holder shall ensure that any patrons smoking outside the premises after 9pm are limited to the area cross hatched blue on the ground floor plan and are supervised by staff so as to ensure that there is no public nuisance or obstruction of the public highway

"Notices shall be prominently displayed at any area used for smoking requesting patrons to respect the needs of local residents and use the area quietly".

- 4) The applicant also agrees the following additional conditions to address specific concerns raised and to ensure there is continued constructive dialogue:
  - a. There will be at least 3 (Three) Time Out Ambassadors employed at the premises whose duties are solely to assist in promoting the four licensing objectives. They will be fully trained in respect of all aspects of the premises licence. They will assist the Time Out Market Operations Team monitor and manage customers' behaviour.
  - b. A direct telephone number for the managers at the premises shall be publicly available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
  - The license holder shall meet with local residents not less than once every month (as required by the local residents).



2

For completeness we have already amended the application following agreements reached with the responsible authorities and these are set out below. I also reattach an electronic version of the conditions that accompanied the application for your ease to add to the Licensing Committee Report:-

- 1. No off sales of alcohol.
- 2. No drinks in open containers to be taken outside for immediate consumption
- 3. SIA

Thursday-Friday: 4 SIA from 1800 until closing Sat-Sun : 4 SIA from 1300 until closing Bank Holidays: 4 SIA from 1300 until closing

or such lesser numbers as may be agreed with the police from time to time.

Should you have any further questions please do not hesitate to contact Andrew Wong on the above direct dial telephone number.

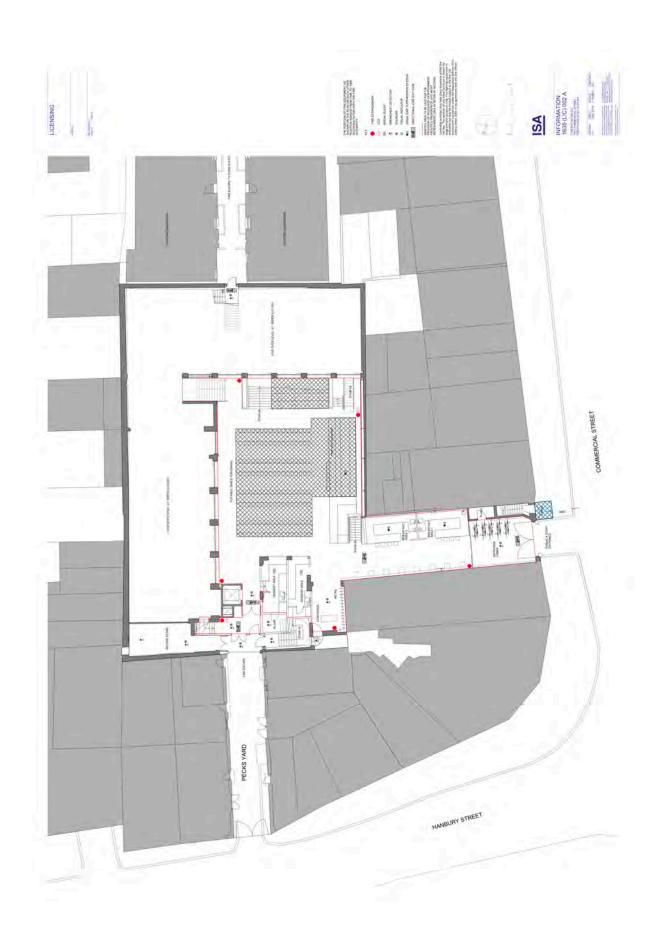
Yours faithfully,

Keystone Law

CC: All Interested Parties

 $\cap$ 





## TIME OUT MARKET PROPOSED CONDITIONS

The following conditions are proposed for the application.

### **MANDATORY CONDITIONS**

All applicable Mandatory Conditions

## PROPOSED LICENSING CONDITIONS

#### **Preventions of Public Nuisance**

- The premises shall operate in accordance with the Time Out Operational Management Statement. The Time Out Operations Management Statement shall be reviewed regularly and at least one every 3 months and a copy shall be made available for inspection by any responsible authority within a reasonable time of request.
- 2. Notices shall be prominently displayed at all exits requesting patrons to respect the needs of local residents and to leave the area quietly.
- 3. A noise limiter must be fitted to the musical amplification system set at a level determined by and to the satisfaction of a specialist acoustician, so as to ensure that no noise nuisance is caused to local residents or businesses. The operational panel of the noise limiter shall then be secured by key or password and access shall only be by persons authorised by the Premises Licence holder. The limiter shall not be altered without prior agreement with the satisfaction of the specialist acoustician. No alteration or modification to any existing sound system(s) should be effected without prior knowledge of the specialist consultant and records of any approvals shall be available for inspection by the Environmental Health Officers. No additional sound generating equipment shall be used on the premises without being routed through the sound limiter device.
- 4. During the hours of operation the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed and litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.
- Substantial food and non-intoxicating beverages, including drinking water, shall be available in all parts of the premises where alcohol is sold or supplied for consumption on the premises.

#### **Prevention of Crime and Disorder**

- 6. The premises shall install and maintain a comprehensive CCTV system. All entry and exit points will be covered enabling frontal identification of every person entering in any light condition. The CCTV system shall continually record whilst the premises is open for licensable activities and during all times when customers remain on the premises.; All recordings shall be stored for a minimum period of 31 days with date and time stamping. Viewing of recordings shall be made available immediately upon the request of Police or authorised officer throughout the preceding 31 day period.
- 7. A staff member from the premises who is conversant with the operation of the CCTV shall be on the premises at all times when the premises are open to the public. This staff member shall be able to show Police recent data or footage with the absolute minimum of delay when requested.
- 8. An incident log shall be kept at the premises and made available on request to an authorized officer of the London Bourough of Tower Hamlets or the Police, which will record the following:
  - a) All crimes reported to the venue;
  - b) All ejections of patrons;
  - c) Any complaints received concerning crime and disorder;
  - d) Any incidents of disorder;
  - e) All seizures of drugs or offensive weapons;
  - f) Any refusal of sale of alcohol.
- The premises licence holder shall ensure that any patrons smoking outside
  the premises do so in an orderly manner and are supervised by staff so as
  to ensure that there is no public nuisance or obstruction of the public
  highway.
- 10.A direct telephone number for the manager at the premises shall be publically available at all times the premises is open. This telephone number is to be made available to residents and businesses in the vicinity.
- 11.During the hours of operation of the premises, the licence holder shall ensure sufficient measures are in place to remove and prevent litter or waste arising or accumulating from customers in the area immediately outside the premises, and that this area shall be swept and or washed, and

