# New City Court (Ref: 21/AP/1361)

## Response to Highways Comments

1. This Note provides clarification and further information to respond to highway comments received from the London Borough of Southwark (LBS) in relation to the above site. The comments are re-provided below in italics and a response to each of the points raised provided directly below in blue.

### Delivery, Servicing and Waste Management Plan

*5.3.1 onwards – is the D&R study available to share? Is the hospital using the consolidation service at the moment or is the "strategy" a document rather than a working process?*

2. Response: The D&R study was used to inform the Transport Statement and includes elements of superseded information. We are therefore not in a position to issue this report, but can present it to the team if required. It should be noted that the bulk of this information was presented previously to both TfL and LBS following the last submission, and the principle agreed upon.

3. The hospital is understood be using an off-site consolidation centre since 2019.

*Top of page 18 – this figure suggests all 7 different types of deliveries on the left would all be delivered separately to New City Court's receiving bay (in place of 200 GIR), rather than suggesting they would be consolidated offsite and brought to NCC in one/few deliveries. I.e. it seems to show a standard arrangement, not the consolidation approach. End of page 18 – refers to 22 or 5 HGVs. The DAS on page 148 says that no HGV servicing has been assumed. If the DAS is correct, what does this do to the number of LGVs with and without consolidation, the number of vehicles per hour, the number on site at any time etc?*

4. Response: It is assumed that it is page 19 that is being referred to rather than 18. The figure at the top of page 19 is reproduced below. This schematic graphically shows now some elements of the deliveries will be sorted on site. With regard to that elements are considered suitable / unsuitable for consolidation we refer you to Table 5.2 of the DSP, replicated below. This highlights that the only deliveries not expected to be consolidated are the post, certain newspapers etc and fresh food, with consolidated parcels comprising over 50% of delivered goods.



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5.3.9 Table 5.2 summarises the various groups and whether they are considered suitable for consolidation.

**Table 5.2 – Delivery types and consolidation suitability**

| Item | Suitable? | Comment |
|---|---|---|
| Parcels and couriers | Yes | Including personal deliveries |
| Post | No | Urgent deliveries |
| Food and beverage | Limited | Fresh food not consolidated but potential for water towers and ambient vending machines |
| Engineering deliveries for building repairs and maintenance | Yes | Typically non-urgent |
| Housekeeping. Cleaning and washroom items | Yes | Not time critical |
| Newspapers and magazines | No | Time/Date specific |
| Office equipment, stationary. | Yes | Not time critical |

5. With regard to the HGVs, the DSP is correct that as a worst case the servicing in HGVs may not be completely eliminated but will be significantly reduced through consolidation from 22 vehicles (unconsolidated) to 5 vehicles (consolidated as proposed). It is GPE's intention to minimise these deliveries, ideally so that there are no standard deliveries by HGV, but the DSP recognises that of the five deliveries, three are associated with the retail and might be part of a particular chain's multi-drop route (eg a lorry delivering fresh food to a number of Pret restaurants early each morning). The remaining office HGVs might well be larger consolidation vehicles used overnight for certain delivery runs, depending on the size of the goods (or quantum of goods) to be delivered.

6. If the HGVs are replaced with LGVs this is unlikely to result in any additional vehicles as the process assumes one delivery per vehicle, but accounts for the fact that a number of vehicles currently being used includes HGVs. The majority of these trips could be undertaken by an LGV if required with minimal impact on the highway or operation of the service yard.

*5.5 – how long are the deliveries expected to take to unload/load in the service bays? Especially if the vehicles from the consolidation centre are filled with more deliveries to drop off, instead of just one box, they may be there for some time.*

7. Response: The servicing strategy takes into account potentially longer dwell times and allows 20 minutes dwell time per vehicle. As there are two loading bays within the service this allows for 6 vehicles to be accommodated at any one time. This is the maximum number of vehicles expected within the busiest hour. It is noted that consolidated deliveries would mainly arrive overnight when the service yard and the local highway network would be at their quietest and that the packing of the consolidated goods allows for quick unloading time and minimal trolleying distances. Through the

booking system the management will be aware of any time constraints that would need to be managed.

*Section 7 - Appendix A seems to show vehicles arriving from the west and exiting to the east, the reverse of the current one way street. Do these tracking drawings work the same in reverse for vehicle arriving from the east and leaving to the west?*

8. Response: The tracking drawings were undertaken on one of the expected future layout of St Thomas Street proposed by TfL at the time of preparing the planning submission. However, the vehicles would also be able to access the site from the east and leave to the west – please see attached Drawing 30848/AC/084 showing successful operation.

*Section 9 – what would happen to deliveries arriving that aren't booked in through the system? Would their deliveries be refused? Or would they use the loading bay on-street and be accepted by the management anyway? What would happen with the motorcycle couriers mentioned earlier in the document? How long do the on-street restrictions allow such deliveries to park up for?*

9. Response: With the operation of the booking system, arrivals of vehicles that are not pre-booked through the system is unlikely. However, should his happen, the delivery will not be accepted by the site management and would need to be re-booked using the system. This is with the exception of cycle and motorcycle couriers who will stop on St Thomas Street; these would have very short dwell times. It is not practical or sensible for a courier to transport these documents to the consolidation centre rather than directly to the building.

