



# **TIME OUT MARKET APPLICANT'S SUPPORTING MATERIAL**

PREPARED FOR LONDON  
BOROUGH OF TOWER HAMLETS  
LICENSING COMMITTEE

**KEYSTONE LAW**

## APPLICANT'S SUPPORTING MATERIAL INDEX

Item.	Description	Page
1.	Time Out Market London Presentation	TOM1
2.	Time Out Market London Press Coverage	TOM25
3.	Resident Observations Lisbon	TOM35
4.	Resident Observations London	TOM37
5.	Chefs Letters of Support	TOM48
6.	Time Out Lisbon Menus	TOM56
7.	Time Out Market Lisbon TripAdvisor Reviews	TOM92
8.	Time Out London Concept Visuals	TOM110
9.	Plans	TOM116
10.	Updated Conditions	TOM119
11.	Big Sky Acoustics Report	TOM124
12.	Adrian Studd Report	TOM157
13.	RBA Acoustic Reports	TOM166
14.	ISA Time Out Market Design Statement	TOM205
15.	Time Out Market Transport Statement	TOM260
16.	Comm Comm UK Statement of Community Engagement	TOM359
17.	Customer Journey	TOM376
18.	Risk Assessment and Fire Evacuation Plan	TOM379

# 1. Time Out Market London Presentation



THE BEST OF THE CITY UNDER ONE ROOF

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

# CONCEPT



CURATION



BRAND



FOOD



DRINK



CULTURE



TimeOut  
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.**



The TimeOut logo is positioned in the top center of the page. It consists of the word "TimeOut" in a white, stylized, rounded font, set against a solid red rectangular background. The background of the entire page is a photograph of a building facade at night, featuring a prominent neon sign that glows in a vibrant yellow-orange color. The neon sign is composed of multiple parallel lines that form a complex, wavy, and somewhat abstract pattern, possibly representing a city skyline or a specific brand identity. The overall color palette is dominated by reds and oranges, creating a warm and energetic atmosphere.

# BRAND

The Leading worldwide guide to art and entertainment, food and drink, film, travel and more.

**108**

CITIES , ACROSS 39 COUNTRIES





# FOOD

From Michelin stars to the best secret spots in town, Time Out Market brings together the best chefs and restaurants of each city in one inspiring, convenient and genuine food experience.

ONE RULE

**15-25 RESTAURANTS PER MARKET**

# BUILDING

## AN HISTORICAL BUILDING

Built in 1882, the Mercado da Ribeira is Lisbon's oldest, biggest and most important market.

## AN INSPIRED RENOVATION

Projected by international award-winning Portuguese architects Aires Mateus, the renovated Mercado's has been acclaimed by local and international media.

75,000

SQ FT

32,000

SQ FT

TIME OUT MARKET LISBON  
TOTAL AREA

FOOD COURT  
AREA

TOM  
LISBOA

# Time Out MARKET LISBOA





REVIEWS

★★★★★  
4.5 OUT OF 5 STARS

GOOGLE

★★★★★  
4.5 OUT OF 5 STARS

YELP



CITY TOP CHOICE

LONELY PLANET



#1  
SHOPPING DESTINATION

TripAdvisor



LONDON

# SPITALFIELDS

19,250<sup>SQ FT</sup>

OVERALL  
SIZE

450

TOTAL  
SEATS

17

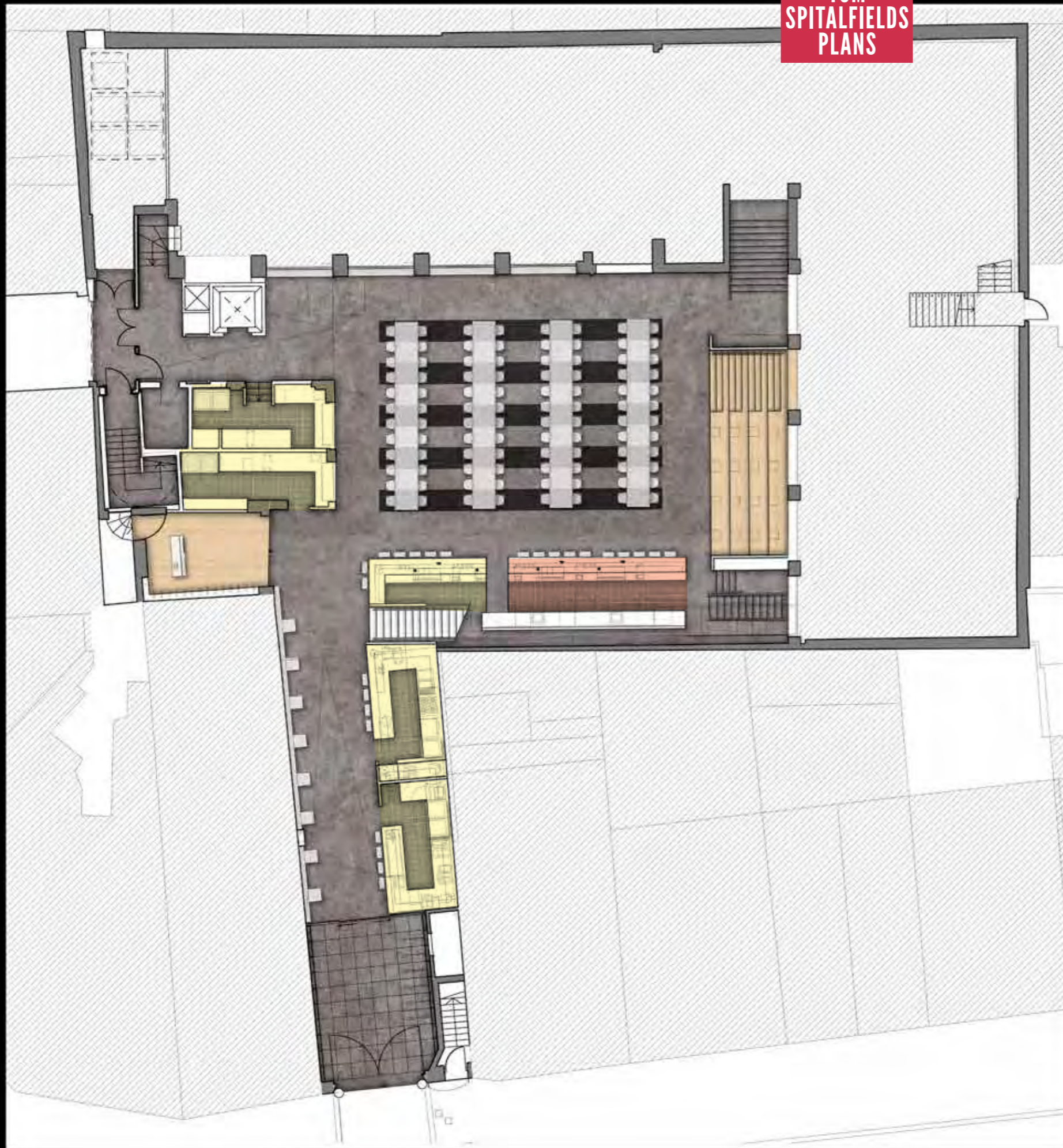
RESTAURANTS

4

SERVERIES

1

DEMO  
KITCEN



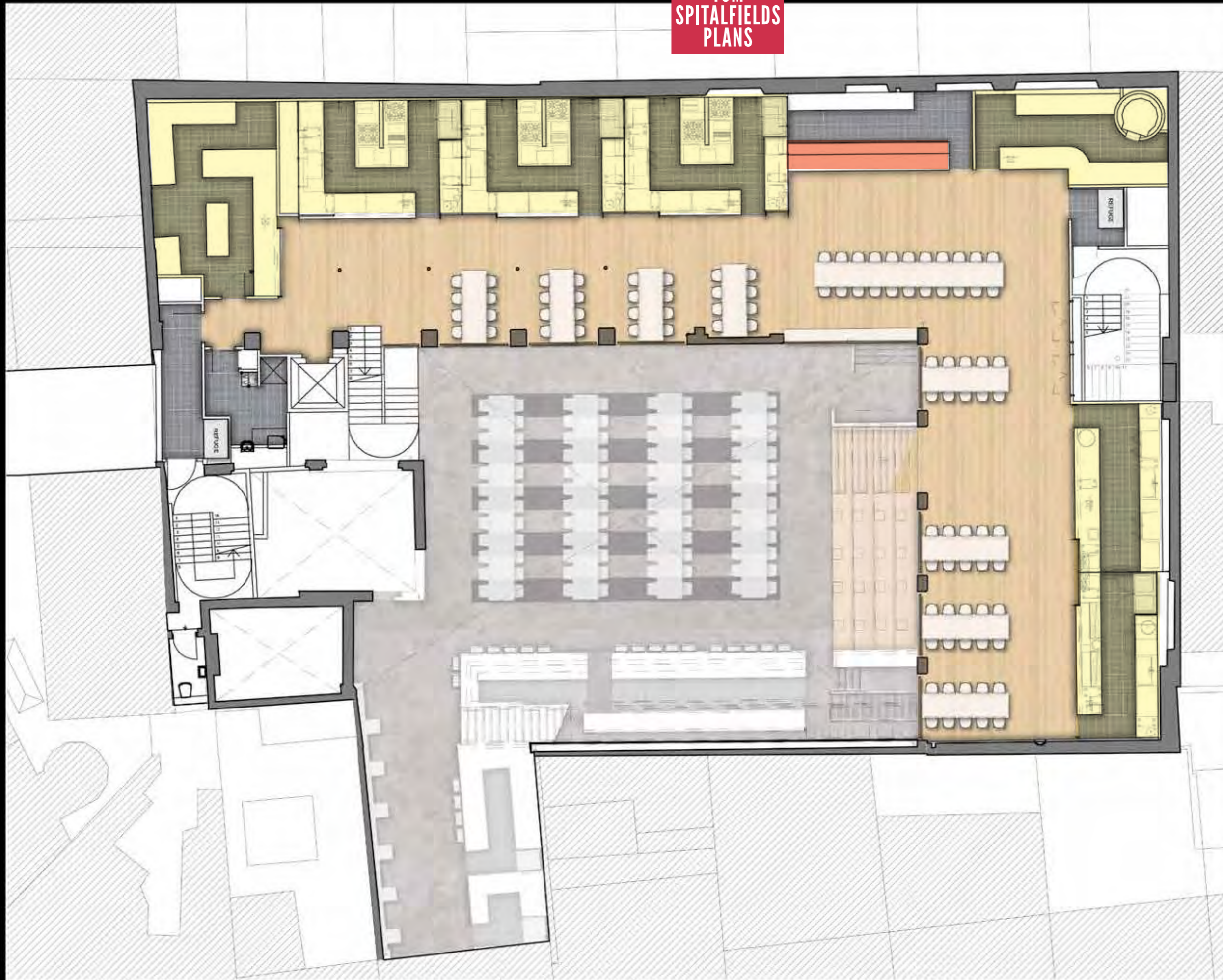
# GROUND FLOOR

+ BASEMENT  
TONY'S

SEAT  
COUNT

160 + 50

■ RESTAURANTS  
■ SERVERIES

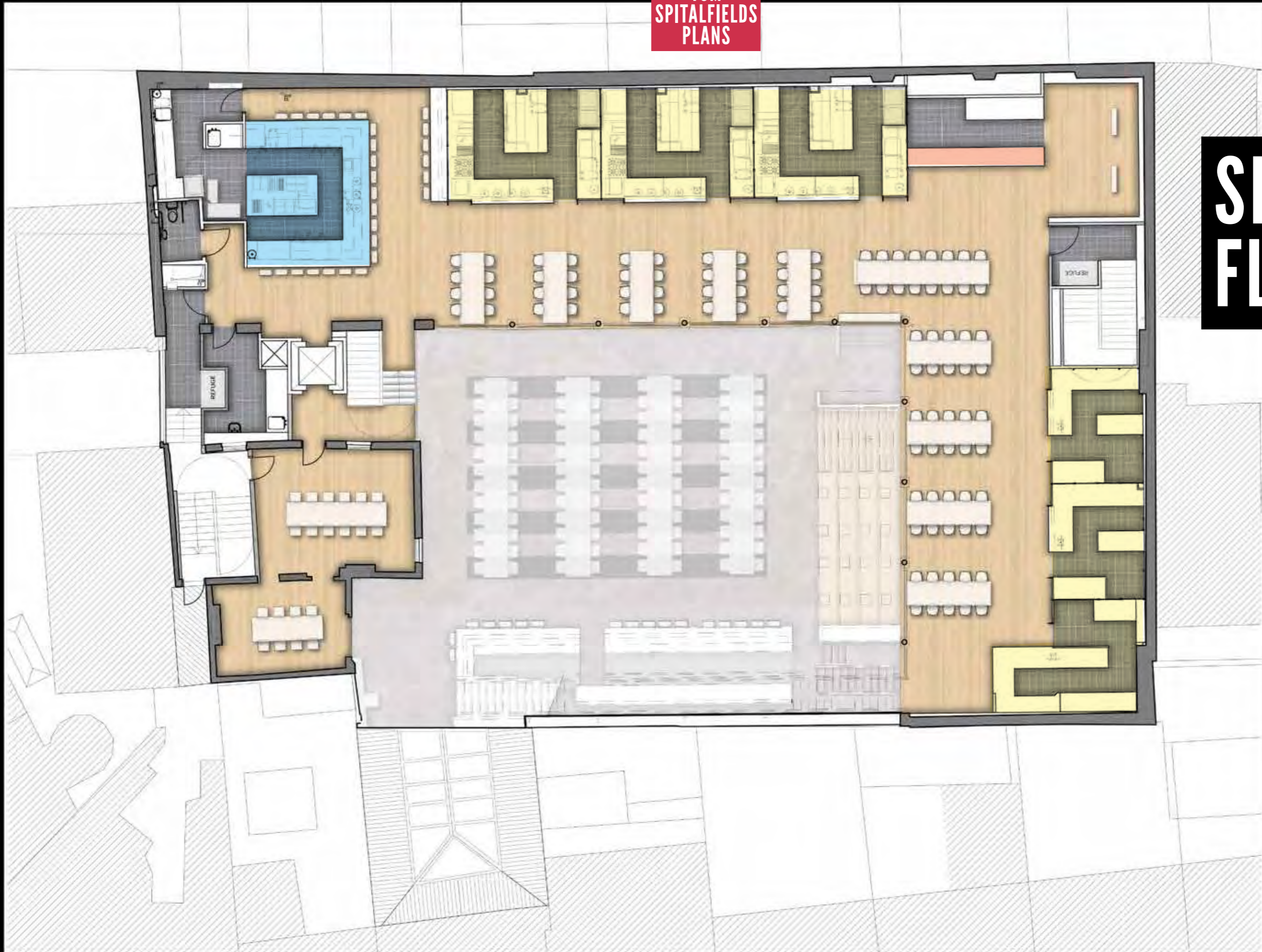


# FIRST FLOOR

SEAT  
COUNT  
**105**

■ RESTAURANTS  
■ SERVERIES

# SECOND FLOOR



SEAT  
COUNT  
**165**

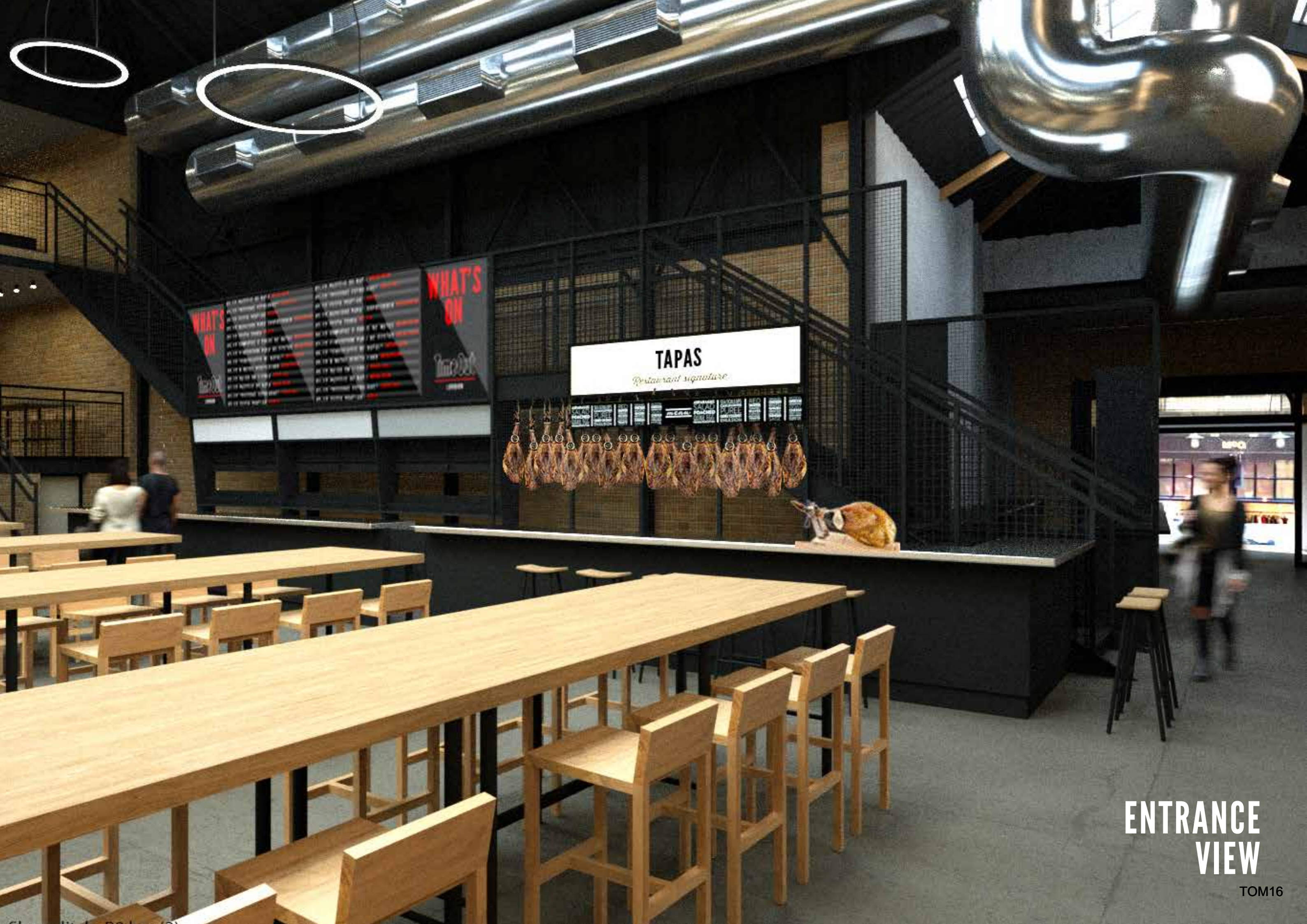
- RESTAURANTS
- SERVERIES
- DEMO KITCHEN





Time Out  
MARKET  
LONDON

GROUND  
FLOOR VIEW



ENTRANCE  
VIEW

TOM16



FIRST  
FLOOR VIEW



**SECOND  
FLOOR VIEW**



FOOD

# FINE DINING MADE CASUAL



**“A food lovers  
heaven”**

**5 of 5 stars**

BRYCEY101

LONDON, UNITED KINGDOM

**“Great!”**

**5 of 5 stars**

RALF H

**“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 shifts, 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.


**TimeOut**  
**MARKET**  
SPITALFIELDS

THE BEST OF THE CITY UNDER ONE ROOF

## 2. Time Out Market London Press Coverage

BBC ID News Sport Weather iPlayer TV Radio CBBC More Search BBC iPlayer

iPlayer Channels Categories A-Z TV Guide My Programmes



**Rick Stein's Long Weekends**  
6. Lisbon

Rick Stein visits Lisbon on the banks of the River Tagus, a city in love with its seafood and possibly the best custard tarts in the world.

First shown: 9pm 11 Nov 2016  
Available for 10 days [Why?](#)

[+](#) Add  
[↓](#) Download

**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

11 shares



At the Mercado da Ribeira, diners can stroll through a fun selection of food stalls and enjoy a meal with enthusiastic locals. [Photo by Rick Steves]

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.

Rick Steves: Finding foodie bliss in Lisbon - Article Photos 1/2



# TATLER

## EAT

Lisbon, birthplace of the *pastel de nata* custard tart, is tearing up the foodie scene. Opened in 2014, Time Out 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 claims, the best chocolate cake in the world (we tried it, and it is). At weekends, live music and DJs draw a civilised crowd, young and old, till late. Keep those caipirinhas coming and you've got yourself an alfresco club.

## WORTH A MENTION

*Portas do Sol, in Alfama, a chic bar with squidgy infus from which to gaze down to the Tagus River, is a picture-perfect perch for sipping a glass of icy vinho verde, the Portuguese 'green wine' (not actually green, FYI).*



# LISBON

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

## 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 CLUTESY CERAMICS TO, ER, TINNED FISH. AND DON'T MISS BERTRAND, IN CHIADO, THE WORLD'S OLDEST BOOKSHOP (FOUNDED IN 1732).

## WORTH A MENTION

*Lisbon's flea market (Feira da Lulua) spans the narrow streets of Alfama. Expect smiles, throngs of locals and malls crammed with everything from overpriced Azulejo tiles to old toddlers.*



November 16, 2016

## Time Out's long-term experiential has us drooling



< November, 23      November, 09 >

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 KNOW! A BRANDED EXPERIENCE! ONE OF THE BEST THINGS!

# The Mail

ON SUNDAY

## 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 Time Out 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 Leitões in Mealhada. Soft, succulent meat and skin like crisp caramel.





# COUNTRY LIFE



## Long weekend in Lisbon

The Portuguese capital is a city of architectural and cultural marvels, great and small, old and new, emerging from years of eclipse and quiet neglect, reports Marcus Binney

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.

### THE YORKSHIRE POST

#### 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


[Time Out Market](#) 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.

**Mirror**

### 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.

 KOREA JOONGANG DAILY

### 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

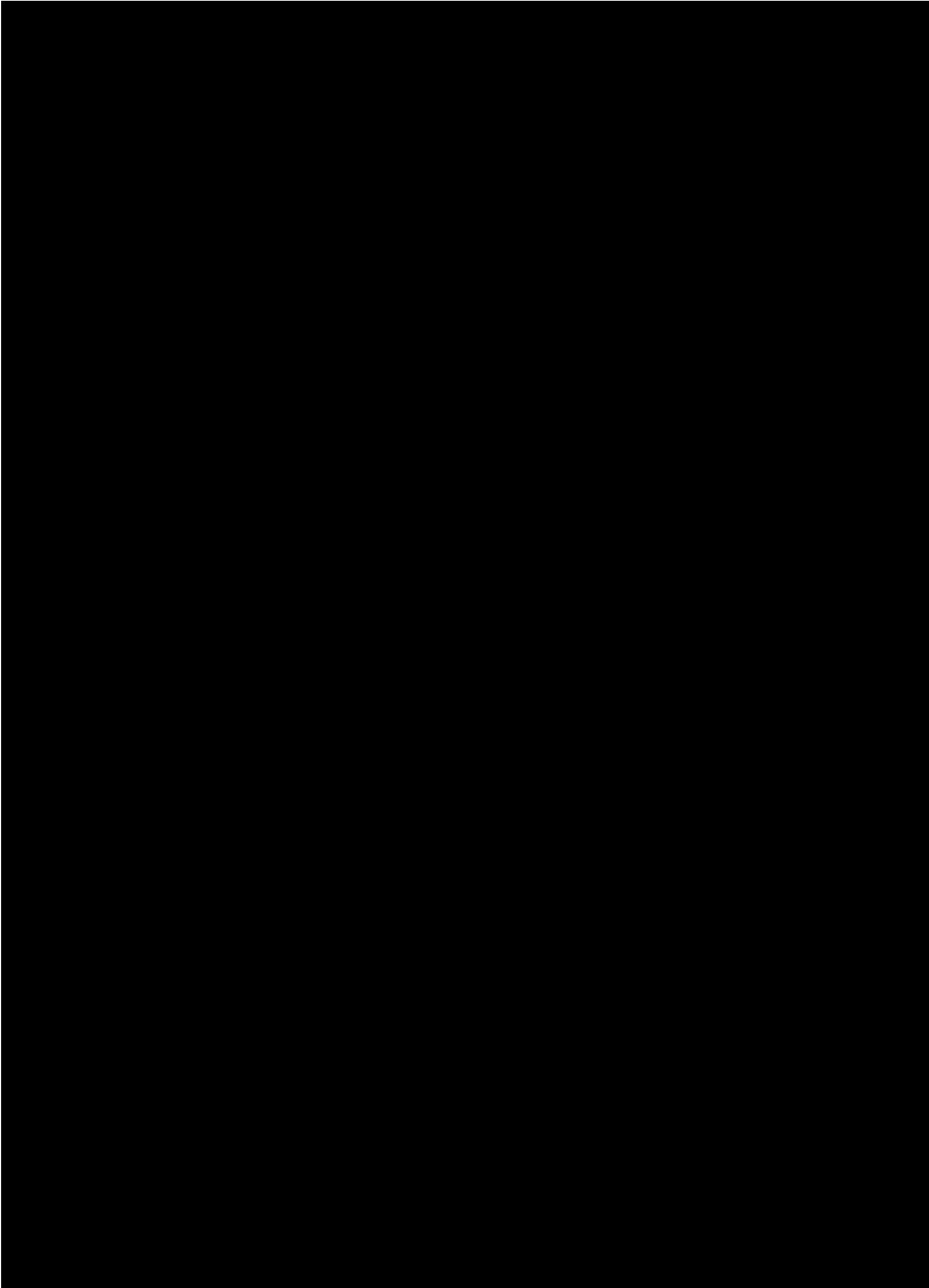
O Mercado da Time Out em Lisboa trouxe importantes benefícios para a zona onde se insere. Permitiu a recuperação de um edifício icónico e histórico, que estava meio abandonado e sem vida, e trouxe actividade económica de qualidade, ao mesmo tempo que não abandonando a actividade de comércio tradicional,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

## 4. Residents Observations London





---

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

E

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## 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: [www.l-andvineyards.com](http://www.l-andvineyards.com)

Email: [m.laffan@l-and.com](mailto: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

# ENEKO

*at One Aldwych.*

London, Tuesday 7<sup>th</sup> February 2017

RE: Time Out Market London

Dear Marion,

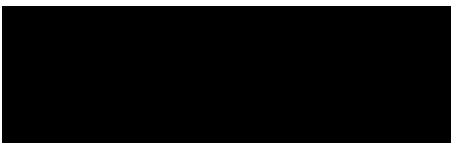
Please find the quote below:

"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

Partner

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

TOM53

London, Tuesday 7<sup>th</sup> 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





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](http://www.limalondon.com)

## 6. Time Out Lisbon Menus



by



## 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/kg
lombo sem espinha loin without bone	(aprox. 600 g)	€25,50/kg
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

### PASTÉIS DE BACALHAU / COD FISH CAKES

1 un.		€1,5
6 un.		€8
azeite / olive oil	10 ml	€0,10

## Haja o que houver...

<b>Pão</b>	1,00
<b>Queijo de Entorna</b>	3,50
<b>Salgado</b>	2,00
<b>Paio do cachaço de Bísaro</b>	6,00
<b>Azeitona temperada</b>	1,50

## Quem não arrisca, petisca...

<b>Amêijoa</b>	gingibre e limão	15,00
<b>Lingueirão</b>	hortelã e coentros	11,00
<b>Camarão</b>	salteado, malagueta e alhos confitados	13,50
<b>Lapas</b>	com manteiga d'alho, limão e salsa	11,00
<b>Berbigão</b>	na caçarola	9,50
<b>Bacalhau</b>	Lascado com ovo escalfado	14,50
<b>Salada de Polvo</b>	batata doce e hortelã	11,50
<b>Ovos mexidos com tomate</b>		8,00
<b>Ovos mexidos com farinheira</b>		8,50
<b>Pimentos</b>	assados em salada	5,50

## Sanduíches da Esquina...

<b>Prego de Atum</b>	"O Original desde 2008"	9,50
<b>Carne Assada</b>	tomate, rucola e maionese de mostarda	8,00
<b>Prego da Esquina</b>		9,50

## Portugal no prato...

<b>Sopa de Peixe</b>	7,50	
<b>Atum</b>	corado com batata doce da Tasca da Esquina	19,00
<b>Bacalhau à Brás</b>	14,50	
<b>Lombo de Bacalhau</b>	migas soltas, emulsão de alho e salsa	16,50
<b>Tachinho de Bacalhau</b>	15,50	
<b>Arroz de Camarão</b>	creme de tomate e hortelã	15,50
<b>Tachinho de Polvo</b>	com castanhas e especiarias	14,00
<b>Bochecha de Novilho</b>	puré de batata e cenouras caramelizadas	11,50
<b>Porco Bísaro</b>	batatas salteadas e alecrim	12,50
<b>Bife da Esquina</b>	13,50	

## Queijos e enchidos ...

<b>Prato de Queijos</b>	compota de abóbora e tostas	13,00
<b>Prato de Enchidos</b>	com pickles da Esquina	11,00
<b>Prato misto de queijos e enchidos</b>	13,50	
<b>Chouriço assado</b>	com pickles da Esquina	7,50
<b>Farinheira corada de Elvas da tia Irene</b>	8,00	
<b>Morceia de arroz corada</b>	8,50	

## Doces da Esquina ...

<b>Pudim Abade de Priscos</b>	sopa de cenoura e maracujá	4,50
<b>Creme Queimado</b>	4,50	
<b>Lâminas de queijo S. Jorge</b>	noz torrada e compota de abóbora	6,00
<b>Abacaxi</b>	gingibre e hortelã	5,00

## Couvert...

- Bread**  
1,00
- Entorna cheese**  
3,50
- Croquette/ Fritter**  
2,00
- Traditional Bísaro pork sausage**  
6,00
- 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**  
8,00
- Scrambled Eggs with Smoked Pork Sausage**  
(made from wheat flour and paprika)  
8,50
- Grilled red bell peppers salad**  
5,50

## 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**  
7,50
- Tuna steak**  
with sweet potato from **Tasca da Esquina**  
19,00
- Codfish "à Brás"**  
14,00
- Codfish loin**  
bread, garlic and parsley emulsion  
16,50
- One-Pot Cod**  
15,50
- Rice with Prawns**  
Tomato-Mint Cream  
15,50
- One-Pot Octopus**  
with Chestnuts and Spices  
14,00
- Bísaro Pork**  
Sautéed Potatoes and Rosemary  
12,50
- Veal cheeks**  
mashed potatoes and caramelized carrots  
11,50
- Esquina Steak**  
13,50

## Cheese & traditional sausages

- Cheese platter**  
pumpkin jam and toasts  
12,00
- Traditional smoked pork sausages**  
with homemade pickles  
11,00
- 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  
6,50
- Pineapple**  
ginger and spearmint  
5,00
- Crème Brulée**  
4,50

# SUMOS NATURAIS COMPAL

COMPAL NATURAL JUICES



Frutológica

## PRAZER

PLEASURE



SUMO DE LARANJA DO ALGARVE ..... 3,0€  
ORANGE JUICE FROM THE ALGARVE

LIMONADA SURPREENDENTE ..... 3,0€  
SURPRISING LEMONADE

SUAVE DE CITRINOS COM MEL ..... 3,0€  
SOFT CITRINES WITH HONEY

ABACAXI CLÁSSICO COM HORTELÃ ..... 3,0€  
CLASSIC PINEAPPLE JUICE WITH MINT

SMOOTHIE DE MORANGO ..... 3,5€  
STRAWBERRY SMOOTHIE

LASSIE DE MANGA ..... 3,5€  
MANGO LASSIE

EXTRA VITA C COM HORTELÃ ..... 3,5€  
EXTRA VITA C WITH MINT

DELÍCIA DE FRUTOS DO BOSQUE E CHOCOLATE ..... 3,5€  
DELICIOUS RED FRUITS AND CHOCOLATE

MEDLEY REFRESCANTE DE FRUTAS ..... 3,85€  
REFRESHING MEDLEY OF FRUITS

## SAÚDE

HEALTH



REVITAMINAR ..... 3,85€  
VITAMIFICATION

REDUZIR ..... 3,85€  
REDUCE

REJUVENESCEER ..... 3,85€  
REJUVENATOR

REAFIRMAR ..... 3,85€  
TONIFY

## NUTRIÇÃO

NUTRITION



SALADA DE FRUTAS ..... 4,5€  
FRUIT SALAD

FRUNCH ..... 7€  
FRUNCH

CONSULTE A ARDÓSIA PARA CONHECER OS NOSSOS SUMOS DA ÉPOCA.  
CHECK THE SLATE TO GET TO KNOW OUR SEASONAL FRESH JUICES.



Frutológica

COMPAL. É MESMO NATURAL.  
COMPAL. IT'S TRULY NATURAL.



# CONFRARIA

## SUSHI DO MERCADO

### ENTRADAS

#### Carpaccio do Mercado

salmão ao molho ponzu

#### Carpaccio 7 Ervas

salmão, atum e peixe branco ao molho Ix, 7 ervas e kimuchi

#### Hot Philadelphia (6 unid.)

salmão, camarão e philadelphia enrolados, panados e fritos (molho teriyaki)

#### Shake Cheese Hot (6 unid.)

salmão, pepino, arroz e philadelphia enrolados, panados e fritos (molho teriyaki)

#### Tataki (6 unid.)

salmão ou atum braseado com sésamo (molho teriyaki)

#### Gyozas (4 unid.)

frango e legumes

#### Tempura de Camarão (3 unid.)

camarão panados em panko e fritos

#### Gohan

arroz japonês

#### TEMAKI (1 unidade)

cone

#### Salmão\*

#### Atum

#### Camarão

#### California

 salmão, pepino e manga

#### Ovas de Ikura

 ovas de salmão

#### Tobiko

 ovas de peixe-voador

4,90

5,90

6,30

7,30

5,90

4,90

5,80

1,80

4,20

4,50

4,50

4,20

5,90

5,90

### GUNKAN (2 unidades)

arroz envolto em peixe cru fatiado e coberto com:

#### Shake

 salmão

#### Maguro

 atum

#### Ikura

 ovas de salmão

#### Tobiko

 ovas de peixe voador

3,50

3,50

3,50

3,50

### HOSSOMAKIS (8 unidades)

rolinhos tradicionais

#### Shake

 salmão

#### Teka

 atum

#### Ebi

 camarão

#### Kappa

 pepino

4,90

5,80

5,80

4,30

### SASHIMI (6 unidades)

peixe cru fatiado

#### Shake

 salmão

#### Maguro

 atum

#### Shiromi

 peixe branco

#### Mix

5,90

5,90

5,90

5,90

### NIGUIRI (2 unidades)

pequena bola de arroz coberta com:

#### Shake

 salmão

#### Maguro

 atum

#### Ebi

 camarão

#### Shiromi

 peixe branco

2,90

3,90

3,90

2,90

\* opcional philadelphia e cebolinho

## ORIGINAIS (4 unidades)

<b>Furikake</b>	4.90
camarão panado, maionese japonesa e furikake	
<b>Panko</b>	4.90
salmão panado, molho de ovas e sésamo e sésamo	
<b>Hossomaki Stick Camarão</b>	4.90
camarão panado, ovas, philadelphia e folha de soja (molho teriyaki e lx)	
<b>Hossomaki Stick Salmão</b>	4.90
salmão panado, arroz e folha de soja (molho tonkatsu)	
<b>LX Roll</b>	4.90
rolo de salmão, camarão, philadelphia em casca crocante	
<b>Ebitem</b>	4.90
camarão panado, maionese japonesa, cebolinho e ovas	
<b>Philadelphia</b>	3.80
salmão, philadelphia e sésamo	
<b>California</b>	3.80
salmão, pepino, manga e sésamo	
<b>Spice Tuna</b>	3.80
atum picado, maionese japonesa, tabasco, cebolinho, ovas e sésamo	
<b>Spice Salmão</b>	3.80
salmão picado, maionese japonesa, tabasco, cebolinho, ovas e sésamo	
<b>Confraria</b>	3.80
salmão grelhado, maionese japonesa, cebolinho, sésamo e fatia de salmão cru	

## COMBINADOS

<b>Umi tradicional (17 unidades)</b>	15.60
6 sashimi, 3 niguri, 4 california e 4 hossomaki	
<b>Tsuru tradicional (11 unidades)</b>	10.40
6 sashimi, 3 niguri e 2 california	
<b>Matsu tradicional (16 unidades)</b>	15.90
8 niguri e 8 hossomaki	
<b>Oishii fusão (16 unidades)</b>	17.40
4 hossomaki stick de camarão, 4 panko, 4 shake cheese e 4 Lx roll	

## GIN

<b>Gin Martin Miller's</b>	9.00
(Perfect Serve - "zest" lima e zimbro)	
<b>Gin G'Vine</b>	10.50
(Perfect serve - 3 uvas)	
<b>Gin Mare</b>	10.50
(Perfect Serve - alecrim)	
<b>Gin Bulldog</b>	9.00
(Perfect Serve - "zest" laranja e canela)	
<b>Gin Hendrick's</b>	9.00
(Perfect Serve - tira de pepino)	
<b>Gin Bombay Sapphire</b>	7.00
(Perfect Serve - "zest" limão)	
<b>Gin Greenall's</b>	6.00
(Perfect Serve - "zest" limão)	

## BEBIDAS

<b>Água Vitalis 33 cl</b>	1.00
<b>Coca Cola 20 cl</b>	1.50
<b>Coca Cola zero 20 cl</b>	1.50
<b>Citronada</b>	2.00
( sumo de limão, chá vermelho e chá de menta)	
<b>Chá Vermelho Gelado</b>	1.50
<b>Imperial 20 cl</b>	1.60
<b>Tulipa 40 cl</b>	3.20
<b>Panache</b>	1.60
<b>Cerveja japonesa Kirin 33cl</b>	3.50
<b>Copo de Vinho Tinto</b>	2.50
<b>Copo de Vinho Branco</b>	2.50
<b>Copo de Vinho Rosé</b>	2.50
<b>Garrafa de Vinho</b>	11.00
<b>Caipirinha Lima</b>	5.00
<b>Caipirinha Morango</b>	5.00
<b>Caipiroska Lima</b>	5.00
<b>Caipiroska Morango</b>	5.00
<b>Sakerinha Lima</b>	5.00
<b>Sakerinha Morango</b>	5.00
<b>Sake (copo)</b>	4.00



## **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 manjeriço  
• mozzarella, tomato and basil jam  
• mozzarella, tomate et basilic

YUPPIE Maionese de manjeriço, queijo cheddar e pancetta  
• basil mayonnaise, cheddar cheese, pancetta  
• mayonnaise au basilic, fromage cheddar et pancetta

DANDY Queijo 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 CARANGUEJO DE CASCA MOLE  
Tempura de caranguejo inteiro de casca mole, maionese agridoce 9,50  
12,50

• 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

Nigiri de sardinha assada com flor de sal (2 un.) 6,50€

Roast sardine nigiri with fleur de sel (2 units)

Nigiri de sardine grillée avec fleur de sel (2 pcs)

Nigiri de bacalhau fresco, coentros e amêndoa (2 un.) 6,50€

Roast fresh codfish nigiri, 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 sal 8,50€

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

Disponíveis 3 molhos  
3 sauces available | 3 sauces disponibles:  
Ponzu (soja, citrinos)  
(soy, citrus fruits) (soja, agrumes)  
Francês (vinagre de vinho tinto, \_\_\_\_\_ chalotas e pimenta  
preta)  
French (red wine vinegar, shallots \_\_\_\_\_ and black pepper)  
Française (vinaigre de vin rouge, \_\_\_\_\_ échalotes et poivre  
noir)  
Laranja Orange

