

Appendix 3

**The Town and Country Planning
(Local Planning) (England) Regulations
2012
City of London**



**Freight and Servicing
Supplementary Planning Document
Adoption Statement
DATE XXXX**

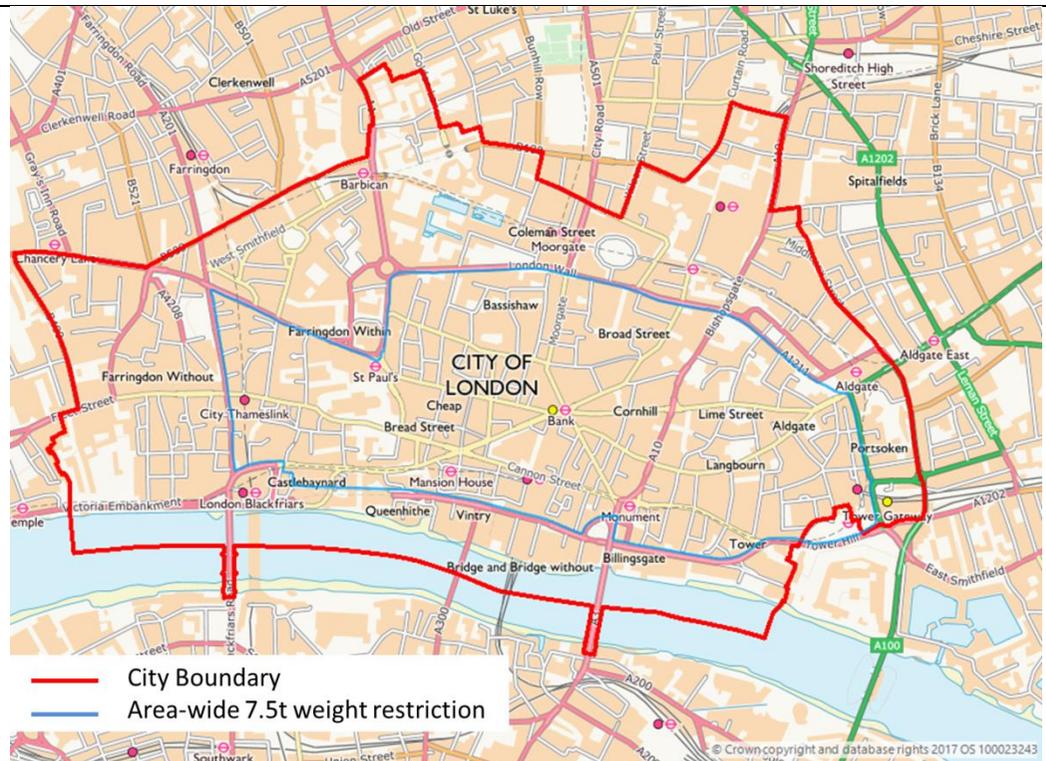
1. This adoption statement is published to meet the requirements of Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. The City of London Freight and Servicing Supplementary Planning Document (SPD) was adopted on XXXXXXXX.
3. The appendix to this statement sets out the modifications made to the SPD to take account of representations during the consultation period and other relevant matters.
4. Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision.
5. Any such application must be made promptly and, in any event, not later than 3 months after the date on which the SPD was adopted (XXXXXXX).
6. Copies of the SPD, the statement of consultation and the adoption statement are available on request at the Department of the Built Environment enquiries desk, North Wing, Guildhall, London EC2V 5DH. These documents can also be viewed on the City of London website accessed via: www.cityoflondon.gov.uk/XXXXXXX

Appendix 3 - SPD Adoption Statement

Paragraph	Details	Reason for Change
1	Changed text Even in the 21st Century where <u>While</u>	Reworded for clarity
3	Changed text References <u>Links</u> to these documents are provided in Appendix C.	Reworded for consistency
7	Changed text This increase, combined with policies <u>Policies</u> from the City Corporation, neighbouring boroughs and Transport for London to create 'Healthy Streets', and promote active travel, has <u>have</u> led to a reallocation of road space away from motor traffic. This reallocation has led to an increase in journey time delay in places.	Reworded to correct policy context
8	Changed text Reducing the number of goods vehicles serving new and existing premises in the City could therefore have a positive impact through the reduction in <u>reduced</u> road danger both within the City and in neighbouring boroughs.	Reworded for clarity
14	Changed text The impact of these technologies, particularly in a densely populated city environment is unclear at this stage, and . <u>In</u> the short to medium term the movement of freight within cities is likely to continue to rely on drivers using the road network.	Reworded for clarity
15	Changed text The efficient co-ordination of deliveries through technology and data is becoming increasingly important in the freight sector, and may present changing <u>new</u> opportunities for managing the impacts of delivery and servicing.	Reworded for clarity
25	Added text <u>Proposal 15 of the draft strategy sets out plans for a tailored approach for individual sectors, and plans to work with business on re-timing, and reducing deliveries through procurement. Policy 2 of the strategy adopts a Vision Zero approach to road danger in London, with the aim for all deaths and serious injuries to be eliminated from</u>	Added text in response to comment 15.5 and 1d)