- litter and sweepings collected and stored in accordance with the approved refuse storage arrangements by close of business.
- 12.The approved arrangements at the premises, including means of escape provisions, emergency warning equipment, the electrical installation and mechanical equipment, shall at all material times be maintained in good condition and full working order.
- 13.The means of escape provided for the premises shall be maintained unobstructed, free of trip hazards, be immediately available and clearly identified in accordance with the plans provided.
- 14.All self closing doors shall be effectively maintained and not held open other than by an approved device.
- 15. The edges of the treads of steps and stairways shall be maintained so as to be conspicuous.
- 16. Curtains and hangings shall be arranged so as not to obstruct emergency signs.
- 17. The certificates listed below shall be submitted to the Licensing Authority upon written request.
  - a. Any emergency lighting battery or system
  - b. Any electrical installation
  - c. Any emergency warning system
- 18. Any special effects or mechanical installations shall be arranged and stored so as to minimise any risk to the safety of those using the premises.

### **Protection of Children from Harm**

- 19.A challenge 21 proof of age scheme shall be operated at the premise where the only acceptable forms of identification are recognised photographic identification cars such as a driving licence, passport or proof of age card with the PASS hologram.
- 20. There will be no striptease or nudity and all persons shall be decently attired at all times unless the premises are operating under the provisions of a Sexual Entertainment Licence.

## KEYSTONE LAW

## 17. Customer Journey

# Customer Journey Proposed Time Out Market – 106 Commercial Street, Spitalfields, London

- You enter the market under the traditional archway doors, making your way to the main entrance, with community bike racks on the right and a warm welcome area.
- Step through into the main market to see two kitchens that might serve a great flat white, eggs benedict or healthy granola. Just to the right are the stairs to access up onto the second floor.
- Walk further into the ground floor, past the artist wall on the left, featuring the latest in local talent, listening to complementary background music which adds to the welcoming atmosphere.
- Further still is the Time Out Market welcome area, complete with brand ambassadors and concierge to answer any questions, from what's in the market, to what's hot in London right now. As a largely cashless space, this is also where you can load up your pre-pay Time Out Market payment card.
- Creating the right environment is paramount to the customer's experience, so a
  minimum of 1 brand ambassador, with an understanding and experience in managing
  licenced environments, will be on each floor to ensure that the appreciation of food and
  respectful behaviour remains at the heart of this format.
- The main atrium area opens with the communal seating in the centre. A specially curated food counter greets you on the corner with delicious tapas to set the scene that everything here is about great food. To the left are the indulgent counters offering tempting fresh patisserie and gooey puddings to treat yourself throughout the day.
- The Time Out Bar is then on the ground floor, showcasing the best soft drinks, alcoholic drinks and carefully selected wines, craft beers to complement your dining experience.
- Look up and you can see the first and second floor with it's vast array of chef kitchens. The first floor gives ways to the signature kitchens showcasing the carefully selected and curated by Time Out's experienced, well-respected editorial team chefs (some of them with Michelin star) cooking up the best of their signature dishes. Equally to be found might be a seafood counter, ceviche bar or pizza. A small servery bar is available at this level to complement the food offerings and communal seating up close to the balustrades.
- The second floor welcomes the remaining six curated chef kitchens, offering the best cuisine London has to offer. A small servery bar is also available on this floor as well as a demonstration kitchen where your dish can be cooked in front of your eyes.

- To complete the offer, there is a private dining area on the top floor, which may be given over to host art events, educational talks, food experiences and private dining. On the lower ground floor is Tony's, a small secluded bar for the discerning aficionado.
- Time Out Market is all about exploring the different dining options and walk around like when visiting an actual market. Once the area has been perused and the high-quality food offerings explored, you would go up to the kitchen of your choice and select, paying via the Time Out prepayment card, credit card or phone. Guests will be handed a buzzer which will blink when the food is ready to be picked up, you might then take your food receipt to purchase a drink. Together with your dining companions, you would select an area to sit at one of the communal tables. Once the buzzer has activated you go back to collect your food ready on crockery, china and on a tray for ease of carrying. The background music and buzz of other diners, creates a warm, welcoming space for diners to enjoy.
- Members of the Time Out Market team will be on hand to collect trays, and dishes once finished and to offer further advise and any help needed.

## KEYSTONE LAW

18. Risk Assessment and Fire Evacuation Plan

## RISK ASSESSMENT AND FIRE EVACUATION PLAN

for

## "THE STABLES GALLERY" EXHIBITION SPACES, LOWER GROUND FLOOR 106 COMMERCIAL STREET, LONDON E1 6LZ

(Last update 10 September 2013)

This Risk Assessment relates to the proposed exhibition and events spaces to be names "The Stables Gallery" located at lower ground floor, 106 Commercial Street, London E1 6LZ (the "Premises").

The Premises is located at lower ground floor of the building known as 106 Commercial Street (the "Building").

This Risk Assessment has been prepared on the basis of the use of the Premises as exhibition and events spaces. The proposed layout of the Premises is shown on the attached "Layout Plan" and is made up of two gallery/exhibition spaces, 'Gallery 1' and 'Gallery 2'. The extent of the Premises is shown edged in red on the Layout Plan.

This Risk Assessment has been prepared on the basis that the remainder of the Building (not comprised in the Premises) is empty, not in use and contains no fire loading. Those other (empty) areas of the Building are, for the avoidance of doubt, the ground floor, first floor and the second floor of the Building.