*Sections 9 and 10 don't read as being firm commitments to using off-site consolidation to achieve the reduction in vehicles set out in 5.4, and not for the numbers to creep up. If we were to grant permission the council would expect the delivery vehicle numbers to be secured with a final version of the DSP, with a monitoring fee, regular surveys post-occupation, and a deposit to be paid that would be returned if no issues arise or used for highways changes to address delivery and servicing issues.*

10. Response: The applicant is wholly committed to the use of off-site consolidation which forms part of the proposals. The requirement to secure the delivery vehicle numbers is noted along with the need for monitoring surveys post-occupation.

*In a pre-application meeting there was a suggestion from the applicant team that the servicing area could be used for other activities (such as a food market) when not in use. I haven't seen that mentioned here so will assume that is not part of the proposal – and probably best to keep it as simply a servicing yard at this stage.*

11. Response: It is confirmed that this does not form part of the proposal.

## Transport Assessment

*4.5.2 – suggests the number of HGVs will be minimised, not ruled out.*

12. Response: Servicing by HGVs cannot be completely eliminated but will be significantly reduced through consolidation from 22 vehicles (unconsolidated) to no more than 5 vehicles (consolidated as proposed).

*4.7.6 – a long row of visitor cycle spaces are outside GPE's site. Where would these go if the highway authority does not agree this many spaces can go in the indicative highway layout (given this isn't the current St Thomas Street arrangement, and TfL's design is not finalised)? As these on-street spaces cannot be guaranteed, the underprovision would need to be flagged in the Committee report. No mention later in the report of cycle hire demand being addressed.*

13. Response: It is noted that some short cycle spaces are located within the increased footway along St Thomas Street. Given that these spaces will be available to the general public and not just visitors to the proposed development, locating them within the footway was considered a suitable location and also the arrangement discussed with LBS and TfL as part of the previous application for the site. Doing so enables the new pedestrian routes through the site to be of generous width and allow for free flowing pedestrian movement taking pressure off the local footways.

14. It is noted that TfL proposals for St Thomas Street are not confirmed yet. Should the proposals not go ahead and footway not increased, short stay spaces could be provided replacing the unused taxi rank and on-street parking bays along St Thomas Street – this would not affect the carriageway width for passing vehicles or the footway provision.

15. Please see paragraph 19 for a response regarding the cycle hire.

*4.8.2 – could delivery vehicles under 7.5 tonnes use the two-way road?*

16. Response: Yes, they could.

*4.8.4 and 4.8.5 - what if this assumption in 4.8.4 turns out to be incorrect. If TfL's two-way design is kept can the pavement cycle parking and pavement widening still be provided, the servicing yard turning and visibility still ensured? In 4.8.5, where do I see the scheme layout that would "operate successfully" in the submission? To see what this does to visitor cycle parking provision, pavement widths, vehicle tracking etc.*

17. Response: The scheme designs can also operate successfully if one-way proposals for St Thomas were not progressed and the road operated two-way. A swept path analysis of the proposed service yard demonstrating the successful operation of the scheme under this scenario is provided in Drawing 30848/AC/085.

18. Under this option, with the footway width remaining unchanged, short stay cycle parking can be provided within the disused on-street bays as shown in Drawing 30848/AC/086.

*4.10 – see separate comments on the DSWP.*

19. Response: Please see responses under the DSWP earlier in the Note.

*4.11/appendix A – the swept path drawings look to assume the vehicles are arriving from the west – which might be what TfL change the road to, but that's not for certain yet. Do the swept paths work the same if vehicles arrive from the east?*

20. Response: Yes, please see Drawing 30848/AC/084.

*5.6 – what is the logic behind walking route B – i.e. why would someone walk from the site, to the Underground entrance (but not then go onto the Underground network), then turn back on themselves to head to the Post Office and Market?*

21. Response: Walking Route B as shown in Figure 9 illustrates walking routes to individual destinations such as the post office, London Bridge Underground Station and Borough Market rather than as a continuous route.