## **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 ARTESANAS

X-BURGER (MAIONESE, TOMATE E QUEIJO)	7,95
X-SALADA (ALFACE, TOMATE E QUEIJO)	8,30
X-BACON (ALFACE, TOMATE, QUEIJO E BACON)	9,60
X-EGG (ALFACE, TOMATE, QUEIJO E OVO)	9,60
X-TUDO (ALFACE, TOMATE, QUEIJO, BACON E OVO)	9,95
HONORATO (MAIONESE, MILHO, ALFACE, TOMATE, BACON, OVO E CHEDDAR)	9,95
MERCADO (MAIONESE, AGRIAÕ, TOMATE, CEBOLA CARAMELIZADA E QJ° SERRA)	9,95
PICANHA (MAIONESE, TOMATE, E QUEIJO GORGONZOLA)	9,95
CAP. FAUSTO (AGRIAÕ, TOMATE, PICKLES, BARBEIJE, CHEDDAR E CEBOLA)	9,80
GORGONZOLA (AGRIAÕ, TOMATE E QUEIJO GORGONZOLA)	9,95
FALCAÕ (AGRIAÕ, TOMATE, BACON, CEBOLA E CHEDDAR)	9,40
TROIKA (PÃO E HAMBURGUER)	7,50

## BEBIDAS

ÁGUA	1,50
ÁGUA DAS PEDRAS	1,50
REFRIGERANTES	2,00
IMPERIAL	1,60
TÚLIPA	3,20
VINHO A LOTO	3,50
GARRAFA DE VINHO	16,50
MOUSSE DE CHOCOLATE	3,60

# SALADAS

## Saladinha de polvo com tomate e coentros

*Roasted octopus salad with tomato and coriander*

— 8,50€ —

## 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€ —



# SANDES

DE COMER À MÃO

## 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

*Black Angus matured beef sandwich with "Serra" cheese*

— 11,50€ —

## Prego Rossini

com escalope de foie gras e molho de trufa

*Rossini beef sandwich with foie gras and truffle dressing*

— 15,95€ —



# PEIXE

## 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€ —





# CARNE

## Bochechas de porco preto

com puré de batata e couve Lombarda

*Alentejo black pork cheeks with creamy potato mash and cabbage*

— 11,50€ —

## 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*

— 14,50€ —



# — 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€ —



# VINHOS

## A COPO

### 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

*“O Brasileiro”*

*Dão*

— 4,50€ —

### GENEROSOS

Alambre Moscatel Setúbal

*José Maria da Fonseca*

— 2,00€ —

Vinho do Porto

*Messias Ruby*

— 2,00€ —

### ESPUMANTE

Luís Pato

*Blanc des Blancs*

*Bairrada*

— 6,00€ —



## Petiscos

Salgados	€ 1.60
<i>Portuguese Savory Snacks</i>	
Empadinha de galinha c/ cogumelos	€ 2.20
<i>Chicken and mushroom pie</i>	
Moelas c/ molho de tomate picante	€ 4.80
<i>Chicken gizzards with spicy tomato sauce</i>	
Pica-Pau do Lombelo á Ribeira	€ 6.50
<i>Sautéed Onglet with laurel and garlic</i>	
Iscas de bacalhau	€ 6.50
<i>Codfish fritters</i>	
Sardinha fidalga em pão de Mafra	€ 5.50
<i>Sardine filet and tomato on bread</i>	
Cogumelos salteados com linguiça e camarão	
<i>Sautéed mushrooms with shrimp and sausage</i>	

## Sopas

Sopa que a horta dá	€2.50
<i>Today's soup</i>	

## Arroz, malandrinho

Arroz de Vitela Maronesa   Veal rice with mushrooms	€9.40
Arroz de Polvo Provençal   Octopus rice 'Provençal'	€9.90
Arroz de Camarão   Shrimp rice	€12.50

## À Brás

Bacalhau à Brás, o clássico   Codfish with julienne potatoes and scrambled egg	€9.50
Brás de pato c/ courgette e cogumelos	€9.50
Duck, courgette and mushrooms with julienne potatoes and scrambled egg	

## Francesinhas

Francesinha puxa-carroça c/ carnes assadas	€9.90
Braised meat toast with cheese and spicy sauce	
Francesinha de hamburguer e linguiça	€9.60
Hamburger and sausage toast with cheese and spicy sauce	

## Queijos

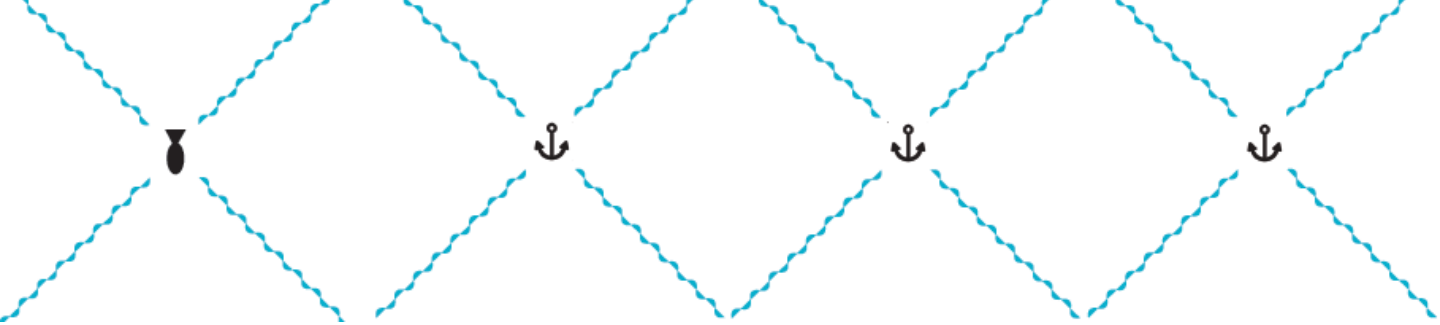
Queijo da Ilha com 9 meses de cura   Azores cow milk cheese	€4.00
Queijo de ovelha amanteigado   Sheep milk cheese	€4.00

## Doçuras

Sobremesas várias / Desserts	€3.80
------------------------------	-------

Pão   Bread	€0.80
Acompanhamento   Side dish	€1.20
Ovo estrelado   Fried egg	€0.75

Sugestão do Chef	12.50
------------------	-------



## Petiscos | Snacks

---

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

## Pratos | Main Courses

---

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

## Acompanhamentos | Garnishes

---

Arroz de Alho   <i>Garlic Rice</i>	3,00 €
Arroz de Berbigão   <i>Cockle Rice</i>	3,50 €
Legumes   <i>Vegetables</i>	3,50 €

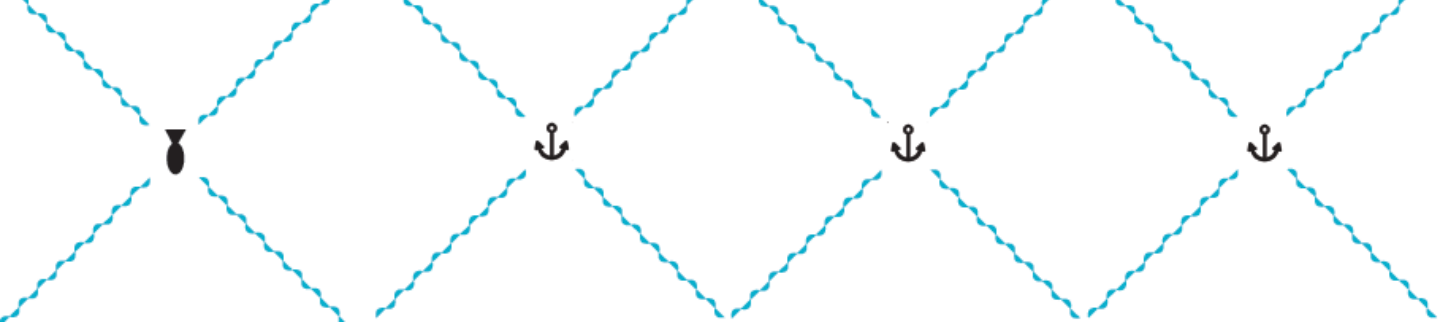
## Sobremesa | Dessert

---

Mousse Gelada de Avelã   <i>Iced Hazelnut Mousse</i>	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.



## Bebidas | Drinks

---

Águas 0,5lt   <i>Water</i>	2,00 €
Água das Pedras   <i>Sparkling Water</i>	2,20 €
Refrigerantes   <i>Soft Drinks</i>	2,20 €
Cerveja Imperial   <i>Draft Beer 0,20lt</i>	1,60 €
Cerveja Tulipa   <i>Draft Beer 0,33lt</i>	3,20 €
Flute Cerveja   <i>Small Draft Beer</i>	1,50 €

## Seleção de Vinhos | Wine Selection

---

### Vinho Branco | *White Wine*

Terras D'Alter (Alentejo) - Copo   <i>Glass</i>	3,50 €
Terras D'Alter (Alentejo) - Garrafa   <i>Bottle</i>	15,00 €
Aneto (Douro) - Copo   <i>Glass</i>	5,00 €
Aneto (Douro) - Garrafa   <i>Bottle</i>	24,00 €

### Vinho Tinto | *Red Wine*

Terras D'Alter (Alentejo) - Copo   <i>Glass</i>	3,50 €
Terras D'Alter (Alentejo) - Garrafa   <i>Bottle</i>	15,00 €
Dalva Reserva (Douro) - Copo   <i>Glass</i>	5,00 €
Dalva Reserva (Douro) - Garrafa   <i>Bottle</i>	24,00 €

### Vinho Verde | *Green Wine*

Muros Antigos Escolha - Copo   <i>Glass</i>	4,50 €
Muros Antigos Escolha - Garrafa   <i>Bottle</i>	20,00 €

### Vinho Rosé | *Rosé Wine*

Terras D'Alter (Alentejo) - Copo   <i>Glass</i>	3,50 €
Terras D'Alter (Alentejo) - Garrafa   <i>Bottle</i>	15,00 €

### Vinho Espumante | *Sparkling Wine*

Eskuardo & Kompassu – Flute   <i>Glass</i>	4,00 €
Eskuardo & Kompassu - Garrafa   <i>Bottle</i>	20,00 €
Hibernus Grande Cuvee Brut - Flute   <i>Glass</i>	6,00 €
Hibernus Grande Cuvee Brut - Garrafa   <i>Bottle</i>	30,00 €

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.



---

## SUGGESTIONS

### STARTERS

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	19,50€

### Main Dishes

Fried shad with <i>açôrda</i> and soft-roes	18,00€
Grilled golden bream fillets served with turnip tops	14,00€
Fried turbot served with tomato <i>açôrda</i>	16,50€
Fried soles with <i>açôrda</i>	16,50€
Grilled grouper fillet	24,00€
<i>Pap'Açôrda's</i> 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€
<i>Picanha</i> (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€
<i>Peixinhos da Horta</i> – 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€
<i>Punheta</i> – Cod fish and orange salad	9,00€
<i>Ameijoas à Bulhão Pato</i> – 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€
<i>Torrizado</i> – Toasted bread served with black pudding and sausage made of flour	4,50€
<i>Pica-pau</i> – Traditional salad with pork loin	9,50€
<i>Pézinhos de coentrada</i> – Pork feet with coriander sauce	5,50€
<i>Prego</i> – 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€
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 <i>entrecôte</i> 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

<i>Torrão Real</i> – Almonds and egg yolks	4,50€
<i>Pap'Açôrda's</i> chocolate mousse	6,50€
<i>Toucinho do céu</i> – Egg and almond Portuguese dessert with a red wine drunken pear	4,50€
Plum pie with cream and cinnamon ice cream	4,00€
Crème brûlée	4,00€
Mandarin pudding with a citrus caramel	4,00€
<i>Encharcada</i> – 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€
<i>Pap'Açôrda's</i> chocolate mousse truffles	1,50€



---

## FRUITS

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 <i>Serra</i> 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€



## ACOMPANHAMENTOS

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€





---

## DOCES

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** €2,90

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

**CONE / COPO MÉDIO** €3,90

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

**COPO GRANDE** €5,50

LARGE CUP ATÉ 4 SABORES / UP TO 4 FLAVOURS

**MINI CONE** MINI CONE 1 SABOR / 1 FLAVOUR 1,60€

## CAIXAS ISOTÉRMICAS TAKE AWAY BOXES

500 ml	1000 ml	1500 ml	2000 ml
12,90€	22,70€	33,60€	44,00€

## PASTELARIA / PASTRY

**MINI BOLO 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 / 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:

<b>GELADO / ICE CREAM</b>	<b>CHANTILLY</b> WHIPPED CREAM	0,90€
2 SABORES / 2 FLAVOURS 2,90€	<b>CHOCOLATE / GIANDUIA</b> HOT CHOCOLATE TOPPING	1,30€
3 SABORES / 3 FLAVOURS 3,90€	<b>AMÊNDOA</b> TOSTADA E CARAMELIZADA / TOASTED ALMOND	0,70€
4 SABORES / 4 FLAVOURS 5,50€		

<b>BOLACHAS</b> CONES	<b>ALTESSSES</b>	UNIDADE / PACOTE DE 5 UNID. / UNIT / 5 UNITS PACK	0,40€ / 2,00€
	<b>CONE</b>	UNIDADE / UNIT	0,40€
	<b>MINI CONE</b>	UNIDADE / UNIT	0,30€
	<b>TUBO DE CONES</b>	5 CONES / 5 CONES TUBE	3,20€

## CAFETARIA / CAFETERIA

<b>CAFÉ</b> COFFEE	1,00€	<b>MENU</b>	<b>SUMO /</b>
<b>CAPPUCCINO</b>	1,90€	<b>CAFÉ +</b>	<b>BATIDO DE</b>
<b>ÁGUA</b>   0,5 Lt.	1,50€	<b>BOMBOM</b>	<b>GELADO</b>
<b>WATER</b>   COM GÁS / SPARKLING	1,10€	1,60€	ICE CREAM MILK SHAKE
			4,90€



# Tartar-ia



	100g	150g	200g
<b>ATUM TÁRTARO</b> TUNA TARTAR	13,00€	19,50€	26,00€
<b>ARENQUE - BETERRABA</b> HERRING TARTAR	9,00€	12,50€	-
<b>SALMÃO TÁRTARO</b> SALMON TARTAR	9,00€	13,50€	18,00€
<b>SALMÃO TÁRTINI</b> SALMON TARTINI <small>Tartinis são tártaros no pão. / Tartinis stands for sandwiched tartar.</small>	11,50€	-	-
<b>ROBALO</b> SEA BASS	12,50€	-	-



	100g	150g
<b>TÁRTARO FOURME D'AMBERT</b> FOURME D'AMBERT TARTAR	9,00€	-
<b>TÁRTARO GREGO</b> GREEK TARTAR	7,00€	-
<b>TÁRTARO DA ESTAÇÃO</b> SEASON TARTAR	8,00€	-



	100g	150g	200g
<b>BIFE TÁRTARO</b> BEEF TARTAR	10,00€	15,00€	20,00€
<b>BIFE TARTINI</b> BEEF TARTINI <small>Tartinis são tártaros no pão. / Tartinis stands for sandwiched tartar.</small>	11,50€	-	-
<b>BIFE TÁRTARO ASIÁTICO</b> ASIAN BEEF TARTAR	12,50€	18,75€	24,00€

Para sobremesas por favor perguntar a um dos elementos da equipa.  
Please ask our staff for dessert options.

IVA incluído nos preços apresentados.



TOM90



# Tartar-ia

## ESPUMANTE SPARKLING



<b>ESPUMANTE BRUT</b> SIDÓNIO DE SOUSA	3,50€   14,00€
<b>CHAMPAGNE BRUT</b> BILLECART SALMON	65,00€
<b>CHAMPAGNE ROSÉ</b> BILLECART SALMON	85,00€

## BRANCO WHITE

<b>QUINTA DA LAGOALVA</b> SAUVIGNON BLANC / TEJO	3,50€   14,00€
<b>QUINTA DA LAGOALVA</b> ARINTO, CHARDONNAY / TEJO	4,50€   18,00€
<b>QUINTA LAGOALVA BARREL SELECTION</b> TEJO	5,00€   20,00€
<b>VALE DA POUPA</b> GOUVEIO, RABIGATO, MUSCAT / DOURO	3,50€   14,00€
<b>CASA AMARELA RESERVA</b> VIOSINHO, RABIGATO / DOURO	5,00€   24,00€
<b>QUINTA DE SOALHEIRO</b> ALVARINHO / VINHO VERDE	4,50€   22,00€
<b>GURU</b> VIOSINHO, RABIGATO, GOUVEIO / DOURO	11,70€   57,00€
<b>PRIMUS</b> ENCRUZADO, BICAL, CERCIAL / DÃO	13,50€   65,00€

## ROSÉ ROSÉ

<b>ZÉ DA LEONOR</b> TOURIGA NACIONAL / TEJO	3,50€   14,00€
--	----------------

## TINTO RED

<b>VALE DE CAVALOS</b> TOURIGA FRANCA / DOURO	4,00€   16,00€
<b>QUINTA DA LAGOALVA RESERVA</b> ÁLFROCHEIRO, SYRAH / TEJO	4,50€   18,00€
<b>CORTES DE CIMA</b> SYRAH / ALENTEJO	6,50€   31,00€
<b>MANOELLA</b> TINTA FRANCISCA, TOURIGA NACIONAL / DOURO	7,00€   33,00€
<b>PAPE</b> TOURIGA NACIONAL, BAGA / DÃO	14,40€   65,00€

## DOCE SWEET

<b>PORTO</b> VINHO DO PORTO / DOURO	5,00€   30,00€
<b>SECRET SPOT</b> MOSCATEL DO DOURO / DOURO	7,50€   55,00€

IVA incluído nos preços apresentados.



## 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”*

NEW

★★★★★ 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 nibbles . 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 !”*

NEW

★★★★☆ 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”*

NEW

★★★★★ Reviewed yesterday

This is a little gem hidden away in lisbon the variety of foods on offer is unbelievable 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”*

NEW

★★★★☆ 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.”*

NEW


★★★★★ 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 ”*


NEW

★★★★★ 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!”*


NEW

★★★★★ 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”*

NEW

★★★★★ 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”*

NEW

★★★★★ 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...”*

NEW

★★★★★ 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”*

NEW

★★★★★ 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”*

NEW

★★★★★ 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”*

NEW

★★★★★ 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”*

NEW

★★★★★ 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!”*


NEW

★★★★★ Reviewed 2 days ago

We ate at the market 3 out 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 ”*

NEW

★★★★☆ 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!”*

NEW

★★★★☆ 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 ”*

NEW

●●●●● 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”*

NEW

●●●●● Reviewed yesterday

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”*

NEW



●●●●○ 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 dining 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”*

 Reviewed 2 weeks ago

We were recommended to try this venue by our taxi driver 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 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 cenntal 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  via 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 three 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

### *“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

### *“Amazing market”*

 Reviewed 29 December 2016  via mobile


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.

*“Buzzy atmosphere and great food”*

●●●●○ Reviewed 29 December 2016  via 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 éclair 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  via 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  via 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  via 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 interesting 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  via 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”*

 Reviewed 27 November 2016



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  via mobile

My girlfriend and I truly 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...

## 8. Time Out Market London Concept Visuals







PURUS  
Restaurant signature

NUNC  
Restaurant signature

CONDIMENTUM NON SEM  
Restaurant signature

EGGS  
EGGS  
EGGS  
EGGS





**DONEC DIGNISSIM**  
*Restaurant signature*

**LOREM IPSUM DOLOR**  
*Restaurant signature*

**BREAKFAST** **EGGS** **HOT CAKES**



Time Out  
MARKET  
LONDON

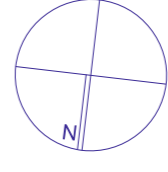
## 9. Plans

THE POSITION OF FIRE EQUIPMENT AS SHOWN ON THE PLAN OR SUCH OTHER POSITION AGREED FROM TIME TO TIME AUTHORITY WITH THE FIRE AUTHORITY.

- KEY
- FIRE EXTINGUISHER
  - CO2
  - BREAK GLASS
  - ⊕ SMOKE/HEAT DETECTOR
  - SOUNDER
  - ⊕ VISUAL INDICATOR
  - ⊕ ANSUL FIRE SUPPRESSION SYSTEM
  - ➡ DIRECTIONAL FIRE EXIT SIGN

..... DEMOTES AREA TO BE USED FOR THE PROVISION OF REGULATED ENTERTAINMENT (PROVISION OF REGULATED ENTERTAINMENT (PROVISION OF REGULATED ENTERTAINMENT) REFRESHMENT/SALE BY RETAIL OF ALCOHOL)

Licenceable activities may take place anywhere within the red line. The position of any loose furniture is shown for diagrammatic purposes only. Fire lighting equipment is shown for diagrammatic purposes only. The fire risk assessment carried out under the Regulatory Reform (Fire Safety) Order 2005 or by agreement with the fire officer.



INFORMATION  
1635 (LIC) 001 A

100 SPINNEY FIELDS  
100 CUMBER STREET  
PROPOSED LEVEL -01 PLAN

DRAWN: JP DATE: DEC 2016 SCALE: 1:100 @ A1 CHECKED: GC

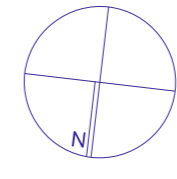
Approved by the fire officer under the Regulatory Reform (Fire Safety) Order 2005 or by agreement with the fire officer.  
AS BUILDING PLACE  
ENGINEERED BY ISA  
100 CUMBER STREET  
MABLETHORPE Lincs  
L10 4BQ  
01509 812323  
WWW.ISA-UK.COM



THE POSITION OF FIRE EQUIPMENT AS SHOWN ON THIS PLAN IS THE POSITION AGREED FROM THE TIME IN CONSULTATION WITH THE FIRE AUTHORITY

- KEY
- FIRE EXTINGUISHER
  - C02
  - BREAK GLASS
  - SMOKE/HEAT DETECTOR
  - SOUNDER
  - VISUAL INDICATOR
  - ANSUL FIRE SUPPRESSION SYSTEM
  - DIRECTIONAL FIRE EXIT SIGN

THIS AREA TO BE USED FOR THE PROVISION OF REGULATED ENTERTAINMENT FACILITIES/PROVISION OF LATE NIGHT REFRESHMENT/SALE BY RETAIL OF ALCOHOL

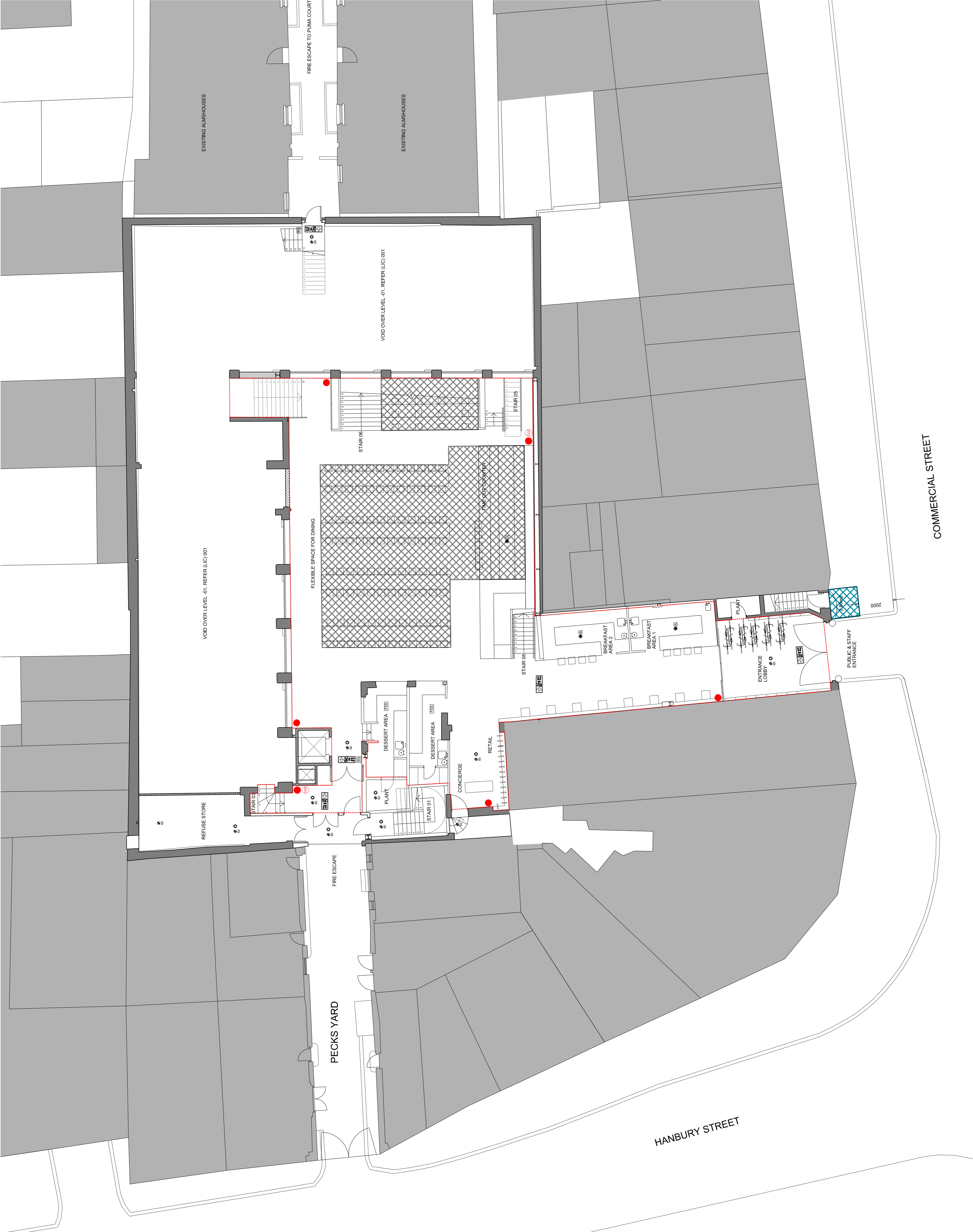


INFORMATION  
1635 (LIC) 002 A

100 WIMBORNE  
100 COMMERCIAL STREET  
PROPOSED LEVEL 00 PLAN

DRAWN: JP DATE: DEC 2016 SCALE: 1:100@A1 CHECKED: GC

Designed by the architect in accordance with the Building Regulations 2010, Part B, and the Fire Safety Order 2005. The fire risk assessment is based on the information provided by the client and the architect. The fire risk assessment is not a guarantee of safety and is subject to change. Any alterations to the building or its use must be agreed with the fire officer.



COMMERCIAL STREET

HANBURY STREET



## 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.

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 cards 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.

## **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).

## 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: 28<sup>th</sup> 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.

© Big Sky Acoustics Ltd, 2016



## **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.

## Contents

Executive summary.....	3
1.0 Qualifications and experience.....	5
2.0 Introduction.....	5
3.0 Description of the proposed operation.....	5
4.0 Site and surrounding area.....	6
5.0 Criteria.....	8
6.0 Balancing planning and licensing noise conditions.....	12
7.0 Noise measurement procedure.....	13
8.0 Noise measurement analysis.....	13
9.0 Predicted noise of patrons leaving the site.....	16
10.0 Plant noise.....	17
11.0 Building envelope insulation.....	17
12.0 Conclusions.....	18
Appendix A - Terminology.....	19
Appendix B - Site location.....	20
Appendix C - Summary of measurement data.....	21
Appendix D - Instrumentation.....	21
Appendix E - Meteorology.....	21
Appendix F - Operational Management Strategy.....	22

## **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 then 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."*
- 5.6 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	Examples of Outcomes	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
<b>Lowest Observable Adverse Effect Level (LOAEL)</b>			
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 quality of life	Observed Adverse Effect	Mitigate and reduce to a minimum
<b>Significant Observed Adverse Effect Level (SOAEL)</b>			
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 $L_{Aeq,16hour}$	-
Dining	Dining room/area	40 dB $L_{Aeq,16hour}$	-
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hour}$	30dB $L_{Aeq,8hour}$

**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'<sup>1</sup>. 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  $L_{Aeq}$ . If the noise is not continuous, sleep disturbance has an improved correlation with maximum noise levels and effects have been observed at 45 dB  $L_{Amax}$  internally. It goes on to recommend that, at night, noise levels outside dwellings should not exceed 45 dB  $L_{Aeq}$  and maximum noise levels should not exceed 60 dB  $L_{Amax}$  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  $L_{Aeq}$  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*

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

<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 keen 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.

<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)	LAFMax (dB)	LAF90 (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

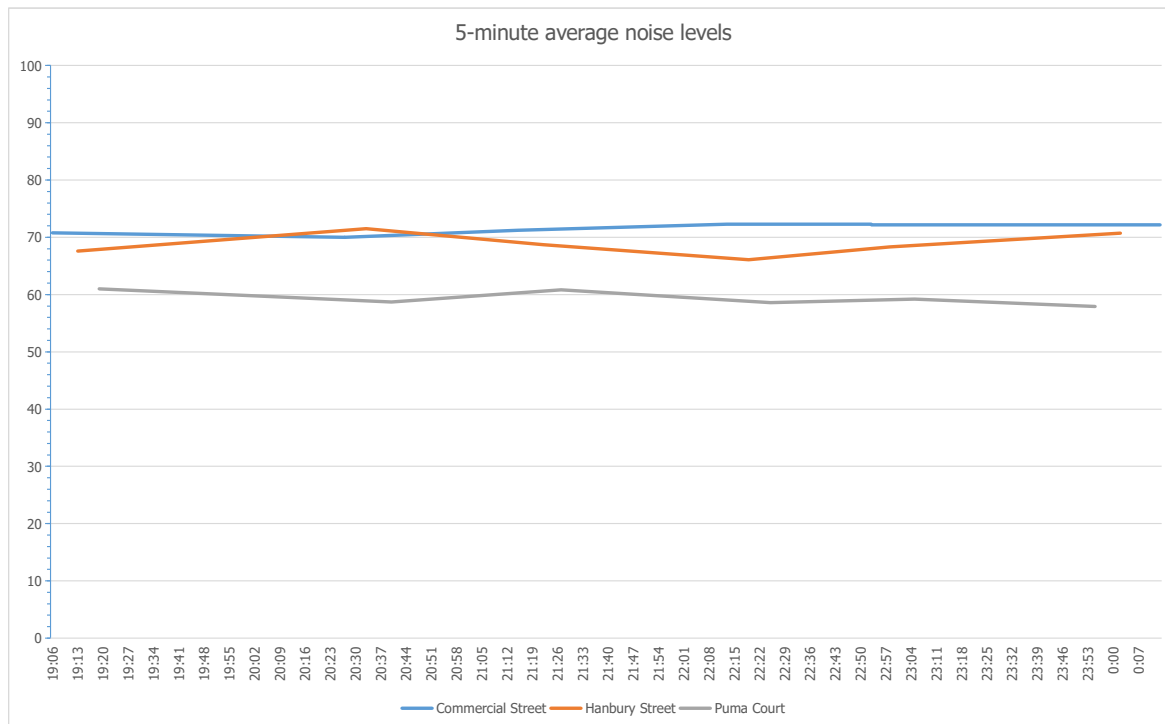
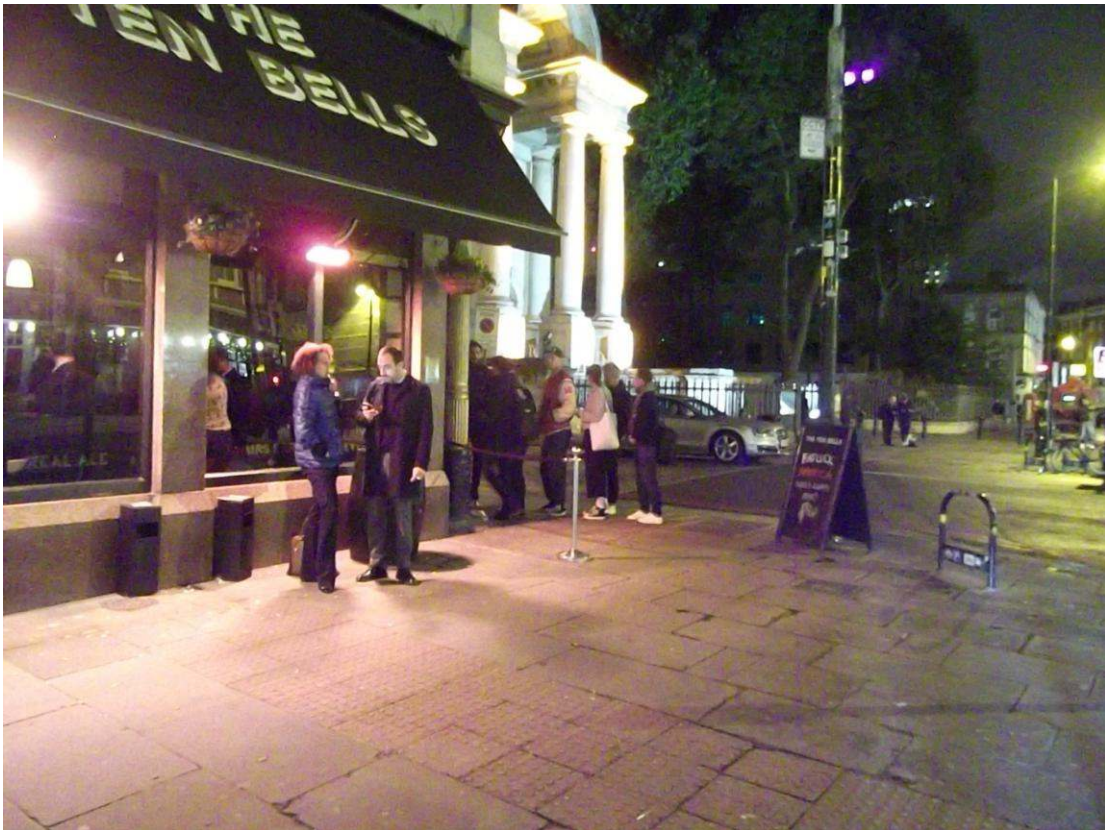


Figure 8: Noise levels at three locations remain constant during the survey



**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:

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

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  $L_{Amax}$  (Mercedes C-Class, normal close) to 70 dB  $L_{Amax}$  (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  $L_{Amax}$ . This value is below the highly stringent WHO guidance value<sup>4</sup> of 60 dB  $L_{Amax}$  and would result in internal levels, even with a window open, of 44-49 dB  $L_{Amax}$ . Internal levels are below the more real-world Griefahn<sup>5</sup> internal level criterion of 55 dB  $L_{Amax}$ .
- 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.

---

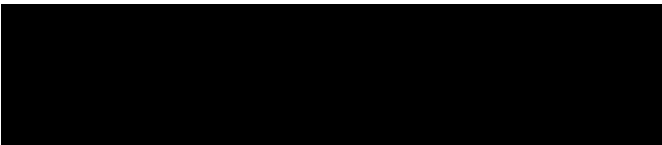
<sup>4</sup> World Health Organisation. Guidelines for Community Noise, 2000.

<sup>5</sup> Griefahn, B “Präventivmedizinische Vorschläge für den nächtlichen Schallschutz” Zeitschrift 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



## 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 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.

- L<sub>eq</sub>** 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 L<sub>eq</sub> 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.
- L<sub>Amax</sub>** 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
<b>At start</b>	9°C	0-1ms <sup>-1</sup>	None
<b>During assessment</b>	8°C	0ms <sup>-1</sup>	None
<b>At finish</b>	8°C	0-1ms <sup>-1</sup>	None
<b>Additional comments:</b> 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 collect their meal and revert back to their seat. Drinks can be purchased from the serveries.

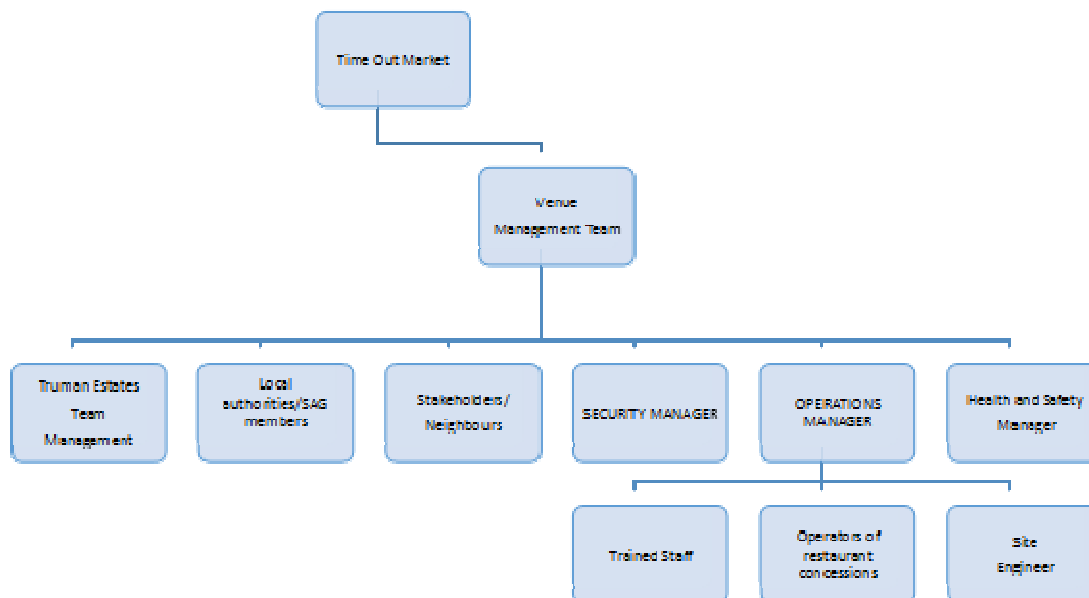
All of the food and drinks will be served using crockery, cutlery and glass wear.

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 be 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](http://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](http://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.

## 12. Adrian Studd Report

## **Time Out Market**

### **106 Commercial High Street**

#### **Spitalfields.**

##### **Introduction.**

1. 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.

##### **Personal summary – Adrian Studd.**

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.