The Layout Plan also identifies the proposed locations of the following fire safety installations and equipment:

- Call points
- Fire Extinguishers
- Fire Exit Signage
- Areas covered by Emergency Lighting
- Areas covered by automatic smoke detectors
- Areas covered by heat detectors

The location of the Premises edged in red and the Building shaded in green in relation to the surrounding area is shown on the attached "Site Plan".

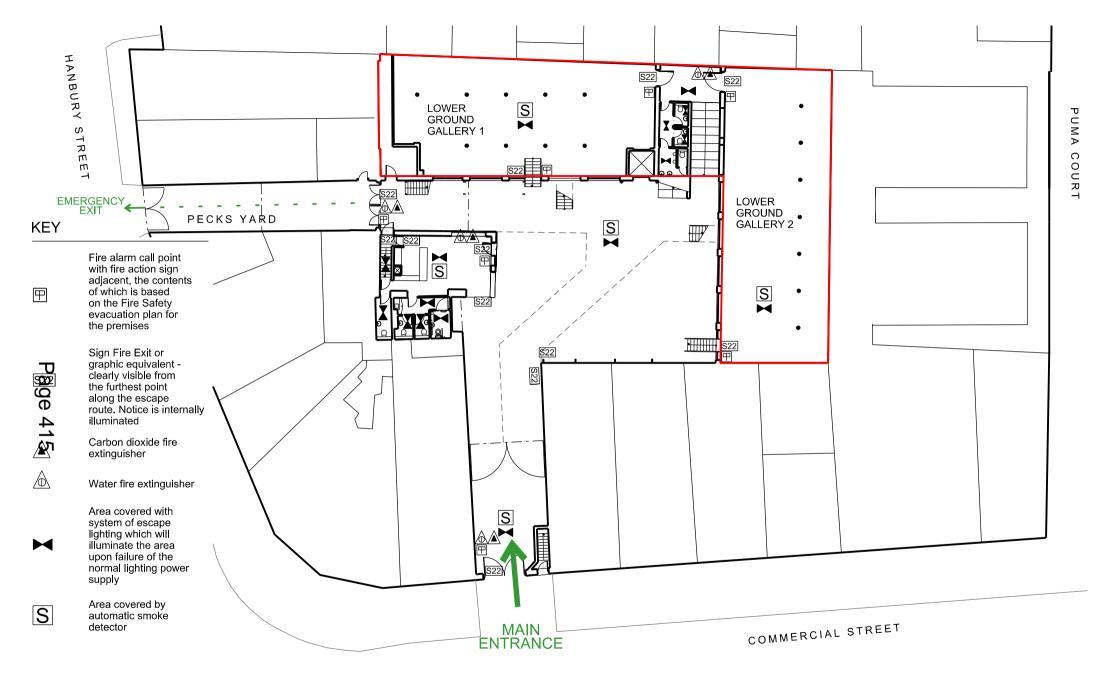
The following Plans are attached to and form part of this Risk Assessment:

- Site Plan
- Layout Plan
- Fire Exits Plan
- Escape Routes Plan
- Fire Brigade Access Plan



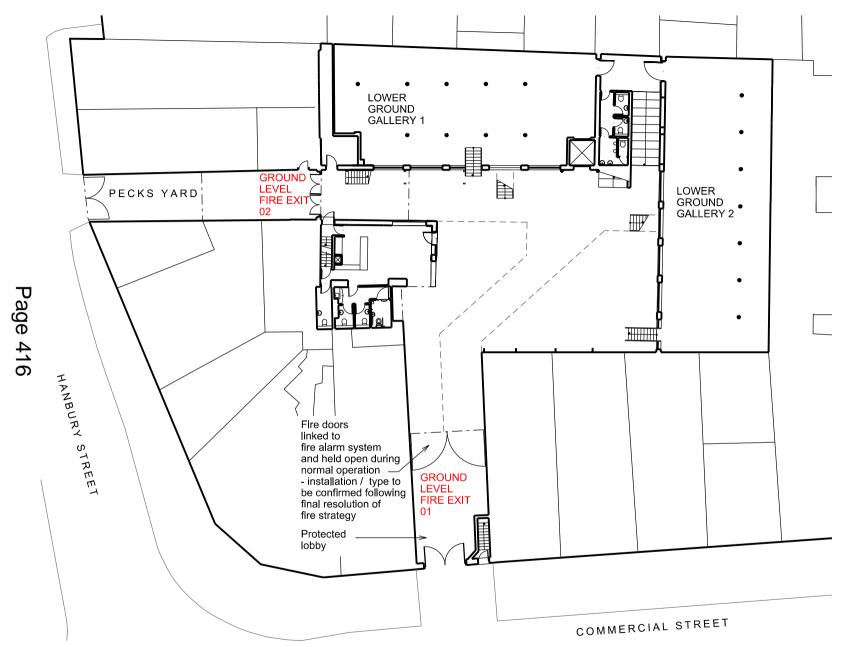
106 COMMERCIAL STREET LOWER GROUND BUILDING CONTEXT PLAN - 1:1500 at A4