*6.8, 6.9 – see comments on the DSP, and statement in DAS about no HGVs.*

22. Response: Please see response under paragraph 10.

*7.5 – no mention of whether the proposal would increase demand on the cycle hire docking stations in the area, or require its own station/station extension.*

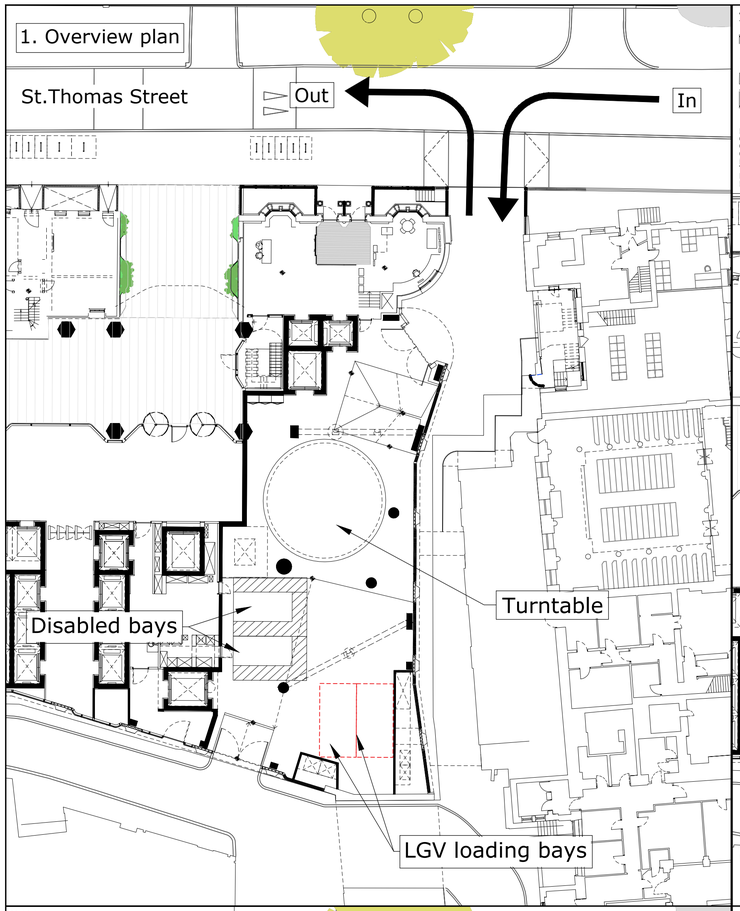
23. Response: The proposed development will provide high quality cycle parking and associated facilities to cater for the demand for cycle parking from the site. The additional demand for the hire bikes is not expected to be significant. At present, TfL do not provide data usage for the existing docking stations, other than in real time and therefore only TfL can carry out such an assessment. It should be noted that due to the site's proximity to the station people arriving / leaving the development will be contra to the main use flow. ie in the morning most people will leave the station and hire a bike to their destination whereas we will be replenishing the docking station with bikes during this period as people arrive at the development. This will help keep the bikes in circulation and is unlikely to require additional docking station provision.

## Travel Plan

*5.4- what about measures to encourage Santander cycle use as well? On figure 3 there are a few more docking stations in the local area, e.g. on Snowsfield and on Duke Street Hill.*

24. Response: This is noted and the information regarding Santander docking stations including their locations near the site will be promoted in the Travel Information Pack.

## 1. Overview plan



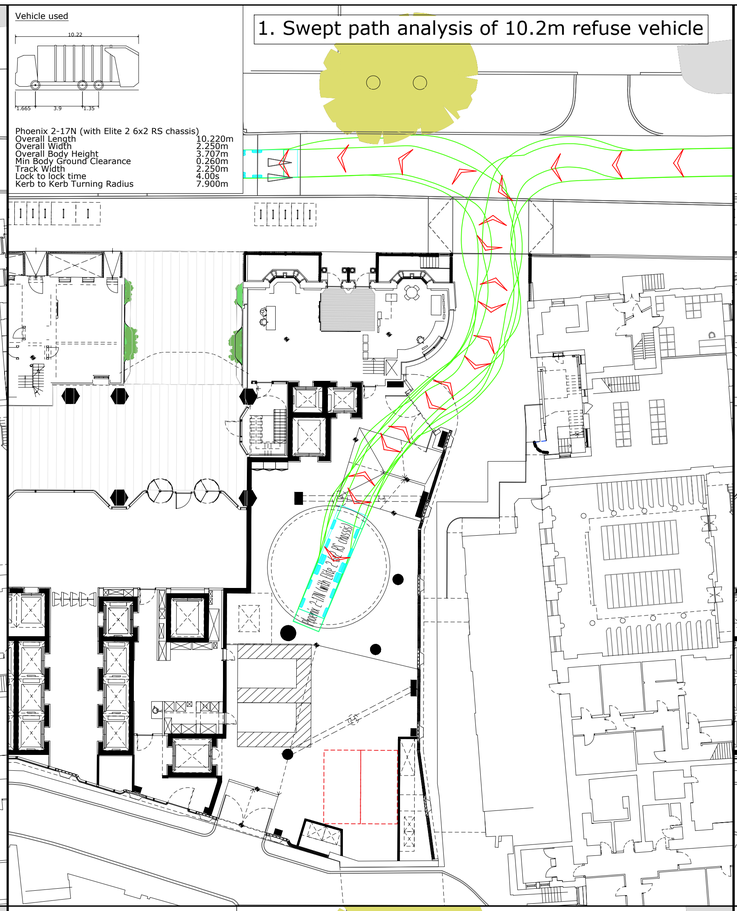

## 1. Swept path analysis of 10.2m refuse vehicle

Vehicle used




Phoenix 2-17N (with Elite 2 6x2 RS chassis)

| | |
|---|---|
| Overall Length | 10.220m |
| Overall Width | 2.250m |
| Overall Body Height | 3.707m |
| Min Body Ground Clearance | 0.260m |
| Track Width | 2.250m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.900m |