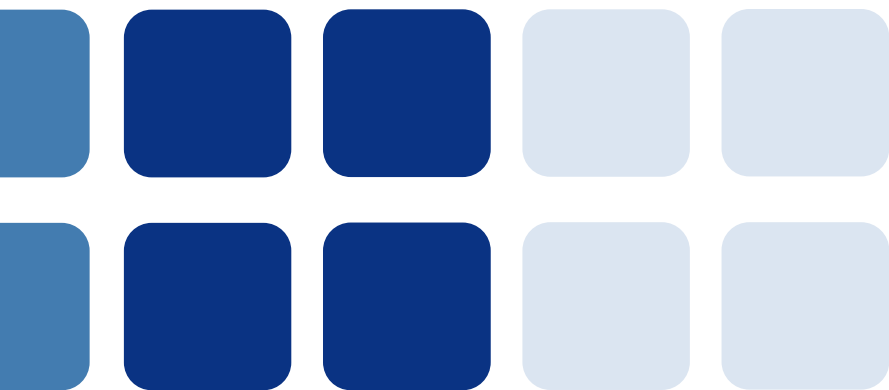
**Adrian Studd**

**Independent Licensing Consultant.**

**20/02/17.**

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

**MANCHESTER**  
Lowry House, 17 Marble Street  
Manchester, M2 3AW  
T. +44 (0) 161 661 4504

## Contents

1.0	INTRODUCTION.....	1
2.0	ENVIRONMENTAL NOISE SURVEY.....	1
3.0	RESULTS.....	1
4.0	CRITERIA.....	2
5.0	ASSESSMENT.....	3
6.0	VIBRATION CONTROL.....	7
7.0	CONCLUSION.....	7

## 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  $L_{A90}$ ,  $L_{Amax}$  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

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

Table 7780/T1 – Measured Levels

Measurement Period	Minimum $L_{A90,15minutes}$ (dB)		
	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

Measurement Period	Criteria Noise Rating Level (dB)		
	Noise Sensitive Developments	Commercial	Residential Amenity Spaces
Daytime / Evening (07:00 – 23:00) Evening (19:00 – 23:00)	33dB L <sub>Ar,Tr</sub>	53dB L <sub>Aeq</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

Item Reference	Description	Location	Nearest noise sensitive receptor
EF-01	General extract fan serving basement area VES CAE-0747-3/P 1.313 m <sup>3</sup> /s @ 350pa	Fan located internally, discharge in rooftop plant area	4-14 Hanbury Street
TEF-01	Toilet extract fan serving toilets in the basement areas VES CAT-0444-1/P/H 0.117 m <sup>3</sup> /s @ 300pa	Fan located internally, discharge in rooftop plant area	
KEF-01	Kitchen extract unit Halton Pollustop PST 10 10.15 m <sup>3</sup> /s	Unit and outlet located in rooftop plant area	
KEF-02	Kitchen extract unit Halton Pollustop PST 10 10.01 m <sup>3</sup> /s	Unit and outlet located in rooftop plant area	
CU1	Condensing unit serving Secret Bar Daikin RXYSQ-4-P8Y1	Unit located in rooftop 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 M <sup>3</sup> /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 12m <sup>3</sup> /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 Period	07:00 – 23:00 (All equipment)		23:00 – 23:30 (All equipment except Supply AHU)		23:30 – 07:00 (Condensers only)	
	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

Plant Item/Description	Insertion Loss (dB) at Octave Band Centre Frequency (Hz)							
	63	125	250	500	1k	2k	4k	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/m <sup>2</sup> muftilag or similar	5	7	14	20	31	36	48	40
KEF-01&02 Casing acoustic lagging e.g. 30kg/m <sup>2</sup> 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/m <sup>2</sup> 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/m <sup>2</sup> 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.
$L_{eq}$	$L_{eq}$ 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).
$L_{Aeq}$	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.
$L_{An}$ (e.g. $L_{A10}$ , $L_{A90}$ )	If a non-steady noise is to be described it is necessary to know both its level and the degree of fluctuation. The $L_n$ indices are used for this purpose, and the term refers to the level exceeded for n% of the time, hence $L_{10}$ is the level exceeded for 10% of the time and as such can be regarded as the 'average maximum level'. Similarly, $L_{90}$ is the average minimum level and is often used to describe the background noise.
$L_{max,T}$	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		
			L	S	R		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

7780/NS1

T. +44 (0) 20 7620 1950

T. +44 (0) 16 1661 4504

W. [www.rba-acoustics.co.uk](http://www.rba-acoustics.co.uk)

E. [info@rba-acoustics.co.uk](mailto:info@rba-acoustics.co.uk)

Ref:	Plant Description	Location	Data: L <sub>w</sub> /L <sub>p</sub>	Sound Level (dB) @ Octave Band Centre Frequency (Hz)							
				63	125	250	500	1k	2k	4k	8k
EF-01	General extract fan serving basement area VES CAE-0747-3/P 1.313 m <sup>3</sup> /s@ 350pa	Fan located internally, discharge in rooftop plant area	Fan L <sub>w</sub>	76	69	65	60	52	52	46	47
TEF-01	Toilet extract fan serving toilets in the basement areas VES CAT-0444-1/P/H 0.117 m <sup>3</sup> /s@ 300pa	Fan located internally, discharge in rooftop plant area	Fan L <sub>w</sub>	72	67	59	53	43	46	41	39
KEF-01&02	Kitchen extract unit Halton Pollustop PST 10 10.15 m <sup>3</sup> /s	Unit and outlet located in rooftop plant area	In-duct Outlet L <sub>w</sub>	-	96	95	96	94	92	83	80
			In-duct Inlet L <sub>w</sub>	-	94	85	87	88	86	80	79
			Breakout L <sub>w</sub>		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) 20 7620 1950

T. +44 (0) 16 1661 4504

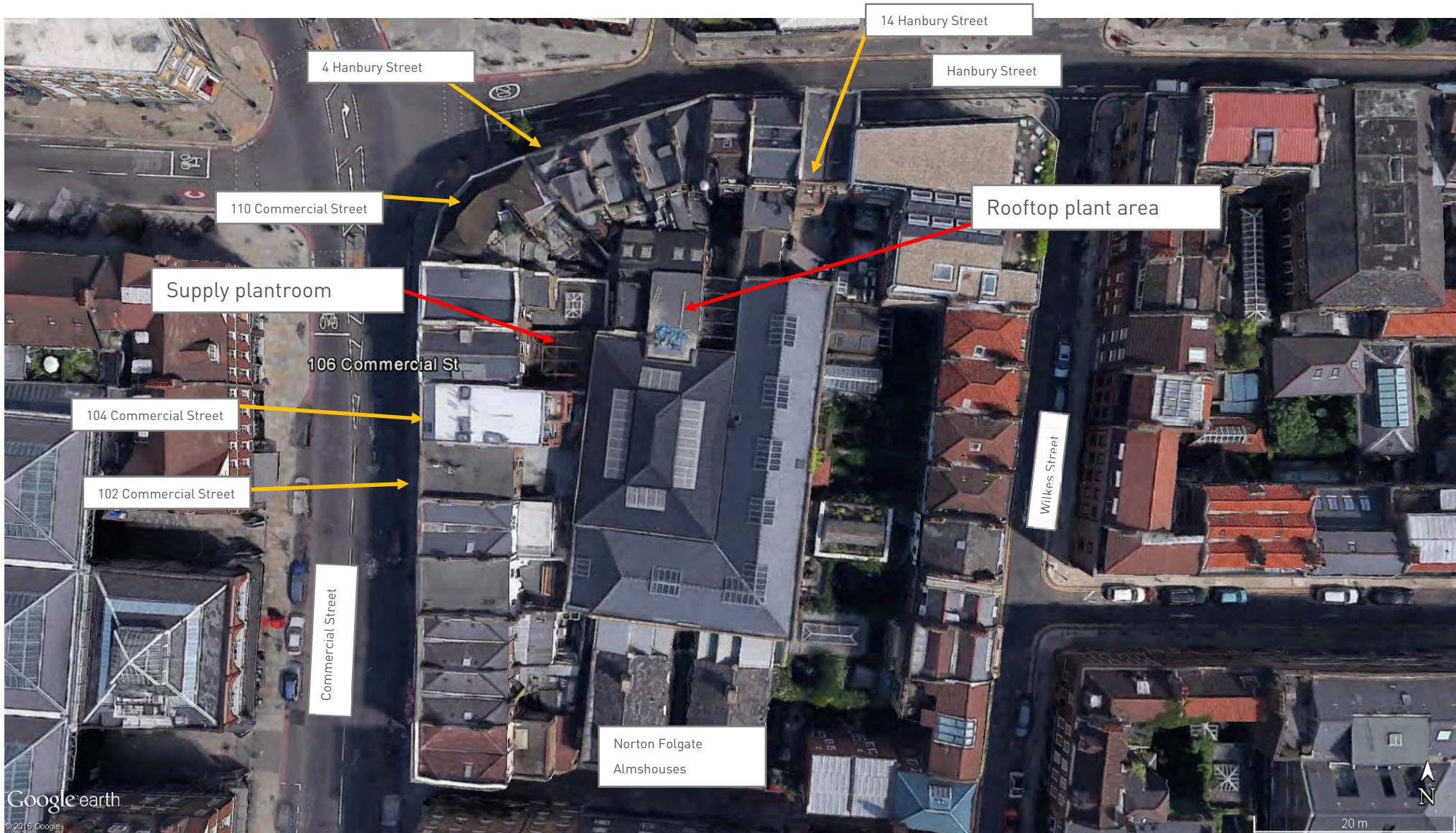
W. [www.rba-acoustics.co.uk](http://www.rba-acoustics.co.uk)

E. [info@rba-acoustics.co.uk](mailto:info@rba-acoustics.co.uk)

7780/NS2

Ref:	Plant Description	Location	Data: L <sub>w</sub> /L <sub>p</sub>	Sound Level (dB) @ 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	L <sub>w</sub>	-	68	65	65	61	56	49	42
CU2-3	Condensing units serving Comms Room Daikin RZQG-100-L8Y1	Units located in rooftop plant area	L <sub>w</sub>	-	66	65	66	60	56	53	48
HDU-01-04	4No. heat dump units serving basement beer coolers	Units located in rooftop plant area	L <sub>p</sub>	54dBA at 1m*							
AHU-01	General supply fan serving basement areas VES CAS-0747-3/P/E 1.145 M <sup>3</sup> /s @ 350pa	Intake at roof level, to the south of plant area	Fan L <sub>w</sub>	76	69	65	60	52	52	46	47
AHU-02	General supply AHU VES Q1148065-01-A 12m <sup>3</sup> /s @ 676PaPa	Unit located within roof space above entrance area, intake via pitched roof above	Fan L <sub>w</sub>	79	84	80	80	80	77	75	72
			Breakout L <sub>w</sub>	79	84	80	80	80	77	75	72

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

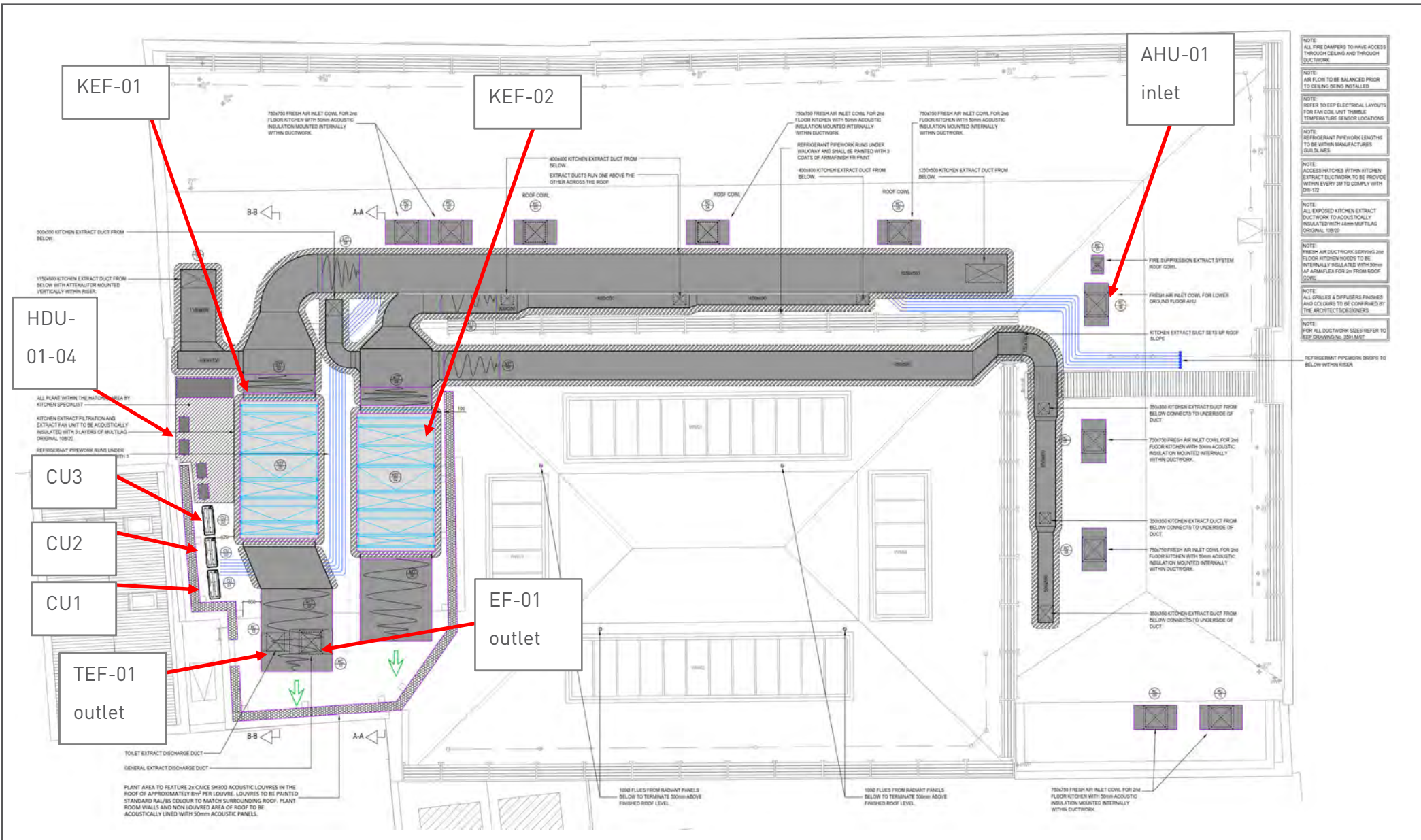


Time Out Market, 106 Commercial Street, London  
 Aerial view of site indicating nearest receptors

Site Plan 7780/SP1  
 15 February 2017  
 Not to Scale



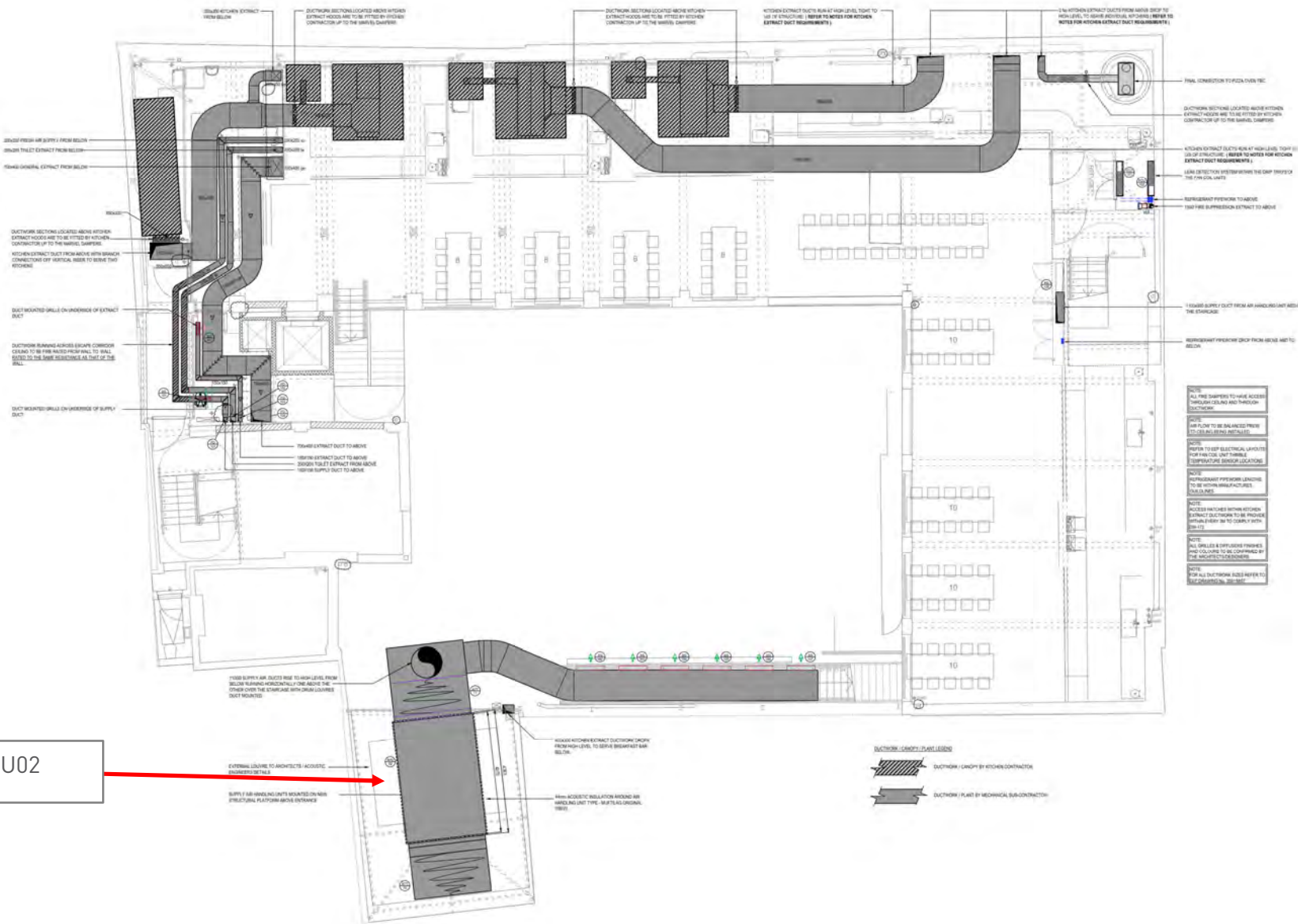




Time Out Market, 106 Commercial Street, London  
 Site Plan of Roof Plant

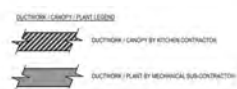
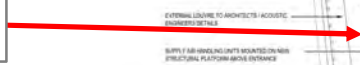
Site Plan 7780/SP2  
 15 February 2017  
 Not to Scale





- NOTE: ALL FIRE DAMPERS TO HAVE ACCESS THROUGH CEILING AND THROUGH DUCTWORK
- NOTE: AIR FLOW TO BE BALANCED FROM EXTRACT AND SUPPLY
- NOTE: REFER TO KEEP ELECTRICAL UNITS FOR FLEXIBLE USE FUTURE (TEMPERATURE SENSOR LOCATIONS TO BE WITHIN MANUFACTURER'S TOLERANCE)
- NOTE: ACCESS HATCHES WITHIN KITCHEN EXTRACT DUCTWORK TO BE PROVIDED (OPTIONAL) BY BA TO CLARIFY WITH THE CONTRACTOR
- NOTE: ALL SPILLERS & SPILLAGE FRISERS AND COVERS TO BE COMPLETED BY THE ARCHITECTURE ENGINEER
- NOTE: FOR ALL ELECTRICAL SEE REFER TO THE ARCHITECTURE ENGINEER

AHU02



Time Out Market, 106 Commercial Street, London  
 Site Plan of Lower Roof Plant

Site Plan 7780/SP3  
 15 February 2017  
 Not to Scale



**RBA ACOUSTICS**

W. [www.rba-acoustics.co.uk](http://www.rba-acoustics.co.uk)

E. [info@rba-acoustics.co.uk](mailto:info@rba-acoustics.co.uk)

**London:**

44 Borough Road

London SE1 0AJ

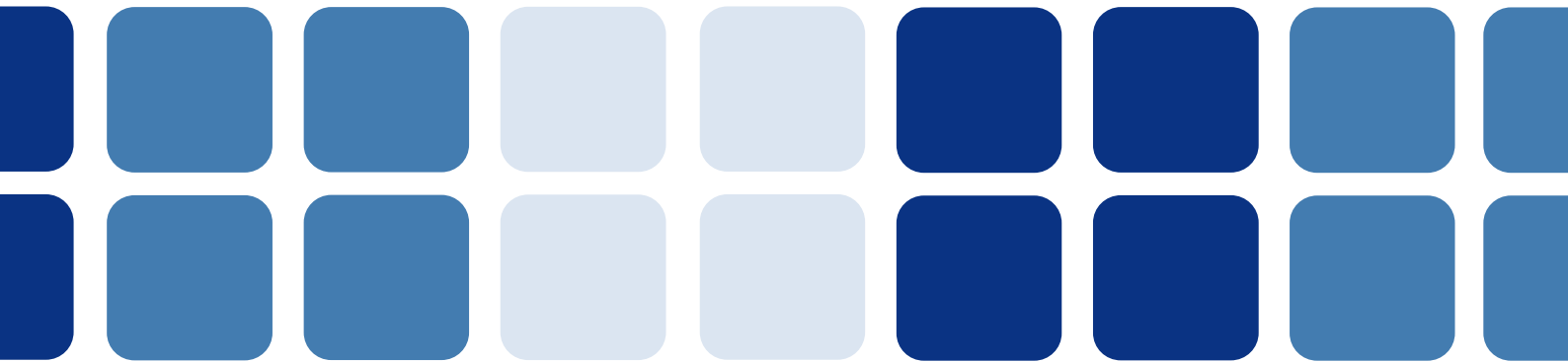
T. +44 (0) 20 7620 1950

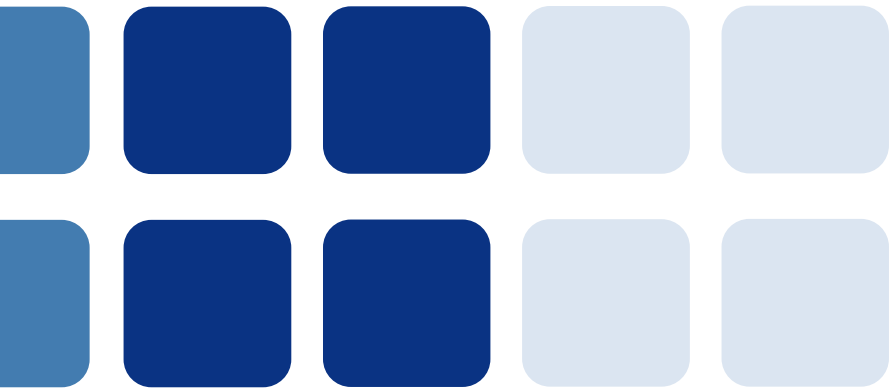
**Manchester:**

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.



**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) 161 661 4504

**TOM187**

## Contents

1.0	INTRODUCTION.....	1
2.0	ENVIRONMENTAL NOISE SURVEY.....	1
3.0	RESULTS.....	2
4.0	ASSESSMENT CRITERIA.....	2
5.0	NOISE BREAKOUT ASSESSMENT.....	4
6.0	NOISE TRANSFER THROUGH PARTY WALLS.....	9
7.0	CUSTOMER ACCESS/EGRESS.....	10
8.0	CONCLUSION.....	10

## 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 managed 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)		
	$L_{A90}$ 15minutes	$L_{Aeq}$	$L_{Amax,f}$	$L_{A90}$ 15minutes	$L_{Aeq}$	$L_{Amax,f}$	$L_{A90}$ 15minutes	$L_{Aeq}$	$L_{Amax,f}$
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  $L_{Amax,f}$  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 ( $L_{Aeq}$ ) 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 $L_{Aeq,16hour}$	--
Dining Room/area	40 dB $L_{Aeq,16hour}$	--
Bedrooms	35dB $L_{Aeq,16hour}$	30 dB $L_{Aeq,8hour}$

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  $L_{Aeq}$  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)	$L_{Aeq}$ (dB)	Time Base (hours)	$L_{Amax,f}$ (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  $L_{Amax,f}$ . Assuming a sound level difference from outside to inside of approximately 10dB provided by an open window, external noise levels should therefore be 55dB  $L_{Amax,f}$  or below.

We would note that the adopted  $L_{Amax,f}$  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  $L_{Aeq,15minutes}$  and 44dB  $L_{A90,15minutes}$ . Additionally, WHO guidelines suggest that noise levels outside of an open bedroom window should be below 45dB  $L_{Aeq}$  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  $L_{Aeq}$  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

Parameter	Sound Pressure Level (dB) at Octave-band Centre Frequency (Hz)								dBA
	63	125	250	500	1k	2k	4k	8k	
Predicted Reverberant Noise Level $L_{eq}$	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

Parameter	Sound Pressure Level (dB) at Octave-band Centre Frequency (Hz)								dBA
	63	125	250	500	1k	2k	4k	8k	
Coin Laundry $L_{eq}$	81	85	82	78	74	70	67	59	80
Meat Liquor $L_{eq}$	90	84	79	81	80	76	70	63	84
The Breakfast Club $L_{eq}$	75	80	75	81	81	76	73	66	84
Turtle Bay $L_{eq}$	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)								$R_w$
63	125	250	500	1k	2k	4k	8k	
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)								R <sub>w</sub>
63	125	250	500	1k	2k	4k	8k	
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)								$R_w$
63	125	250	500	1k	2k	4k	8k	
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)								$R_w$
63	125	250	500	1k	2k	4k	8k	
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  $L_{Aeq}$  at the closest external façade of both properties. This is below the levels recommended in the WHO guidelines and BS 8233: 2014 of 45dBA  $L_{Aeq}$  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 $L_{max}$ 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  $L_{max,f}$  noise due to multiple sources in the same way as  $L_{eq}$  noise levels as this would assume all  $L_{max,f}$  events for each person occurred simultaneously, which is clearly not valid. However, for the sake of completeness, the following table outlines the worst case  $L_{max,f}$  values at the façade lines.

Table 7780/T12 – Summary of Predicted Noise Levels

Receptor Location	Worst-case External Activity Noise Level $L_{Amax,f}$ (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  $L_{Amax,f}$  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  $L_{Amax,f}$  noise level is predicted to be 44dB  $L_{Amax,f}$  which is below with the level suggested for sleep disturbance (45dB  $L_{Amax,f}$ ). 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  $L_{Amax,f}$  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 )  $L_{eq}$  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.
$L_{eq}$	$L_{eq}$ 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).
$L_{Aeq}$	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.
$L_{An}$ (e.g. $L_{A10}$ , $L_{A90}$ )	If a non-steady noise is to be described it is necessary to know both its level and the degree of fluctuation. The $L_n$ indices are used for this purpose, and the term refers to the level exceeded for n% of the time, hence $L_{10}$ is the level exceeded for 10% of the time and as such can be regarded as the 'average maximum level'. Similarly, $L_{90}$ is the average minimum level and is often used to describe the background noise.
$L_{max,T}$	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 – 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	Estimated % 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

\* 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.

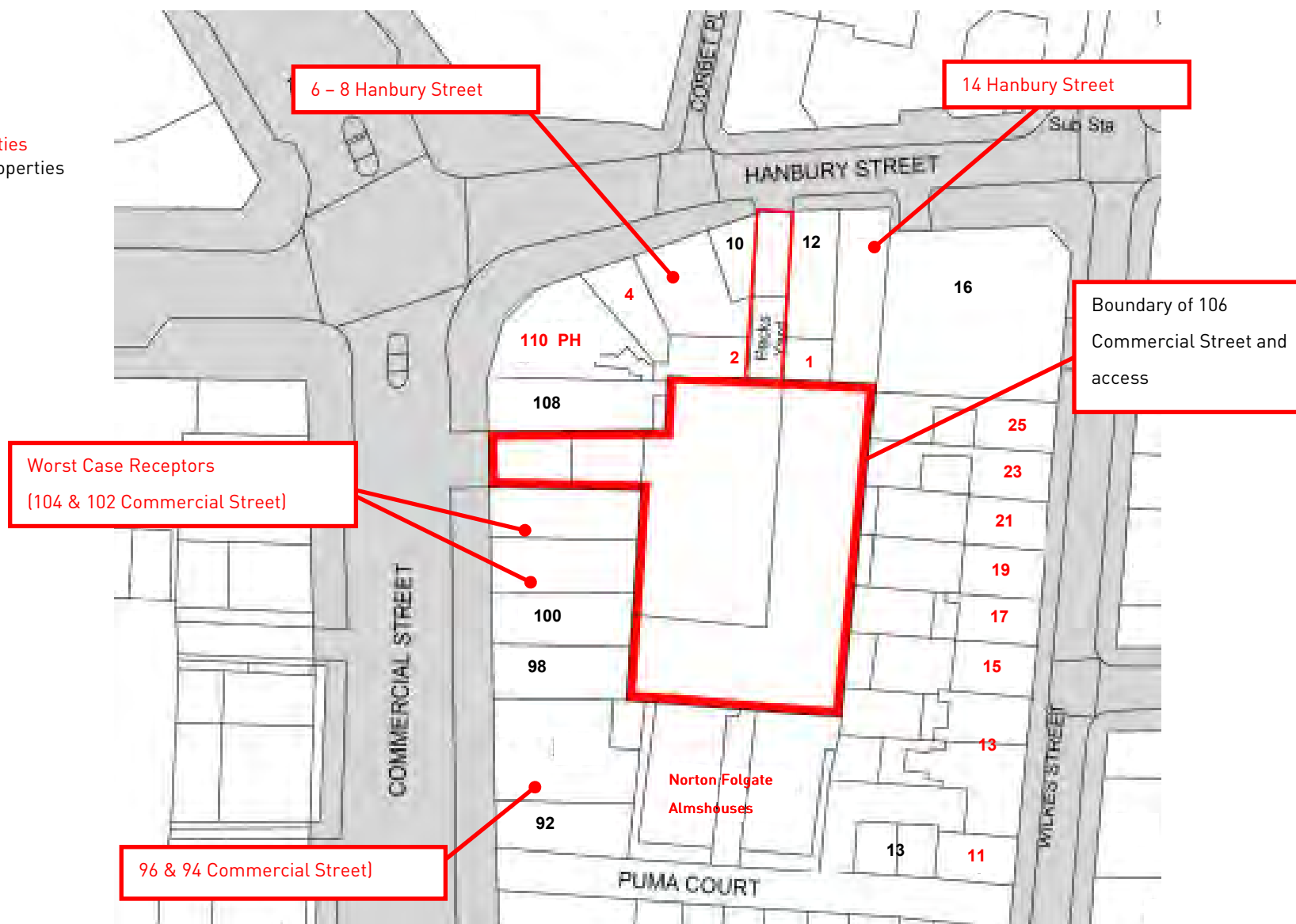
The 1/1 octave band spectral noise levels for 40 % capacity have been plotted for frequencies 63Hz to 8KHz inclusive. In addition, NR levels have been plotted (shown in dashed lines) in 5 dB steps for NR 40 to NR 70.

Unit 12b, Southview Business Park  
Marsack Street, Caversham RG4 5AF  
Tel: 0118 9448444  
E-mail: enquiries@paragonacoustics.com  
Web: www.paragonacoustics.com  
Registered No.: 5032118; VAT No.: 844817204





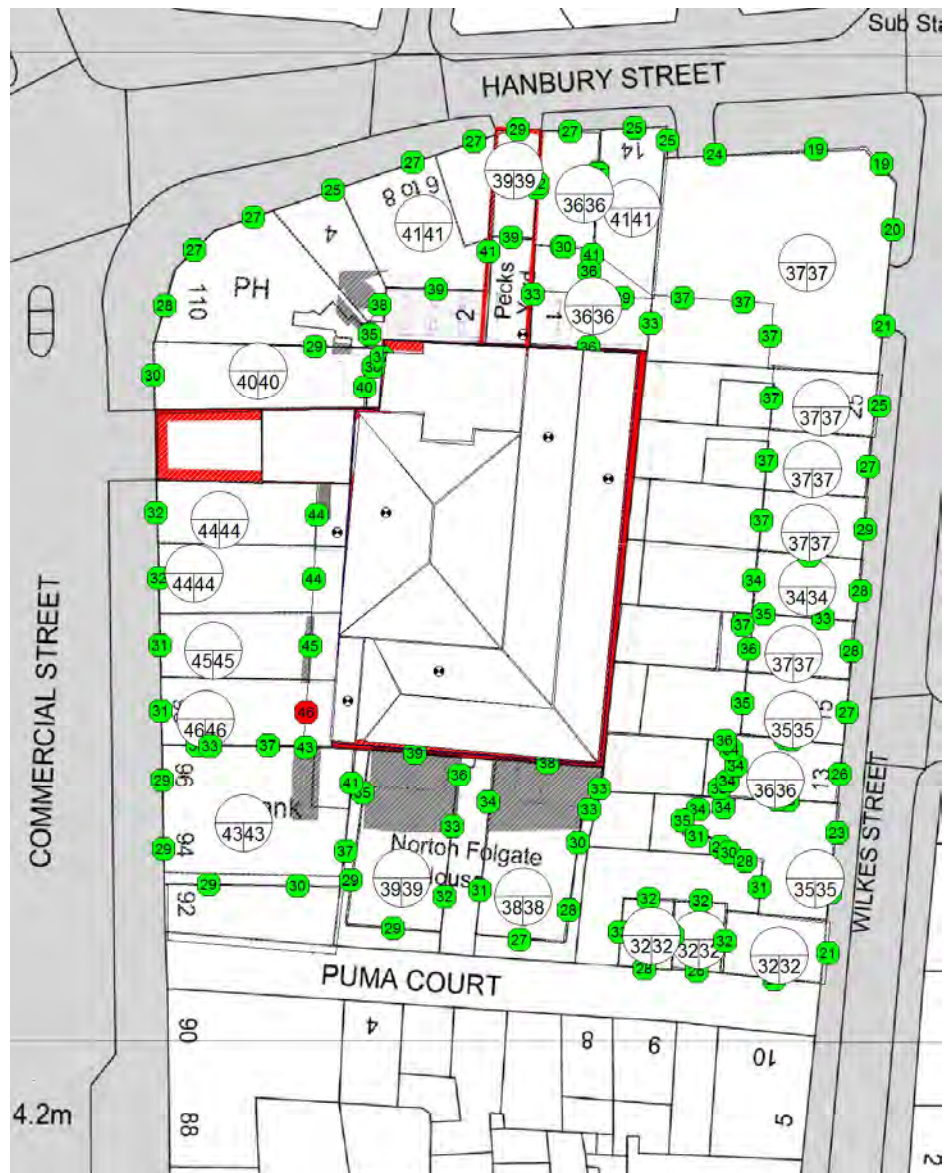
Key:  
Residential Properties  
Non-residential properties



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  $L_{Aeq}$  noise

Noise Map 7780/NM1  
 15 February 2017  
 Not to Scale



**RBA ACOUSTICS**

W. [www.rba-acoustics.co.uk](http://www.rba-acoustics.co.uk)

E. [info@rba-acoustics.co.uk](mailto:info@rba-acoustics.co.uk)

**London:**

44 Borough Road

London SE1 0AJ

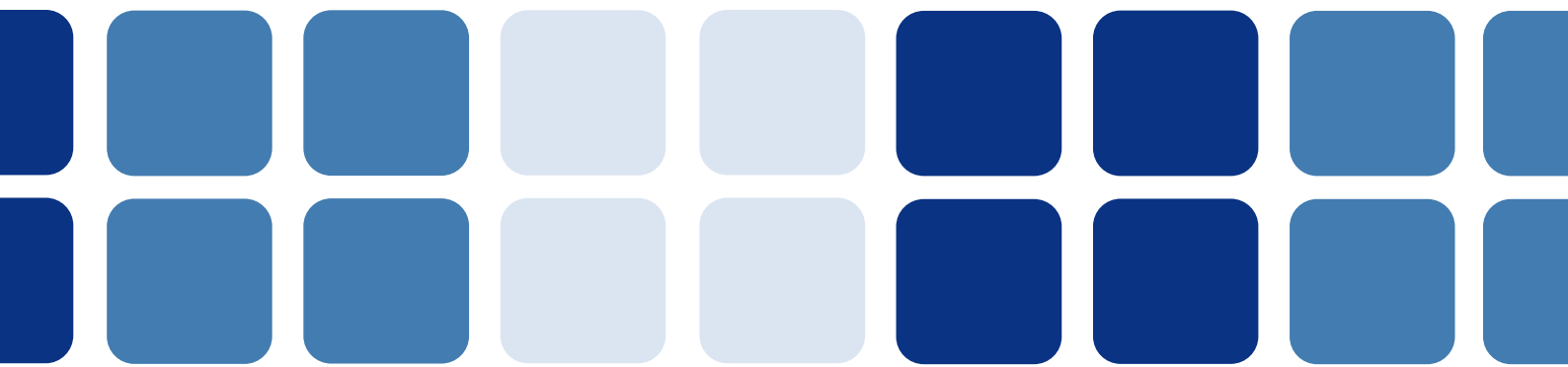
T. +44 (0) 20 7620 1950

**Manchester:**

Lowry House, 17 Marble Street

Manchester M2 3AW

T. +44 (0) 16 1661 4504



## 14. ISA Time Out Market Design Statement



# TIME OUT MARKET

106 COMMERCIAL STREET

ISA

PLANNING STATEMENT  
NOVEMBER 2016



---

**01**

**INTRODUCTION**  
**05-08**

---

**02**

**LOCATION**  
**09-16**

---

**03**

**EXISTING BUILDING**  
**17-24**

---

**04**

**PROPOSALS**  
**25-32**

---

**05**

LOCAL AMENITY  
33-42

---

**06**

ACCESS STATEMENT  
43-46

---

**07**

HERITAGE STATEMENT  
47-50

---

**08**

INTERIOR DESIGN  
51-53



INTRODUCTION 06  
TIME OUT MARKET 07-08

**01**

## 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

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 involvement 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.



Sketch view of interior

## 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.



# TIME OUT MARKET IS A CURATED, FINE DINING, FOOD DRIVEN CONCEPT



## 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:

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

THE CURATION MODEL

- 0.1% AVG INVITED INTO THE MARKET
- 1% AVG AWARDED 4 OR 5 STARS
- 15% AVG REVIEWED BY OUR CRITICS
- 55% AVG VISITED BY OUR JOURNALISTS
- OVERALL NUMBER OF RESTAURANTS

## THE BEST OF EACH CITY UNDER ONE ROOF

# CONCEPT



CURATION BRAND FOOD DRINK CULTURE




## FOOD

From Michelin stars to the best secret spots in town, Time Out Market brings together the best chefs and restaurants of each city in one inspiring, convenient and genuine food experience.

**TARGET: 15-25 RESTAURANTS PER MARKET**

THE FOOD GENERATION NUMBERS

- 55% OF RESTAURANTS PREFER TO EAT AT COMMUNAL TABLES IN RESTAURANTS
- 40% OF RESTAURANTS ALWAYS ORDER SOMETHING DIFFERENT EVERY TIME THEY VISIT THE SAME RESTAURANT
- 48% OF RESTAURANTS WANT NEW FOODS AT LEAST ONCE A MONTH
- 52% OF PEOPLE ASKED BY US TO BRING A DISH TO A FOOD FESTIVAL, FROM A MUSIC FESTIVAL

#FOODPHOTOS ON INSTAGRAM: **87,788,083** AVERAGE 3 TAGS PER SECOND\*\*\*

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

02



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

● 106 COMMERCIAL ST



### 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 start-up 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 Princeslet 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

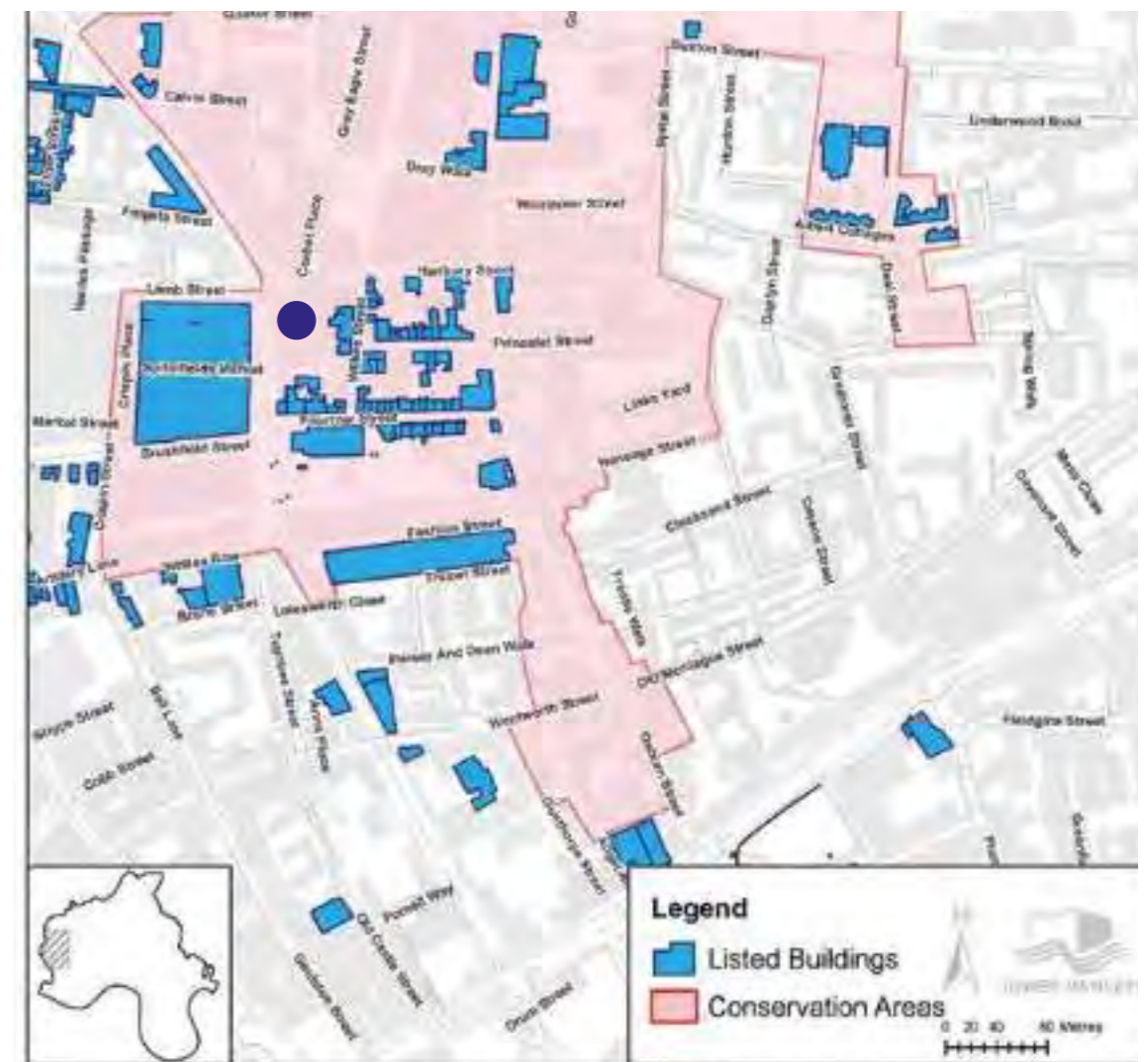
The application site is located within the Brick Lane and Fournier Street Conservation Area, which runs along Brick Lane from Bethnal Green Road in the north, down to Whitechapel in the south.