## 106 COMMERCIAL STREET SITE PROPOSED LOWER GROUND LEVEL LICENCE PLAN - 1:300 at A4

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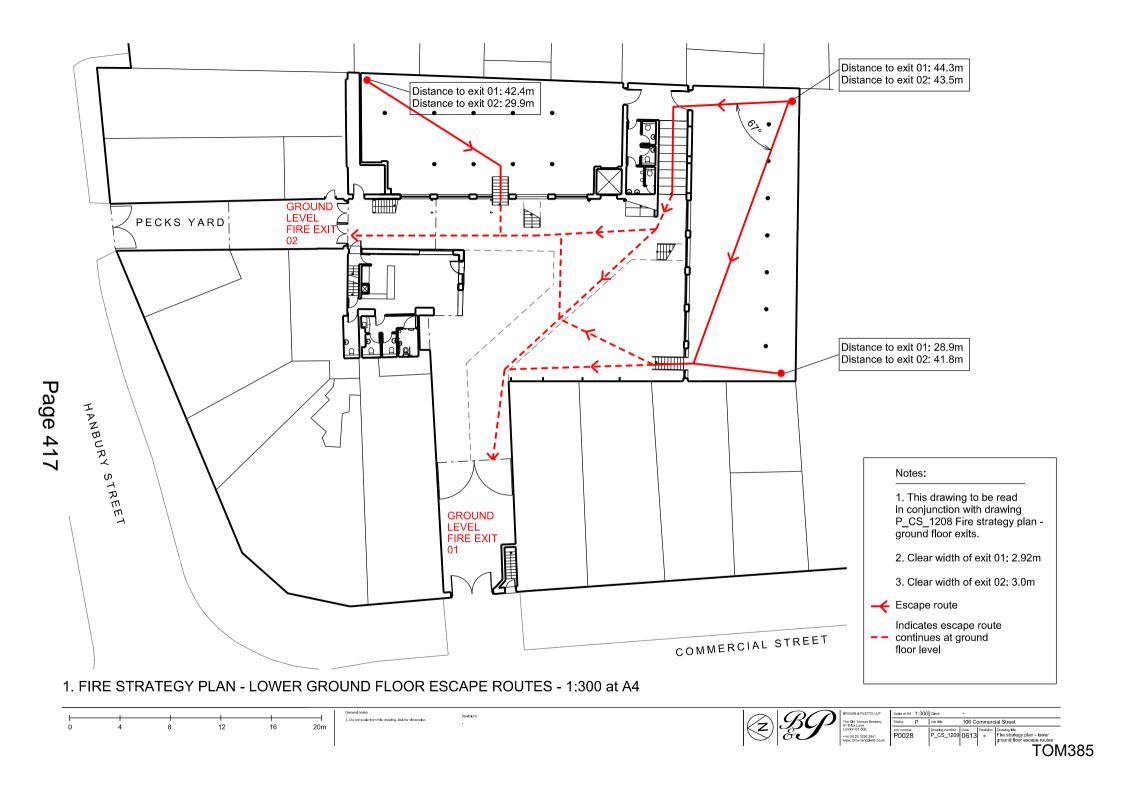


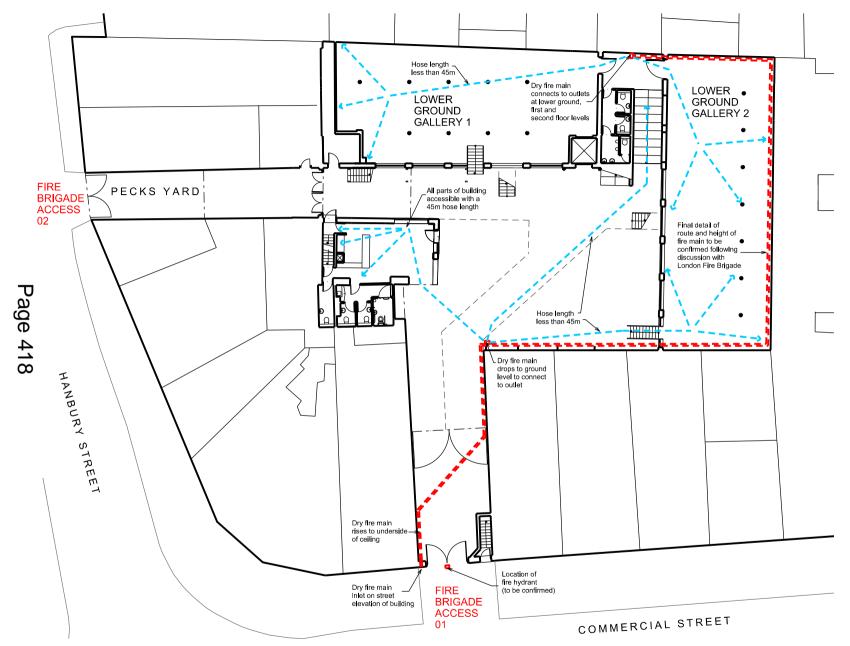
1. FIRE STRATEGY PLAN - GROUND FLOOR FIRE EXITS 1:300 at A4



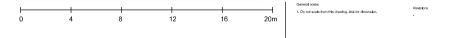
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**TOM384** 





1. FIRE STRATEGY PLAN - GROUND AND LOWER GROUND FLOOR FIRE BRIGADE ACCESS 1:300 at A4



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						ION	<i>/</i> 1386

	Fire Exits being unsuitable for use	All occupants	The fire exits out of the Building must be maintained unlocked, clear and unobstructed at all times while the Premises are in occupation and use.  The fire exits leading to (i) Commercial Street and (ii) Peck's Yard are identified on the "Fire Exits Plan" attached to this Risk Assessment.  It is necessary that at all times that the Premises are in use the inward opening double door gates at the Commercial Street elevation of the Building are maintained in an open position.	
			Fire exit doors are to be checked and serviced periodically to ensure they are in good working order at all times.	
	Not being able to identify an emergency exit - Signage	All occupants	The appropriate signage to identify the exits in the Premises and the Building is identified in the Layout Plan.	
	<u> </u>		This signage should not be blocked or covered.	
ບລດe 42			Any such exit signage which is illuminated must be checked periodically to ensure that they are in good working order at all times. As soon as any bulbs within illuminated signage cease to work the bulbs should be replaced.	
)	Power cut causing a loss of the 'house lights' in the Building	All occupants	The Premises and the Building are to be fit with emergency lighting to British Standard BS5266 which will switch on in the case of a power cut.	
	ngitts in the bulluling		The areas covered by the emergency lighting is shown on the Layout Plan, essentially covering all parts of the Premises and all parts of the Building leading from the Premises to final exits.	
			The emergency lighting is to be checked periodically and maintained in good working order.	

