



City of Westminster

# Licensing Sub-Committee Report

Item No:

Date:

30 November 2023

Licensing Ref No:

23/05024/LIPN - New Premises Licence

Title of Report:

8 Carlos Place  
London  
W1K 3AW

Report of:

Director of Public Protection and Licensing

Wards involved:

West End

Policy context:

City of Westminster Statement of Licensing Policy

Financial summary:

None

Report Author:

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Senior Licensing Officer

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## 1. Application

1-A Applicant and premises			
<b>Application Type:</b>	New Premises Licence, Licensing Act 2003		
<b>Application received date:</b>	28 July 2023		
<b>Applicant:</b>	Paris Society International Holding Ltd		
<b>Premises address:</b>	8 Carlos Place London W1K 3AW	<b>Ward:</b>	West End
		<b>Cumulative Impact Area:</b>	None
		<b>Special Consideration Zone:</b>	None
<b>Premises description:</b>	According to the application form the premises intend to trade as a restaurant with ancillary bar.		
<b>Premises licence history:</b>	This is a new premises licence application, and no premises history exists.		
<b>Applicant submissions:</b>	The application is submitted following pre-application advice from Westminster's Environmental Health Consultation Team. The applicant has submitted documents in support of the application which appear at appendix 2		
<b>Applicant amendments:</b>	The applicant has agreed further conditions with the Metropolitan Police. The agreed conditions are set out at appendix 4		

1-B Proposed licensable activities and hours							
<b>Recorded music:</b>				<b>Indoors, outdoors or both</b>			Indoors
<b>Day:</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thur</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
<b>Start:</b>	10:00	10:00	10:00	10:00	10:00	10:00	10:00
<b>End:</b>	01:00	01:00	01:00	01:00	01:00	01:00	23:30
<b>Seasonal variations/ Non-standard timings:</b>		From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day. Sundays immediately prior to a bank holiday: 10:00 to 01:00					

<b>Late Night Refreshment:</b>				<b>Indoors, outdoors or both</b>			Both
<b>Day:</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thur</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
<b>Start:</b>	23:00	23:00	23:00	23:00	23:00	23:00	23:00
<b>End:</b>	01:00	01:00	01:00	01:00	01:00	01:00	23:30
<b>Seasonal variations/ Non-standard timings:</b>		From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day. Sundays immediately prior to a bank holiday: 23:00 to 01:00					

<b>Sale by retail of alcohol</b>				<b>On or off sales or both:</b>			Both
<b>Day:</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thur</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
<b>Start:</b>	10:00	10:00	10:00	10:00	10:00	10:00	10:00
<b>End:</b>	01:00	01:00	01:00	01:00	01:00	01:00	23:30
<b>Seasonal variations/ Non-standard timings:</b>		From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day. Sundays immediately prior to a bank holiday: 10:00 to 01:00					

<b>Hours premises are open to the public</b>							
<b>Day:</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thur</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
<b>Start:</b>	10:00	10:00	10:00	10:00	10:00	10:00	10:00
<b>End:</b>	01:30	01:30	01:30	01:30	01:30	01:30	00:00
<b>Seasonal variations/ Non-standard timings:</b>		From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day. Sundays immediately prior to a bank holiday: 10:00 to 01:30					
<b>Adult Entertainment:</b>		None					

## 2. Representations

<b>2-A Responsible Authorities</b>	
<b>Responsible Authority:</b>	Environmental Health
<b>Representative:</b>	Maxwell Owusu Koduah
<b>Received:</b>	14 August 2023
<p>I refer to the application for a new Premises Licence number for the above-mentioned premises. I have considered the information that you have provided within and accompanying this application. I have also considered the application in line with the relevant policies within the Councils Statement of Licensing Policy dated October 2021.</p> <p>Applicant is seeking the following licensable activities:</p> <ol style="list-style-type: none"> <li>Playing of recorded music indoors at the following times Monday – Saturday 10:00 – 01:00 hours Sunday 10:00 – 23:30 hours Sunday prior to bank holidays/public holidays: 10:00 – 01:00 hours From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day</li> <li>Provision of late-night refreshment Indoors at the following times: Monday – Saturday 23:00 – 01:00 hours Sunday 23:00 – 23:30 hours Sunday prior to bank holidays/public holidays: 23:00 – 01:00 hours From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day</li> <li>Supply of alcohol for consumption on &amp; off the premises at the following times: Monday – Saturday 10:00 – 01:00 hours</li> </ol>	

Sunday 10:00 – 23:30 hours  
Sunday prior to bank holidays/public holidays: 10:00 – 01:00 hours  
From the end of permitted hours on New Year's Eve to the start of permitted hours on New Year's Day

**Following consideration of the application and how it may affect the Licensing Objectives meeting the requirements of the Council's Statement of Licensing Policy I wish to make following representations:**

1. The hours requested to play recorded music may have the likely effect of causing an increase in Public Nuisance within the area.
2. The hours requested to provide late-night refreshment may have the likely effect of causing an increase in Public Nuisance and may affect Public Safety within the area.
3. The supply of alcohol the hours requested may have the likely effect of causing an increase in Public Nuisance and may affect Public Safety within the area.