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 - Main Entrance with Grafitti covered shutters

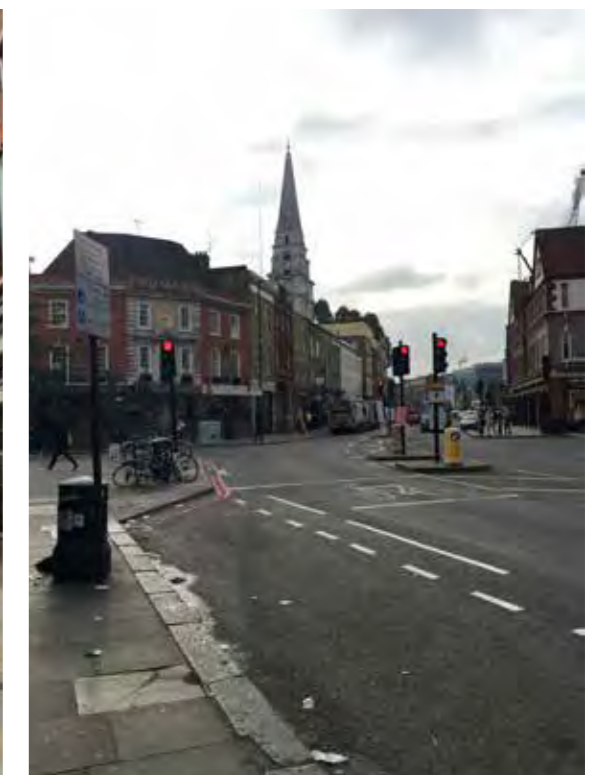
Hanbury Street looking West. Pecks Yard on left, adjacent to red shop front



Commercial Street looking south



Commercial / Lamb / Hanbury St Junction



## LOCATION

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

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 shops.

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.

## 106 COMMERCIAL STREET

106 Commercial Street sits directly opposite Spitalfields Market, flanked by 4 retail stores, a public house, a bookmakers, a hairdresser and a restaurant. Commercial Street is a busy and bustling main arterial road with many land uses.

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



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)



Commercial St looking north towards All Saints & Tesco Express



## LOCATION

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 graffiti.

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 Area.

## 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:

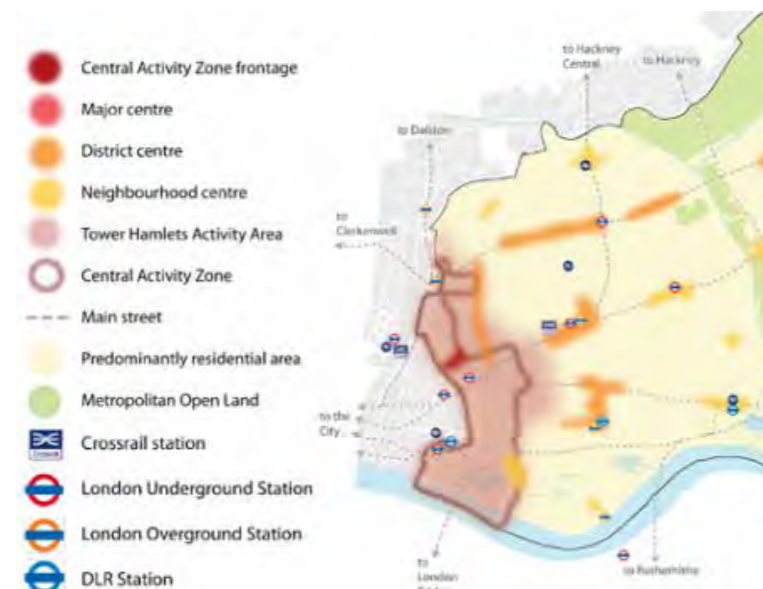
- Transport Statement
- Waste Management Plan
- Acoustic Report
- Operation and Management Plan

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.



Crown Copyright. All Rights reserved. London Borough of Tower Hamlets 100019288 2009

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 THAA.

**Core Strategy Policy Responses**

SP01: 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 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 meet, chat, and collaborate.

## 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 area.

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 22  
ACCESS / EGRESS 23  
PLANNING HISTORY 24

03



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

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 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 elevation.





**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.

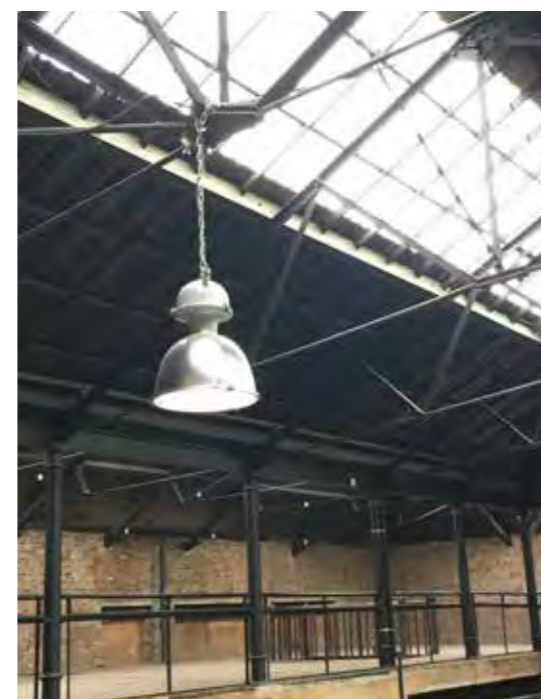


Figure 4.2 – Delaminated bottom flange of filler joist

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 joist.

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

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 serving 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

NB: Images taken from 2015 planning application so development may have occurred since this point.



Image 01: Pecks Yard entrance



Image 02: Pecks Yard to Hanbury St

Image 03: 2 Pecks Yard and proposed site



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 visible here, rising to high level - image 02.

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

04



## 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

### 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.

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.

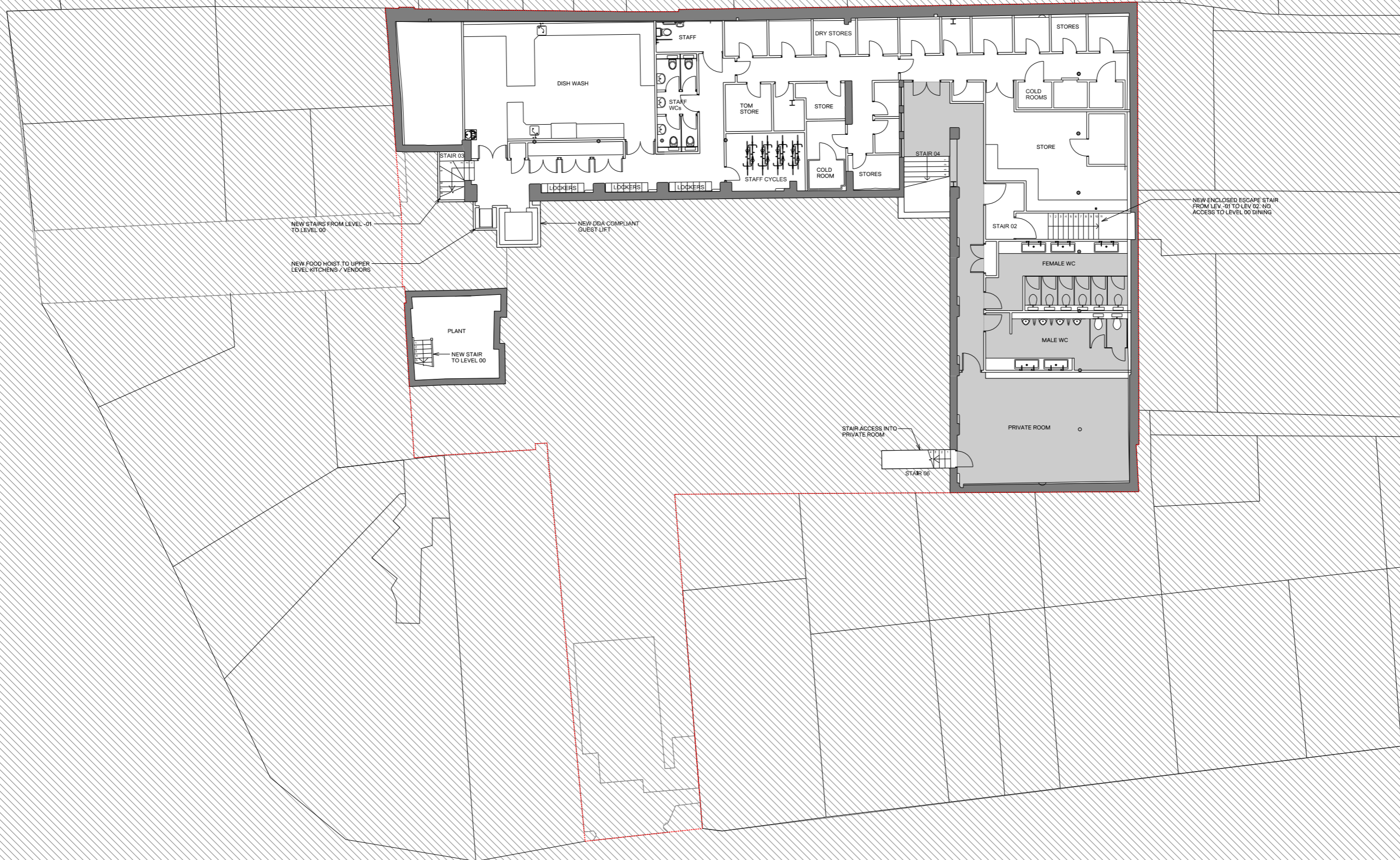
**Design Team Attendees:**  
Time Out Market  
ISA Architects  
T&A Project Management

### 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.

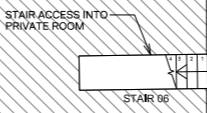
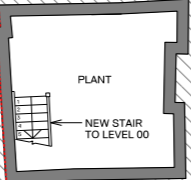
These concerns are addressed in more detail in Section 05.

- **NOISE POLLUTION**
- **LIGHT POLLUTION**
- **KITCHEN EXTRACT**
- **REFUSE STORAGE & REMOVAL**
- **DELIVERIES**
- **CAPACITY / FOOTFALL**
- **OPERATING HOURS**
- **MANAGEMENT**



NEW STAIRS FROM LEVEL -01 TO LEVEL 00

NEW FOOD HOIST TO UPPER LEVEL KITCHENS / VENDORS



NEW ENCLOSED ESCAPE STAIR FROM LEV -01 TO LEV 02. NO ACCESS TO LEVEL 00 DINING

..... SITE BOUNDARY



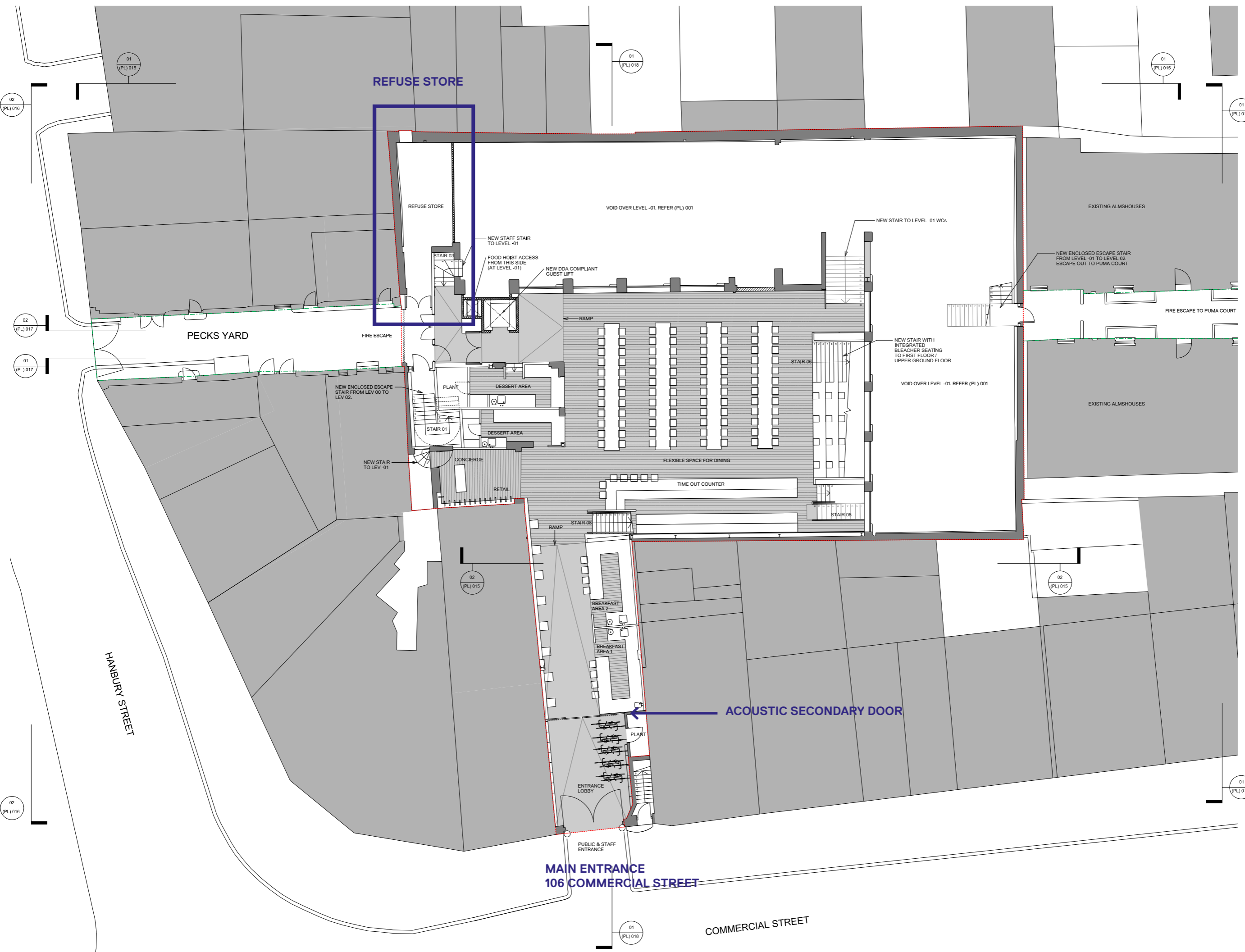
PLANNING  
1635 (PL) 001  
TOM SPITALFIELDS  
105 COMMERCIAL STREET  
PROPOSED LEVEL -01 PLAN

DRAWN: SB DATE: AUG 2016 SCALE: 1:100@A1 CHECKED: GC

Drawings to be read in conjunction with all other documents of the project. For more information, please refer to the project information. Any discrepancies, errors or omissions to be reported to the architect immediately.

4-5 BLENHEIM PLACE  
EDMUNDSVILLE QLD 4001  
PHONE: +61 7 325 6644  
FAX: +61 7 325 6645  
EMAIL: isa@isa.com.au  
WWW: www.isa.com.au

**TOM232**



..... SITE BOUNDARY  
 - - - - - NORTH - RIGHT OF ACCESS/EGRESS THROUGH PECKS YARD  
 - - - - - SOUTH - RIGHT OF EGRESS ONLY TO PUMA COURT



**ISA**

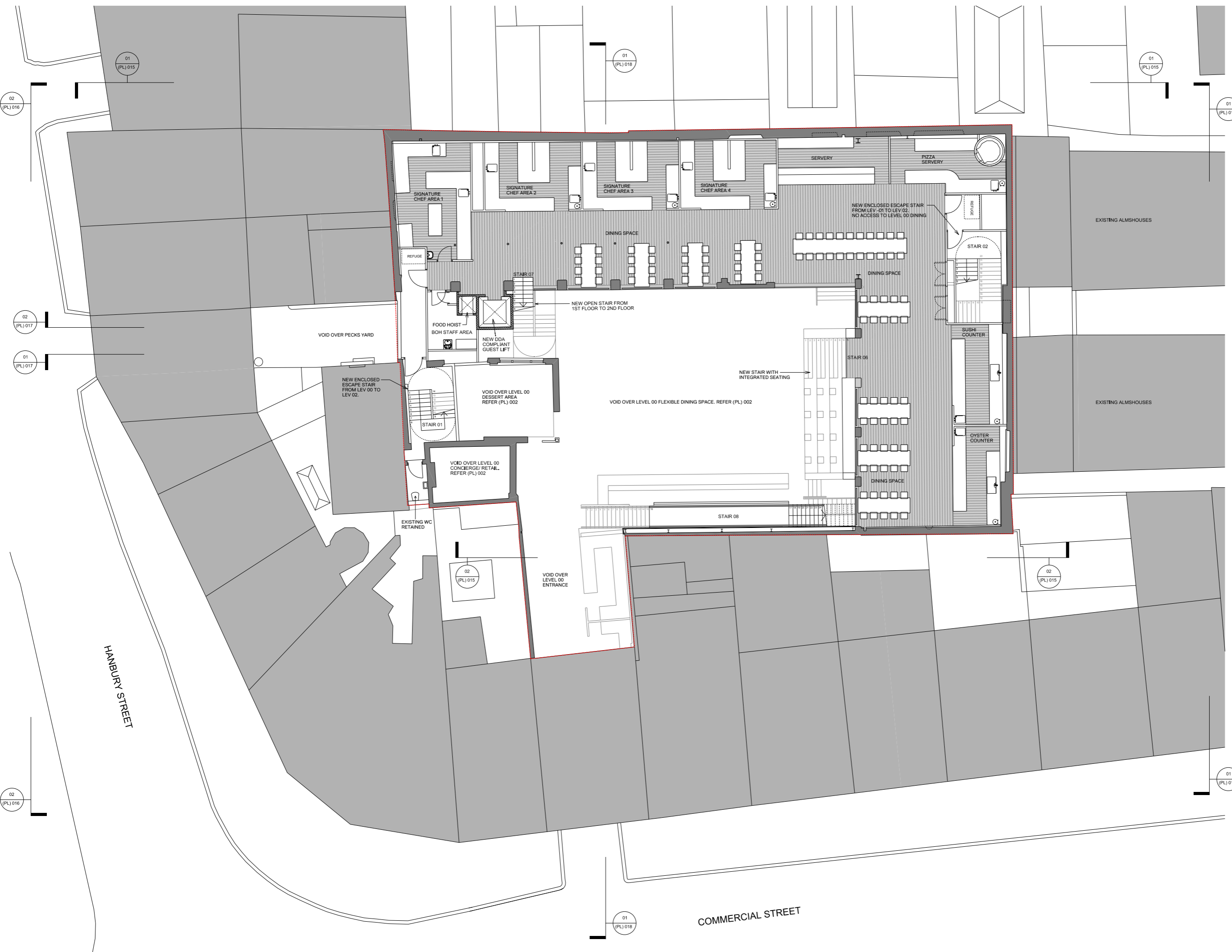
PLANNING  
 1635 (PL) 002  
 TOM SPITALFIELDS  
 105 COMMERCIAL STREET  
 PROPOSED LEVEL 00 PLAN

DRAWN: SB DATE: AUG 2016 SCALE: 1:100@A1 CHECKED: GC

Drawings to be read in conjunction with all other General Arrangement drawings, specifications, structural, mechanical & electrical engineering drawings. Drawings not to be relied upon for construction. ISA is not responsible for the accuracy of data. Any discrepancy, error or omission to be reported to the Architect immediately.

4-5 BLENHEIM PLACE  
 EDINBURGH EH3 7JH  
 PHONE: +44 (0) 131 225 6644  
 FAX: +44 (0) 131 225 6645  
 EMAIL: SALES@ISA.CO.UK  
 WWW: WWW.ISA.CO.UK

**TOM233**



..... SITE BOUNDARY



0 1 5  
SCALE: 1:100 @ A1 GC

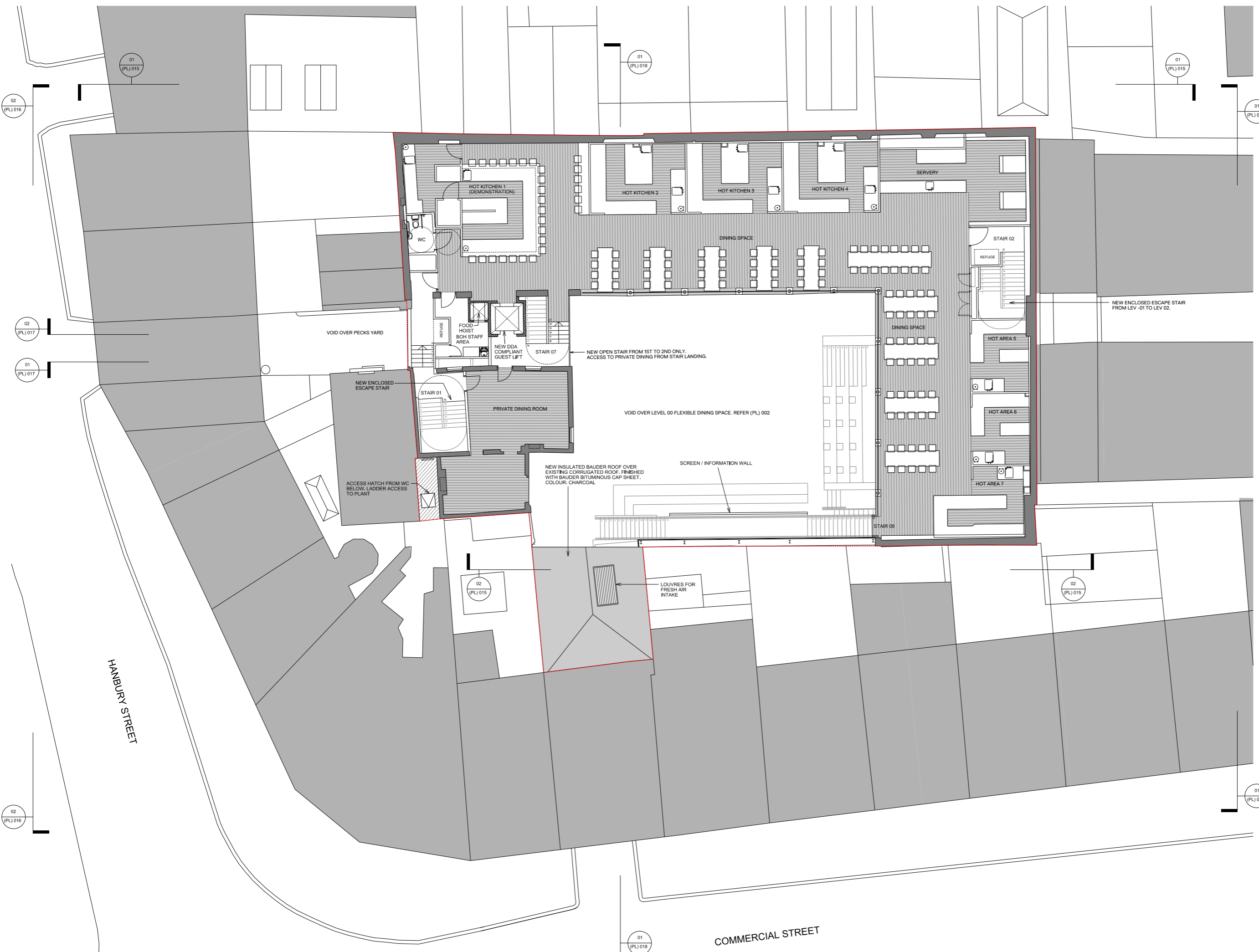


PLANNING  
1635 (PL) 003  
TOM SPITALFIELDS  
105 COMMERCIAL STREET  
PROPOSED LEVEL 01 PLAN

DRAWN: SB DATE: AUG 2016 SCALE: 1:100@A1 CHECKED: GC

Drawings to be read in conjunction with all other General Arrangement drawings, specifications, structural, mechanical & electrical drawings. Copyright © 2016 ISA. All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of ISA. Any discrepancy, error or omission to be reported to the Architect immediately.

TOM234



..... SITE BOUNDARY



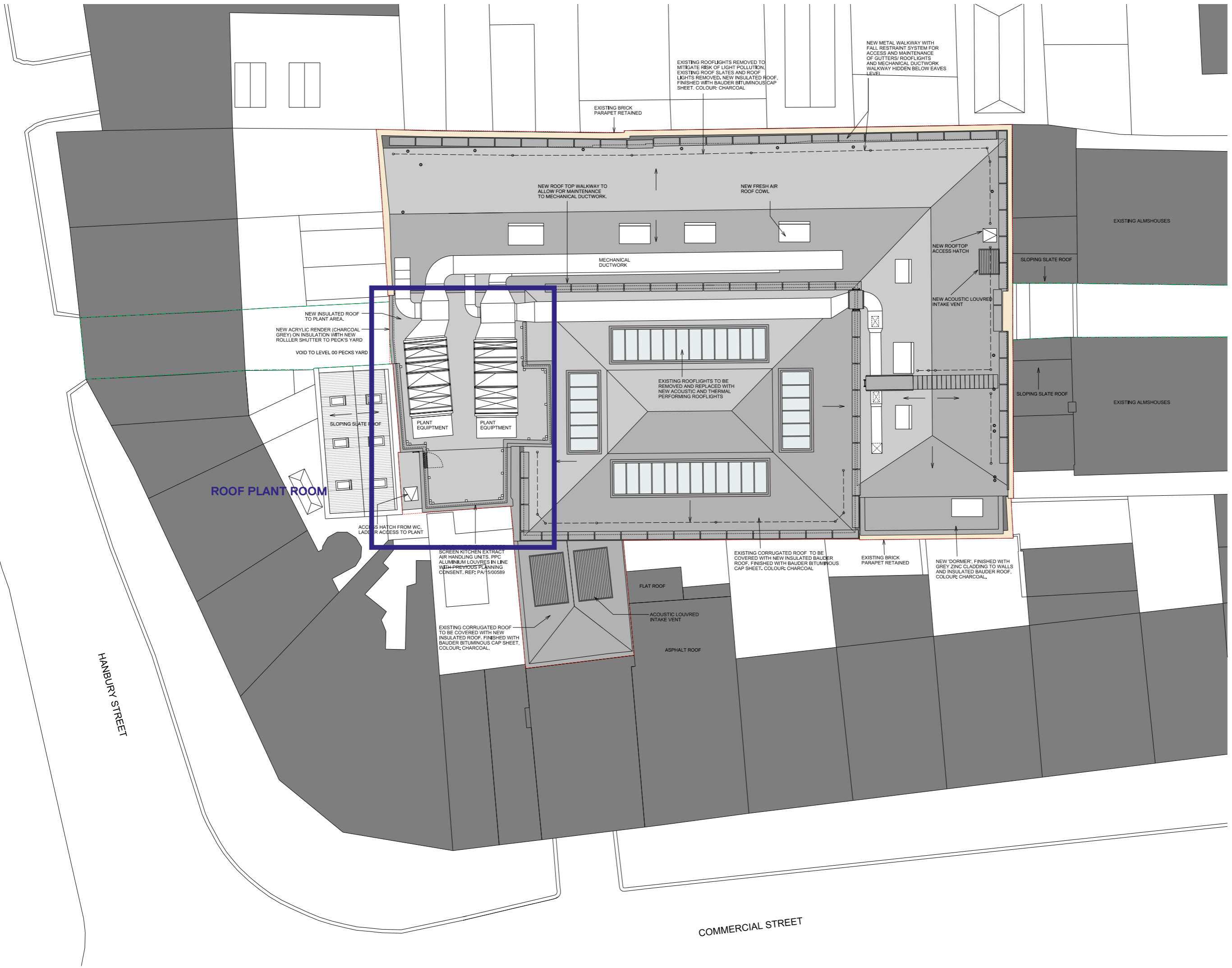
**PLANNING**  
1635 (PL) 004

TOM SPITALFIELDS  
105 COMMERCIAL STREET  
PROPOSED LEVEL 02 PLAN

DRAWN: SB DATE: AUG 2016 SCALE: 1:100@A1 CHECKED: GC

Drawings to be used in conjunction with all other General Arrangement drawings, Specifications, Electrical Schedule & Electronic Engineer drawings. Drawings not to be copied, the accuracy of any electronic copies is guaranteed by ISA. 4-8 BLENHEIM PLACE EDINBURGH EH7 6JH PHONE: +44 (0) 131 223 6644 FAX: +44 (0) 131 223 6645 EMAIL: SALES@ISA.CO.UK

**TOM235**



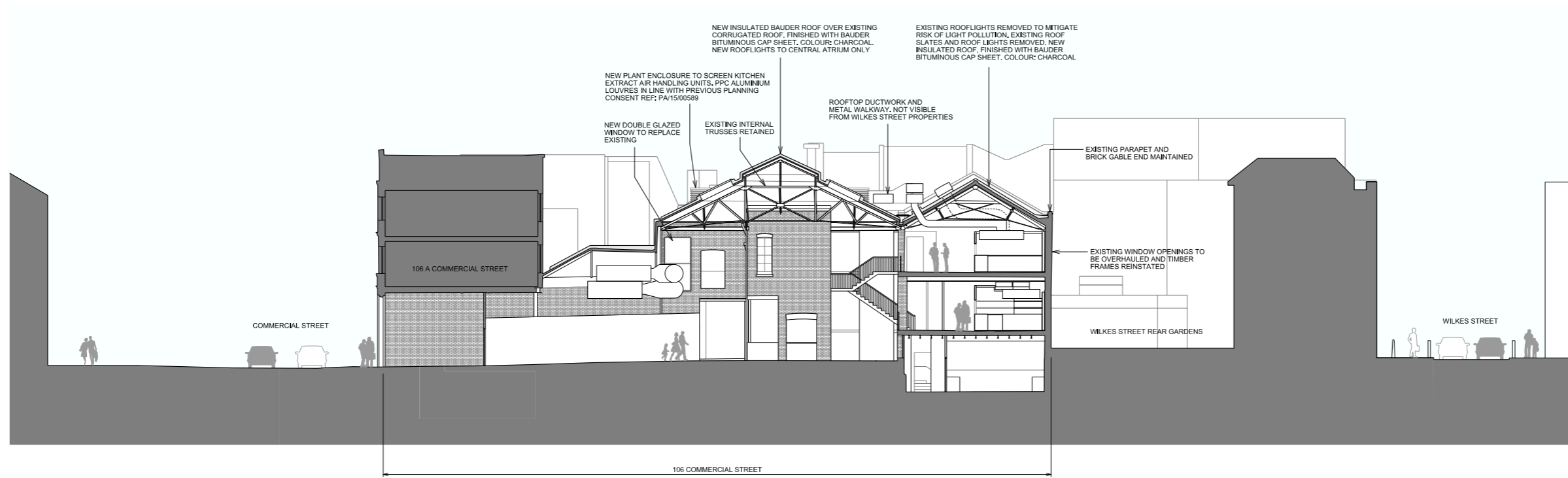
SITE BOUNDARY

NORTH - LEVEL 00 RIGHT OF ACCESS / EGRESS THROUGH PECK'S YARD  
 SOUTH - LEVEL 00 RIGHT OF EGRESS ONLY TO PUMA COURT



PLANNING  
 1635 (PL) 005  
 TOM SPITALFIELDS  
 105 COMMERCIAL STREET  
 PROPOSED ROOF LEVEL

DRAWN: AC DATE: AUG 2016 SCALE: 1:100@A1 CHECKED: GC



01 PROPOSED SECTION THROUGH COMMERCIAL STR RAMP



PLAN KEY



PLANNING  
1635 (PL) 018

TOM SPITALFIELDS  
106 COMMERCIAL STREET  
PROPOSED SECTION THRO COMMERCIAL STR

DRAWN: SB DATE: NOV 2016 SCALE: 1:150@A1 CHECKED: GC

Drawings to be used in conjunction with all other General Arrangement drawings, Specifications, Electrical Schedule & Electronic Reports. The accuracy of all electronic reports is the responsibility of ISA.

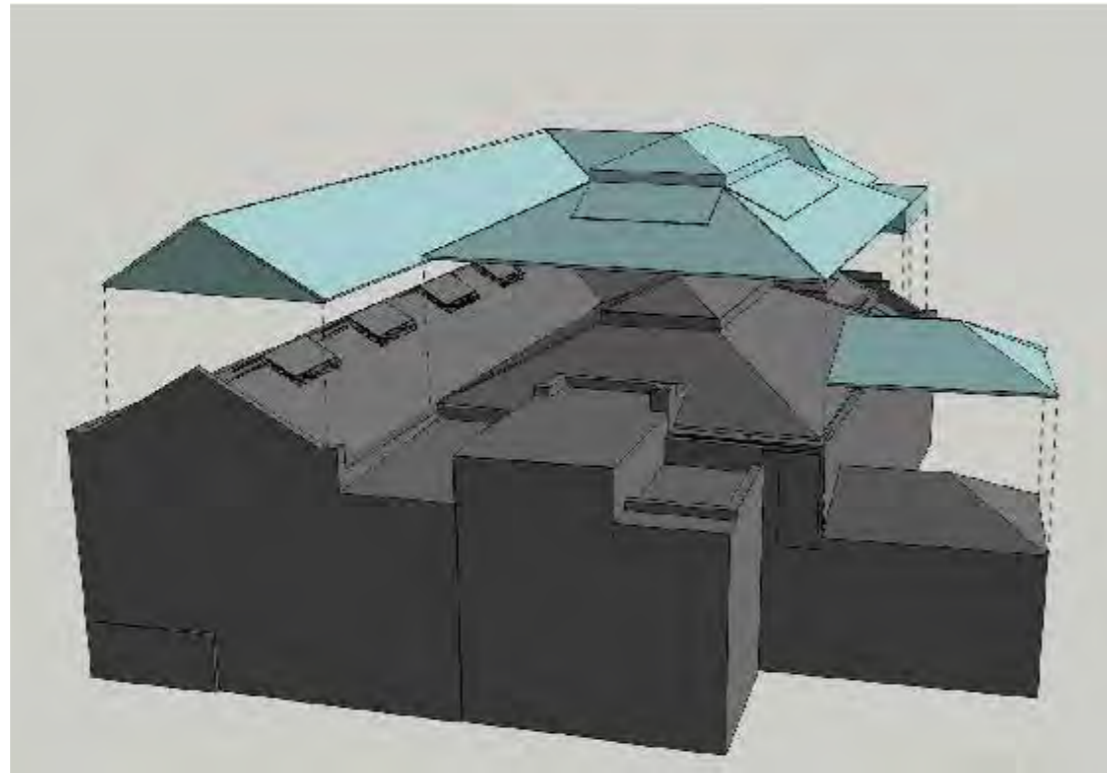
4-8 ELDONHILL PLACE  
EDINBURGH EH17 6LN  
PHONE: +44 (0) 131 223 6644  
FAX: +44 (0) 131 223 6644  
EMAIL: SALES@ISA.CO.UK  
WWW.ISA.CO.UK

**TOM237**

- 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

**05**





# 01 NOISE POLLUTION

Noise concerns have been taken extremely seriously by Time Out Market, both in terms of building attenuation and guest management and dispersal.

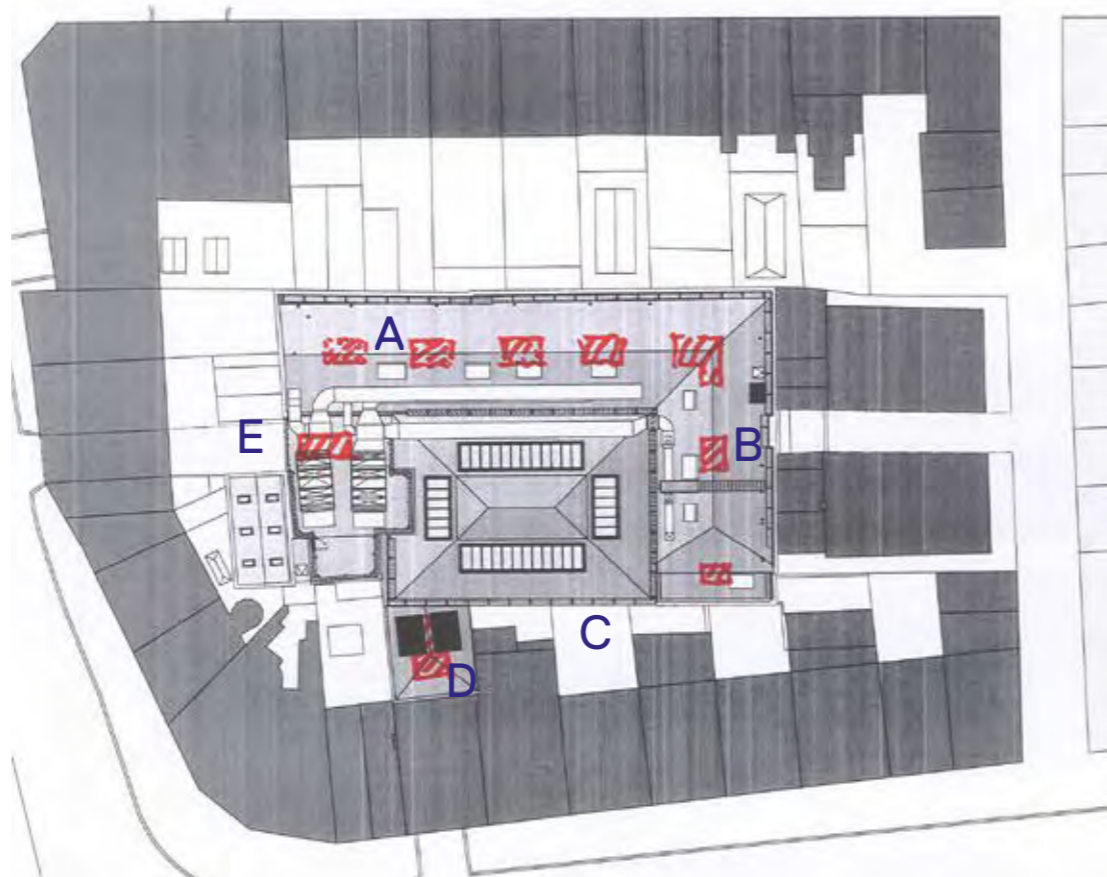
- Background noise calculations were taken around the site.
- A noise survey was carried out in the client's existing Lisbon property to make sure that predicted sound levels are realistic.
- The existing roof will be fully re-covered and insulated, with one new seamless finish proposed. Refer proposed 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



# 02 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.

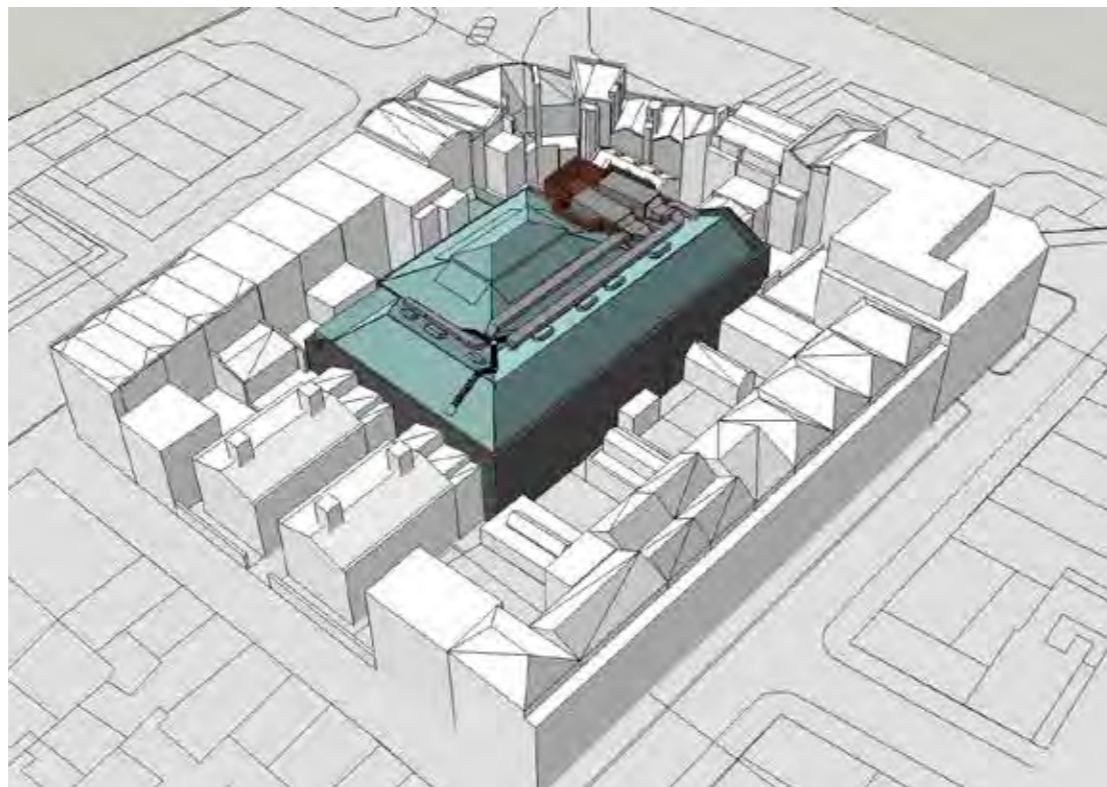
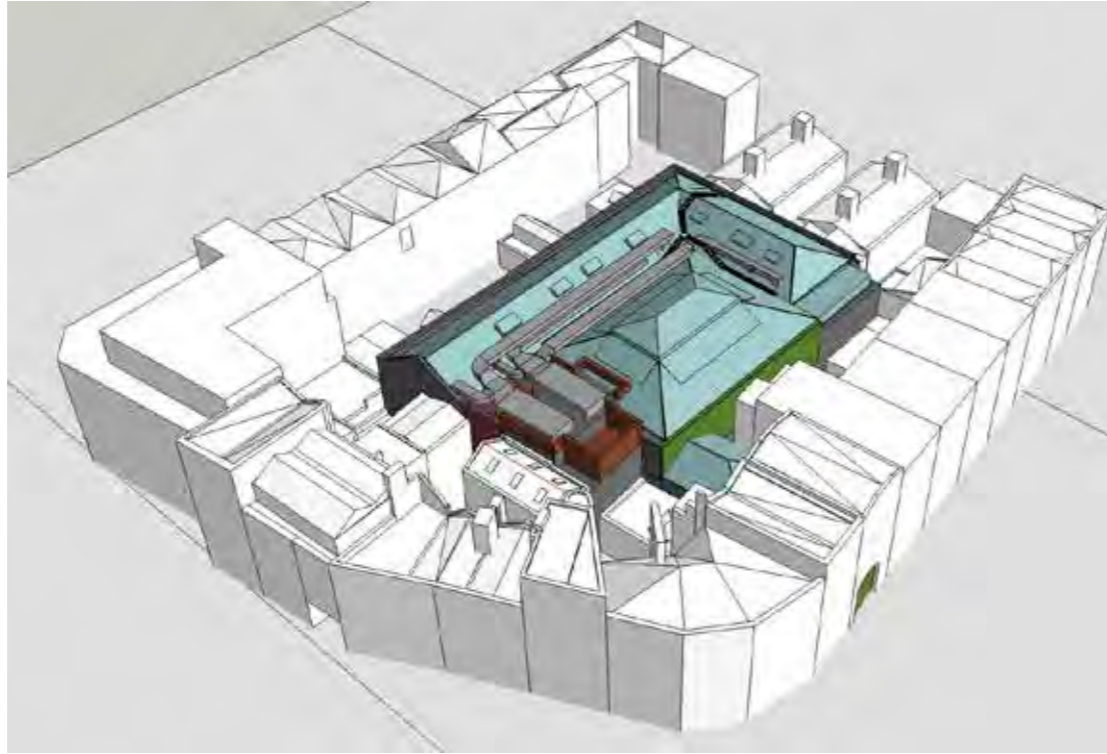
Through discussions with the specialist interior and lighting designers, the decision was taken to remove existing roof lights from the perimeter of the building, therefore removing the risk of direct light pollution in to adjacent properties. See adjacent diagram.