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A fire in the Building not being detected	All occupants	The Building is to be covered by a fire alarm system maintained to British Standard BS5389.	
		The locations of the call points to be installed in the Premises and the Building are shown on the Layout Plan.	
		There will also be smoke detectors in the Premises and the Building in the areas shown on the Layout Plan.	
		A call point should be activated as soon as any fire or other emergency requiring evacuation of the Premises is noticed if the fire alarm has not already been activated by the smoke and/or heat detectors.	
		The fire alarm is to be tested periodically.	
		All Premises staff should be familiar with the locations of the call points so that they may quickly set off a call point in the event of a fire or other emergency.	
Audibility of fire alarm	All occupants	The sound levels in the Premises must be maintained low enough that the fire alarm if activated will always be heard.	
Other areas of the Building	All occupants	This Risk Assessment has been prepared on the basis that the remainder of the Building is empty, not in use and contains no fire loading or people. Those other (empty) areas of the Building are, for the avoidance of doubt the ground floor, first floor and the second floor of the Building.	
		At all times that the Premises are in use, there must be appropriate barriers and signage in place to ensure that no Premises customers access or try to access any parts of the Building other than the Premises.	
Evacuation Procedure  – people being in the building in case of a	All occupants	In the case of an emergency and/or the fire alarm sounding, the Premises and the Building must be evacuated.	
fire or other emergency		In the event of a fire or other emergency in the Premises or the Building, the Premises and the Building must be evacuated immediately. All people in the Premises (except for any person tackling a fire in accordance with the relevant provisions of this Risk Assessment) must leave the Premises via the nearest available exit, either to Commercial Street or Hanbury Street, and are to assemble on the Pavement of Commercial Street or Hanbury Street as appropriate.	

Pac			The staff in the Premises shall ensure a quick and orderly evacuation of all customers through the available fire exits. In this respect all staff should familiarise themselves with the layout of the Premises and the Layout Plan.  In addition, so long as safe to do so, staff should check all areas of the Building to ensure that all persons in the Premises have safely evacuated.  In addition in the event of a fire or other emergency in the Premises or the Building, a member of staff should immediately telephone '999' Emergency Services and as appropriate call out (i) the Fire Brigade; (ii) Ambulance Service; and/or (iii) the Police, providing the emergency services with accurate information regarding the type and location of the emergency.  If staff cannot confirm that the Premises and the Building have been entirely evacuated of people, they must advise the Fire Brigade (or other relevant emergency service) of the possible location of people within the Premises or other parts of the Building.  The Premises and the Building must be evacuated fully whenever the fire alarm is activated, even if no danger is apparent.	
Page 422	Fire Brigade Access	All occupants	Fire fighting access to all parts of the Premises for the Fire Brigade is to be provided by means of a dry fire main inlet to be located at the Commercial Street elevation of the building, leading to dry fire main access points on the ground and lower ground floor levels of the Building.  This ensures that all parts of the Premises are accessible by the Fire Brigade, and is illustrated in the "Fire Brigade Access Plan" attached to this Risk Assessment.	
	Capacity – number of people in the Premises	All occupants	The occupancy of the Premises must be managed to ensure that the safe capacity is not exceeded.  On the basis of the layout of the Premises as shown in the Layout Plan, the safe maximum capacity for the Premises from a fire safety point of view is 280 persons.	
	Spillages	All occupants	In the event that and food or drink is spilled in the Premises or anywhere else in the Building, the spillage must be mopped and cleaned away as soon as it is noticed so that there are no slip hazards.	
	Smoking	All occupants	Smoking is not permitted in Premises or the Building.	

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# Additional

# Submissions

From

Objectors

Page -	426
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## **Antoinette Duhaney**

From:

Anthony de Jasay

Sent:

29 January 2017 14:51

To:

Kathy Driver

Subject:

Re: Time Out, 106 Commercial Street

## Dear Kathy Driver

Thank you for your mail of 23 Jan 2017, notifying SOMTRA about the date and time of the scheduled public hearing, by the Tower Hamlets Licensing sub-Committee, of TimeOut Markets' application for a license at 106 Commercial St. Both our Chair and Secretary are scheduled to fly back to England only on the afternoon of the 28<sup>th</sup> Feb; and our third committee member is currently unable to commit to attend the meeting on that date. It is therefore possible that SOMTRA will not be represented by any committee members. We have however authorised Anthony Edwards of T. V. Edwards to make an oral representation on our behalf.

We note your reference to invitations to 'a further residents' meeting by the applicant'. If invitations have indeed already been issued, we are surprised and disappointed not to have received one. As the applicant will be aware, our principal objection is based on a concern about their demonstrated commitment: to avoid the 'easy option' of exploiting the current, unsustainable demand for alcoholic entertainment in the area, and hold the necessary long-term focus to succeed with a high-specification, distinctive, 'curated gastronomy' concept. The difference is vital. On its recognition by LBTH Planning and Licensing depends the future of Spitalfields' unique appeal as an attractive neighbourhood for residents and visitors alike. Does TimeOut Markets have nothing more to say on this most important point; demonstrating respect for that difference between really adding value to the neighbourhood and simply exploiting the opportunities it still offers?

Yours sincerely

Anthony de Jasay

Secretary, SOMTRA (Spitalfields Old Market Tenants and Residents Association)



On 23 Jan 2017, at 10:16, Kathy Driver < kathy.driver@towerhamlets.gov.uk > wrote:

Further to your email regarding the above licence application, I write to acknowledge your representation to the above application.

The matter will be dealt with by way of a public hearing by the Tower Hamlets Licensing Sub-Committee. You will be notified by the Democratic Services at Mulberry Place, 5 Clove Crescent, London E14 2BG of the date, time and venue of the public hearing and invited to attend. Please note that your representation will become a public document (contact details will be redacted from website) and the applicant is entitled to a full, un-redacted copy of your representation.

The Committee hearing has been scheduled for 28<sup>th</sup> February 2017, Mulberry Place at 6:30pm, we hope this does not change however should anything urgent occur and this does. Democratic Services will send a letter two weeks prior to any hearing and the report 1 week before.

I understand you may have already been invited to a further residents meeting by the applicants, you may wish to note that the following changes to the application has been agreed, through negotiation with the Police:

No off sales of alcohol.

2. No drinks in open containers to be taken outside for immediate consumption

3.

Thursday-Friday: 4 SIA from 1800 until closing : 4 SIA from 1300 until closing Bank Holidays : 4 SIA from 1300 until closing

or such lesser numbers as may be agreed with the police from time to time.

