

From: Phil Aust <Phil.Aust@daygroup.co.uk>
Sent: 08 December 2016 16:16
To: Your Views
Cc: Peter Heath; Richard Linton
Subject: A City for all Londoners consultation

To whom it may concern,

Please note below comments on the consultation document 'A City for all Londoners' from Day Group Ltd.

Day Group Ltd operates across a large part of southern England including a significant presence in west, south and southeast London. Employing c. 450 people, Day Group handles about 4 million tonnes of construction materials per year through 19 operational depots, of which 8 are rail fed and one is on a wharf. In London, Day operates railheads at Brentford, Tolworth, Purley and Battersea and a wharf at Greenwich.

To facilitate the growth requirements outlined in the document, London will need ever larger quantities of construction materials. Whilst there is a reference to the need for skilled workers (p40) there is no acknowledgement in the document at all of the requirement for materials.

London consumed over 9 million tonnes of primary aggregates in 2015.

Only a small percentage of London's aggregate needs can be sourced from primary production within London due to the very limited naturally occurring resource.

Over 95% of the primary aggregate required (crushed rock and marine dredged sand and gravel) is transported into London by rail / ship.

Railheads operated in London by Day Group handle over 1.3Mt of aggregate brought in by rail. If the same tonnage had to be delivered into London by lorry, this would be an additional 46,000 LGV loads (92,000 lorry movements). These extra journeys would entail almost 8,000,000 lorry miles each year with the associated congestion, safety and pollution consequences.

The document refers to 'Shifting lorry consolidation centres closer to the River Thames or the rail network' (p29). By definition, our existing railheads and wharf operation already meet this ambition. However – their continued existence is under increasing threat from the grant of planning permissions for inappropriate adjacent development. This is despite the various policy protections at national and local level already afforded to wharves and railheads, which are too often overlooked or ignored by developers and planning authorities.

There already exists a very real threat to the continuing ability of these facilities to provide the construction materials needed for growth and it is crucial that they are effectively safeguarded for the long term.

The document refers in at least 4 places to a plan for the intensification of housing development around stations. It is not uncommon for rail depots to be in close proximity to stations, such is the nature of the layout of the railway infrastructure. As development pressures increase, opportunities for the establishment of new rail depots become increasingly rare.

It is essential to protect the existing rail / river infrastructure for the handling of construction materials – otherwise London's ability to build anything at all will be jeopardised. The emerging London Plan will need to robustly address this and this is entirely compatible with the concept in the document of 'Good Growth' (p25).

Kind regards

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