- 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.



# 03

## KITCHEN EXTRACT

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 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.

### SUPPLEMENTARY INFORMATION

Refer to the following reports:

- Plant noise assessment to follow

# 04

## 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 perimeter of the building will remain as they 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.

The Roof Plant room impact on 2 Pecks Yard 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 ventilation system is to be designed in accordance with British Standards and Codes of Practice, Chartered Institute of Building Services Engineers (CIBSE) design guides and the Heating and Ventilating Contractors Association specification "for Kitchen Ventilation systems" ref DW/172.

The design will use Industry leading manufacturer's specialist Kitchen products obtained from Halton Food Service an internationally recognised leader in the manufacture of high quality Kitchen Ventilation and associated 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 cooking hoods to remove grease and odours at source.
- Galvanised sheet metal ducting constructed in accordance with DW/172.
- "Pollustop" advanced Air Purification extract units manufactured by "Halton Foodservice".

Each of the 2 No Pollustop ventilation units will contain:

- Disposable panel filters offering first stage filtration protection to remove large particulates.
  - Disposable bag filters offering second stage filtration protection to remove medium sized particulates.
  - Absolute Filters HEPA H11 (EU11) offering third stage filtration protection to remove ultra-fine smoke particles
  - Activated Carbon Filters offering fourth stage filtration protection to remove surplus ozone generated by UV-C lamps mounted in the hoods.
- Noise control attenuation designed to meet local authority guidelines for areas with residential properties adjacent.
  - 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 filters 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 efficient operation complete 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 attenuation on inlet and discharge.

A dedicated toilet extract system will be provided with its discharge directed to high level above the surrounding buildings.

### KITCHEN EXTRACT

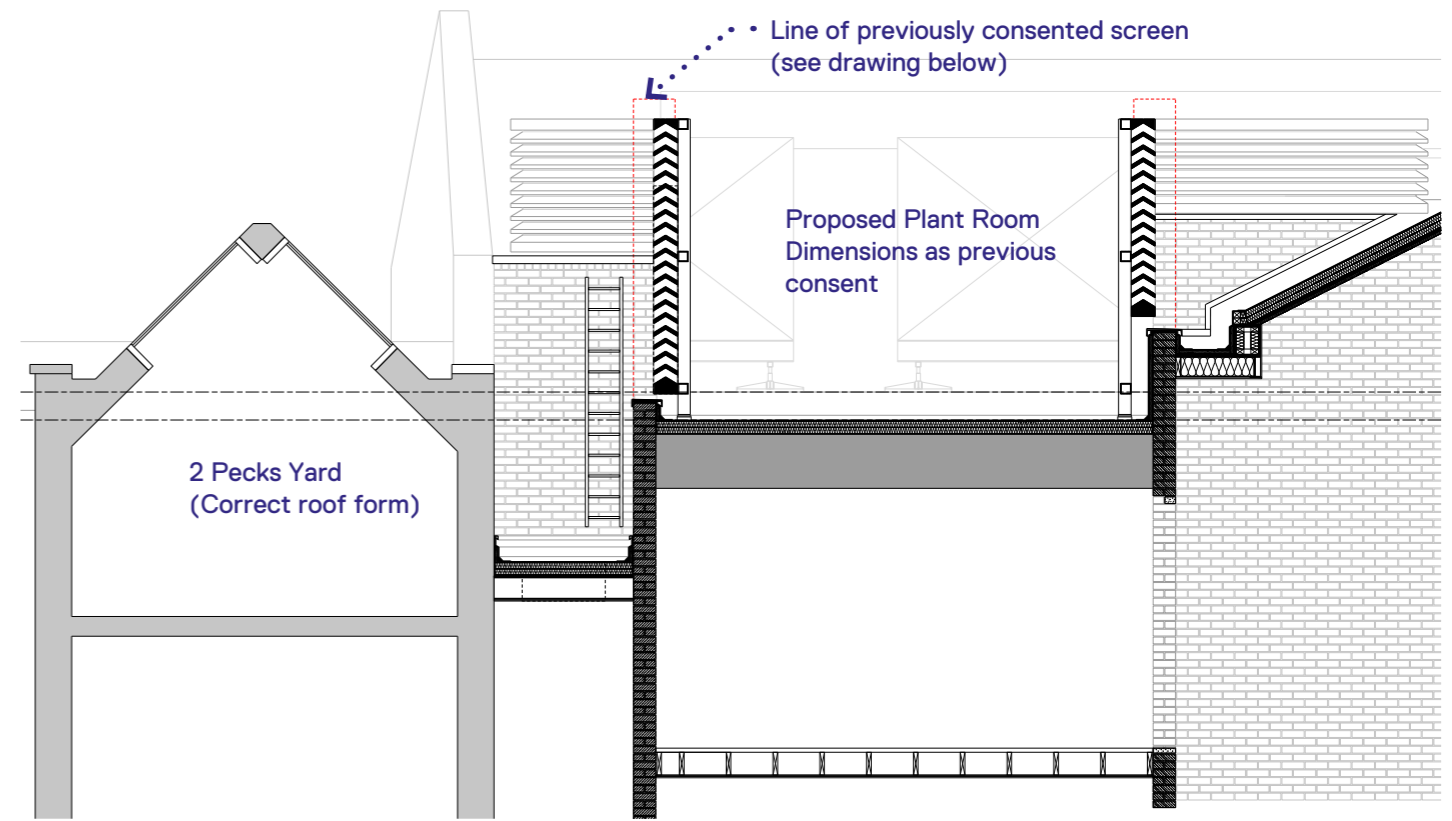
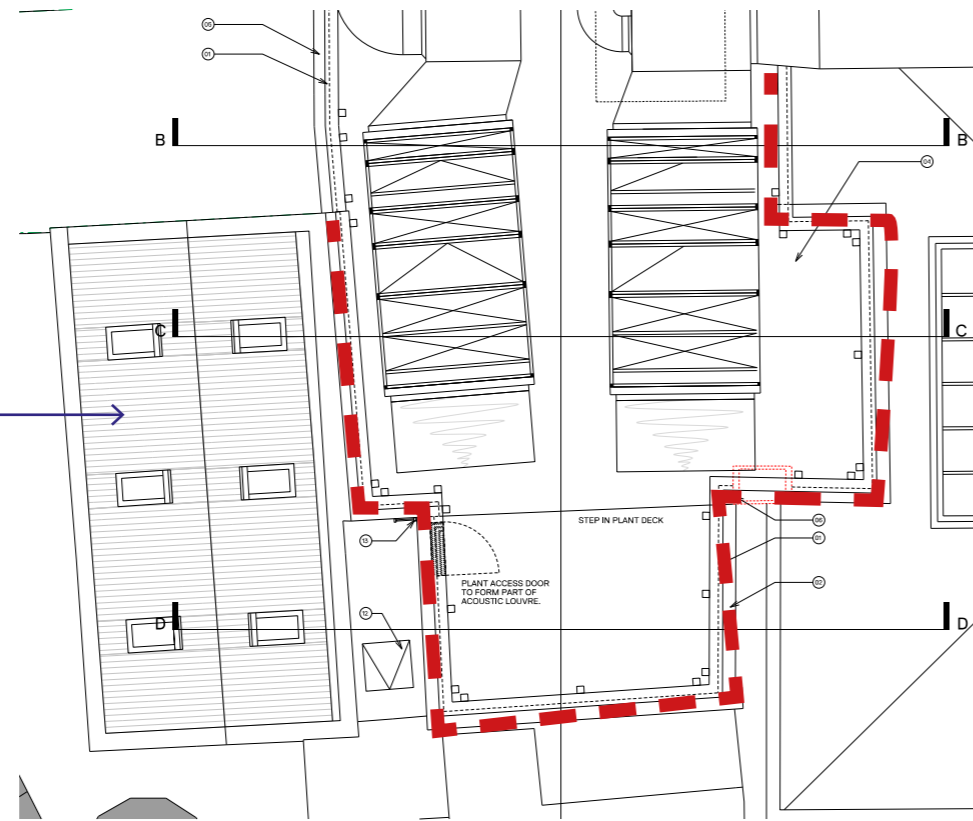
The specialist systems proposed have been successfully employed in many locations across London



Extent of Acoustic Louvres in relation to 2 Pecks Yard

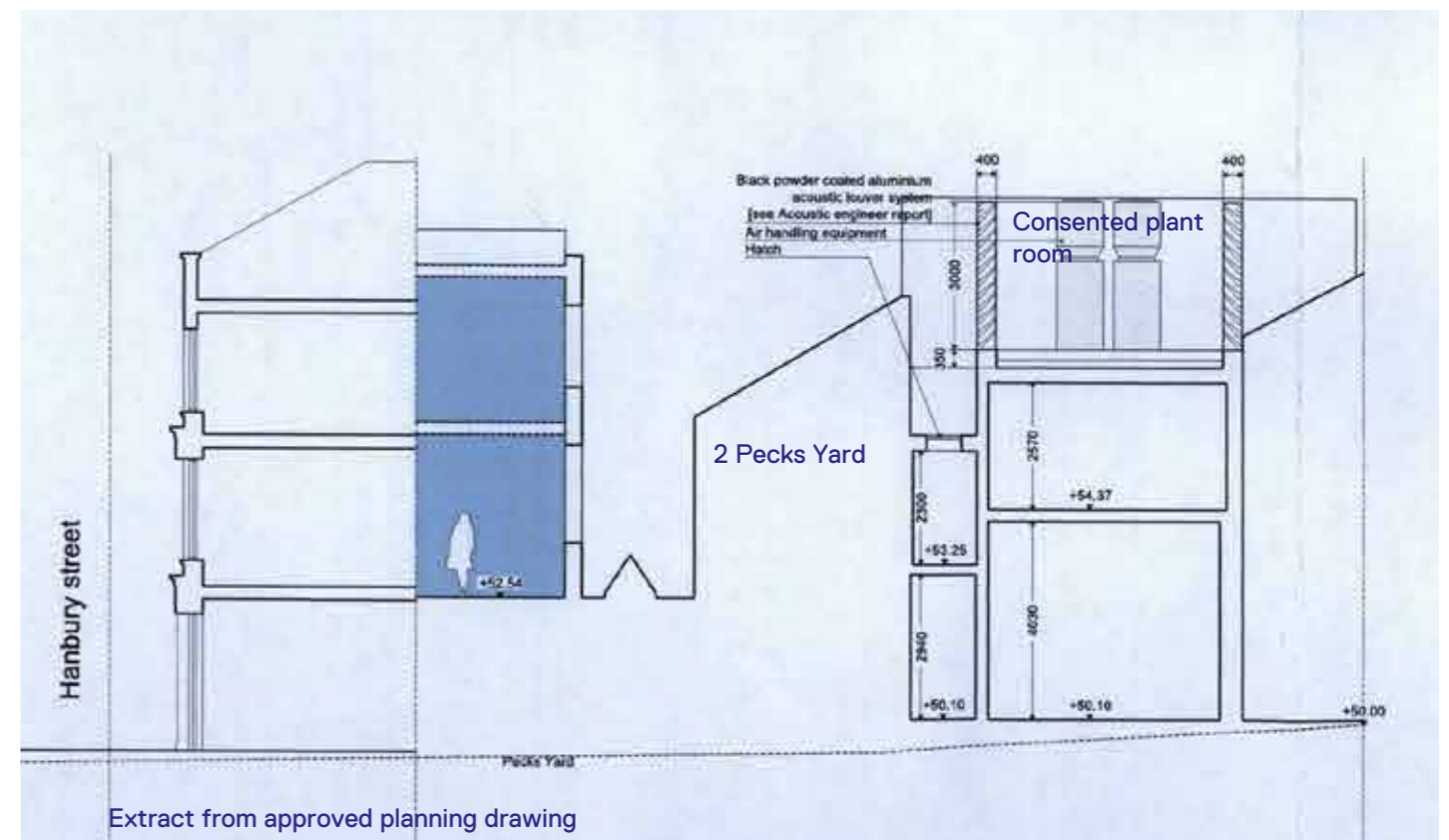
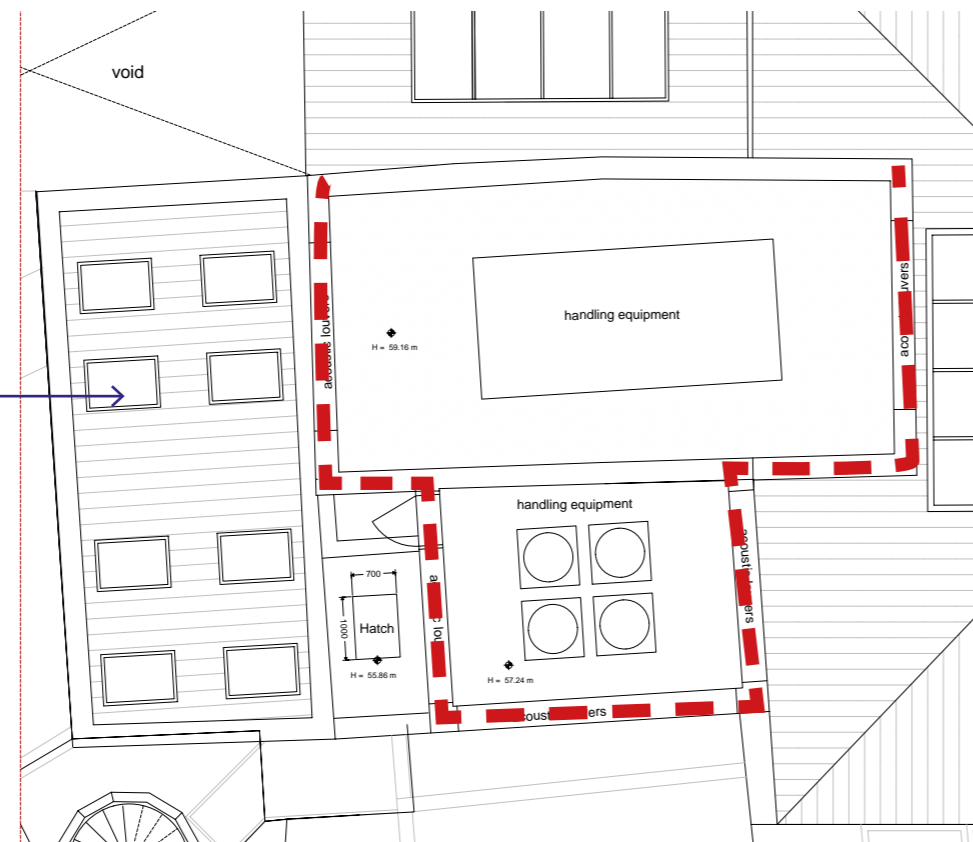
TOM PROPOSALS

2 Pecks Yard  
(Correct Roof  
Light Layout)

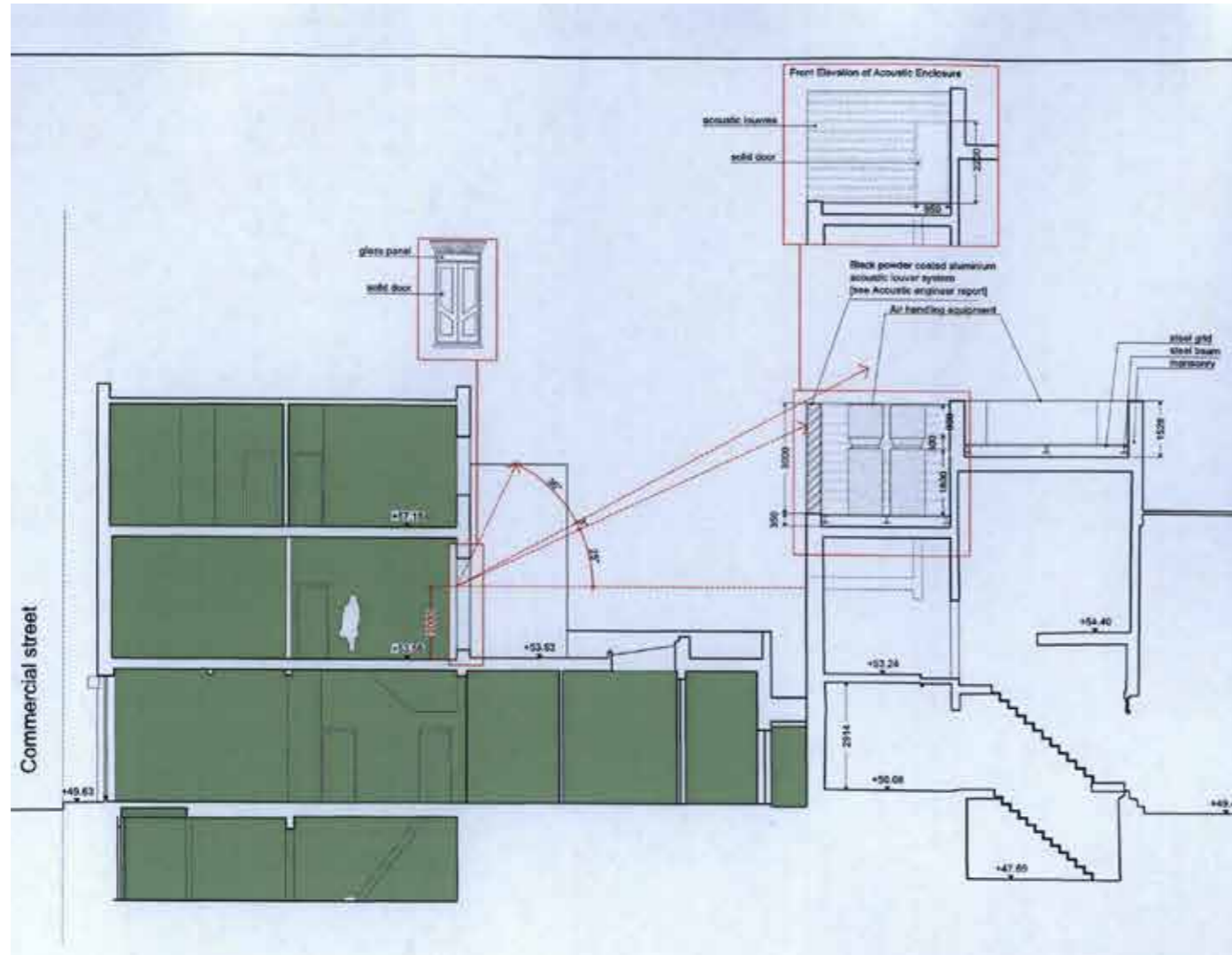


Planning Consent  
ref: PA/15/00589

2 Pecks Yard



Extract from approved planning drawing



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:

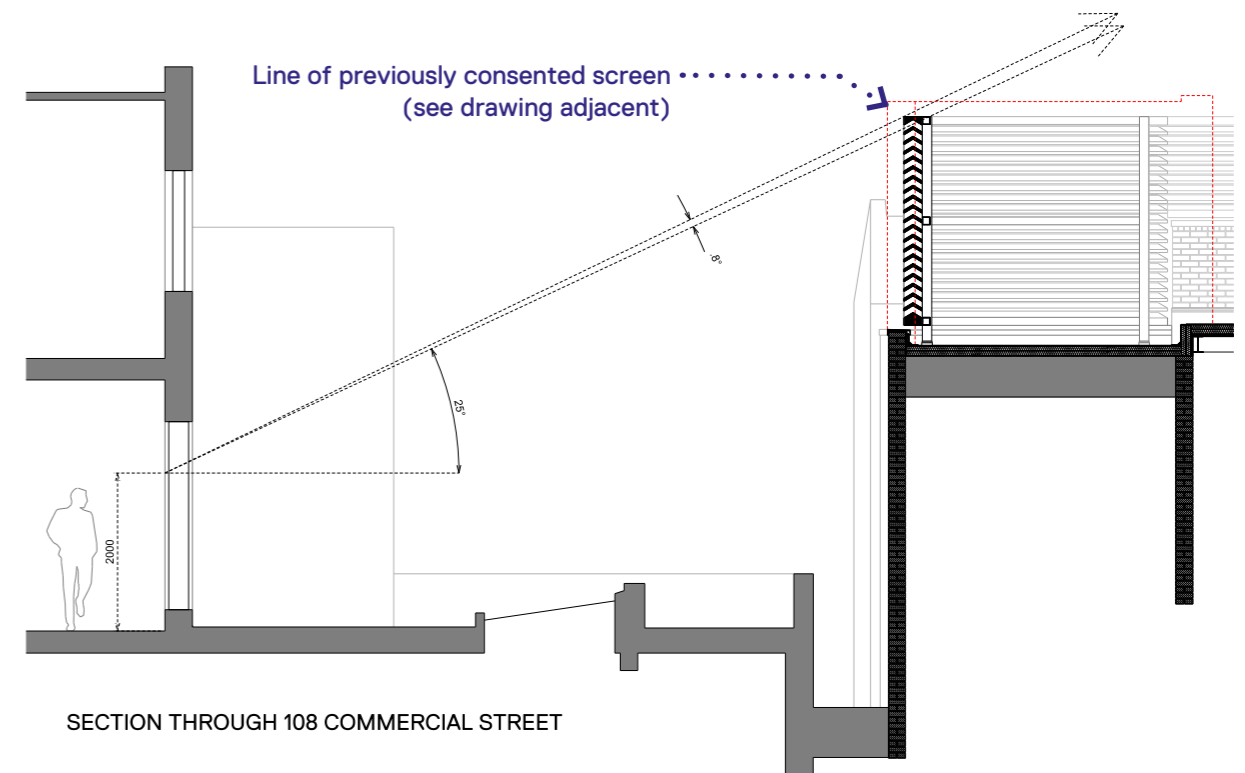
The diagrams on this page demonstrate an improvement on the previously approved planning scheme.

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.



12 Hanbury Street: Existing view



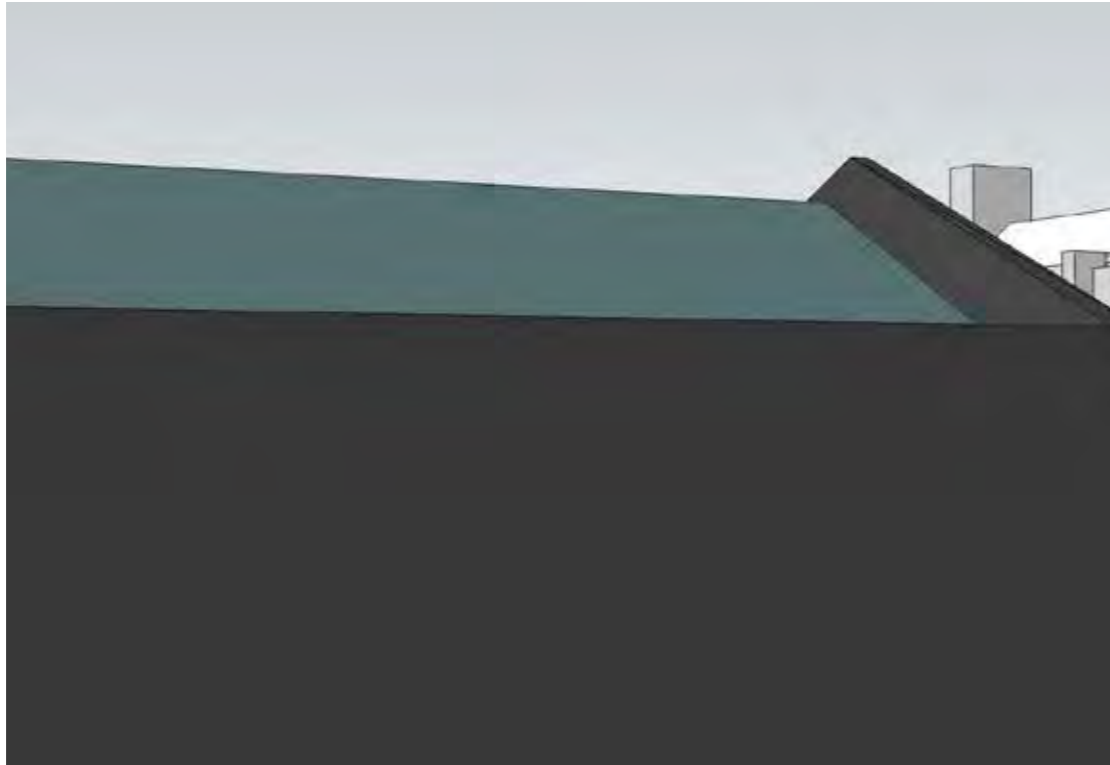
12 Hanbury Street: Proposed view



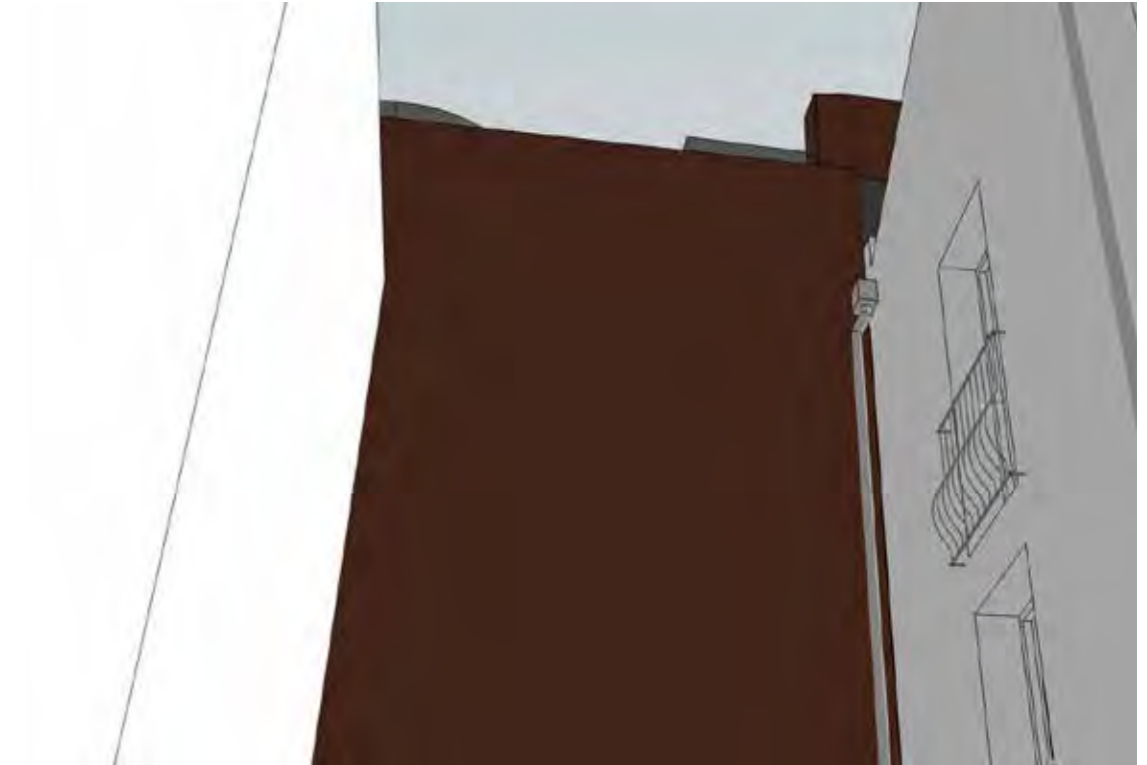
16 Hanbury Street: Existing view

16 Hanbury Street: Proposed view

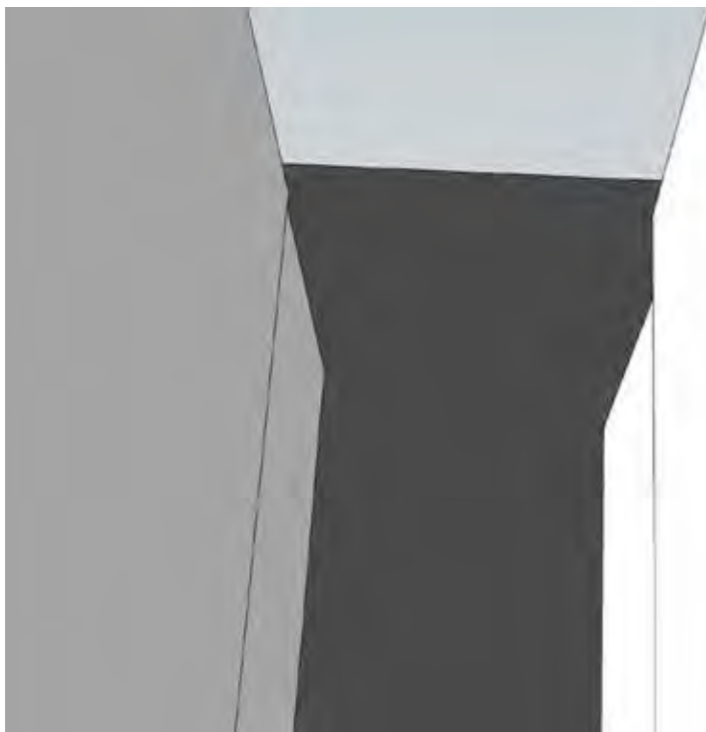




VIEW FROM 15 WILKES ST UPPER LEVEL WINDOWS - NO PLANT VISIBLE  
NO CHANGE TO SKY LINE



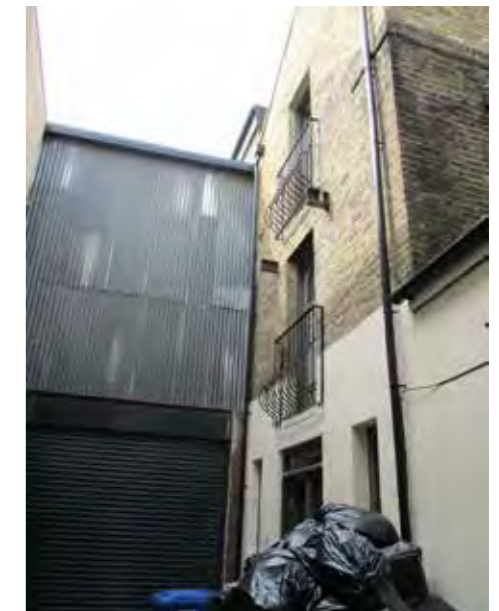
VIEW FROM PECKS YARD GROUND LEVEL



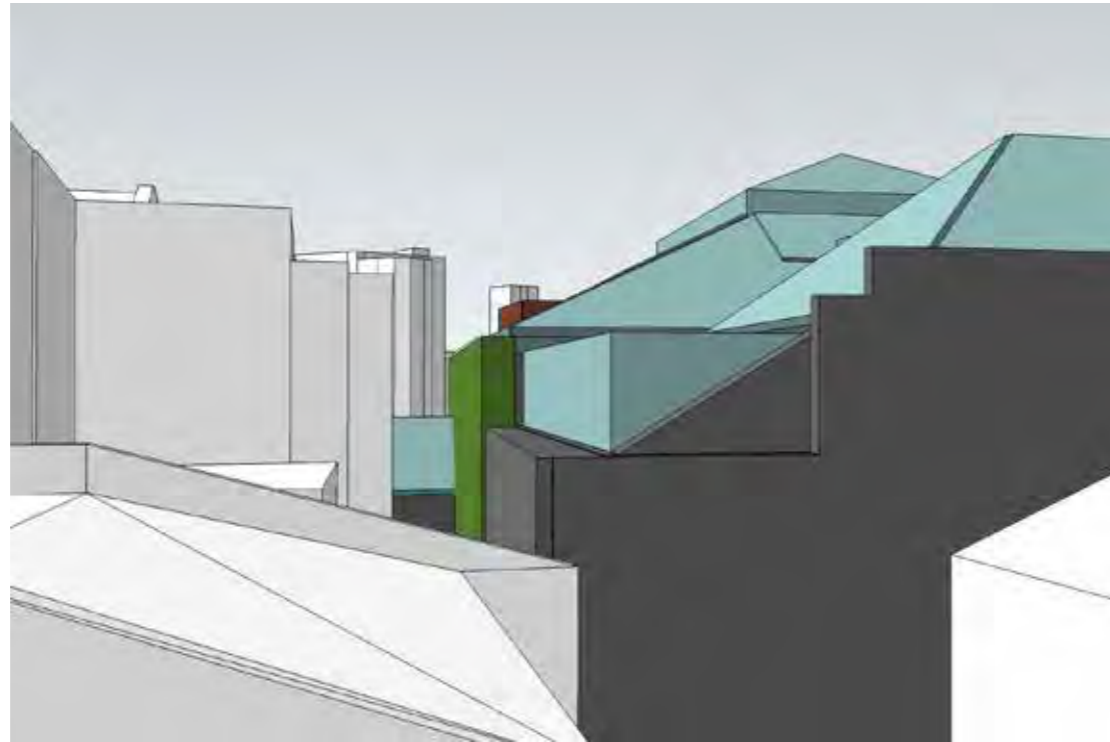
VIEW FROM PUMA COURT - NO PLANT VISIBLE  
NO CHANGE TO SKY COMPONENT



Existing Puma Court View



Existing Pecks Yard View



Massing view

View 01



← Extent of new dormer  
Rooflight removed

### 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.

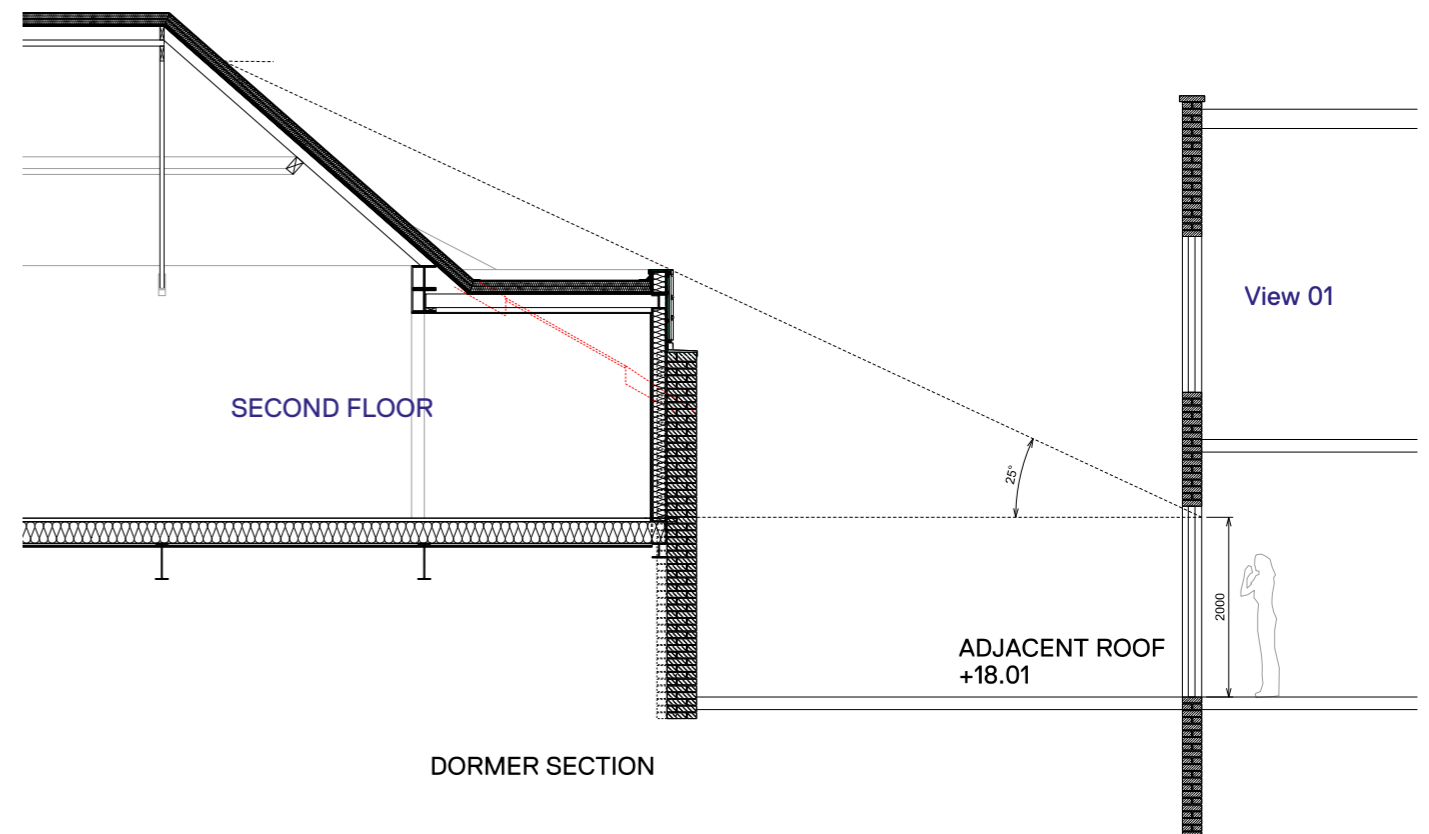
The adjacent 3D image shows the proposed form of the dormer.