Non-standard timings for New Years Eve has been withdrawn.

This will be detailed in the report nearer the time of the hearing.

Regards

Kathy Driver

Principal Licensing Officer Toby Club, Vawdrey Close, E 1 4USI

By Post: **Licensing Team** John Onslow House 1 Ewart Place London

Please note:

**E3 5EQ** 

Meetings with Licensing Officers are by prearranged appointment only.

Tel: 020 7364 5171 Fax: 020 7364 0863 Hotline: 0207 364 5008

General email: licensing@towerhamlets.gov.uk

See our regular licensing news pages at www.towerhamlets.gov.uk/licensing <image001.png><image002.png>

Working Together for a Better Tower Hamlets Web site: http://www.towerhamlets.gov.uk

London Borough of Tower Hamlets E-Mail Disclaimer.

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If your request relates to a Freedom of Information enquiry, please resend this to foi@towerhamlets.gov.uk

Please consider your environmental responsibility: Before printing this e-mail or any other document, ask yourself whether you need a hard copy.

## **Antoinette Duhaney**

From:

Juliet Mckoen ·

Sent:

22 February 2017 21:34

To:

Kathy Driver; Antoinette Duhaney; Licensing

Cc:

patwheelerjones

Subject:

Application for Premises Licence - Time Out - Ctee 28/2/17

## Dear All

I received a letter from Time Out Management today.

It invited me to write to you to withdraw my application because of changes made after "extensive consultations with residents" & changes made as a result.

This is a misrepresentation. There has not been extensive consultation. There has been an inconclusive and inconsequential meeting in a coffee shop with three representatives from residents associations.

The changes TOM propose are are minor and do nothing to assuage the extreme harm & disturbance this massive & inappropriate development at the heart of the CIZ and surrounded by family homes will do to the neighbourhood.

I confirm my strong opposition to this application Juliet McKoen

## **Antoinette Duhaney**

From:

Juliet Mckoen <

Sent:

22 February 2017 17:49

To:

Antoinette Duhaney; Kathy Driver

Subject:

Licensing Ctee 28/2/17 - Time Out Marketing

Attachments:

106 Commercial Street ordnance.pdf

## Dear Antoinette

I shall attend this meeting.

I enclose an ordnance survey map with the site of 106 outlined in orange.

I believe that it would be instructive for the committee to see the exact physical location of the proposed licensed premises.

No 106 is surrounded on all four sides by two fully residential streets and two mixed streets (mainly shops with flats above). As the map shows, all the surrounding living spaces either directly abut no 106 or are in very very close proximity.

It is not possible for a licensed premise of this size and scale to function without causing great harm, disorder and disturbance (including both noise and odour problems) to neighbouring residents and businesses.

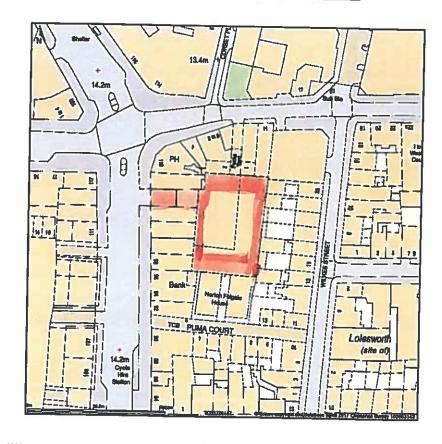
There is also a major safety issue in terms of fire exits.

Juliet McKoen





## 106 Commercial Street, London, E1 6LZ



Site Plan shows area bounded by: 533657.1, 181800.94 533798.52, 181942.36 (at a scale of 1:1250), OSGridReft TQ33728187. The representation of a road, track or path is no evidence of a property boundary.

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#### **Antoinette Duhaney**

From:

Wendy Parkes <

Sent:

20 February 2017 20:13

To:

**Kathy Driver** 

Cc:

Licensing; tomarketinfo@timeoutmarket.com; Antoinette Duhaney

Subject:

Licensing application for Time Out Market, 106 Commercial Street

We have read the Mandatory Conditions in the Time Out Market Proposed Conditions as well as the letter from Keystone Law.

We are grateful that several measures have been put in place by the Time Out Operations management to limit any public nuisance that the new venture might cause.

We appreciate that the intention is to carefully police any public disorder and we withdraw our objections to the venture if the conditions agreed are met over the long term.

Regards,

Wendy and Tim Parkes

## **Antoinette Duhaney**

From: Sent: Stephen Gummer < 19 February 2017 14:48

To:

**TOMarketinfo** 

Cc:

Kathy Driver; Licensing; Antoinette Duhaney

Subject:

Re: Licensing application for Time Out Market, 106 Commercial Street

#### Dear Ms Parrish

There is nothing in any of these supposed concessions that allays any of our concerns and we will be continuing with our objections in full. We will be making written submissions accordingly.

There is no doubt at all that your proposals will fundamentally undermine our ability to enjoy our property because of the nuisance that will inevitably be caused by this proposal. This is an area that is already suffering from a deluge of drunken and drug related anti-social behaviour because of the excessive number of bars and restaurants in it. This has made living here little short of profoundly unpleasant, with the rubbish, noise and antisocial behaviour only going to increase even further beyond their completely unacceptable levels.

The idea that putting a massive bar and restaurant complex right in the middle of a residential area is not going to seriously impact upon residents is frankly ludicrous. There will, even on your own figures, be in the region of 2,000 people a day drinking and eating within 70 feet of our bedroom window. Are you seriously suggesting that this will not be intolerable to us? Would you find this acceptable if it were so close to your bedroom?

The "concessions" offered are literally like reorganising deck chairs on the Titanic. Signs about smoking and noise have made no difference at all to people's behaviour in the rest of the area, the idea that this will make a difference in this case is risible. Further replacing the bar idea with a tapas concept is going to make no difference to any of the problems that have been highlighted to you and the planning authorities repeatedly.