## 2. Swept path analysis of 10m rigid HGV

Vehicle used




FTA Design HG Rigid Vehicle (1998)

| | |
|---|---|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to Lock Time | 3.00s |
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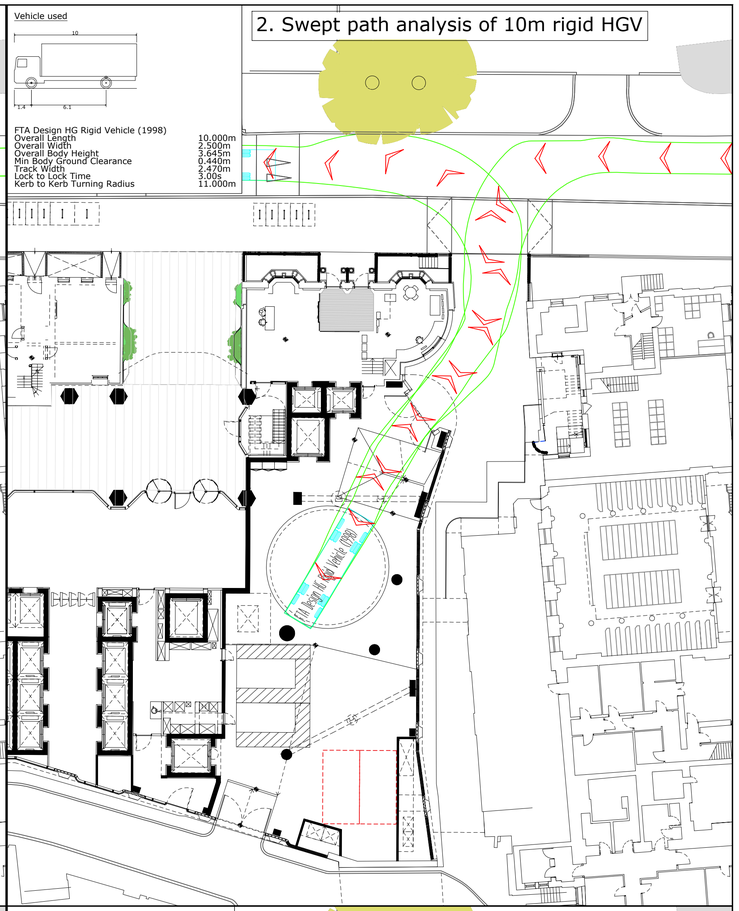


## 4. Swept path analysis of 7.2m panel van

Vehicle used




7.5t Panel Van

| | |
|---|---|
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |

## 5. Swept path analysis of 4.6t Transit van

Vehicle used




4.6t Light Van

| | |
|---|---|
| Overall Length | 5.885m |
| Overall Width | 2.000m |
| Overall Body Height | 2.526m |
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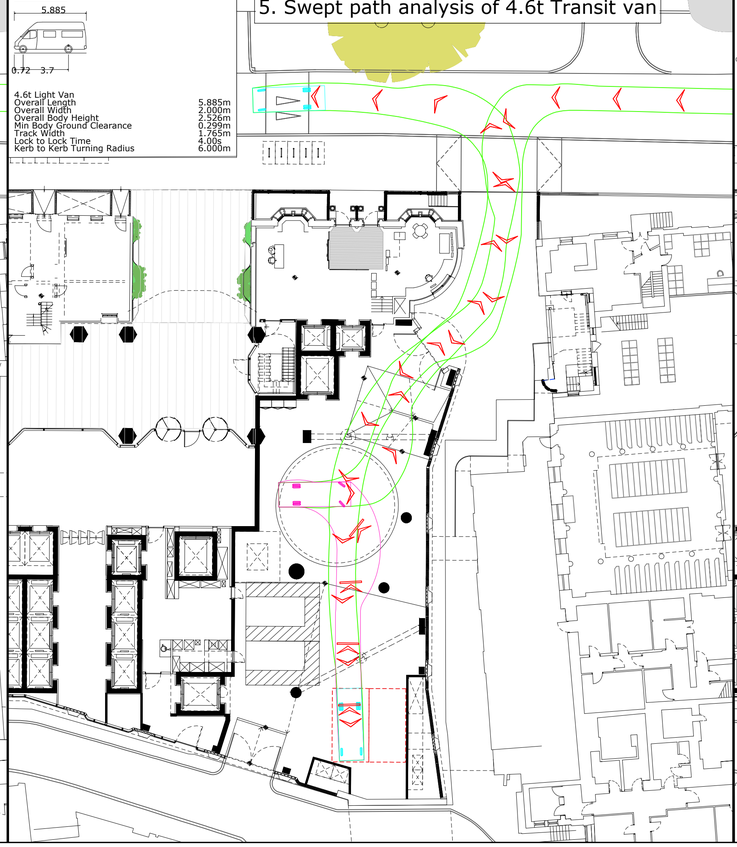