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 demonstrated 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)'





# 05

## 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.

# 06

## 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.

# 07

## 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

**06**



## 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 directly 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 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.

Signage will be illuminated and consistent 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 prominently 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 possible.



07

PROPOSED 106 COMMERCIAL STREET ENTRANCE

AVRO|KO

MARKET EXPERIENCE VIEW

EXTERIOR ELEVATION



DOOR CLOSED

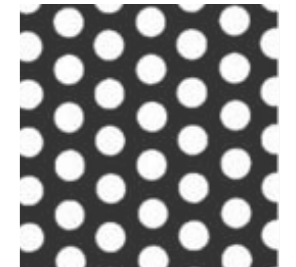


DOOR OPEN

SCALE 1:100



POWDER COATED METAL  
BLACK



PERFORATED METAL BLACK





## 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 performance 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.

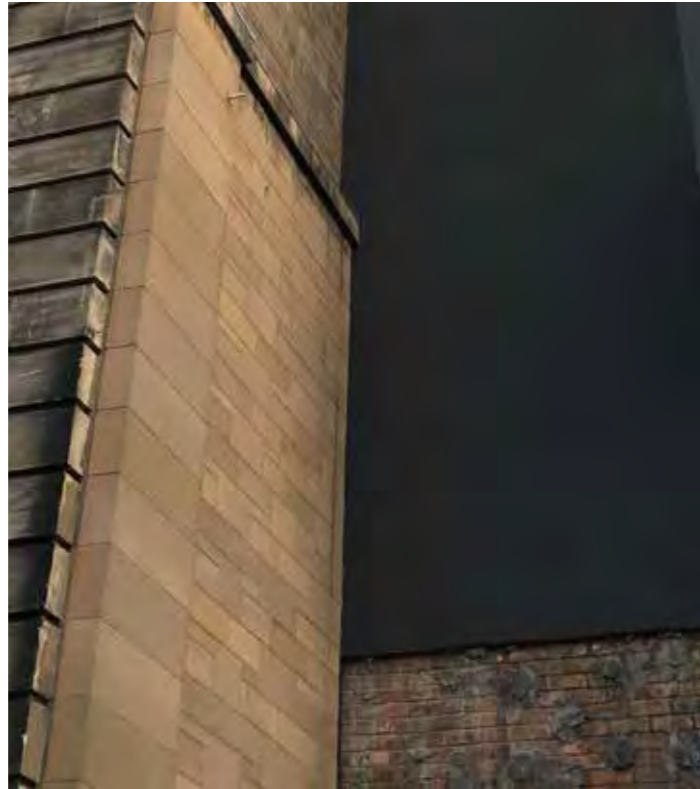
The proposals will add an active frontage to Commercial Street in place of a currently closed facade.

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.





01. Charcoal coloured acrylic render  
(shown abutting existing stone / brick)



02. Zinc Casette 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.

08

AVRO|KO



AVRO|KO

MARKET EXPERIENCE VIEW

2ND FLOOR KITCHENS



4-5 BLENHEIM PLACE  
EDINBURGH EH7 5JH  
PHONE +44 0 131 229 6444  
FAX +44 0 131 229 9387  
MAIL@ISARCHITECTS.CO.UK  
ISARCHITECTS.CO.UK

LONDON OFFICE  
1 SEETHING LANE  
CITY OF LONDON EC3N 4AX  
PHONE +44 0 207 977 9590  
FAX +44 0 207 806 8351

## 15. Time Out Market Transport Statement

# Time Out Market Transport Statement

## Prepared for Time Out Markets November 2016

### Alan Baxter

**Prepared by** Isobel Knapp  
**Reviewed by** Geoff Burrage  
**Issued** 28.11.2016 (v2)  
24.11.2016 (v1 Draft)

T:\1773\1773-060\10 Reports\01 ABA Reports\Time Out Market Transport Statement (v2 Draft).docx

This document is for the sole use of the person or organisation for whom it has been prepared under the terms of an invitation or appointment by such person or organisation. Unless and to the extent allowed for under the terms of such invitation or appointment this document should not be copied or used or relied upon in whole or in part by third parties for any purpose whatsoever. If this document has been issued as a report under the terms of an appointment by such person or organisation, it is valid only at the time of its production. Alan Baxter Ltd does not accept liability for any loss or damage arising from unauthorised use of this report.

If this document has been issued as a 'draft', it is issued solely for the purpose of client and/or team comment and must not be used for any other purpose without the written permission of Alan Baxter Ltd.

**Alan Baxter Ltd** is a limited company registered in England and Wales, number 06600598.  
Registered office: 75 Cowcross Street, London, EC1M 6EL.

© **Copyright** subsists in this document.

# Contents

<b>1.0</b>	<b>Introduction.....</b>	<b>2</b>
<b>2.0</b>	<b>Policy Context.....</b>	<b>3</b>
2.1	National and Regional Policy.....	3
2.2	Local Policy – London Borough of Tower Hamlets.....	4
<b>3.0</b>	<b>Existing Conditions.....</b>	<b>6</b>
3.1	Location and Uses .....	6
3.2	Movement Profile .....	7
3.3	Walking.....	8
3.4	Cycling .....	10
3.5	Public Transport .....	14
3.6	Vehicle Access and Parking .....	18
3.7	Availability of Parking and Loading .....	22
3.8	Planned Improvements and Developments .....	28
<b>4.0</b>	<b>Development Proposals .....</b>	<b>31</b>
4.1	Change of Use .....	31
4.2	Access & Servicing.....	32
4.3	Cycle Parking .....	36
<b>5.0</b>	<b>Impact Assessment .....</b>	<b>37</b>
5.1	Existing Uses.....	39
5.2	Impact on the Transport Network .....	40
<b>6.0</b>	<b>Conclusion .....</b>	<b>42</b>



# 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 which 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.

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).

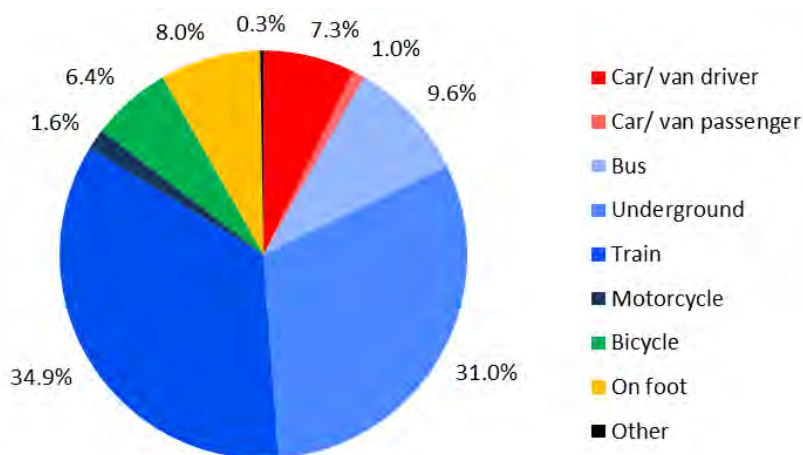
There is a higher than average bicycle modal split for London, which may have risen further in the past five years with significant investment in cycle infrastructure nearby (discussed in Section 3.4 and 3.8).

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%
<b>Total</b>	<b>100%</b>

<sup>1</sup> 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

<sup>2</sup> Source: Nomis Census Data: WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level), E02000878 : Tower Hamlets O15 (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 signalled 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



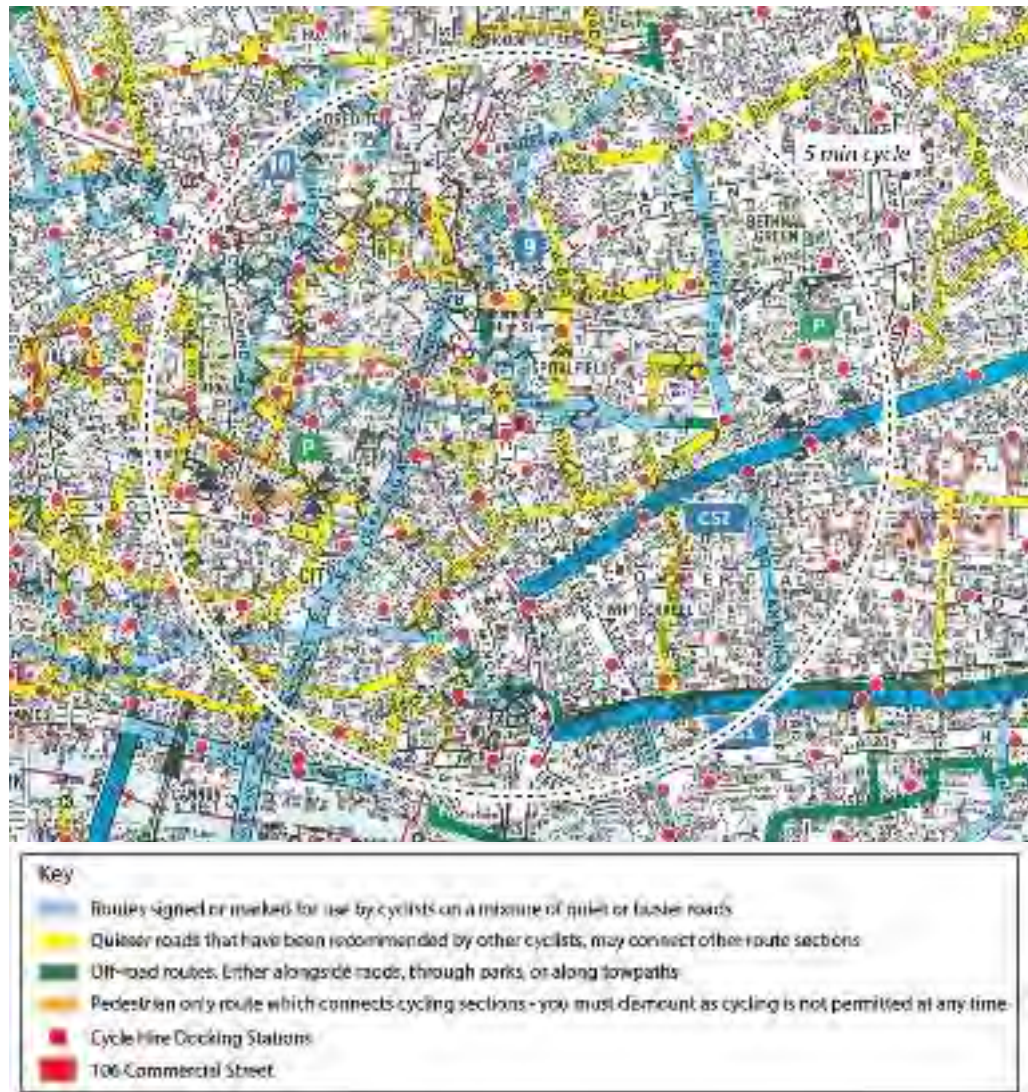
### 3.4 Cycling

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>



<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)

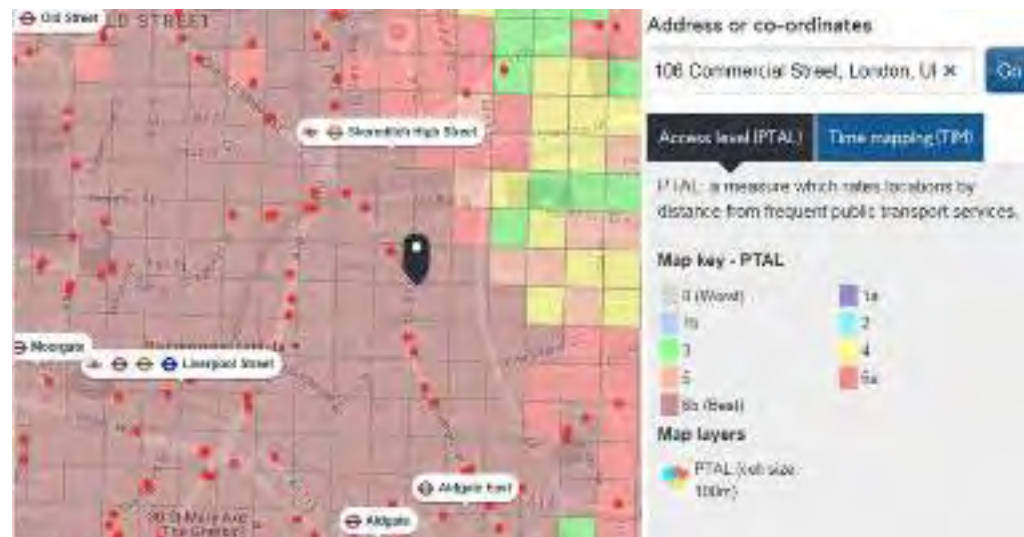


## 3.5 Public Transport

### 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.

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.

<sup>4</sup> Source: TfL WebCAT

Figure 3.11 Buses from Liverpool Street<sup>5</sup>

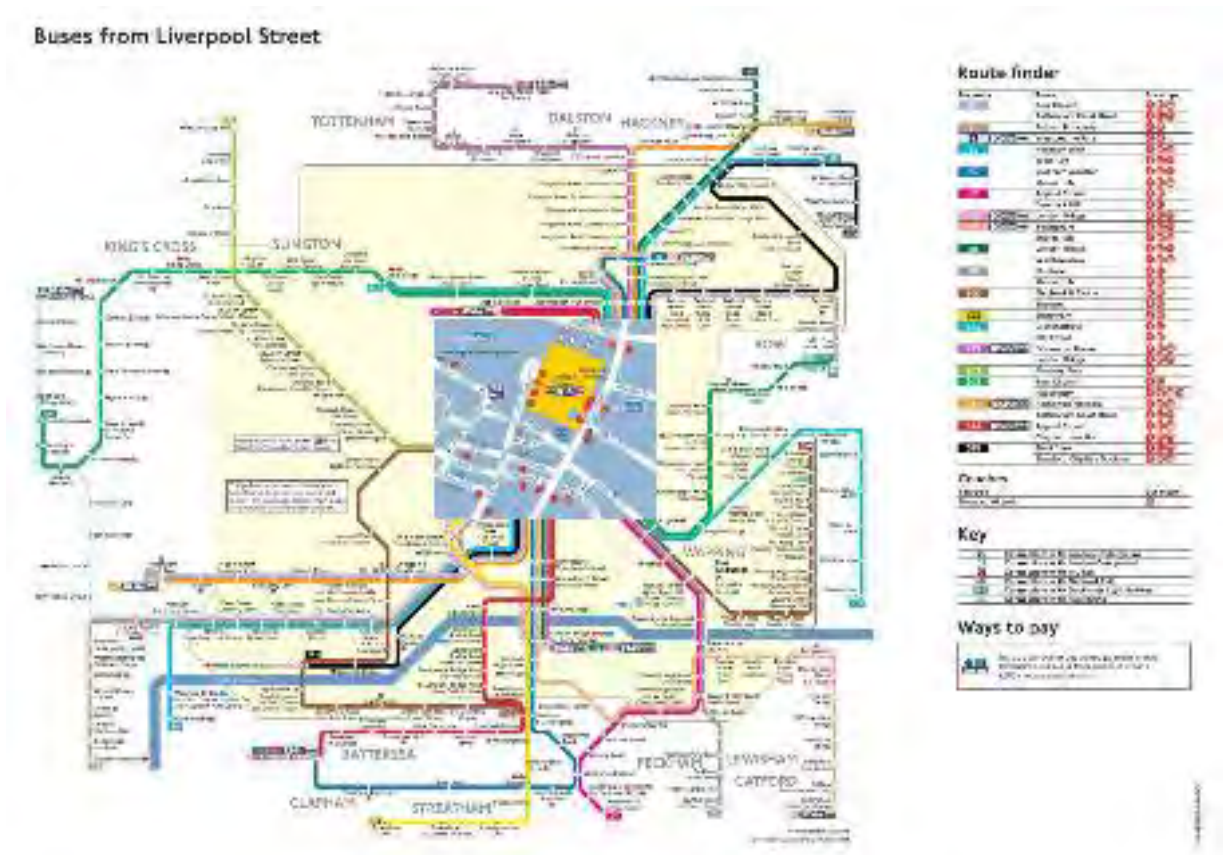


Figure 3.12 Bus Stops – L on Bishopsgate (left) and T on Commercial Street (right)



<sup>5</sup> 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 (underground)	Central, Circle, Hammersmith & City, Metropolitan	8 minutes
Aldgate East	District, Hammersmith & City	8 minutes
Aldgate	Circle, Hammersmith & City, Metropolitan	10 minutes

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 International	7 minutes
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.



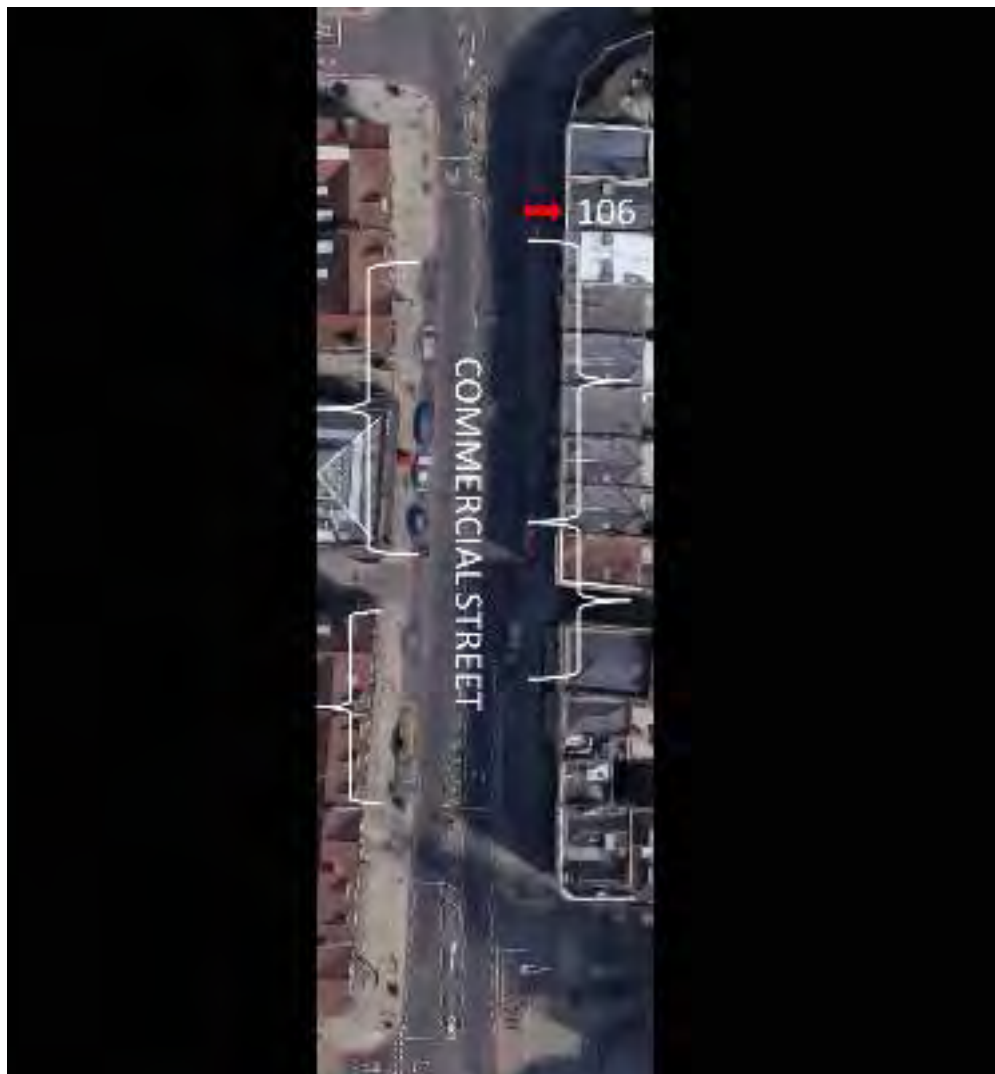
### 3.6 Vehicle Access and Parking

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 10am and 4pm.

Figure 3.15 Parking Restrictions along Commercial Street



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.

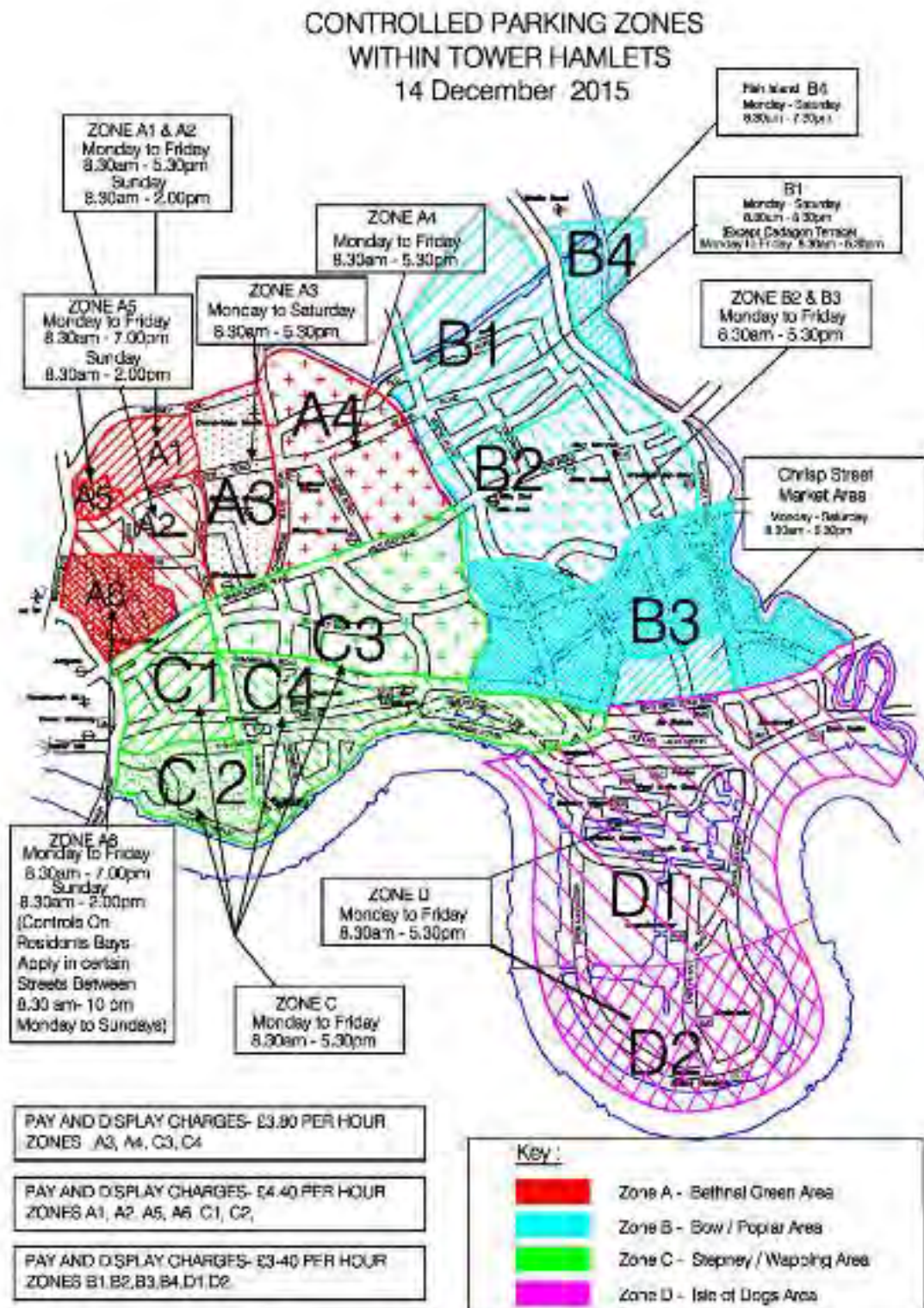
Figure 3.16 Hanbury Street double yellow lines and parking bays



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 of 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 on-street 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>



<sup>6</sup>

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

<b>Location</b>	<b>Hours of operation</b>	<b>Car</b>	<b>Large Vehicle</b>
Old Truman Brewery, Ely's Yard	Mon- Sun 24 hours	£15 daytime £8 overnight £260 a month	£25 daytime £10 overnight £430 a month
Old Truman Brewery, Grey Eagle Street	Mon- Sun 7am-12am	£10	
Brick Lane	Mon-Wed, Sun 5:30am-12:30am Thu-Sat 5:30am-1:30am	£10 daytime £6 overnight £ 200 a month	£15 daytime £10 overnight 350 a month
Whitechapel High St NCP	Mon-Sun 5am-1pm	2 hrs - £9 2-4 hrs - £18 4-24 hrs - £28	Max Height - 1.98m
Great Eastern Street NCP	Mon-Fri 6am-8pm Sat-Sun 7am-7pm	2 hrs - £14 2-4 hrs - £28 4-24 hrs - £30	Max Height - 1.98m 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
2. 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.)

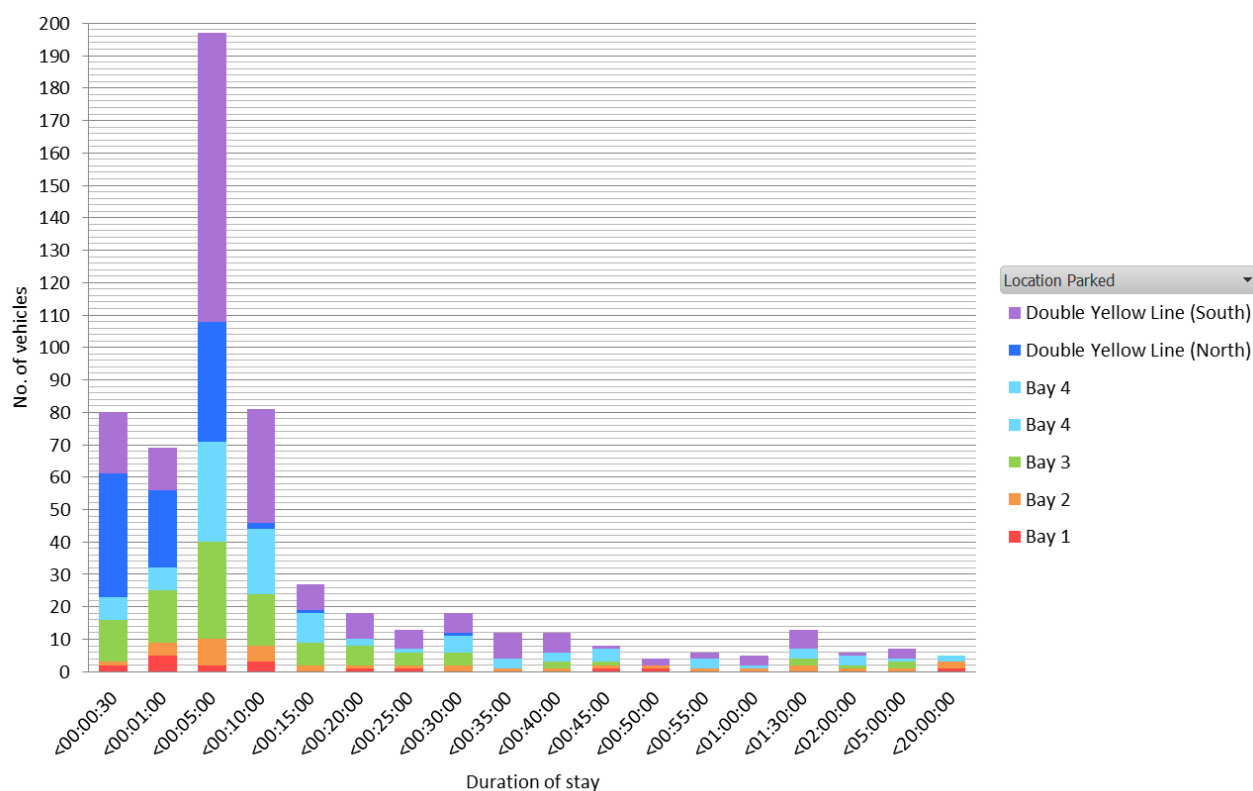
Figure 3.18 Survey Area



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 Street:	Bay 1	15	2
	Bay 2	30	4
	Bay 3	20	3
	Bay 4	35	5
	<b>Total</b>		
Hanbury Street:	North	48	7
	South	46	7
	<b>Total</b>		

Figure 3.20 Commercial Street weekday accumulation

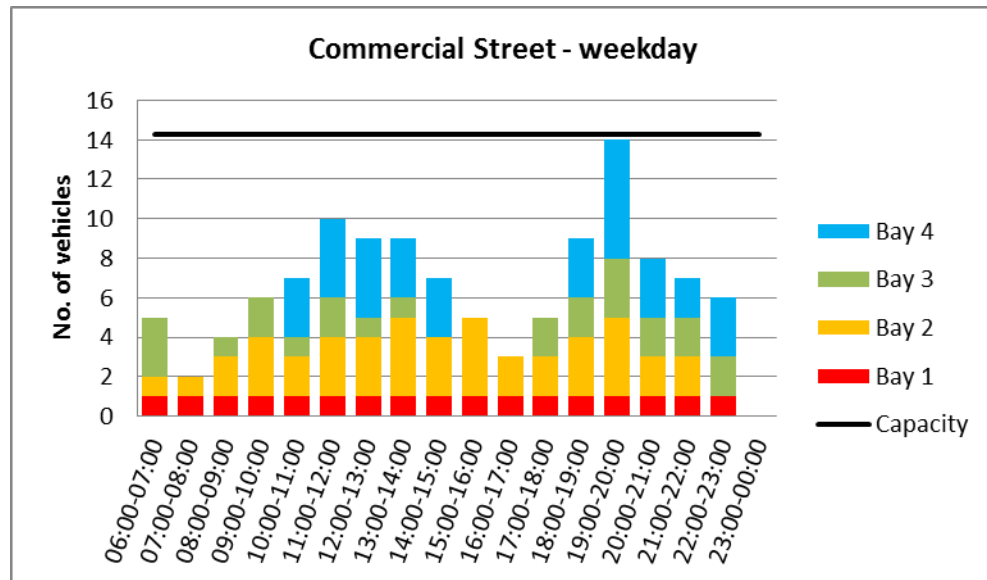
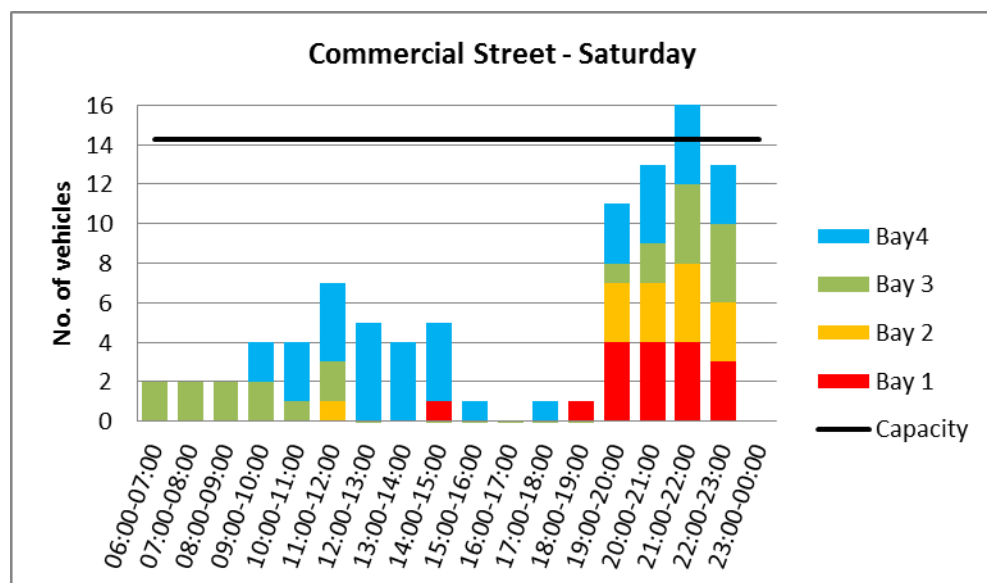


Figure 3.21 Commercial Street Saturday accumulation



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.

Figure 3.22 Hanbury Street weekday accumulation

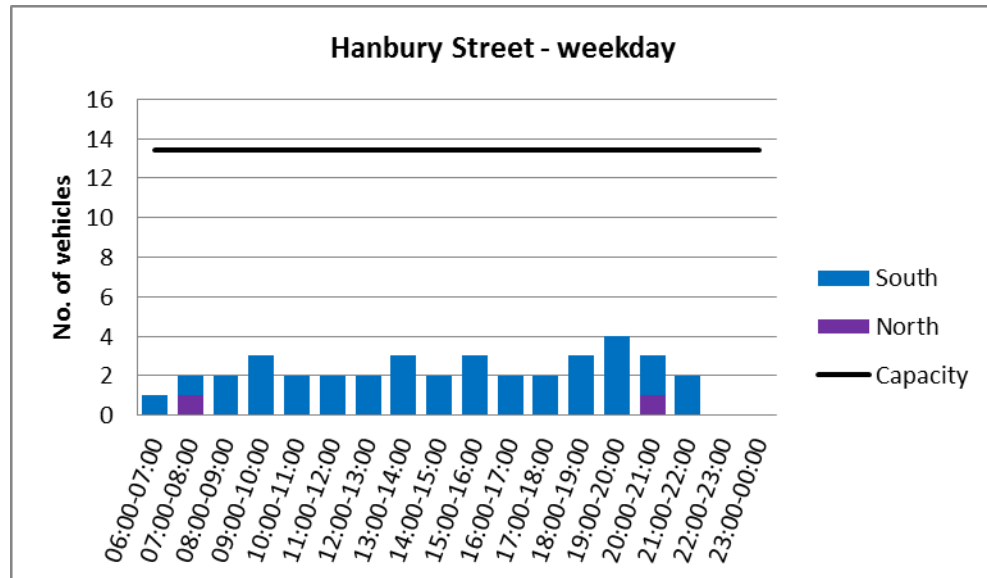
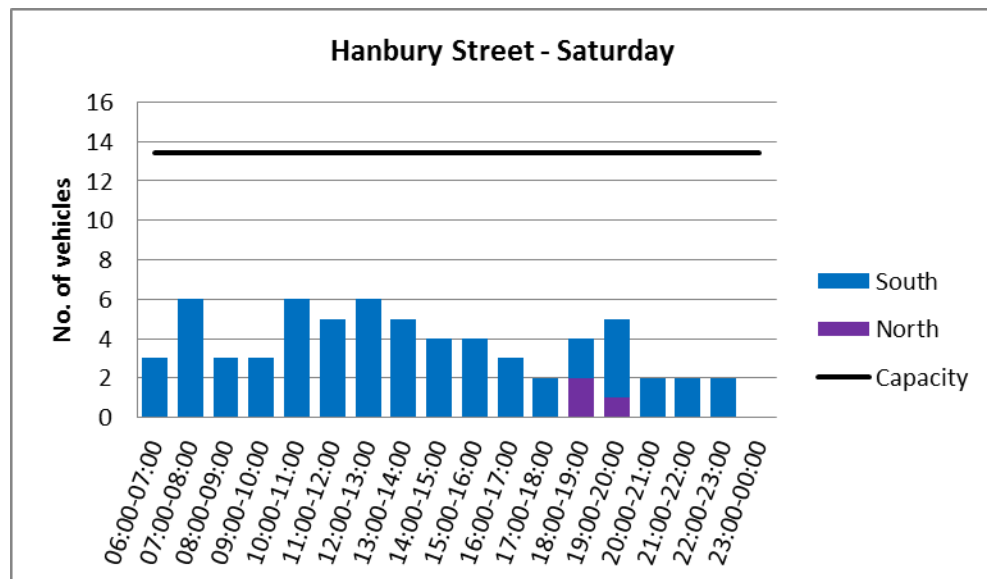


Figure 3.23 Hanbury Street Saturday accumulation



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)

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

Wed	Resident Permit Bay			Permit Holders Only			Red Route Bay		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	121	108	<b>89%</b>	53	33	<b>62%</b>	40	19	<b>48%</b>
1200	121	72	<b>60%</b>	53	21	<b>40%</b>	40	16	<b>40%</b>
1700	121	92	<b>76%</b>	53	34	<b>64%</b>	40	10	<b>25%</b>
2100	121	88	<b>73%</b>	53	42	<b>79%</b>	40	34	<b>85%</b>

Wed	Disabled Permit Bay			Business Permit Bay			Loading Bay		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	1	0	<b>0%</b>	11	5	<b>45%</b>	13	4	<b>31%</b>
1200	1	0	<b>0%</b>	11	3	<b>27%</b>	13	4	<b>31%</b>
1700	1	1	<b>100%</b>	11	6	<b>55%</b>	13	4	<b>31%</b>
2100	1	1	<b>100%</b>	11	6	<b>55%</b>	13	5	<b>38%</b>

Wed	Car Club Bay			Double Yellow Line			Red Route		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	3	2	<b>67%</b>	367	8	<b>2%</b>	36	0	<b>0%</b>
1200	3	2	<b>67%</b>	367	7	<b>2%</b>	36	0	<b>0%</b>
1700	3	0	<b>0%</b>	367	4	<b>1%</b>	36	0	<b>0%</b>
2100	3	2	<b>67%</b>	367	3	<b>1%</b>	36	0	<b>0%</b>

Table 3.7 Parking stress, weekend

Sat	Resident Permit Bay			Permit Holders Only			Red Route Bay		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	121	74	<b>61%</b>	53	24	<b>45%</b>	40	5	<b>13%</b>
1200	121	100	<b>83%</b>	53	48	<b>91%</b>	40	14	<b>35%</b>
1700	121	85	<b>70%</b>	53	44	<b>83%</b>	40	7	<b>18%</b>
2100	121	88	<b>73%</b>	53	40	<b>75%</b>	40	23	<b>58%</b>

Sat	Disabled Permit Bay			Business Permit Bay			Loading Bay		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	1	1	<b>100%</b>	11	3	<b>27%</b>	13	2	<b>15%</b>
1200	1	1	<b>100%</b>	11	9	<b>82%</b>	13	8	<b>62%</b>
1700	1	1	<b>100%</b>	11	8	<b>73%</b>	13	4	<b>31%</b>
2100	1	0	<b>0%</b>	11	11	<b>100%</b>	13	5	<b>38%</b>

Sat	Car Club Bay			Double Yellow Line			Red Route		
	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress	Spaces	Cars Parked	Stress
0600	3	2	<b>67%</b>	367	3	<b>1%</b>	36	0	<b>0%</b>
1200	3	1	<b>33%</b>	367	12	<b>3%</b>	36	0	<b>0%</b>
1700	3	2	<b>67%</b>	367	4	<b>1%</b>	36	0	<b>0%</b>
2100	3	1	<b>33%</b>	367	2	<b>1%</b>	36	1	<b>3%</b>

## 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:

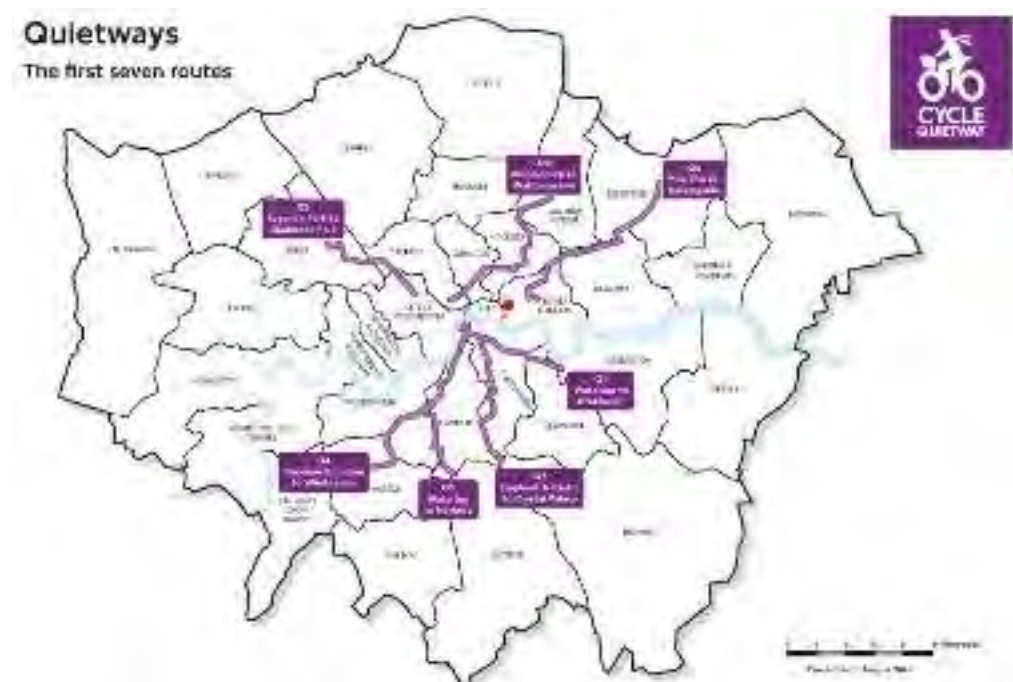
- Upgraded CS2 from Aldgate to Bow roundabout, linking to the already segregated extension of CS2 between Bow and Stratford
- Provided segregated cycle lanes to separate cyclists from traffic
- Installed new, innovative junctions, giving more time and space to cyclists
- Improved pedestrian crossings

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>



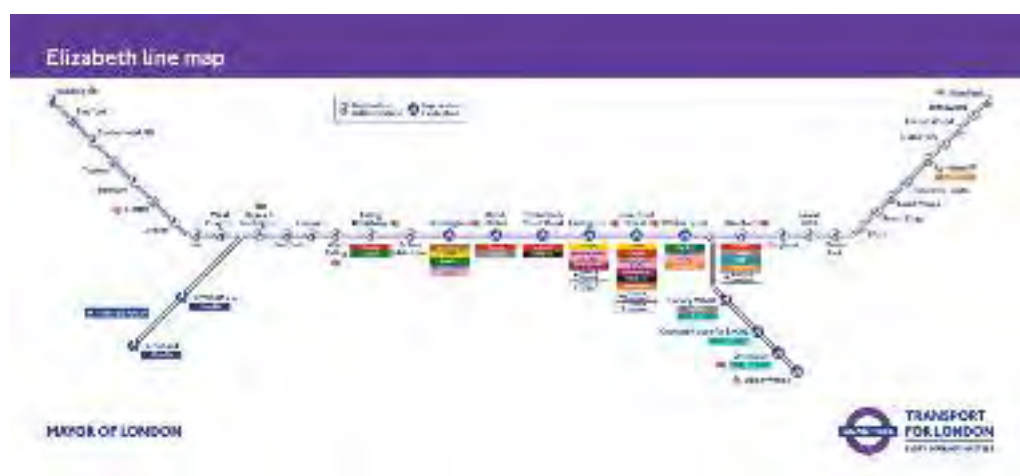
<sup>7</sup> Source: <http://content.tfl.gov.uk/quietways-routes-overview-2016.pdf>

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 4.
- 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

<sup>8</sup> Source: <http://content.tfl.gov.uk/elizabeth-line-map.pdf>



# 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
- Dry Mixed Recycling – 2 x 1100 ltr bin
- General Waste – 1 x 1110 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

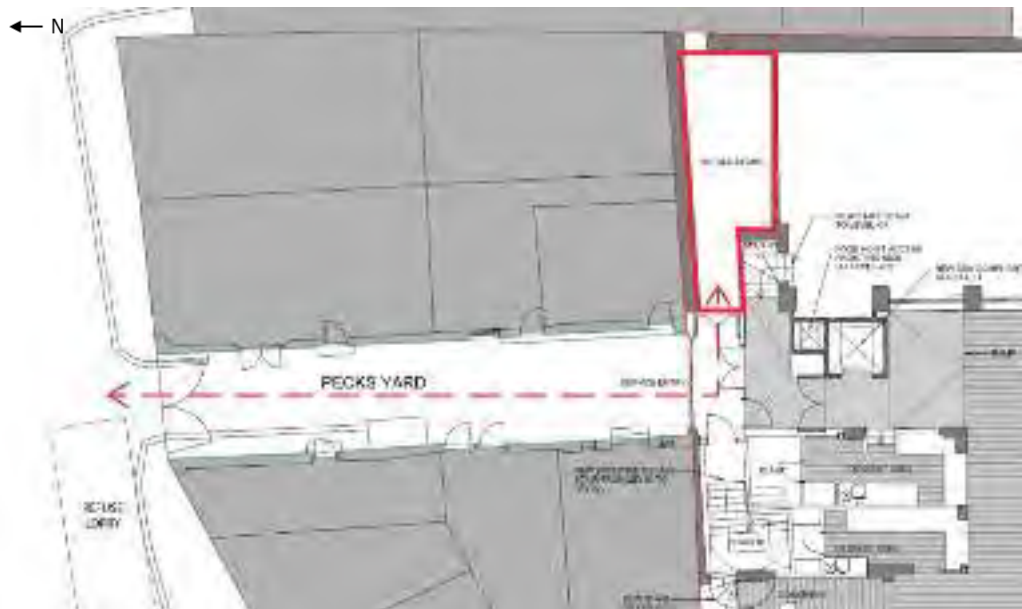
Type of refuse	Collections per week
Food and dry mixed recycling	7
Glass	3
General	1
Total	11

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 off-site 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.