I have copied the planning authorities at Tower Hamlets as I do not want them to be under any illusion from your solicitors' letter or your communication to me that there is anything other than the most profound opposition to these proposals with this resident and every other resident that we know.

yours sincerely

Stephen Gummer

From: TOMarketinfo <-

Date: Friday, 17 February 2017 at 16:58

To: Stephen Gummer <:

Subject: Re: Licensing application for Time Out Market, 106 Commercial Street

Dear Mr. Gummer & Ms. Seward,

Re: Licensing application for Time Out Market, 106 Commercial Street

My name is Jessica Parrish and I am the Commercial Director at Time Out Market. Since Time Out Market submitted its licensing application for 106 Commercial Street, we have been working hard to engage with local residents and neighbours and we have taken on board their comments.

I am writing to update you on several key changes to the application made as a result of discussions with local community groups and residents, which we believe radically improve the proposal. These changes will seek to address concerns raised about potential nuisance related to our application and seek to ensure that Time Out Market is a well-managed restaurant-market concept that the local community takes pride in and uses regularly.

Please find attached a letter, which has been sent to Tower Hamlets Licensing Authority detailing the changes we have made as a direct result of consultation on the application. We sincerely hope the modifications set out in the letter address the concerns highlighted in your representation to the London Borough of Tower Hamlets.

If you are satisfied with these changes and would like to withdraw your objection, please contact Kathy Driver at Tower Hamlets. You can contact her via email at <a href="mailto:Kathy.Driver@towerhamlets.gov.uk">Kathy.Driver@towerhamlets.gov.uk</a>, copying in <a href="mailto:licensing@towerhamlets.gov.uk">licensing@towerhamlets.gov.uk</a> and <a href="mailto:antoinette.duhaney@towerhamlets.gov.uk">antoinette.duhaney@towerhamlets.gov.uk</a>. Or post your letter to: Licensing Team, London Borough of Tower Hamlets, John Onslow House, 1 Ewart Place, London, E3 5EQ.

We would be more than happy to talk you through these latest changes and amendments either in person, over email (using our email address: <a href="mailto:tomarketinfo@timeoutmarket.com">tomarketinfo@timeoutmarket.com</a> or over the phone. Please also feel free to write to us at the above address.

Yours sincerely,

Jessica Parrish
Commercial Director
Time Out Market Limited

Enclosed: Letter to Tower Hamlets from Keystone Law formally amending Licence Application dated 17 February 2017

#### WRITTEN SUBMISSIONS FOR THE

#### LICENSING SUB COMMITTEE MEETING ON

#### **TUESDAY 28 FEBRUARY 2017**

#### CONCERNING THE APPLICATION BY TIME OUT MARKET FOR

#### 106 COMMERCIAL STREET LONDON E1 6LZ

#### **Background**

My wife and I are resident at

Street and have been resident there since

2007. Unfortunately we are abroad on the date of this hearing, hence we our making
written submissions. If we had been in the country, we would certainly have made
representations in person.

We have, over the last nine years, watched with growing alarm this area descend from an area rich in history and character, to being the party centre of London, with out of control power drinking, drug taking and anti-social behaviour. There are times when frankly it has been so unpleasant that we have considered moving.

This is a tragedy. What is worse is that it is a tragedy that could have been so easily avoided by there being strategic control over the granting of licences for restaurants, pubs and clubs in the area. That has not happened and we, as residents, have been left with the carnage that this has inflicted on our living environment.

If this current proposal goes ahead, we will be left with a major eating and drinking establishment some 50 feet from the back of our house that will attract, even on the ultra-conservative figures of Time Out Market, some 2,000 people a day. And this is in an area already blighted by noise pollution, anti social behaviour and other nuisance.

Granting this licence can, on no level, be a reasonable thing to do. It will bring a completely unacceptable level of additional noise literally into the bedrooms of the residents who have properties abutting the back of 106 Commercial Street. It will also attract more people into an area that is already massively overcrowded and suffering from well recognised problems of anti-social behaviour.

Against this background, it is important to keep in the forefront of your mind the fact that these developers have no experience of the complexities of running such a big operation in the middle of an enormous city, surrounded by mixed use property. Their only other development is, as we understand it, in a vast industrial site well outside the centre of Lisbon. Their total lack of relevant experience is obvious in many of their suggested solutions to the numerous problems that have been identified to them, such as signs to prevent anti-social behaviour. That has been an abject failure in this area already. There is no reason whatsoever to presume it will make any difference now.

The end result of granting this licence will be that our quality of life as residents will

be terminally undermined and the value of our properties will decline considerably. There are plenty of other uses to which that property could be put that would have little to no impact on the residents, such as office space, retail and so on. There is no need for another bar/restaurant complex in an area which is awash them, let alone such a big complex where the impact upon residents (as explored further below) will be so profound. This development cannot and should not be allowed to continue, to do so would be wantonly and cravenly unreasonable and, as such, actionable.

## Specific objections

# 1. Prevention of Crime and Disorder/Public Safety

The area has been plagued with crime and disorder. This is well documented. This escalation of crime and disorder has been directly correlated to the ever increasing numbers of bars, clubs and restaurants in the area.

I have had people urinate on our door step more times than I can possibly remember. It is particularly revolting when this seeps under the door and onto out door mat, which we have had to replace repeatedly as a result. I have repeatedly remonstrated with people about this but have been physically threatened many times in response. It is a matter of time before I or my wife are physically assaulted. We have also found pools of vomit on the door step, people sleeping on the doorstep, so drunk they can no longer stand, people taking and dealing with drugs at all times of the day and night, people drinking and smoking on the doorstep. Again when asked to move on, the response has invariably been physically threatening and very unpleasant.

The attraction of this area is access to pubs, restaurants and clubs through the night. The result is people see it as an area they can come and behave appallingly badly. Walking home late at night down Commercial Street, Puma Court, Hanbury Street and Princelet Street, there are often groups of people either very drunk and/or very high, who are very aggressive. I have even had abuse shouted at me by drunk/high people when I have been loading up my car at 0530. We also have a dog that I take out last thing at night. I have had people shouting at the dog and me on numerous occasions, which is frightening for the dog and unpleasant for me.