As presented, the application would have the likely effect of causing an increase in Public Nuisance and may affect Public Safety within the area.

The granting of the application as presented would have the likely effect of causing an increase in Public Nuisance and may impact on Public Safety within the area.

Please contact me if you are minded discussing any of the matters above.

<b>Responsible Authority:</b>	Metropolitan Police Service
<b>Representative:</b>	Adam Deweltz
<b>Received:</b>	08 August 2023 (withdrawn 21 September 2023)

I refer to the above-mentioned application for a new premises licence.

Following consideration of the application and how it may affect the Licensing Objectives, I wish to make the following representation:

Licensable activities, namely the supply of alcohol, are likely to undermine the following licensing objective:

- The Prevention of Crime and Disorder.

The hours sought for licensable activity go beyond those of Westminster's Core hours, and further information is required in relation to the pre-booked private functions that the premises seek to have on the 4<sup>th</sup> floor.

**Following agreement of further conditions, the Metropolitan Police Service withdrew their representation on 21 September 2023. The agreed conditions can be seen at appendix 4**



**2-B Other Persons**

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	25 August 2023

First, I must express my strong opposition to the notion of introducing yet another restaurant and hospitality venue in our neighbourhood. The introduction of such an establishment threatens to compromise the existing residential character that defines the atmosphere of both Carlos Place and Mount Street. The preservation of this residential nature is not merely a preference, but an essential element that contributes to the quality of life for the residents in the area.

Furthermore, it is disheartening to note that there has been a conspicuous absence of consultations regarding this application. The lack of engagement with the affected community members is a glaring oversight that has left us feeling excluded from a matter of significant importance to our neighborhood. Such a disregard for community input contradicts the principles of transparency and inclusivity that should guide any decision-making process of this magnitude. Equally concerning is the proposed operational timeline, which extends until 1:30 am, accompanied by a request for a late music and alcohol license until 1 am. This proposal starkly contradicts the very essence of a residential street, where tranquility and the well-being of its inhabitants should take precedence. The potential disturbances resulting from extended operational hours, amplified by alcohol consumption and live music, are untenable within a residential context.

Furthermore, it is imperative to recognize the far-reaching implications of acceding to such a request. Should this application be approved, it will invariably establish a precedent that other establishments will be inclined to follow. Granting a late closure time for one venue will catalyze a domino effect that jeopardizes the serene and residential environment we hold dear.

In light of these compelling concerns, I implore the council to reject this application outright.

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	25 August 2023

I would like to object to the proposed hospitality venue at 8 Carlos Place.

As a resident of Mount Street I am finding it incredibly frustrating and tiring with the continued influx of hospitality venues and the associated increased footfall on the street. I cannot recall the last time I managed to park my own car on the street I live in. Furthermore, the proposed operating hours are until 1:30am.

As someone whose bedroom's window overlooks Mount Street, I am afraid that my sleep quality will materially deteriorate. I am not a Mayfair tourist, myself and my family actually live in Mayfair and I will not tolerate further deterioration to our life quality in our beloved neighbourhood.

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	18 August 2023
<p>I act for [REDACTED], [REDACTED] and [REDACTED], all of whom own flats at [REDACTED]. We are objecting to this licensing application vehemently. First of all, I note that no amenity societies have been consulted for this contentious licensing proposal. Nor for that matter of fact were any WCC Planning Alerts received.</p> <p>I also note that this proposal has been put out during the peak summer holiday season, when many residents are abroad on holiday. All in all, one is left with the impression that the applicant's attitude is very much to hope to get it through without the due consultation process required to all stakeholders, and primarily the residents, who were this application to go through would see a further diminution in their amenities. To be clear, this is an office and residential building and the commercial elements around the immediate vicinity are either offices, retail mainly and some restaurants.</p> <p>Carlos Place is predominately a residential enclave and the continuous imposition to turn the area into a mini Soho, with late night music, late night alcohol licenses and all the associated anti social and destructive fail out that this entails to the local community, is detracting against the sensitive balance that has historically been at the bequest of Mayfair, its residents and its commercial operators. This operator is clearly trying to fundamentally change the area to an entertainment late night offering first and foremost, with associated residential thereafter. That they have not consulted with us and our fellow residents and amenity groups, is not a surprise when one sees their proposed application.</p> <p>We could have music playing and alcohol drunk from 10am to 1am Monday to Saturday and music only curtailed on Sunday to 11.30pm! The Licensee should be turned down and be told to come back with a new considerate proposal.</p>	
<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	18 August 2023
<p>Other local residents will certainly make the point that these premises are situated in a highly residential area. That is very much the case and the area already has a large number of licensed premises nearby. The nature of the operation makes it unsuitable for the operation which is described as a restaurant with ancillary bar but looking at the size of area where restaurant conditions apply, the bar area cannot qualify as ancillary.</p> <p>The application states that " appropriate model conditions to promote the licensing objectives" will apply. This however does not go far enough as we feel that the particular details of this application need to show some extra and location specific measures to avoid public nuisance. We refer to the hours sought which are significantly beyond core hours and to the access and egress of vehicular movements bringing and collecting customers. Given the location we feel that a proper dispersal policy is called for.</p> <p>So on behalf of RSMSJ I would like to object to the licence on grounds of public nuisance.</p>	