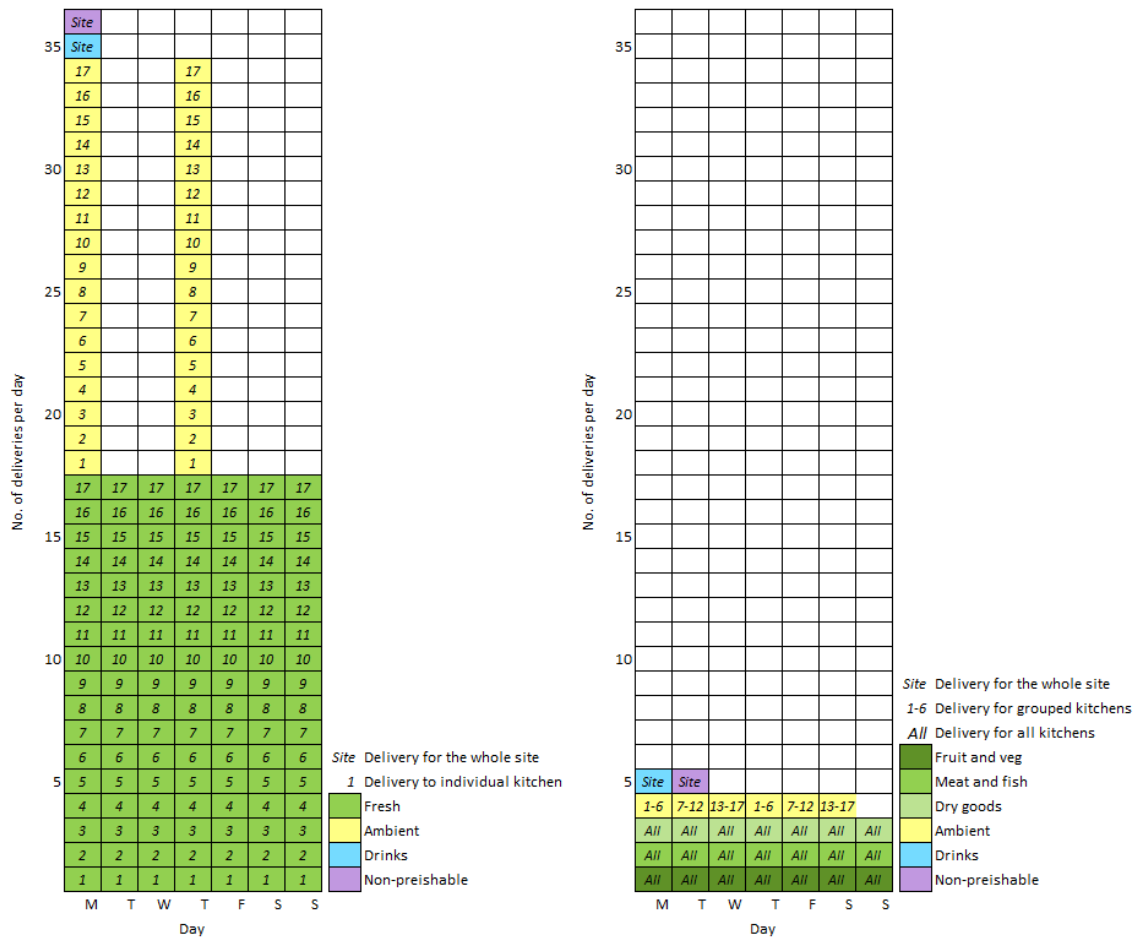
### Total

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: ambient/ packaged	34	6	0.86
Drinks	1	1	0.14
Non-perishables	0.5	0.5	0.07
<b>Total</b>	<b>154.5</b>	<b>28.5</b>	<b>4.07</b>

Figure 4.3 Delivery consolidation graph



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.

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.

## 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
1,800m <sup>2</sup>	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).

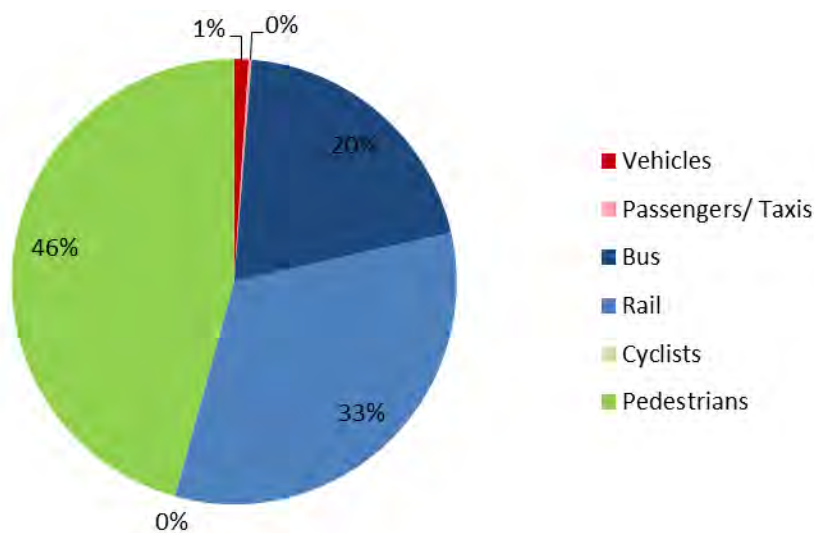
The trip rates derived from this site are set out in Table 5.1 below. Due to the trip profile of an A3 use, TRICS only provides data from 10am and thus the AM peak has not been assessed. However, A3 uses generally do not follow the normal peak hours (08:00-09:00 and 17:00-18:00) which residential or 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.

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
<b>Total People</b>	<b>491</b>	<b>639</b>	<b>1,130</b>	<b>285</b>	<b>290</b>	<b>575</b>	<b>2,518</b>	<b>2,518</b>	<b>5,036</b>

For robustness, it is assumed that there 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
<b>Total People</b>	<b>687</b>	<b>894</b>	<b>1,581</b>	<b>399</b>	<b>406</b>	<b>806</b>	<b>3,525</b>	<b>3,525</b>	<b>7,050</b>

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 there 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 short-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

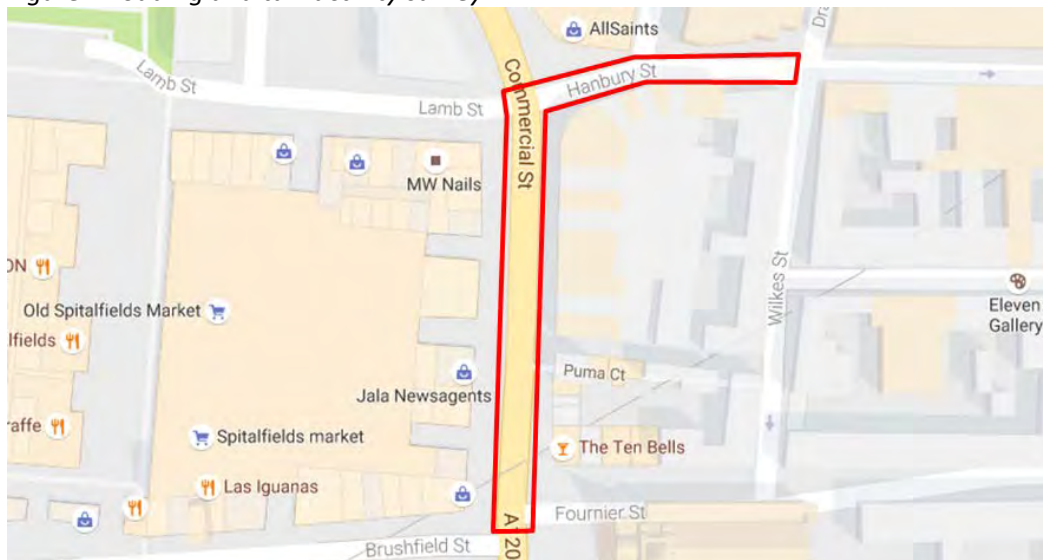
The survey of loading, taxi and kerb side other activity must be undertaken during normal traffic flow conditions before Friday 18<sup>th</sup> November 2016 and should not be conducted in the event of significant road works or any other major incident which would affect traffic conditions.

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



### 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

Figure 2 Parking survey area



### 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 quote 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

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

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



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

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

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

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

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

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	16:48:08	00:07:30	Commercial Street	Bay 2	Car	Parked
16:40:58	16:48:02	00:07:04	Hanbury Street	Double Yellow Line (North)	Car	Parked
16:42:24	16:47:21	00:04:57	Hanbury Street	Double Yellow Line (North)	Car	Parked
16:46:18	16:46:28	00:00:10	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
17:01:20	18:08:29	01:07:09	Hanbury Street	Double Yellow Line (South)	LGV	Parked
17:02:30	17:03:11	00:00:41	Commercial Street	Bay 3	Taxi	Dropping off passenger
17:06:29	17:06:46	00:00:17	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

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

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	00:01:25	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger
19:11:45	19:16:14	00:04:29	Hanbury Street	Double Yellow Line (South)	M/B	Parked
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
20:10:48	20:17:32	00:06:44	Hanbury Street	Double Yellow Line (South)	M/B	Parked



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

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

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

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

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

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

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

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



Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Road	Location Parked	Type of Vehicle	Comments
13:33:52	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	14:07:37	00:01:13	Commercial Street	Bay 2	Car	Dropping off passenger
14:08:58	14:10:53	00:01:55	Commercial Street	Bay 3	Taxi	Parked
14:09:03	14:13:35	00:04:32	Hanbury Street	Double Yellow Line (South)	OGV1	Parked
14:11:01	14:20:25	00:09:24	Commercial Street	Bay 3	Car	Parked
14:12:46	14:21:27	00:08:41	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
14:13:31	14:13:36	00:00:05	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	14:20:07	00:00:29	Commercial Street	Bay 4	Taxi	Dropping off passenger
14:21:12	14:22:18	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	14:30:14	00:01:26	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	00:00:23	Commercial Street	Bay 3	Car	Dropping off passenger
14:46:02	14:47:50	00:01:48	Hanbury Street	Double Yellow Line (South)	Car	Dropping off passenger
14:47:06	14:47:40	00:00:34	Commercial Street	Bay 1	Car	Dropping off passenger

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
15:46:59	15:47:25	00:00:26	Commercial Street	Bay 3	Car	Dropping off passenger

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

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

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

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
20:12:07	20:12:53	00:00:46	Hanbury Street	Double Yellow Line (North)	Car	Dropping off passenger

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

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



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



Street	Total Length of Work Space	Length of Junctions	Length of Bus Stop Zone	Resident Permit Bay			Permit Holders Only			Red Route Bay			Disabled Permit Bay			Business Permit Bay			Loading Bay			Car Club Bay			Double Yellow Line			Red Route												
				Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	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%							
Brushfield Street	435	35	5																		20	4	0	0%					375	75	0	0%								
Fort Street	44	10	0																									34	6	0	0%									
Steward Street	37	10	0					25	5	2	40%																	2	0	0	0%									
Gun Street	71	10	0																									61	12	0	0%									
Crispin Street	167	25	0																									142	28	0	0%									
Artillery Lane	252	40	0	10	2	2	100%	25	5	3	60%							20	4	1	25%							157	31	0	0%									
White's Row	237	30	0																									199	39	0	0%	8	1	0	0%					
Fashion Street	389	20	43																									301	60	1	2%	5	1	0	0%					
Brick Lane	133	0	0	30	6	4	67%	55	11	12	109%										35	7	4	57%					13	2	0	0%								
Fournier Street	204	15	0	105	21	17	81%														10	2	1	50%					60	12	2	17%	14	2	0	0%				
Wilkes Street	110	20	0	90	18	12	67%																					0	0	0	0%									
Princolet 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%								
<b>Total per Beat by restriction</b>								121	88	73%		53	42	79%							11	6	55%		13	5	38%		3	2	67%		367	3	1%		36	0	0%	
<b>Total per Beat</b>								242	181	75%																														

Street	Total Length of Work Space	Length of Junctions	Length of Bus Stop Zone	Resident Permit Bay			Permit Holders Only			Red Route Bay			Disabled Permit Bay			Business Permit Bay			Loading Bay			Car Club Bay			Double Yellow Line			Red Route											
				Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress								
Commercial Street	680	85	198					55	11	8	73%	200	40	5	13%														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	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%					
Brushfield Street	435	35	5																		20	4	0	0%					375	75	2	3%							
Fort Street	44	10	0																									34	6	0	0%								
Steward Street	37	10	0					25	5	4	80%																		2	0	0	0%							
Gun Street	71	10	0																										61	12	0	0%							
Crispin Street	167	25	0																										142	28	0	0%							
Artillery Lane	252	40	0	10	2	1	50%	25	5	2	40%							20	4	0	0%							157	31	0	0%								
White's Row	237	30	0																										199	39	0	0%	8	1	0	0%			
Fashion Street	389	20	43																										301	60	0	0%	5	1	0	0%			
Brick Lane	133	0	0	30	6	0	0%	55	11	1	9%										35	7	2	29%					13	2	0	0%							
Fournier Street	204	15	0	105	21	15	71%														10	2	0	0%					60	12	0	0%	14	2	0	0%			
Wilkes Street	110	20	0	90	18	12	67%																					0	0	0	0%								
Princolet 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%			
Wheler Street	13	5	0																										8	1	0	0%							
<b>Total per Beat by restriction</b>								121	74	61%		53	24	45%							11	3	27%		13	2	15%		3	2	67%		367	3	1%		36	0	0%
<b>Total per Beat</b>								242	114	47%																													

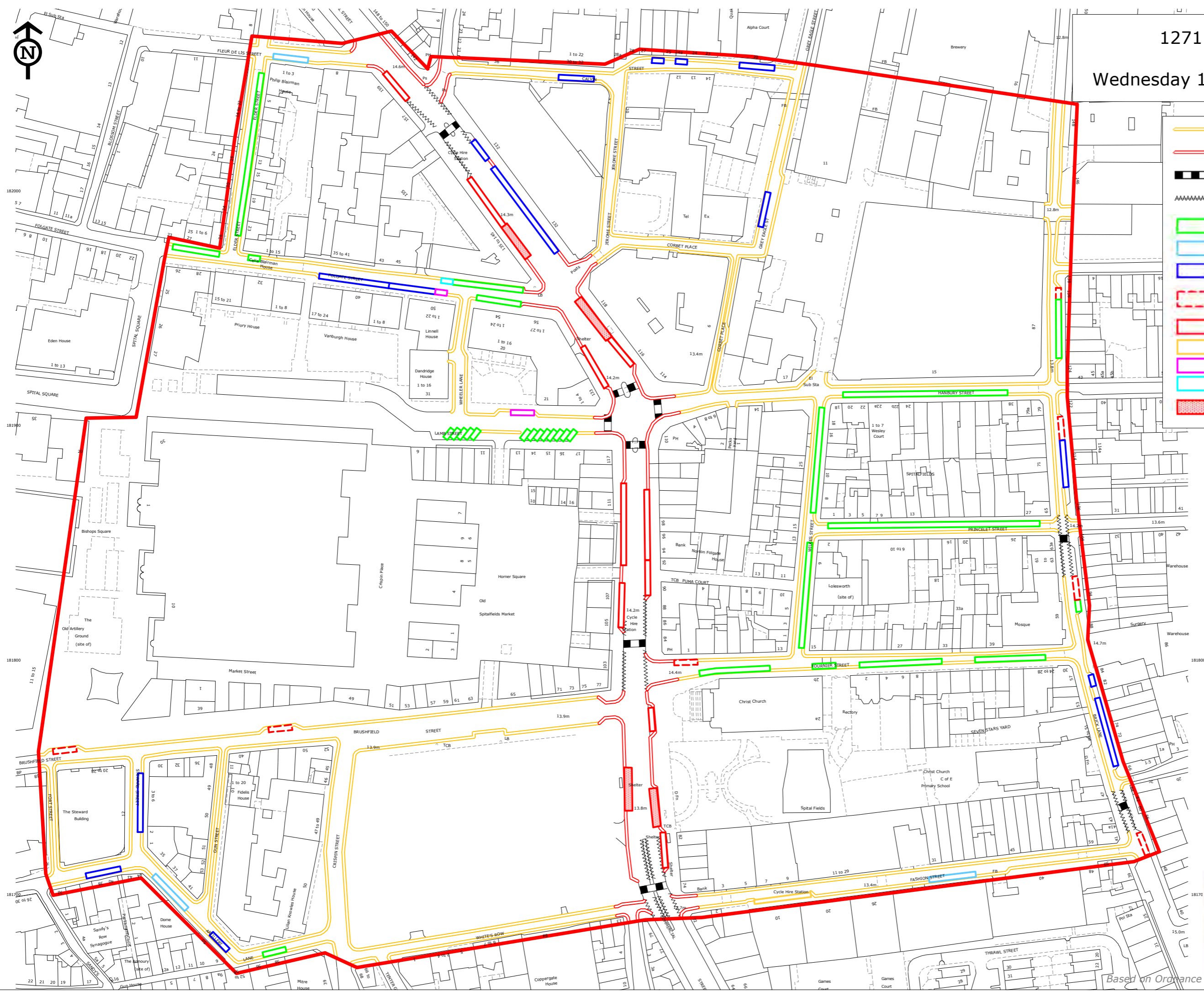
Street	Total Length of Work Space	Length of Junctions	Length of Bus Stop Zone	Resident Permit Bay			Permit Holders Only			Red Route Bay			Disabled Permit Bay			Business Permit Bay			Loading Bay			Car Club Bay			Double Yellow Line			Red Route									
				Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress	Length (m)	Calculated Spaces	Car Permitted	Stress						
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																																		



# 12711 Commercial Street Street Inventory Wednesday 16th November 2016



-  Double Yellow Line
-  Red Route
-  Pedestrian Crossing
-  White Zigzag
-  Resident Permit Holder  
Mon-Sun 8.30-10pm
-  Business Permit  
Mon-Fri 8.30-7pm Sun 8.30-2pm
-  Permit Holder  
Mon-Fri 8.30-7pm Sun 8.30-2pm
-  Loading Bay  
20mins no return 2hrs  
Mon-Sat 8.30-7pm Sun 8.30-2pm
-  Red Route bay
-  No Stopping 7-7pm 10-4pm 1hr
-  Cycle Hire
-  Car Club Bay
-  Disabled Permit
-  Bus Stop



# 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	EMPLOY	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

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0.293	0.293	0.586
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0.293	0.293	0.586
14:00-15:00	0.293	0.293	0.586
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0.293	0.293	0.586
19:00-20:00	0.293	0.293	0.586
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	1.465	1.465	2.93

Count Type: TAXIS

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0.293	0.293	0.586
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	0.293	0.293	0.586

Count Type: OGVS

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	0	0	0

Count Type: CYCLISTS

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	0	0	0

Count Type: PSVS

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	0	0	0

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS	DEPARTUR TOTALS	
	Trip Rate	Trip Rate	Trip Rate
10:00-11:00	0.293	0.293	0.586
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0.293	0.293	0.586
14:00-15:00	0.293	0.293	0.586
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0.587	0.587	1.174
19:00-20:00	0.293	0.293	0.586
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	1.759	1.759	3.518



Count Type: PEDESTRIANS

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00		0	0	0
11:00-12:00	1.466	0	1.466	
12:00-13:00	17.595	2.346	19.941	
13:00-14:00	18.475	20.528	39.003	
14:00-15:00	2.346	6.158	8.504	
15:00-16:00	2.346	1.76	4.106	
16:00-17:00	1.466	0.587	2.053	
17:00-18:00	4.106	2.639	6.745	
18:00-19:00	7.918	7.331	15.249	
19:00-20:00	8.211	4.985	13.196	
20:00-21:00	2.346	4.399	6.745	
21:00-22:00	1.76	2.639	4.399	
22:00-23:00	1.76	4.106	5.866	
23:00-24:00	0	0.587	0.587	
Daily Trip Rates:	69.795	58.065	127.86	

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00		0	0	0
11:00-12:00	1.173	0	1.173	
12:00-13:00	5.865	0.88	6.745	
13:00-14:00	4.985	8.504	13.489	
14:00-15:00	2.933	7.038	9.971	
15:00-16:00	2.639	4.106	6.745	
16:00-17:00	2.053	1.76	3.813	
17:00-18:00	2.346	3.812	6.158	
18:00-19:00	4.399	4.985	9.384	
19:00-20:00	5.865	4.399	10.264	
20:00-21:00	5.865	3.226	9.091	
21:00-22:00	4.399	6.452	10.851	
22:00-23:00	0	2.639	2.639	
23:00-24:00	0	1.466	1.466	
Daily Trip Rates:	42.522	49.267	91.789	

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00		0	0	0
11:00-12:00	0.293	0	0.293	
12:00-13:00	5.279	0.587	5.866	
13:00-14:00	3.519	6.158	9.677	
14:00-15:00	2.933	3.812	6.745	
15:00-16:00	0.587	3.519	4.106	
16:00-17:00	0.587	1.173	1.76	
17:00-18:00	0.587	1.173	1.76	
18:00-19:00	2.933	3.226	6.159	
19:00-20:00	3.519	2.053	5.572	
20:00-21:00	2.933	3.519	6.452	
21:00-22:00	2.639	2.053	4.692	
22:00-23:00	0	2.639	2.639	
23:00-24:00	0	0.88	0.88	
Daily Trip Rates:	25.809	30.792	56.601	

Count Type: COACH PASSENGERS

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00		0	0	0
11:00-12:00	0	0	0	
12:00-13:00	0	0	0	
13:00-14:00	0	0	0	
14:00-15:00	0	0	0	
15:00-16:00	0	0	0	
16:00-17:00	0	0	0	
17:00-18:00	0	0	0	
18:00-19:00	0	0	0	
19:00-20:00	0	0	0	
20:00-21:00	0	0	0	
21:00-22:00	0	0	0	
22:00-23:00	0	0	0	
23:00-24:00	0	0	0	
Daily Trip Rates:	0	0	0	

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00		0	0	0
11:00-12:00	1.466	0	1.466	
12:00-13:00	11.144	1.466	12.61	
13:00-14:00	8.504	14.663	23.167	
14:00-15:00	5.865	10.85	16.715	
15:00-16:00	3.226	7.625	10.851	
16:00-17:00	2.639	2.933	5.572	
17:00-18:00	2.933	4.985	7.918	
18:00-19:00	7.331	8.211	15.542	
19:00-20:00	9.384	6.452	15.836	
20:00-21:00	8.798	6.745	15.543	
21:00-22:00	7.038	8.504	15.542	
22:00-23:00	0	5.279	5.279	
23:00-24:00	0	2.346	2.346	
Daily Trip Rates:	68.328	80.059	148.387	

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS	DEPARTUR TOTALS		
	Trip Rate	Trip Rate	Trip Rate	
10:00-11:00	0.293	0.293	0.586	
11:00-12:00	2.933	0	2.933	
12:00-13:00	28.739	3.812	32.551	
13:00-14:00	27.273	35.484	62.757	
14:00-15:00	8.504	17.302	25.806	
15:00-16:00	5.572	9.384	14.956	
16:00-17:00	4.106	3.519	7.625	
17:00-18:00	7.038	7.625	14.663	
18:00-19:00	15.836	16.129	31.965	
19:00-20:00	17.889	11.73	29.619	
20:00-21:00	11.144	11.144	22.288	
21:00-22:00	8.798	11.144	19.942	
22:00-23:00	1.76	9.384	11.144	
23:00-24:00	0	2.933	2.933	
Daily Trip Rates:	139.885	139.883	279.768	

### 3 Trip Generation

	Lunchtime 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

	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
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	-	-	-	-	-	-	-	-	-
Public Transport Users	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	SEATS	EMPLOY	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	DERBYSHIR	Town 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 MIDI	Town Centre		275	125	34	0

#### Manually Deselected Sites

Site	Reason for Deselecting the 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: OGVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0.113		0.113		0.226		0.226	
11:00-12:00		0.439		0.146		0.585		0.585	
12:00-13:00		2.099		0.439		2.538		2.538	
13:00-14:00		2.343		2.343		4.686		4.686	
14:00-15:00		1.562		2.196		3.758		3.758	
15:00-16:00		1.22		1.464		2.684		2.684	
16:00-17:00		1.074		0.781		1.855		1.855	
17:00-18:00		1.415		1.171		2.586		2.586	
18:00-19:00		1.659		1.367		3.026		3.026	
19:00-20:00		2.489		2.196		4.685		4.685	
20:00-21:00		1.464		1.367		2.831		2.831	
21:00-22:00		1.122		1.952		3.074		3.074	
22:00-23:00		0.244		1.22		1.464		1.464	
23:00-24:00		0.098		0.293		0.391		0.391	
Daily Trip Rates:		17.341		17.048		34.389		34.389	

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0		0		0		0	
11:00-12:00		0		0		0		0	
12:00-13:00		0		0		0		0	
13:00-14:00		0		0		0		0	
14:00-15:00		0		0		0		0	
15:00-16:00		0		0		0		0	
16:00-17:00		0		0		0		0	
17:00-18:00		0		0		0		0	
18:00-19:00		0		0		0		0	
19:00-20:00		0		0		0		0	
20:00-21:00		0		0		0		0	
21:00-22:00		0		0		0		0	
22:00-23:00		0		0		0		0	
23:00-24:00		0		0		0		0	
Daily Trip Rates:		0		0		0		0	

Count Type: TAXIS

Count Type: PSVS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0		0		0		0	
11:00-12:00		0		0		0		0	
12:00-13:00		0		0		0		0	
13:00-14:00		0.049		0.049		0.098		0.098	
14:00-15:00		0		0		0		0	
15:00-16:00		0.049		0.049		0.098		0.098	
16:00-17:00		0		0		0		0	
17:00-18:00		0.049		0.049		0.098		0.098	
18:00-19:00		0.146		0.146		0.292		0.292	
19:00-20:00		0.586		0.586		1.172		1.172	
20:00-21:00		0.39		0.39		0.78		0.78	
21:00-22:00		0.586		0.586		1.172		1.172	
22:00-23:00		0.049		0.049		0.098		0.098	
23:00-24:00		0.098		0.098		0.196		0.196	
Daily Trip Rates:		2.002		2.002		4.004		4.004	

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0		0		0		0	
11:00-12:00		0		0		0		0	
12:00-13:00		0		0		0		0	
13:00-14:00		0		0		0		0	
14:00-15:00		0		0		0		0	
15:00-16:00		0		0		0		0	
16:00-17:00		0		0		0		0	
17:00-18:00		0		0		0		0	
18:00-19:00		0		0		0		0	
19:00-20:00		0		0		0		0	
20:00-21:00		0		0		0		0	
21:00-22:00		0		0		0		0	
22:00-23:00		0		0		0		0	
23:00-24:00		0		0		0		0	
Daily Trip Rates:		0		0		0		0	

Count Type: CYCLISTS

Count Type: PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0		0		0		0	
11:00-12:00		0		0		0		0	
12:00-13:00		0		0		0		0	
13:00-14:00		0		0		0		0	
14:00-15:00		0		0		0		0	
15:00-16:00		0		0.049		0.049		0.049	
16:00-17:00		0.049		0.049		0.098		0.098	
17:00-18:00		0		0		0		0	
18:00-19:00		0		0		0		0	
19:00-20:00		0.098		0.098		0.196		0.196	
20:00-21:00		0		0		0		0	
21:00-22:00		0		0		0		0	
22:00-23:00		0		0		0		0	
23:00-24:00		0		0		0		0	
Daily Trip Rates:		0.147		0.196		0.343		0.343	

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate	Trip Rate
09:00-10:00		0		0		0		0	
10:00-11:00		0.169		0.056		0.225		0.225	
11:00-12:00		0.976		0.488		1.464		1.464	
12:00-13:00		5.271		1.171		6.442		6.442	
13:00-14:00		4.978		5.612		10.59		10.59	
14:00-15:00		1.757		3.221		4.978		4.978	
15:00-16:00		1.367		1.464		2.831		2.831	
16:00-17:00		0.537		0.634		1.171		1.171	
17:00-18:00		1.171		0.586		1.757		1.757	
18:00-19:00		2.684		2.44		5.124		5.124	
19:00-20:00		2.733		1.952		4.685		4.685	
20:00-21:00		2.489		2.879		5.368		5.368	
21:00-22:00		1.025		2.44		3.465		3.465	
22:00-23:00		0.732		2.001		2.733		2.733	
23:00-24:00		0.049		0.634		0.683		0.683	
Daily Trip Rates:		25.938		25.578		51.516		51.516	

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0	0	0
10:00-11:00	0.113	0.113	0.226
11:00-12:00	0.927	0.146	1.073
12:00-13:00	3.758	0.927	4.685
13:00-14:00	4.636	4.295	8.931
14:00-15:00	2.684	4.588	7.272
15:00-16:00	2.05	2.831	4.881
16:00-17:00	2.831	1.562	4.393
17:00-18:00	3.66	2.635	6.295
18:00-19:00	3.66	3.563	7.223
19:00-20:00	5.808	3.416	9.224
20:00-21:00	2.879	2.977	5.856
21:00-22:00	1.513	4.929	6.442
22:00-23:00	0.244	2.684	2.928
23:00-24:00	0	0.732	0.732
Daily Trip Rates:	34.763	35.398	70.161

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS	DEPARTUR	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0.235	0	0.235
10:00-11:00	0.338	0.056	0.394
11:00-12:00	0.83	0.39	1.22
12:00-13:00	1.708	0.537	2.245
13:00-14:00	1.611	2.245	3.856
14:00-15:00	1.171	2.001	3.172
15:00-16:00	0.927	1.659	2.586
16:00-17:00	1.025	1.122	2.147
17:00-18:00	0.781	1.171	1.952
18:00-19:00	1.269	1.513	2.782
19:00-20:00	2.196	1.025	3.221
20:00-21:00	0.878	0.976	1.854
21:00-22:00	0.781	1.269	2.05
22:00-23:00	0	0.878	0.878
23:00-24:00	0	0.293	0.293
Daily Trip Rates:	13.75	15.135	28.885

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0.683	0.098	0.781
12:00-13:00	3.026	0.83	3.856
13:00-14:00	2.001	2.44	4.441
14:00-15:00	1.415	2.538	3.953
15:00-16:00	0.927	1.367	2.294
16:00-17:00	0.927	0.781	1.708
17:00-18:00	0.878	0.732	1.61
18:00-19:00	1.611	1.318	2.929
19:00-20:00	1.952	1.269	3.221
20:00-21:00	1.562	1.367	2.929
21:00-22:00	0.878	1.513	2.391
22:00-23:00	0.244	0.83	1.074
23:00-24:00	0	0.244	0.244
Daily Trip Rates:	16.104	15.327	31.431

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS	DEPARTUR	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0.235	0	0.235
10:00-11:00	0.338	0.056	0.394
11:00-12:00	1.513	0.488	2.001
12:00-13:00	4.734	1.367	6.101
13:00-14:00	3.612	4.685	8.297
14:00-15:00	2.587	4.539	7.126
15:00-16:00	1.855	3.026	4.881
16:00-17:00	1.952	1.903	3.855
17:00-18:00	1.659	1.903	3.562
18:00-19:00	2.879	2.831	5.71
19:00-20:00	4.148	2.294	6.442
20:00-21:00	2.44	2.343	4.783
21:00-22:00	1.659	2.782	4.441
22:00-23:00	0.244	1.708	1.952
23:00-24:00	0	0.537	0.537
Daily Trip Rates:	29.855	30.462	60.317

Count Type: COACH PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	0	0	0

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS	DEPARTUR	TOTALS
	Trip Rate	Trip Rate	Trip Rate
09:00-10:00	0.235	0	0.235
10:00-11:00	0.62	0.225	0.845
11:00-12:00	3.416	1.122	4.538
12:00-13:00	13.763	3.465	17.228
13:00-14:00	13.226	14.592	27.818
14:00-15:00	7.028	12.347	19.375
15:00-16:00	5.271	7.369	12.64
16:00-17:00	5.368	4.148	9.516
17:00-18:00	6.491	5.124	11.615
18:00-19:00	9.224	8.834	18.058
19:00-20:00	12.787	7.76	20.547
20:00-21:00	7.809	8.199	16.008
21:00-22:00	4.197	10.151	14.348
22:00-23:00	1.22	6.393	7.613
23:00-24:00	0.049	1.903	1.952
Daily Trip Rates:	90.704	91.632	182.336

### 3 Trip Generation

	PM 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 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	Area	Location	GFA
HO-02-F-02	LOGISTICS AND FREIGHT	FELTHAM	HOUNSLOV	Suburban Area (PPS6)	13500

**2 Trip Rates**

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: VEHICLES

Count Type: OGVS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.119	0.074	0.193
07:30-08:00	0.237	0.044	0.281
08:00-08:30	0.296	0.044	0.34
08:30-09:00	0.407	0.059	0.466
09:00-09:30	0.17	0.03	0.2
09:30-10:00	0.037	0.044	0.081
10:00-10:30	0.081	0.059	0.14
10:30-11:00	0.022	0.052	0.074
11:00-11:30	0.059	0.044	0.103
11:30-12:00	0.111	0.111	0.222
12:00-12:30	0.133	0.2	0.333
12:30-13:00	0.133	0.096	0.229
13:00-13:30	0.133	0.178	0.311
13:30-14:00	0.104	0.067	0.171
14:00-14:30	0.148	0.081	0.229
14:30-15:00	0.037	0.052	0.089
15:00-15:30	0.089	0.104	0.193
15:30-16:00	0.03	0.03	0.06
16:00-16:30	0.074	0.126	0.2
16:30-17:00	0.074	0.17	0.244
17:00-17:30	0.081	0.222	0.303
17:30-18:00	0.17	0.496	0.666
18:00-18:30	0.156	0.281	0.437
18:30-19:00	0.015	0.156	0.171
Daily Trip Rates:	2.916	2.82	5.736

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0.037	0.037
07:30-08:00	0.052	0.03	0.082
08:00-08:30	0.007	0.03	0.037
08:30-09:00	0.037	0.044	0.081
09:00-09:30	0.015	0.015	0.03
09:30-10:00	0	0.03	0.03
10:00-10:30	0.007	0.015	0.022
10:30-11:00	0.007	0.015	0.022
11:00-11:30	0.015	0	0.015
11:30-12:00	0.052	0.03	0.082
12:00-12:30	0.015	0.022	0.037
12:30-13:00	0.022	0.022	0.044
13:00-13:30	0.015	0.015	0.03
13:30-14:00	0	0.015	0.015
14:00-14:30	0.052	0.037	0.089
14:30-15:00	0.007	0.007	0.014
15:00-15:30	0.037	0.037	0.074
15:30-16:00	0.022	0.015	0.037
16:00-16:30	0.044	0.03	0.074
16:30-17:00	0.037	0.044	0.081
17:00-17:30	0.022	0.052	0.074
17:30-18:00	0.044	0.044	0.088
18:00-18:30	0.037	0.015	0.052
18:30-19:00	0.007	0.022	0.029
Daily Trip Rates:	0.553	0.623	1.176