## 6. Swept path analysis of Large car

Vehicle used




Large Car (2006)

| | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to Lock Time | 4.00s |
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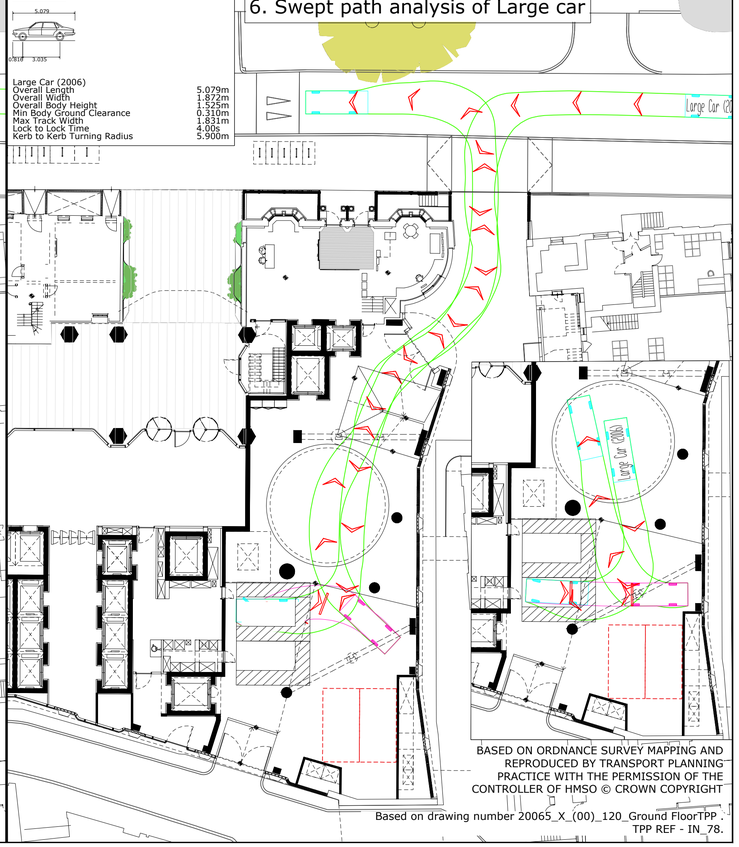


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# NEW CITY COURT

## Swept path analysis of service yard St.Thomas Street one way East - West

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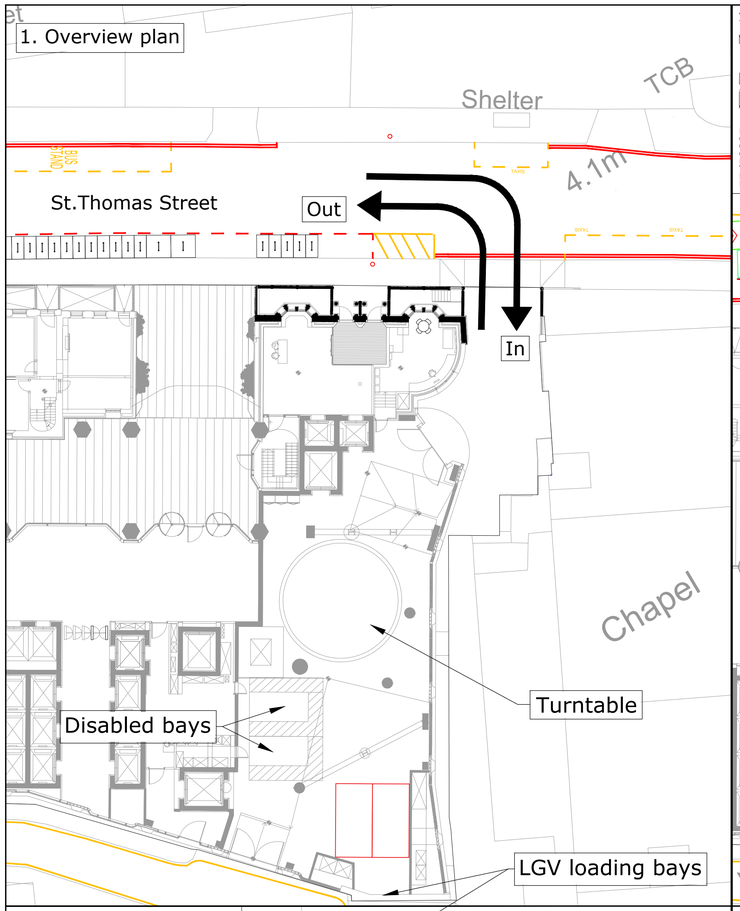
## 1. Overview plan