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	09 August 2023
<p>As a long standing resident of Mount Street I strongly object to this application. The uncontrolled proliferation of hospitality venues since Covid has irreparably damaged the living standards of local residents who have witnessed a take over by cars and visitors of a not so long ago civilised corner of Mayfair.</p> <p>Unfortunately Mount Street and the surrounding areas have become overrun with noisy cars and people seven days a week until late at night with no regard whatsoever for the amenity and heritage of the area. Now yet again another mega restaurant is allowed to open up with an almost daily closing time of 01:30. This will result in additional traffic, and parking in an area which is already out of control, and late night noise from drunken visitors as is already the case.</p> <p>Unless WCC is determined to aid and abet the commercial interests of the usual hospitality players, it must not allow this licensing application to be permitted.</p>	
<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	23 August 2023
<p>I object to the proliferation of licensed premises in what is still a residential neighbourhood with flats all round this premises. This town house is located at a difficult street junction where there is no parking and the roads are already congested with traffic going to and from Oxford Street and taxis serving the Connaught Hôtel opposite. Should it be granted the hours are too long and should be no more than core hours with strict conditions requiring doormen, no outside drinking or smoking and no noise or music emanating from the premises.</p> <p>This a townhouse surrounded by residential properties is not an appropriate place for a licensed premises and contravenes all the licensing objectives. It will certainly cause noise and disturbance due to patrons entering and exiting and hailing taxis on a congested corner.</p> <p>The hours requested are beyond core hours which is completely unacceptable in a residential neighbourhood where children, the elderly and working people who need their rest will be trying to sleep and where it is their right to enjoy quiet amenity. This is the wrong use for this premises and must be refused</p>	
<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	23 August 2023
<p>8 Carlos place is situated on the corner of Mount row, which is a predominantly residential street.</p> <p>If a restaurant/ bar is allowed in this location, the residents will be subjected to noise both from customers and their drivers late at night. Drivers already congregate in Mount row, double park</p>	



or illegally park on residents bays with their engines running and some urinate on the buildings while waiting.

This will only get worse. the building is suitable as a retail use, and should remain so.

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	23 August 2023

Once in decades there comes an application that would be - definitively - destructive of the neighbourhood and the community.

I object on the grounds of all 4 licensing objectives. This application is contrary to the Council's policies RNT1, PN1 and HRS1. It would entirely breach the core hours prescribed in the area for late night-time drinking and public dispersal: it attempts to delay this to 1.30 am and beyond. This would create a potentially disastrous precedent and would open up the floodgates of those seeking to breach the legislation and safety guidelines in force.

Policy PN1 states that 'the Licensing Authority will not grant applications that do not promote the prevention of public nuisance licensing objective.' The criteria and considerations set out in the policy are manifestly not complied with due to the hours proposed, the proposed style of operation, and the proposed extension of licensed use.

This is also directly contrary to the Mayfair Neighbourhood Plan.

Its effects would be potentially disastrous: inflicting alcohol-fuelled disturbance in immediate proximity to residential homes well past the core hours. In recent months there has been an alarming increase recorded of violent thefts of purses and watches in this neighbourhood –and police reports show unequivocally that the drinking conditions here proposed favour gang exploitation of the late-night opportunities. The site is on a corner between Carlos Place and Mount Row (with sleeping neighbours on three sides) and would also present dangerous highway issues for drunken revellers exiting.

The hours proposed are way beyond core hours and way beyond other licensed premises such as Bacchanalia, which would inevitably want to extend their hours if this application is granted.

It should be noted that the applicant has not consulted on use of this listed site as a multi-storey bar and drinking establishment – and proposes 'external tables and chairs' for eating and drinking, beyond their (adjoining) neighbours' bedtimes. This external dining area seems to be a terrace on the first floor – achieved by demolishing the magnificent half-timbered conservatory, which is LISTED. Further clarification and amendment must be made before this application is progressed, over planning use of this site.