	London's streets by 2041. Policy 6 of the strategy aims to make London's transport network zero emission by 2050.	
26	Changed text A new London Environment Strategy is expected to be <u>was published</u> in draft format in summer 2017. This strategy will bring <u>brings</u> together the Mayor of London's polices covering air quality, water, waste, green spaces and biodiversity, noise and climate change adaptation and mitigation.	Changed text to reflect publication of draft strategy during the consultation period.
29	Changed text The overarching 'Healthy Streets' approach <u>Approach</u> to managing the street network is a key part of the Mayor's vision. In central London this means a shift towards reducing motorised traffic and partly by having fewer deliveries at peak times to create a more attractive environment for walking, cycling and using public transport.	Changed text to more accurately reflect the City for all Londoners document.
33	Changed text The Emissions Surcharge is <u>was</u> introduced from 23rd October 2017 as an interim scheme, pending the introduction of the Ultra Low Emission Zone.	Changed text to reflect the introduction of the charge
34	Changed text Ultra Low Emission Zone – The Ultra Low Emission Zone (ULEZ) will come into force in April 2019 September 2020 and will replace the Emissions Surcharge. The ULEZ will require all vehicles within the Congestion Charge area to meet strict emissions standards, or pay a daily charge in addition to the Congestion Charge. The Mayor is carrying out a consultation on extending the area covered by the ULEZ, and bringing forward the introduction of the scheme to 2019.	Changed text to reflect the confirmation that the charge will be introduced in 2019.
35	Added text The City of London Local Plan (<u>Appendix A</u>) is the statutory planning document for the City.	Added reference to Appendix A.
36	Changed text A <u>reference</u> to the document is provided in Appendix C.	Changed text for consistency

37	<p>Added text</p> <p>The City of London Delivery and Servicing Guidance (Appendix B) provides practical information on how to manage freight associated with an existing site or new development through a Delivery and Servicing Plan.</p>	<p>Added text in response to comment 15.7</p>
40	<p>Changed text</p> <p>Links References to the documents can be found in Appendix C.</p>	<p>Changed text for consistency</p>
44	<p>Added text</p> <p>The plan is due to be updated in 2018.</p>	<p>Added text in response to comment 8.2</p>
45	<p>Correct typo</p> <p>The City of London Waste Strategy 2013 – 2020 sets out</p>	<p>Corrected grammar</p>
50	<p>Image added</p>	<p>Added image in response to comment 15.8</p>



54	<p>Text changed “reduce the number of freight and delivery servicing vehicles and their environmental impact on the City’s streets, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City’s boundaries.”</p>	Text changed in response to comment 1a), 1e), 2w) and 4b).
55	<p>Added text This SPD will help achieve this vision by setting out guidance for new major development that will limit the impact of new and additional freight demand on the City and beyond the City boundary.</p>	Added text in response 1c)
58/59	<p>Added text Match demand to network capacity - Maximise the proportion of essential delivery and servicing trips taking place outside peak times and where possible promote quiet</p>	Added text in response to comment 1g), 1h)

	<p>evening or night-time deliveries. All essential delivery and servicing trips should be routed appropriately, using streets that are suitable for the vehicle being used, and minimising noise, emissions, and road danger, <u>and impact on heritage assets</u> along the length of the route <u>in and outside the City</u>.</p> <p>Mitigate the impact of freight trips - Where goods and services must be transported by road, including for last mile, use the safest and quietest zero emission means possible. which <u>This may mean moving goods or service personnel on foot or by cycle, to reduce the environmental impact on the City.</u> The use of low emission river or rail transport for the transfer of goods and waste is encouraged, but the impact of additional noise and pollution at all stages of the journey should be considered. Loading and unloading of goods should not adversely impact on highway capacity, pedestrian, cycle or vehicle movement, road or site safety or unwanted noise levels either in the City itself, or on any stage of the journey.</p>	<p>and to improve clarity.</p> <p>Added reference to heritage assets in response to SEA paragraph 4.55.</p>
60	<p>Added text</p> <p>Where it is not required, the development of a <u>DSP can lower delivery costs and impacts</u> and is strongly encouraged to effectively manage delivery and servicing movements associated with the site.</p>	<p>Added text in response to comment 14.9</p>
61	<p>Added text</p> <p>The following guidelines set out <u>prospective actions</u> to effectively manage the freight and servicing impact of a development. The freight and servicing requirements of different types of development will <u>vary and some measures may not be applicable to all sites.</u></p>	<p>Added text in response to comment 15.1</p>
61	<p>Added text</p> <p><u>Early engagement with the City Corporation's Planning team on management of delivery and servicing is encouraged.</u></p>	<p>Added text in response to comment 2d)</p>
62	<p>Added text</p> <p><u>– effectively consolidating deliveries or waste collection within the existing supply chain.</u></p>	<p>Added text in response to comment 11.4, 15.11 and 15.22</p>
63	<p>Changed text</p>	<p>Changed text in</p>