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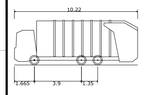


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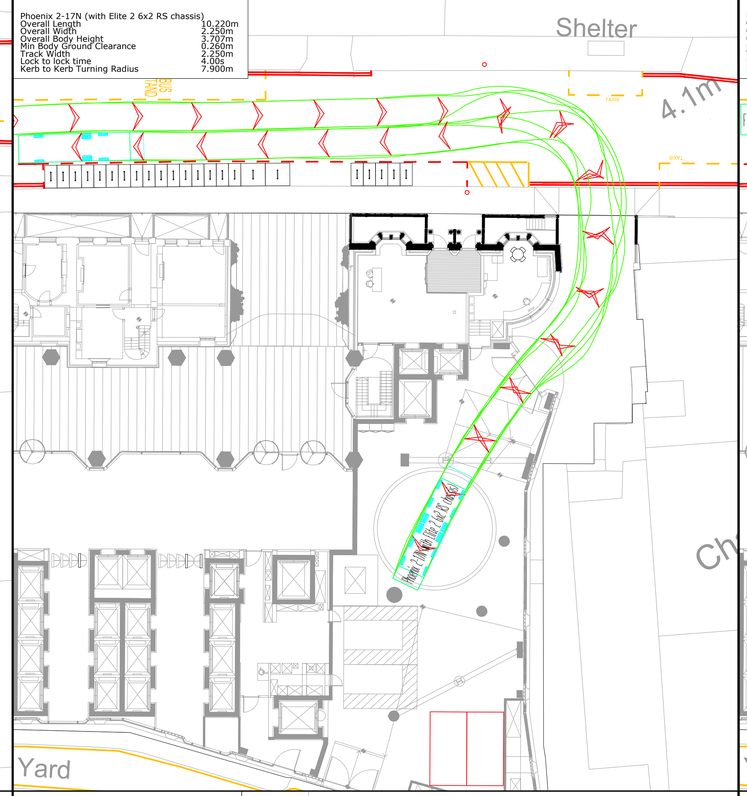


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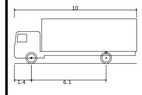
Vehicle used

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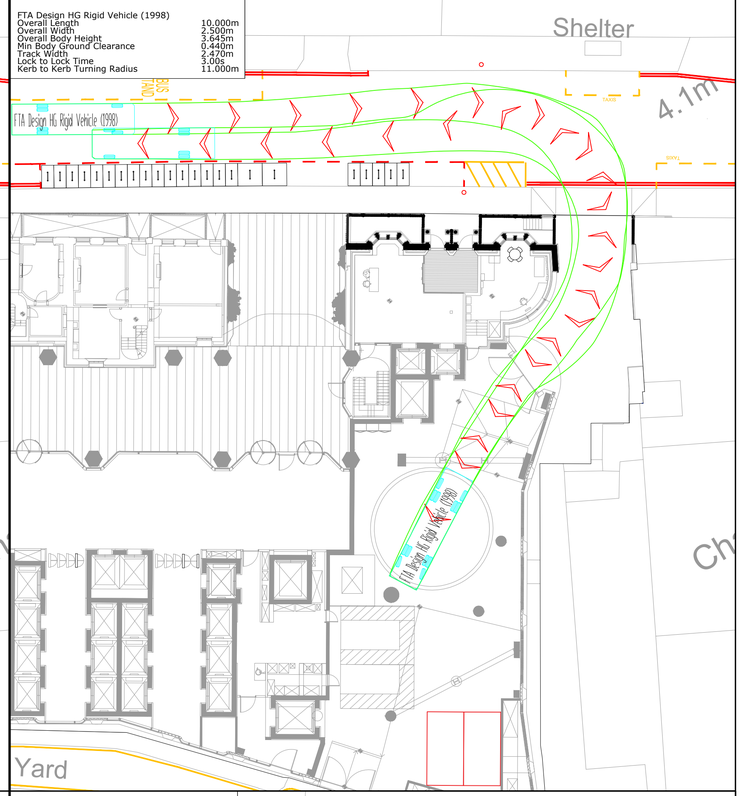