Drug dealing is in plain sight and goes completely unchecked. The smell of marijuana, or variants such as skunk, is pervasive. There are also groups of young men hanging around who are clearly selling other narcotics. This again creates an unpleasant and intimidating environment, as violence and drugs invariably go hand in hand.

My car has been vandalised several times and I do not leave it parked in the street any longer, even overnight. Last time I did so, someone took a blunt instrument to it and smashed in one of the door panels and the wing mirror.

There is no doubt that such an enormous development as that which is proposed in respect of 106 Commercial Street will only enormously exacerbate the problems that we and all of the other residents of the street and surrounding streets experience on a daily basis. The sudden influx of 2,000

people a day (a figure given by the developer which we believe is seriously conservative given the size of the site and the business structure set out by it) is only going to make an intolerable situation worse. It will attract hundreds of people waiting for tables or going out drinking after having eaten. In an environment like this, with all of the problems above, that cannot be acceptable,

This is a cumulative impact zone. Your authority is legally bound to see this application in this context. The problems of anti-social and violent behaviour linked to alcohol are well recorded and have been repeatedly raised with Tower Hamlets to no avail at all. The decent of this are has to stop and stop now. The last thing that this area needs is a massive restaurant development that will attract people to drink heavily in an area which is already saturated with places to do this.

### 2. Prevention of nuisance

The nuisance, apart from all of the issues outlined above, that would be greatly increased by the current proposal are as follows:

- The noise levels through the night are at times, horrendous. We have had people fighting, arguing, singing, shouting in the street or settling down in our front door to drink, take drugs, argue, or even to have sex on one occasion. This makes for a broken night's sleep and is very unpleasant. If this restaurant development goes ahead, it will attract, very conservatively, 2,000 people a day (and probably many more) to an area where excessive noise is already a problem for residents.
- We simply do not accept that the developer will be able to sound proof the premises to anything like the proper degree. Our bedroom windows are literally 50 feet or so from the back of the property. The building in which the development is to take place is an old structure and there is no way whatsoever that it can be sound proofed so effectively that noise made by hundreds of revellers, workers and the sound of music can be masked effectively. To suggest otherwise is simply absurd. The end result of this licence being granted, in addition to all of the anti-social behaviour, would be having to listen to the thud of music, the sound of voices and the crash of kitchens all through the day and deep into the night. It is impossible to see how we can get a proper night's sleep in these circumstances. Instead we will be subject to the most terrible noise pollution which will blight our life in this house.
- Crucially in this context, the enormous increase in noise levels will not only be at night. There will need to be deliveries of food and alcohol and then

preparation for service before the restaurant even opens. The noise levels will therefore start to increase from the early morning through the day.

- Rubbish is a massive issue in the area. Bottles, cans, food containers, cigarette butts, plastic bags, bottles that have been urinated in, broken glass etc are routinely thrown on the ground or dumped on our window sills. At times, this rather lovely Georgian Street resembles a massive rubbish dump. There is no doubt that a huge influx of people as proposed is only going to make this situation worse. The idea that simply putting up signs asking people not to dump cigarettes butts on the floor is, at best, naïve in the extreme.
- The smell of food being prepared already pervades our house. In the mornings we have to contend with St John's preparing food and for the rest of the day and into the evening we are treated to the revolting smell of deep fried food from Poppies and Rosies. We were told when these licenses were granted that there would be proper filters to prevent this happening. No filtration takes place and the pungent smells invade our house, with the owners of the restaurants getting away with it completely. We have complained but, as usual, once the licences have been granted, there is no policing on whether conditions are fulfilled at all. We have no doubt that this extremely unpleasant situation will be made far worse by adding another huge facility for preparing food. The result is that we will be left to live in an area which is literally impregnated with food smells.
- The area is already massively overcrowded already with people who come to eat and drink in it. Running the gauntlet along the road past the Ten Bells, the Golden Hart and then Poppies on a summer's evening is ludicrous and it is impossible to walk on the pavement the whole way. The attempts to stop this happening (sings, chalk lines and so on) have, at best, been half hearted and ineffectual. Again, trying to navigate your way through can result in unpleasant encounters because the drinkers are drunk, high or both. Driving is difficult because people walk in the roads and then become aggressive when you try to get by. Walking the dog is difficult because people walk along in large groups and are at times aggressive towards me and/or the dog. This problem is very significant at the moment. The idea of importing another, at very minimum, 2,000 people a day, together with those who are waiting for tables or have left the restaurants, just does not bear thinking about.
- The traffic problems in this area are already extreme. There are times when it is gridlocked coming down Commercial Street. With the creation of a major new restaurant with large numbers of people, this is only going to make an

area that is already choked with traffic, worse still. In addition, there will be the deliveries needed to supply such a large complex. This will add still more heavy good vehicles, that will slow the traffic flow yet more and add more pollution to an area that already suffers from very poor air quality.

### 3. Conclusion

We have watched our quality of life erode enormously since we bought this house. It is on occasions, little short of an over crowded, incredibly noisy, aggressive, filthy zoo. People think that they can come here and behave in any way they want with impunity. That includes those running restaurants, pubs and clubs, who take their profits and leave the area in an dreadful state for residents.

Against this backdrop, no reasonable, rational public body would think it acceptable to licence a huge new drinking and eating establishment that is 50 feet away from the bedrooms of residents. It is self-evidently unreasonable as a proposal. There is no possible way that the building could be sound proofed adequately and we would be left with the dull thud of music and voices deep into the night, every night. When previous attempts have been made to control the sound from that building they have been total failures.

On top of this, you have the fact that the area has been fighting a losing battle against enormous levels of anti-social behaviour. This already critical problem will be made far worse by (again very conservatively) 2,000 people a day waiting for tables, drinking in the bar and looking for places to drink after they have left. There is then the noise pollution, the added traffic and the rubbish.

We pay significant amounts of Council tax every year. We are entitled to have our rights as tax paying residents protected by the Council to whom we pay this money. Granting this licence would be a disaster for us and a disaster for the whole area. It therefore cannot and should not be granted.

Karen Seward Stephen Gummer Street London

