

The Hive
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3 September 2020

Team London Bridge response to the revised New City Court development: Planning application references 18/AP/4039 and 18/AP/4040

Team London Bridge is the Business Improvement District (BID) representing approximately 400 businesses in the area between London Bridge to the west, Tower Bridge to the east, and south towards Bermondsey. Team London Bridge has a strong remit from businesses since 2015 to deliver the [London Bridge Plan](#). Our mission is to ensure London Bridge excels as a leading place for global commerce and continues to develop as a pioneering local centre for enterprise, culture and entertainment.

We welcome the opportunity to address some of the amendments made to the proposals for this critical site. Our March 2019 representations remain valid and we ask that they are considered in determining this application other than on issues addressed below.

Servicing – we acknowledge the proposals to use a consolidation centre will significantly reduce the impact from service vehicles. This is welcome development. Nevertheless, the access through White Hart Yard remains challenging even with a reduction in the number and size of vehicles. We believe further measures need to be taken to reduce the impact from servicing the new development, including requiring the use of e-cargo bikes for deliveries (as already happens in Borough Market) and making this a requirement for unconsolidated deliveries via White Hart Yard where motorcycles should not be used. Loading bays also need to be designed to enable cargo bike deliveries. It would also be helpful to know the location of the consolidation centre in order to assess wider impacts on the road network.

Air quality – The latest information in the revised Chapter 9 of the Environmental Statement confirms that the proposed development will have a negative impact on air quality with small increases in NO_x and NO₂ emissions (Table 9.19). We believe further measures can ensure the development is air quality positive. An example would be to adopt the growing practice of using cargo bikes in the construction process and achieving improvements in the servicing of the construction phases which draw on the changed servicing arrangements for the completed development.

BREEAM - The application continues to seek BREEAM excellent rather than outstanding, and it seems there is only one change from the original scheme in updated energy strategy. Since the original application, Southwark Council has declared a climate emergency, aiming to be carbon zero by 2030. This is a target that we support through local actions developed

in a series of workshops on sustainability in 2019/20, which GPE participated in. Opportunities exist, particularly around local energy generation, by working with other local developers including the neighbouring health campus which plans its own energy centre.

Cultural offer – We are disappointed given the progress made by local partners to strengthen the medi-culture offer in the area that no changes are proposed to the scheme. Incorporation of the Florence Nightingale museum is a leading option for enabling the development to provide the cultural offer expected for a scheme of this scale and significance in such a relevant location. This would make a major contribution to the London Bridge Culture Strategy as supported by New Southwark Plan Policy P45 (as amended). It would also be of appeal to prospective new occupants.

We look forward to continuing to work with the applicants to help deliver shared ambitions for this critical part of the London Bridge area.

Yours faithfully



Nadia Broccardo
Chief Executive
Team London Bridge