	an out of <u>central London</u>	response to comment 11.4
64	Changed text details of the vehicle type to be used, and the route between the consolidation centre and the site should be included in the DSP a commitment to use of zero or low emission vehicles, and appropriate routeing should be included in the DSP	Changed text in response to comment 11.5
65	Changed text Personal deliveries to staff or residents are considered part of the delivery and servicing of the premises, and should be managed in the same way.	Text changed in response to comment 2g)
66	Added text. <u>Liaison with the Environment Agency and Port of London Authority to minimise the impact of boat movement on biodiversity and flood defences is encouraged.</u>	Added text in response to comment 4.2.
66	Added text Agreements with waste management <u>and other logistics</u> companies to make use of this facility are strongly encouraged. Where the river can be used, agreements with waste management <u>and logistics companies</u> should specify the use of low emission and Direct Vision vehicles, where feasible, for collection within the City.	Added text in response to comment 7.3
67	The provision of adequate on-site storage space for goods is <u>strongly</u> encouraged	Changed text in response to comment 11.7
67	Added text Smaller sites where storage space is very limited are encouraged to make <u>investigate</u> arrangements to share storage space with neighbouring properties to facilitate bulk deliveries.	Added text in response to comment 15.14
68	Added text In line with Local Plan policy DM17.1, on-site waste management of all possible materials, <u>including food waste</u> , should be strongly encouraged,	Added text in response to comment 2e) and 2n)
70	Added text All deliveries requiring activity outside working hours, either at the site in the City or	Added text in response to

	elsewhere in the delivery chain, should be subject to a quiet delivery agreement (<u>examples are set out in the DSP Guidance – see Appendix B</u>)	comment 15.15
70	Changed text <u>Details of the delivery and servicing timings, and how they will be managed</u> a commitment to minimise noise impacts at all stages of the delivery process and along the route should be included in the DSP.	Changed text in response to comment 11.8
70	Added text <u>Overnight deliveries using vehicles over 18 tonnes may be subject to routing restrictions set out in the London Lorry Control Scheme which aims to minimise lorry noise in residential areas.</u>	Added text in response to comment 16.4.
71 and Glossary	Text changed Where daytime deliveries and servicing are essential or out of hours deliveries are not permitted or feasible, these should occur off-peak (i.e. avoiding 7am – 10am 12noon – 2pm and 4pm – 7pm). <u>In some areas where lunchtime footfall is particularly high, deliveries at this time should be avoided.</u> Peak times 7am – 10am, 12noon – 2pm and 4pm – 7pm on weekdays.	Text changed in response to comments 15.16 and 5a).
72	Where a City business operates a fleet of vehicles, steps should be taken to ensure that appropriate routes – <u>using the Strategic Road Network where possible</u> - are used by drivers both within the City and at all stages of their journey.	Added text in response to comment 2s)
72	Added text <u>Intelligent route planning</u> should aim to avoid residential areas along the length of the route	Added text in response to comment 9.5 and 10.3
73	Added text Consideration should be given to <u>the mode of transport</u> and type of vehicle used to carry out deliveries or collections, including waste collections. Responsible procurement policies that prioritise suppliers that use <u>river, public transport</u> or zero or low emission vehicles are encouraged	Added text in response to comment 9.9 and 2dd)
75	Added text	Added text in

	Where on-street loading is permitted, measures should be put in place to ensure that the movement and safety of pedestrians, cyclists and other road users is not adversely affected – <u>in line with the City's guidance on obstruction of the public highway</u> - and there is no adverse impact on the amenity of nearby residents.	response to comment 11.10
75	Added text <u>The City Corporation promotes and enforces a 'no idling' policy. Local enforcement of this policy is strongly encouraged. The promotion of a 'no engine idling' policy is encouraged.</u>	Added text in response to comment 10.4
76	Added text The impact of all measures taken to minimise, match and mitigate the impact of freight movement both within the City and beyond should be tracked with a robust system of monitoring <u>through the DSP.</u>	Added text in response to comment 12.4
76	Added text <u>Wider monitoring of footways and streets will continue to be undertaken by the City Corporation.</u>	Added text in response to comment 2y)
80	Added text If a development is not to be staffed overnight or at weekends, <u>on-site secure storage</u> , or arrangements with nearby businesses to accommodate out of hours deliveries may be feasible in order to reduce daytime impact on the network	Added text to reference on-site secure storage as an alternative.
81	Added text In addition, medium-sized office developments (<u>broadly defined as accommodating fewer than 250 people</u>)	Added text in response to comment 15.20.
83	Added text <u>Buildings with several occupants will naturally generate more delivery and servicing trips than those occupied by a single company.</u>	Added text in response to comment 15.2
83	Added text <u>Providing a single point of delivery for all occupants of a multi-tenanted building can reduce the need for delivery personnel to spend time finding the correct recipient within the building, improving efficiency.</u>	Added text in response to comment 11.12 & 11.13
92	Final sentence updated	Reworded for