Count Type: TAXIS

Count Type: PSVS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	0.007	0.007	0.014
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0.007	0.007	0.014
Daily Trip Rates:	0.014	0.014	0.028

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0	0	0
Daily Trip Rates:	0	0	0



Count Type: CYCLISTS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0.007	0	0.007
08:30-09:00	0.044	0	0.044
09:00-09:30	0.015	0	0.015
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0.007	0.007
12:30-13:00	0.007	0	0.007
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0.007	0.007
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0.052	0.052
18:00-18:30	0	0.022	0.022
18:30-19:00	0	0.007	0.007
Daily Trip Rates:	0.073	0.095	0.168

Count Type: PEDESTRIANS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0.022	0.022
07:30-08:00	0.015	0	0.015
08:00-08:30	0.022	0	0.022
08:30-09:00	0.022	0	0.022
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0.015	0.015
11:00-11:30	0.015	0.015	0.03
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0.007	0.022	0.029
13:30-14:00	0.015	0	0.015
14:00-14:30	0.007	0	0.007
14:30-15:00	0	0	0
15:00-15:30	0.007	0	0.007
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0.015	0.015
17:00-17:30	0.007	0.03	0.037
17:30-18:00	0	0.007	0.007
18:00-18:30	0.007	0.015	0.022
18:30-19:00	0	0	0
Daily Trip Rates:	0.124	0.141	0.265

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.119	0.089	0.208
07:30-08:00	0.281	0.052	0.333
08:00-08:30	0.296	0.044	0.34
08:30-09:00	0.474	0.059	0.533
09:00-09:30	0.163	0.022	0.185
09:30-10:00	0.052	0.044	0.096
10:00-10:30	0.081	0.059	0.14
10:30-11:00	0.022	0.059	0.081
11:00-11:30	0.059	0.052	0.111
11:30-12:00	0.111	0.141	0.252
12:00-12:30	0.156	0.222	0.378
12:30-13:00	0.163	0.104	0.267
13:00-13:30	0.156	0.215	0.371
13:30-14:00	0.111	0.074	0.185
14:00-14:30	0.215	0.074	0.289
14:30-15:00	0.03	0.052	0.082
15:00-15:30	0.096	0.104	0.2
15:30-16:00	0.03	0.03	0.06
16:00-16:30	0.074	0.126	0.2
16:30-17:00	0.074	0.17	0.244
17:00-17:30	0.081	0.237	0.318
17:30-18:00	0.17	0.556	0.726
18:00-18:30	0.156	0.311	0.467
18:30-19:00	0.015	0.148	0.163
Daily Trip Rates:	3.185	3.044	6.229

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0.007	0.007
07:30-08:00	0	0	0
08:00-08:30	0.037	0	0.037
08:30-09:00	0.052	0	0.052
09:00-09:30	0.015	0.007	0.022
09:30-10:00	0.007	0.007	0.014
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0.007	0.007
16:30-17:00	0	0.007	0.007
17:00-17:30	0	0.03	0.03
17:30-18:00	0.015	0.044	0.059
18:00-18:30	0.007	0	0.007
18:30-19:00	0	0.007	0.007
Daily Trip Rates:	0.133	0.116	0.249

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.007	0	0.007
07:30-08:00	0	0	0
08:00-08:30	0.015	0	0.015
08:30-09:00	0.007	0	0.007
09:00-09:30	0.007	0	0.007
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0.007	0.007
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0.007	0.015	0.022
18:30-19:00	0	0.015	0.015
Daily Trip Rates:	0.043	0.037	0.08

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.007	0.007	0.014
07:30-08:00	0	0	0
08:00-08:30	0.052	0	0.052
08:30-09:00	0.059	0	0.059
09:00-09:30	0.022	0.007	0.029
09:30-10:00	0.007	0.007	0.014
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0.007	0.007
16:00-16:30	0	0.007	0.007
16:30-17:00	0	0.007	0.007
17:00-17:30	0	0.03	0.03
17:30-18:00	0.015	0.044	0.059
18:00-18:30	0.015	0.015	0.03
18:30-19:00	0	0.022	0.022
Daily Trip Rates:	0.177	0.153	0.33

Count Type: COACH PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0	0	0
Daily Trip Rates:	0	0	0

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.126	0.119	0.245
07:30-08:00	0.296	0.052	0.348
08:00-08:30	0.378	0.044	0.422
08:30-09:00	0.6	0.059	0.659
09:00-09:30	0.2	0.03	0.23
09:30-10:00	0.059	0.052	0.111
10:00-10:30	0.081	0.059	0.14
10:30-11:00	0.022	0.074	0.096
11:00-11:30	0.074	0.067	0.141
11:30-12:00	0.111	0.141	0.252
12:00-12:30	0.156	0.23	0.386
12:30-13:00	0.17	0.104	0.274
13:00-13:30	0.163	0.237	0.4
13:30-14:00	0.126	0.074	0.2
14:00-14:30	0.222	0.074	0.296
14:30-15:00	0.03	0.052	0.082
15:00-15:30	0.104	0.111	0.215
15:30-16:00	0.03	0.037	0.067
16:00-16:30	0.074	0.133	0.207
16:30-17:00	0.074	0.193	0.267
17:00-17:30	0.089	0.296	0.385
17:30-18:00	0.185	0.659	0.844
18:00-18:30	0.178	0.363	0.541
18:30-19:00	0.015	0.178	0.193
Daily Trip Rates:	3.563	3.438	7.001

Count Type: CARS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0.111	0.022	0.133
07:30-08:00	0.185	0.015	0.2
08:00-08:30	0.281	0	0.281
08:30-09:00	0.356	0.007	0.363
09:00-09:30	0.126	0.007	0.133
09:30-10:00	0.022	0	0.022
10:00-10:30	0.044	0.022	0.066
10:30-11:00	0.015	0.037	0.052
11:00-11:30	0.007	0	0.007
11:30-12:00	0.022	0.044	0.066
12:00-12:30	0.089	0.148	0.237
12:30-13:00	0.104	0.074	0.178
13:00-13:30	0.104	0.111	0.215
13:30-14:00	0.074	0.037	0.111
14:00-14:30	0.081	0.03	0.111
14:30-15:00	0.015	0.037	0.052
15:00-15:30	0.022	0.052	0.074
15:30-16:00	0	0.015	0.015
16:00-16:30	0.007	0.067	0.074
16:30-17:00	0.022	0.104	0.126
17:00-17:30	0.037	0.133	0.17
17:30-18:00	0.111	0.43	0.541
18:00-18:30	0.089	0.237	0.326
18:30-19:00	0	0.119	0.119
Daily Trip Rates:	1.924	1.748	3.672

Count Type: MOTOR CYCLES

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0.007	0	0.007
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0.007	0.007	0.014
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0.007	0.007
13:30-14:00	0.007	0	0.007
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0.007	0.007
17:00-17:30	0	0	0
17:30-18:00	0	0.007	0.007
18:00-18:30	0.007	0.015	0.022
18:30-19:00	0	0	0
Daily Trip Rates:	0.028	0.043	0.071

Count Type: LGVS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip 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	Dep	Tot	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

### 1800 sqm

	AM peak			PM peak			12-hr		
	Arr	Dep	Tot	Arr	Dep	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

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	1.296	1.296	2.592
07:00-08:00	2.485	2.161	4.646
08:00-09:00	3.101	2.664	5.765
09:00-10:00	4.052	3.392	7.444
10:00-11:00	3.705	3.437	7.142
11:00-12:00	4.097	4.153	8.25
12:00-13:00	4.422	4.097	8.519
13:00-14:00	3.761	3.974	7.735
14:00-15:00	3.571	3.672	7.243
15:00-16:00	3.056	3.269	6.325
16:00-17:00	3.381	3.213	6.594
17:00-18:00	3.246	3.963	7.209
18:00-19:00	3.94	4.388	8.328
19:00-20:00	5.657	5.718	11.375
20:00-21:00	3.582	3.989	7.571
21:00-22:00	3.811	3.912	7.723
Daily Trip Rates:	57.163	57.298	114.461

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0	0	0
07:00-08:00	0.034	0.022	0.056
08:00-09:00	0.067	0.056	0.123
09:00-10:00	0.067	0.022	0.089
10:00-11:00	0.011	0.034	0.045
11:00-12:00	0.034	0.045	0.079
12:00-13:00	0.022	0.011	0.033
13:00-14:00	0.022	0.034	0.056
14:00-15:00	0.011	0	0.011
15:00-16:00	0	0.011	0.011
16:00-17:00	0.034	0.034	0.068
17:00-18:00	0	0.011	0.011
18:00-19:00	0	0.011	0.011
19:00-20:00	0	0.02	0.02
20:00-21:00	0	0	0
21:00-22:00	0.034	0.034	0.068
Daily Trip Rates:	0.336	0.345	0.681

Count Type: TAXIS

Count Type: PSVS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0.067	0.067	0.134
09:00-10:00	0.101	0.09	0.191
10:00-11:00	0.056	0.067	0.123
11:00-12:00	0.09	0.09	0.18
12:00-13:00	0.101	0.09	0.191
13:00-14:00	0.045	0.045	0.09
14:00-15:00	0.045	0.034	0.079
15:00-16:00	0.067	0.078	0.145
16:00-17:00	0.045	0.034	0.079
17:00-18:00	0.034	0.034	0.068
18:00-19:00	0.067	0.078	0.145
19:00-20:00	0.02	0.041	0.061
20:00-21:00	0	0	0
21:00-22:00	0	0	0
Daily Trip Rates:	0.738	0.748	1.486

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0	0	0
07:00-08:00	0.045	0.045	0.09
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0.022	0.022	0.044
11:00-12:00	0.011	0.011	0.022
12:00-13:00	0.011	0.011	0.022
13:00-14:00	0.011	0.011	0.022
14:00-15:00	0.011	0	0.011
15:00-16:00	0	0.011	0.011
16:00-17:00	0.022	0.022	0.044
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0.067	0.067	0.134
Daily Trip Rates:	0.2	0.2	0.4

Count Type: CYCLISTS

Count Type: PEDESTRIANS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0.185	0	0.185
07:00-08:00	0.146	0.101	0.247
08:00-09:00	0.134	0.146	0.28
09:00-10:00	0.146	0.134	0.28
10:00-11:00	0.101	0.078	0.179
11:00-12:00	0.09	0.09	0.18
12:00-13:00	0.067	0.09	0.157
13:00-14:00	0.09	0.09	0.18
14:00-15:00	0.123	0.157	0.28
15:00-16:00	0.302	0.246	0.548
16:00-17:00	0.19	0.157	0.347
17:00-18:00	0.067	0.146	0.213
18:00-19:00	0.235	0.213	0.448
19:00-20:00	0.163	0.204	0.367
20:00-21:00	0.02	0.081	0.101
21:00-22:00	0.337	0.27	0.607
Daily Trip Rates:	2.396	2.203	4.599

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	4.259	3.333	7.592
07:00-08:00	2.105	1.567	3.672
08:00-09:00	5.239	5.418	10.657
09:00-10:00	3.84	3.157	6.997
10:00-11:00	3.75	3.627	7.377
11:00-12:00	3.851	3.884	7.735
12:00-13:00	4.534	4.153	8.687
13:00-14:00	4.176	3.884	8.06
14:00-15:00	3.862	3.896	7.758
15:00-16:00	6.202	6.314	12.516
16:00-17:00	3.358	3.504	6.862
17:00-18:00	2.675	3.336	6.011
18:00-19:00	2.877	3.269	6.146
19:00-20:00	3.805	3.948	7.753
20:00-21:00	2.788	3.093	5.881
21:00-22:00	3.17	3.676	6.846
Daily Trip Rates:	60.491	60.059	120.55

Count Type: VEHICLE OCCUPANTS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	1.481	1.481	2.962
07:00-08:00	2.787	2.362	5.149
08:00-09:00	3.952	3.28	7.232
09:00-10:00	4.802	3.974	8.776
10:00-11:00	4.478	4.153	8.631
11:00-12:00	5.127	5.25	10.377
12:00-13:00	5.575	5.329	10.904
13:00-14:00	4.612	5.038	9.65
14:00-15:00	4.679	4.847	9.526
15:00-16:00	4.198	4.5	8.698
16:00-17:00	4.467	4.265	8.732
17:00-18:00	4.321	5.452	9.773
18:00-19:00	5.519	6.168	11.687
19:00-20:00	8.445	8.384	16.829
20:00-21:00	5.271	5.515	10.786
21:00-22:00	5.329	4.924	10.253
Daily Trip Rates:	75.043	74.922	149.965

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0.741	1.111	1.852
07:00-08:00	0.034	0.09	0.124
08:00-09:00	0.034	0.213	0.247
09:00-10:00	0.045	0.022	0.067
10:00-11:00	0.022	0.067	0.089
11:00-12:00	0.19	0.213	0.403
12:00-13:00	0.213	0.157	0.37
13:00-14:00	0.134	0.056	0.19
14:00-15:00	0.112	0.067	0.179
15:00-16:00	0.246	0.045	0.291
16:00-17:00	0.146	0.045	0.191
17:00-18:00	0.123	0.078	0.201
18:00-19:00	0.034	0.034	0.068
19:00-20:00	0.122	0.041	0.163
20:00-21:00	0.02	0.061	0.081
21:00-22:00	0.135	0.135	0.27
Daily Trip Rates:	2.351	2.435	4.786

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0	0	0
07:00-08:00	0.022	0.011	0.033
08:00-09:00	0.011	0.011	0.022
09:00-10:00	0.011	0.011	0.022
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0.011	0.011	0.022
13:00-14:00	0.045	0.034	0.079
14:00-15:00	0	0	0
15:00-16:00	0	0.022	0.022
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0.022	0.022	0.044
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
Daily Trip Rates:	0.122	0.122	0.244

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0.741	1.111	1.852
07:00-08:00	0.101	0.146	0.247
08:00-09:00	0.045	0.224	0.269
09:00-10:00	0.056	0.034	0.09
10:00-11:00	0.045	0.09	0.135
11:00-12:00	0.202	0.224	0.426
12:00-13:00	0.235	0.179	0.414
13:00-14:00	0.19	0.101	0.291
14:00-15:00	0.112	0.067	0.179
15:00-16:00	0.246	0.067	0.313
16:00-17:00	0.157	0.056	0.213
17:00-18:00	0.123	0.078	0.201
18:00-19:00	0.056	0.056	0.112
19:00-20:00	0.122	0.041	0.163
20:00-21:00	0.02	0.061	0.081
21:00-22:00	0.202	0.337	0.539
Daily Trip Rates:	2.653	2.872	5.525

Count Type: COACH PASSENGERS

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	0	0	0
07:00-08:00	0.045	0.045	0.09
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0.022	0.022	0.044
11:00-12:00	0.011	0.011	0.022
12:00-13:00	0.011	0.011	0.022
13:00-14:00	0.011	0.011	0.022
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0.011	0.011	0.022
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0.067	0.202	0.269
Daily Trip Rates:	0.178	0.313	0.491

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS	DEPARTURES	TOTALS
	Trip Rate	Trip Rate	Trip Rate
06:00-07:00	6.667	5.926	12.593
07:00-08:00	5.138	4.176	9.314
08:00-09:00	9.37	9.068	18.438
09:00-10:00	8.844	7.299	16.143
10:00-11:00	8.373	7.948	16.321
11:00-12:00	9.269	9.448	18.717
12:00-13:00	10.411	9.75	20.161
13:00-14:00	9.068	9.112	18.18
14:00-15:00	8.776	8.967	17.743
15:00-16:00	10.948	11.127	22.075
16:00-17:00	8.172	7.982	16.154
17:00-18:00	7.187	9.012	16.199
18:00-19:00	8.687	9.706	18.393
19:00-20:00	12.536	12.576	25.112
20:00-21:00	8.099	8.751	16.85
21:00-22:00	9.039	9.207	18.246
Daily Trip Rates:	140.584	140.055	280.639

## 2 Trip Generation

	Lunchtime Peak (13:00-14:00)			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
<b>Total People</b>	<b>9.068</b>	<b>9.112</b>	<b>18.18</b>	<b>8.687</b>	<b>9.706</b>	<b>18.393</b>	<b>140.584</b>	<b>140.055</b>	<b>280.639</b>

1800 sqm	Lunchtime Peak (13:00-14:00)			Evening Peak 18:00-19:00			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
<b>Total People</b>	<b>163</b>	<b>164</b>	<b>327</b>	<b>156</b>	<b>175</b>	<b>331</b>	<b>2,531</b>	<b>2,521</b>	<b>5,052</b>



## 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.

#### 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.

## 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.



## 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

17 February 2017



Dear [REDACTED]

**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 [Kathy.Driver@towerhamlets.gov.uk](mailto:Kathy.Driver@towerhamlets.gov.uk), copying in [licensing@towerhamlets.gov.uk](mailto:licensing@towerhamlets.gov.uk) and [antoinette.duhaney@towerhamlets.gov.uk](mailto:antoinette.duhaney@towerhamlets.gov.uk). 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: [tomarketinfo@timeoutmarket.com](mailto:tomarketinfo@timeoutmarket.com) 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**

(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. **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*  
**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**

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.
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.
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.

#### **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 cards 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.

## 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.

## 18. Risk Assessment and Fire Evacuation Plan

ELY & SIDNEY LIMITED

**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 named *“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

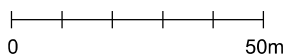
The location of the **Premises edged in red** and the **Building shaded in green** in relation to the surrounding area is shown on the attached **“Site Plan”**.

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



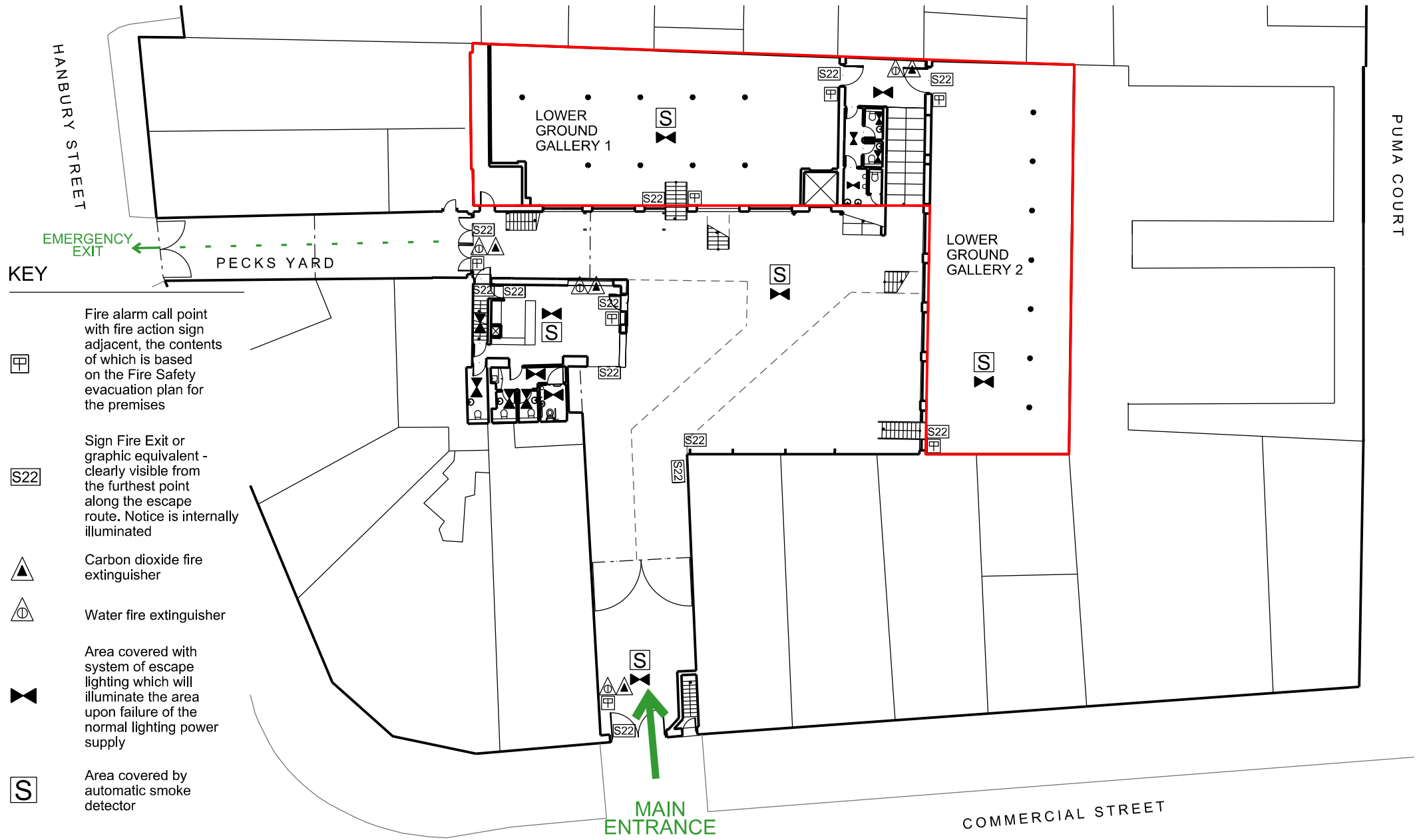
General notes:  
1. Do not scale from this drawing.  
Ask for dimension.

Revisions

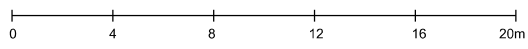


Scale at A41:1500	Drawing number P_CS_1202	Date 0613	Revision -	Drawing title 106 Commercial Street lower ground building context plan <b>TOM382</b>
-------------------	-----------------------------	--------------	---------------	--





106 COMMERCIAL STREET SITE PROPOSED LOWER GROUND LEVEL LICENCE PLAN - 1:300 at A4

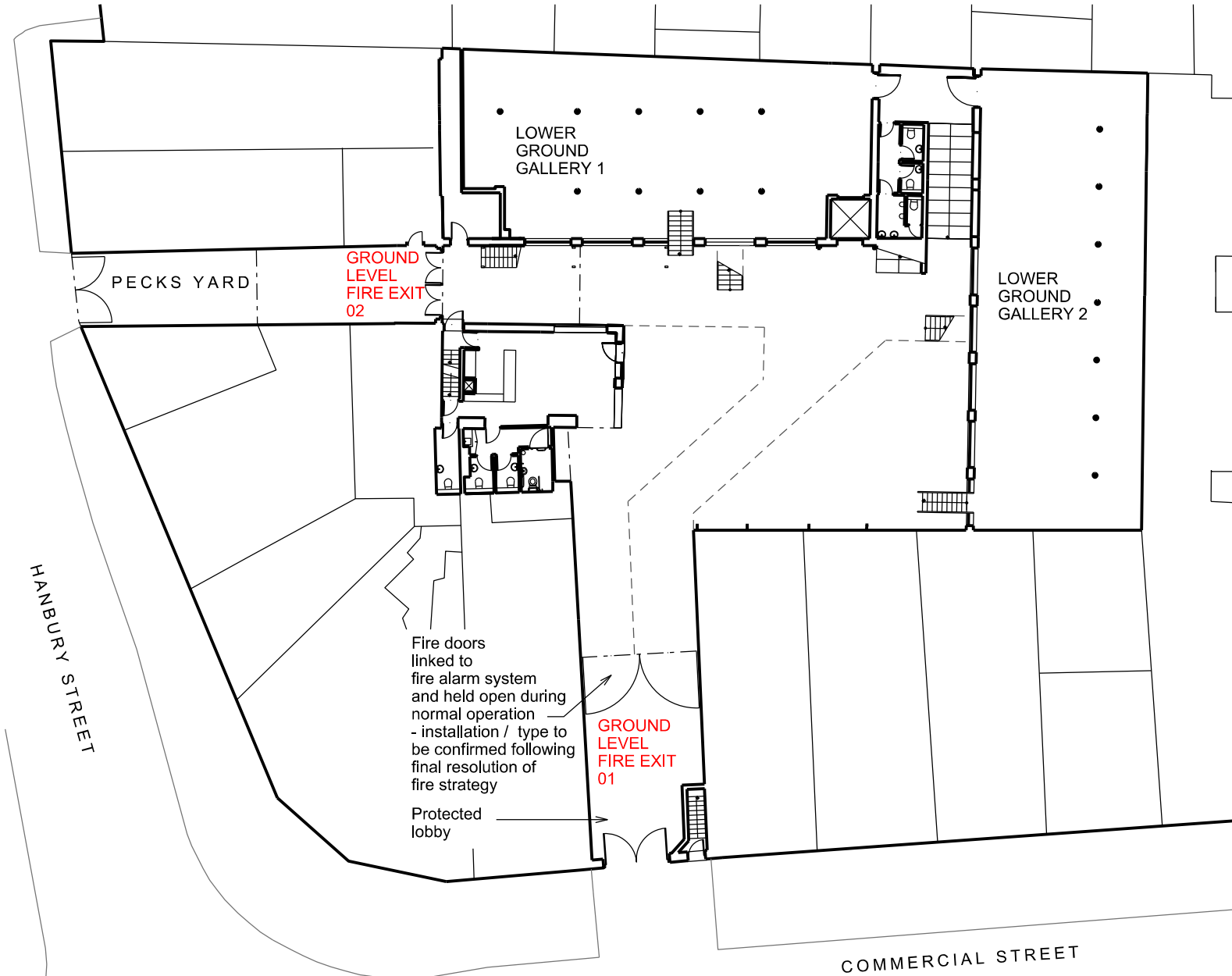


General notes:  
1. Do not scale from this drawing. Ask for dimension.

Revisions

	BROWN & PLETTS LLP		Scale at A4 1:300 Client		
	The Old Turret Brewery 91 Back Lane London E1 1GL		106 Commercial Street		
+44 (0) 20 5328 2941 www.brownsandplettss.co.uk		Job number P0028	Drawing number P_CS_1204	Date 0613	Revision 1

**FOM383**  
lower ground floor licence plan

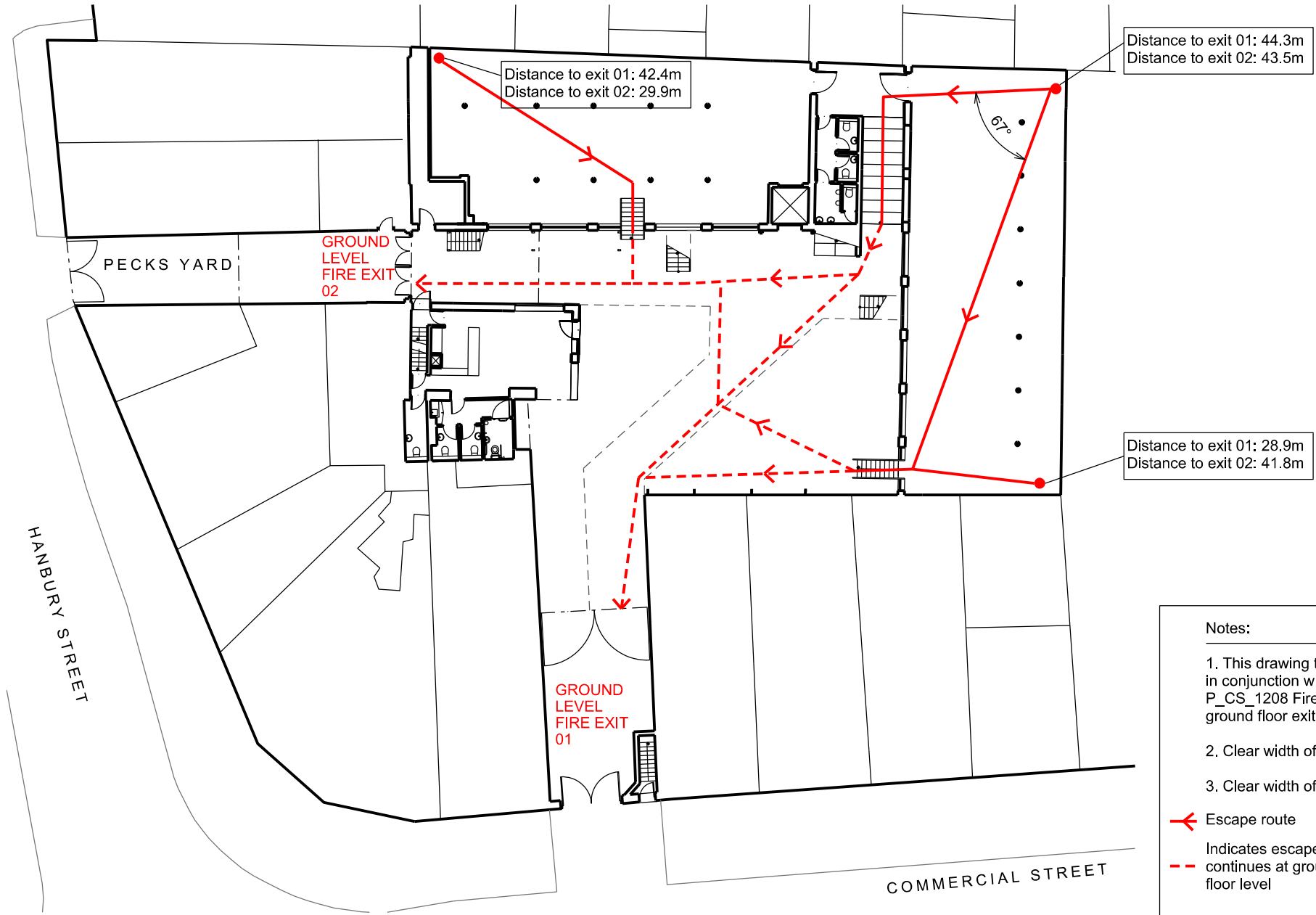


1. FIRE STRATEGY PLAN - GROUND FLOOR FIRE EXITS 1:300 at A4



General notes:  
 1. Do not scale from this drawing. Ask for dimension.  
 Revisions:

	BROWN & PLETTS LLP		Scale at A4	1:300	Client	-	
	The Old Truman Brewery 51 Brick Lane		Status	P	Job No	106 Commercial Street	
	London E1 6QL		Job number	P0028	Drawing number	P_CS_1208	Date
	+44 (0) 20 3300 9841 www.brownpletts.co.uk		Date	0613	Revision	-	Drawing title
						Fire strategy plan - ground floor fire exits	



**Notes:**

1. This drawing to be read in conjunction with drawing P\_CS\_1208 Fire strategy plan - ground floor exits.
2. Clear width of exit 01: 2.92m
3. Clear width of exit 02: 3.0m

- Escape route
- Indicates escape route continues at ground floor level

1. FIRE STRATEGY PLAN - LOWER GROUND FLOOR ESCAPE ROUTES - 1:300 at A4

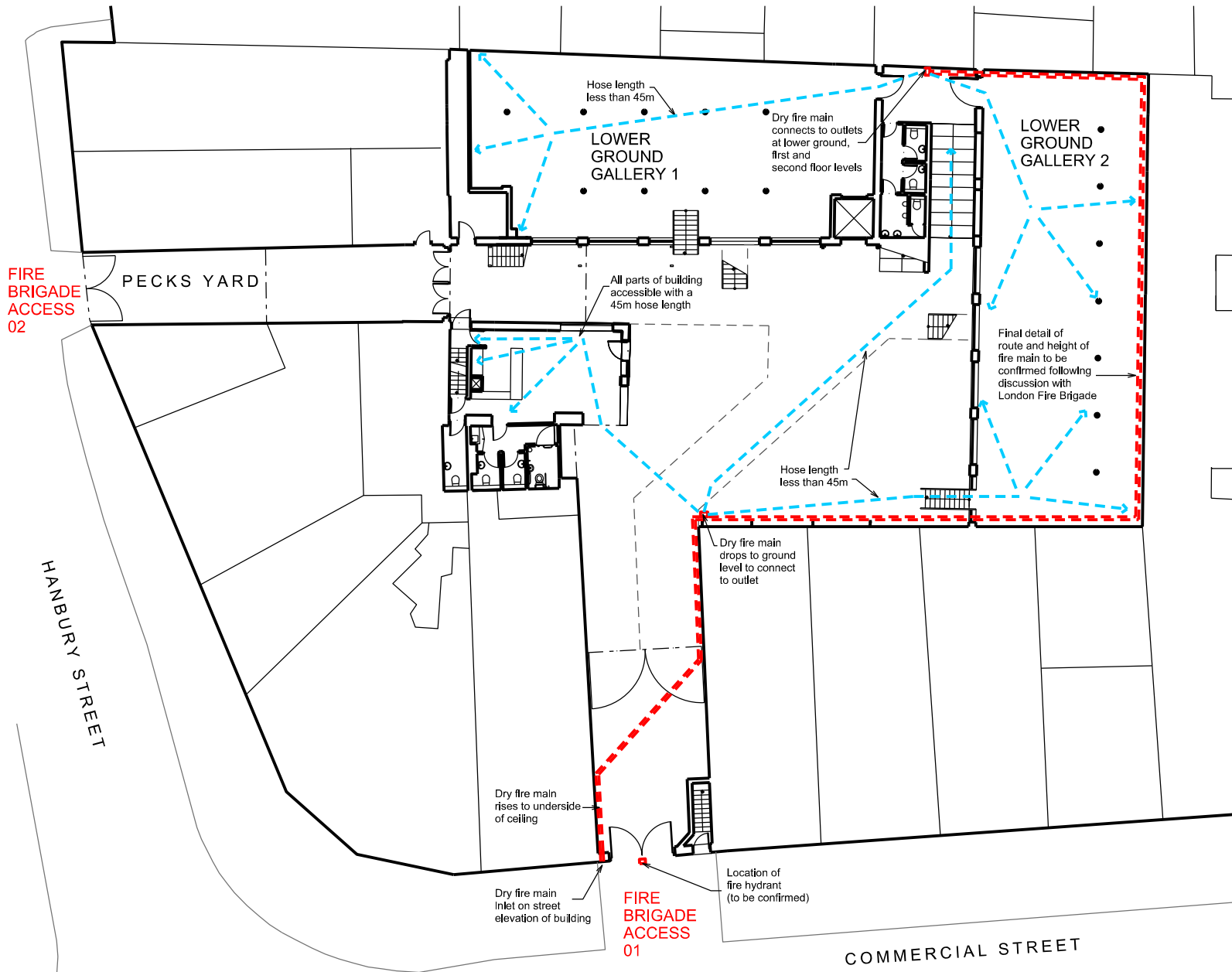


General notes:  
1. Do not scale from this drawing. Ask for dimension.

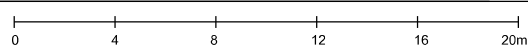
Revisions



BROWN & PLETTS LLP		Scale at A4 - 1:300 Client		-	
The Old Truman Brewery 51 Brick Lane London E1 6QL		Status	P	Job No	106 Commercial Street
Job number	P0028	Drawing number	P_CS_1209	Date	0613
+44 (0) 20 3306 9941 www.brownpletts.co.uk		Revision	-	Drawing title	Fire strategy plan - lower ground floor escape routes



1. FIRE STRATEGY PLAN - GROUND AND LOWER GROUND FLOOR FIRE BRIGADE ACCESS 1:300 at A4



General notes:  
1. Do not scale from this drawing. Ask for dimension.

Revisions



BROWN & PLETTS LLP  
The Old Truman Brewery  
51 Brick Lane  
London E1 6QL  
+44 (0) 20 3300 9941  
www.brownpletts.co.uk

Status	Job No	Client	Scale at A4	1:300
P	106 Commercial Street			
Job number	Drawing number	Date	Revision	Drawing title
P0028	P_CS_1206	0613	-	Fire strategy plan - ground and lower ground floor fire brigade access

TOM386

<u>Hazard/Risk</u>	<u>Who is at risk?</u>	<u>Control measures in place</u>	<u>Review: any additional control measures needed?</u>
Fire break out in the Premises or the Building	All occupants	<p>Fire loading in the Premises will be kept to a minimum.</p> <p>The following British Standards in respect of display materials, furniture and furnishings must be complied with:</p> <ul style="list-style-type: none"> <li>• Upholstered furniture in accordance with the medium hazard resistance to ignition classification given in Table 1 of BS 7176:1995 or resist ignition by ignition sources 0, 1 and 5 when tested in accordance with Section 5 of BS 5852:1990.</li> <li>• Fabrics and fabric assemblies used for curtains, drapes and window blinds should be made of materials which are classified as type C in accordance with BS 5867-2:1980.</li> <li>• Textile floor coverings should be made of materials, which have a low radius of effects of ignition in accordance with BS 5287.</li> </ul> <p>The emergency exits leading out of the Premises and the Building are located at (i) Commercial Street and (ii) Peck's Yard, and must not be obstructed. Routes to these exits are shown on the "<b>Escape Routes Plan</b>" attached to this Risk Assessment.</p>	
Once a fire has broken out – Fire Extinguishers	All occupants	<p>If a fire is spotted, where appropriate and safe to do so, appropriately competent persons should attempt to put the fire out using the correct type of fire extinguisher.</p> <p>Fires should only be tackled where safe and appropriate to do so, and where the evacuation of occupants is also safely being addressed by other persons.</p> <p>The number, type and location of fire extinguishers in the Premises are shown on the Layout Plan.</p> <p>Fire extinguishers are to be checked and serviced at the appropriate intervals to ensure that they are in good working order at all times.</p>	

<p>Fire Exits being unsuitable for use</p>	<p>All occupants</p>	<p>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.</p> <p>The fire exits leading to (i) Commercial Street and (ii) Peck's Yard are identified on the "<b>Fire Exits Plan</b>" attached to this Risk Assessment.</p> <p>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.</p> <p>Fire exit doors are to be checked and serviced periodically to ensure they are in good working order at all times.</p>	
<p>Not being able to identify an emergency exit - <u>Signage</u></p>	<p>All occupants</p>	<p>The appropriate signage to identify the exits in the Premises and the Building is identified in the Layout Plan.</p> <p>This signage should not be blocked or covered.</p> <p>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.</p>	
<p>Power cut causing a loss of the 'house lights' in the Building</p>	<p>All occupants</p>	<p>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.</p> <p>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.</p> <p>The emergency lighting is to be checked periodically and maintained in good working order.</p>	

A fire in the Building not being detected	All occupants	<p>The Building is to be covered by a fire alarm system maintained to British Standard BS5389.</p> <p>The locations of the call points to be installed in the Premises and the Building are shown on the Layout Plan.</p> <p>There will also be smoke detectors in the Premises and the Building in the areas shown on the Layout Plan.</p> <p>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.</p> <p>The fire alarm is to be tested periodically.</p> <p>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.</p>	
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	<p>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.</p> <p>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.</p>	
Evacuation Procedure – people being in the building in case of a fire or other emergency	All occupants	<p>In the case of an emergency and/or the fire alarm sounding, the Premises and the Building must be evacuated.</p> <p>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.</p>	

		<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The Premises and the Building must be evacuated fully whenever the fire alarm is activated, even if no danger is apparent.</p>	
Fire Brigade Access	All occupants	<p>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.</p> <p>This ensures that all parts of the Premises are accessible by the Fire Brigade, and is illustrated in the "<b>Fire Brigade Access Plan</b>" attached to this Risk Assessment.</p>	
Capacity – number of people in the Premises	All occupants	<p>The occupancy of the Premises must be managed to ensure that the safe capacity is not exceeded.</p> <p>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.</p>	
Spillages	All occupants	<p>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.</p>	
Smoking	All occupants	<p>Smoking is not permitted in Premises or the Building.</p>	



This document and the information it contains are strictly confidential and may be privileged to its recipients and should not be copied, distributed or reproduced in whole or part, nor be passed to any third party. Work highlights featured within this document have been carried out by current lawyers at Keystone Law, but in some instances may have taken place prior to joining the firm.

Keystone Law is a trading name of Keystone Law Ltd, an entity authorised and regulated by the Solicitors Regulation Authority with its registered office at 48 Chancery Lane, London WC2A 1JF. Company number: 4650763. VAT number: GB 200 7302 72. SRA number: 400999. A list of the directors of Keystone Law is open to inspection at the registered office. © Keystone Law Ltd 2016.