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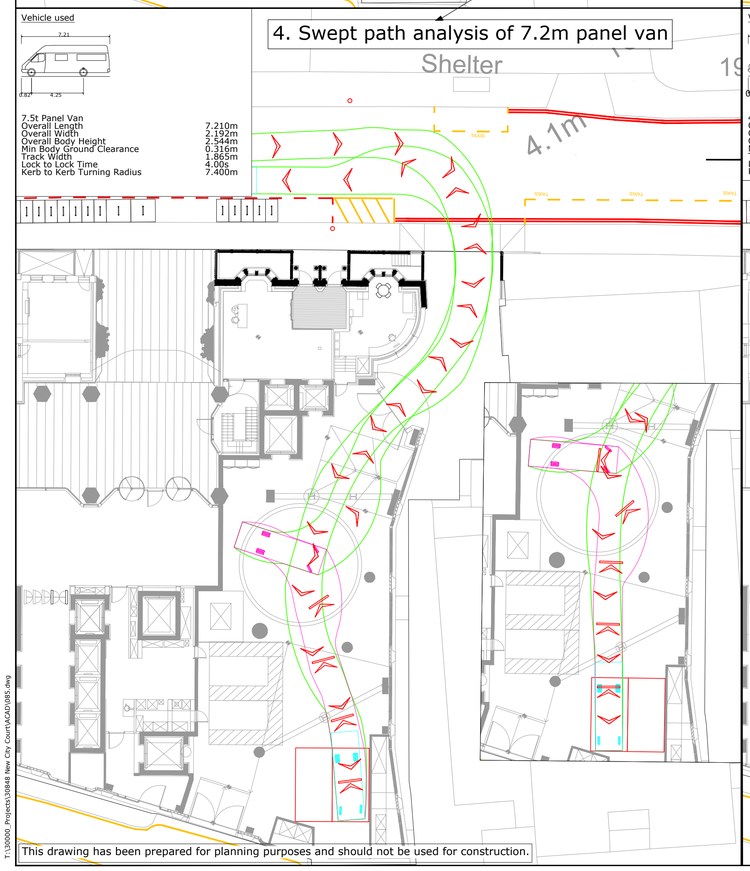


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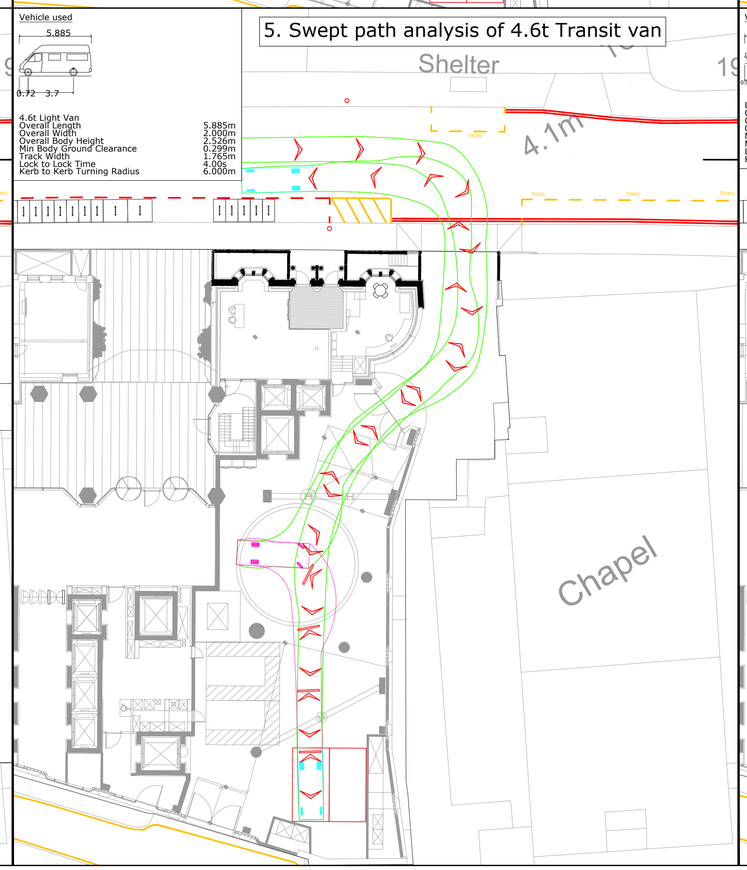


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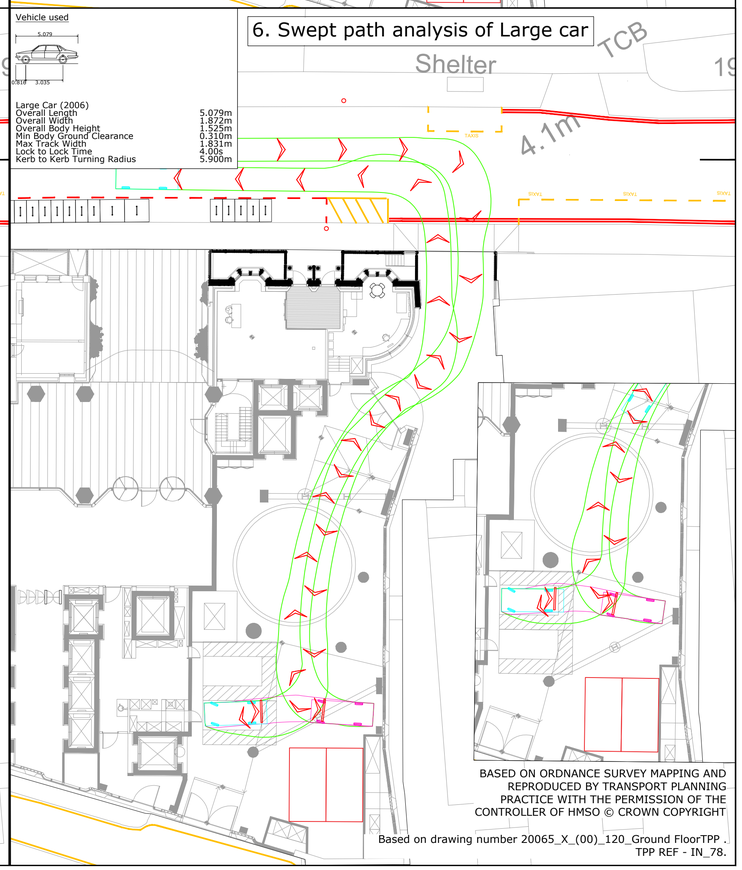