	The promotion and use of a central delivery point where all residents have the option to collect goods, rather than have a missed delivery to home is encouraged.	clarity																		
92	Added text a commitment to carry out <u>quiet</u> routine servicing out of hours <u>which does not cause disturbance</u> is encouraged	Added text in response to comment 10.5																		
Appendix C	Added reference <u>Direct Vision Standard for HGVs – TfL</u>	Added reference in response to comment 12.2																		
Appendix C	<p>Added text</p> <table border="1"> <thead> <tr> <th>Document</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Local Plan</td> <td><u>The City of London's planning strategy document</u></td> </tr> <tr> <td>Air Quality Strategy</td> <td><u>The City of London's policy and strategy on managing Air Quality</u></td> </tr> <tr> <td>Air Quality SPD</td> <td><u>The City's guidance on minimising emissions and exposure to air pollution</u></td> </tr> <tr> <td>Noise Strategy</td> <td><u>Document setting the strategic direction for noise policy in the Square Mile</u></td> </tr> <tr> <td>Public Realm SPD</td> <td><u>The principles and guidelines for controlling and informing street enhancement schemes (July 2016)</u></td> </tr> <tr> <td>Road Danger Reduction Plan</td> <td><u>The City's plan for the reduction of road casualties</u></td> </tr> <tr> <td>Code of Practice for Deconstruction and Construction Sites</td> <td><u>A guide to best practice on construction/deconstruction projects</u></td> </tr> <tr> <td>Standard Highway and Servicing Requirements for Developments in the City of London</td> <td><u>Guidance for the physical aspects of highway and servicing requirements</u></td> </tr> </tbody> </table>	Document	Description	Local Plan	<u>The City of London's planning strategy document</u>	Air Quality Strategy	<u>The City of London's policy and strategy on managing Air Quality</u>	Air Quality SPD	<u>The City's guidance on minimising emissions and exposure to air pollution</u>	Noise Strategy	<u>Document setting the strategic direction for noise policy in the Square Mile</u>	Public Realm SPD	<u>The principles and guidelines for controlling and informing street enhancement schemes (July 2016)</u>	Road Danger Reduction Plan	<u>The City's plan for the reduction of road casualties</u>	Code of Practice for Deconstruction and Construction Sites	<u>A guide to best practice on construction/deconstruction projects</u>	Standard Highway and Servicing Requirements for Developments in the City of London	<u>Guidance for the physical aspects of highway and servicing requirements</u>	Added text in response to comment 15.3
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	Supplementary Planning Documents Directory	Section of the City Corporation website listing active SPDs	
	Design Guidance Directory	Section of the City Corporation website listing active design guidance	
	Safeguarding Wharves Final Recommendation report	Summary of the Safeguarded Wharves Implementation Report – outlining the role of wharves on the Thames.	
	London Plan	The spatial planning document for London	
	Land for Industry and Transport Supplementary Planning Guidance	SPG adding guidance to the London Plan on land for transport and industry	
	Mayor’s Transport Strategy 2010	The Strategic Transport Plan for London, produced by the previous Mayoral administration.	
	Mayor’s Transport Strategy 2017 Draft	The new draft Strategic Transport Plan for London.	
	London Environment Strategy	The draft strategic plan for London’s environment and green space	
	Construction Logistics Plan Guidance	Guidance on how to produce an effective Construction Logistics Plan.	
	Direct Vision Standard for HGVs	Web portal outlining information on Direct Vision standard lorries	
	FORS Guidance	Guidance on the Fleet Operator Recognition Scheme – promoting best practice amongst fleet operators.	
99	and	Added text	Added text in

Appendix C	<p>The City Corporation's Enforcement Plan (see Appendix C) sets out the City's approach to planning enforcement.</p> <p>Line added to appendix c</p>			response to comment 3i)
Document	Description	Author		
<u>City Enforcement Plan</u>	<u>Sets out the City's approach to planning enforcement</u>	<u>City Corporation</u>		