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DATE: 08/09/21

# NEW CITY COURT

Swept path analysis of service yard

St.Thomas Street two-way

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DRAWING NUMBER: 30848/AC/085

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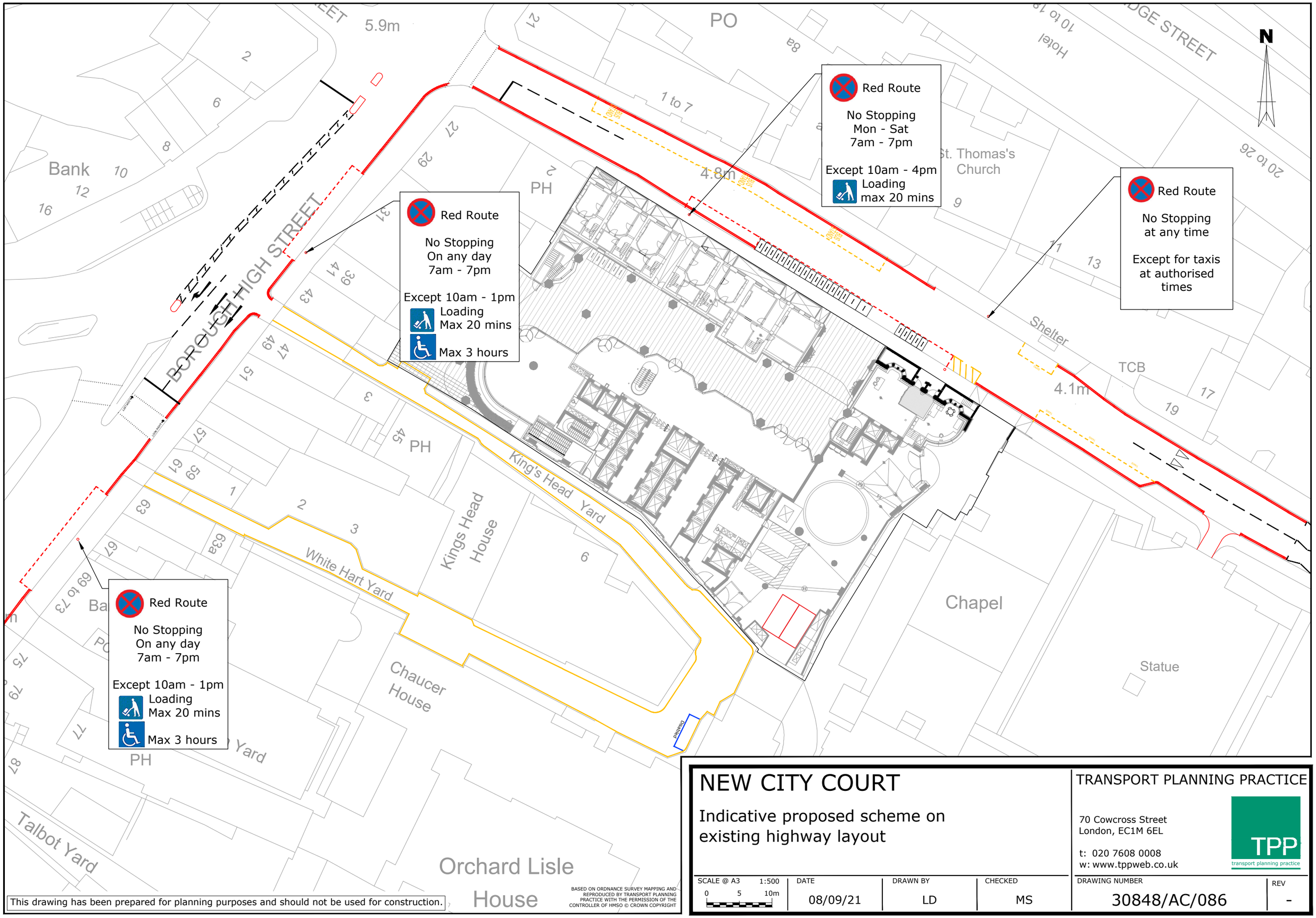


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# NEW CITY COURT

Indicative proposed scheme on existing highway layout


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