Serious questions must be asked as to whether the premises is 'restaurant with ancillary bar' as stated in the application. The plans and conditions show at least equal bar use compared to restaurant use. The application for recorded music and a noise limiter suggests a boisterous premises aimed at a younger crowd and will have implications when customers leave.

8 Carlos Place is an important listed building which is not suited to the multi-storey bars and restaurants proposed. It is also residential on three sides: with sleeping families all to be disturbed. The applicant does not run just restaurants; it has some of the rowdiest music-pumping clubs and bars in Europe. Its claim to be wholly a quiet, dignified restaurateur is not borne out by its own nightclub portfolio.

Acceptance of this would court public nuisance, crime and disorder, loss of public safety, endangering local families – and especially their children – through sleep disruption and noise nuisance; and being forced to witness anti-social behaviour, especially late-night.

The conditions proposed by the applicant do nothing to address the problems inherent in the

late hour proposed.

The applicant will simply not be able to control noise, disturbance, anti-social behaviour and crime associated with their customers leaving the premises in the early hours of the morning.

These problems will radiate from the premises towards residents in the vicinity, who will be left to suffer the impact. This is unacceptable - and breaches the core principle of proportionality. It is simply not appropriate for a premises with these hours and this operation to be permitted in this location.

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	25 August 2023

What an extreme disaster! This endeavour appears to be yet another unfortunate development that poses a threat to the integrity of Mayfair. It is disheartening that some businesses seem to prioritise their own gains over the preservation of our community.

The timing of the application's submission, coinciding with the holiday season, took me aback. To my surprise, there were no prior consultations held to acquaint us with the proposed plans. In addition, the absence of direct communication regarding this matter is extremely disappointing. It is evident that the applicant is not interested in taking residents' concerns into account, which is certainly not an auspicious beginning.

Mayfair is already home to numerous dining establishments, rendering the addition of more unnecessary. Even if there were a genuine need, which is doubtful, the proposed closing time of 1:30 am is a significant cause for concern. We recently succeeded in dissuading another restaurant from extending their hours to that late, and granting such a privilege to 8 Carlos Place would invariably encourage other establishments to follow suit.

Another point of contention is the request for extended live music hours. This raises questions about the nature of the proposed establishment-is it to be a restaurant or a nightclub?

Given these pressing concerns, we urge the council to outright reject this proposal. A more prudent approach would entail the applicant engaging in a constructive dialogue with the directly affected residents. This collaborative and consultative method is crucial for achieving a harmonious coexistence between commercial enterprises and residential tranquility.

The relentless pursuit of profit is taking its toll on the cherished residential ambience of our neighbourhood. It is high time that we put an end to this unbridled greed and preserve the sanctity of our beautiful community

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	[REDACTED] [REDACTED] [REDACTED]
<b>Received:</b>	24 August 2023

I am supporting residents' and the RSMSJ's objection to this licensing application.

This premises has residential properties on all three sides of it and the application is for extended hours, well beyond core hours. Therefore is highly likely to cause public nuisance and affect residential amenity contrary to the Council's Licensing policy and Mayfair Neighbourhood



Plan. The proposed conditions do nothing to mitigate the issues.

This is also a listed building, and the applicant has not consulted with residents on the use of the building as a restaurant, bar, night club.

Granting this application would set an alarming precedent and contribute to noise disturbance and crime in the area.

<b>Name:</b>	[REDACTED]
<b>Address and/or Residents Association:</b>	Grosvenor
<b>Received:</b>	25 August 2023

Representation in support of New Premises Licence Application:  
Paris Society International Holding Ltd, 8 Carlos Place, London W1K 3AW  
Application Ref: 23/05024/LIPN

Grosvenor would be grateful if the City Council could please consider our representation in support of the above premises licence application. Grosvenor West End Properties owns the freehold of the premise; the applicant company is the new leaseholder.

#### Grosvenor

Grosvenor owns and manages a property portfolio across the world. In the UK, our heartland is in London's West End, where we support nearly 1,000 businesses and thousands of residents, workers and visitors each day. The holdings include hospitality, restaurants, and retail in locations such as Grosvenor Square, North Audley Street, Duke Street, Mount Street, Brown Hart Gardens and beyond.

We develop, manage and invest to improve property and places across many of the world's leading cities and promote sustainability within the built environment. As a privately owned organisation we are long-term in our outlook considering the financial, environmental and social impacts of our decisions on our business, the places we are a part of and the people who rely on them.

We work closely with Westminster City Council as part of our strategy for long-term investment in our key locations, forming part of a long-term commitment to support and improve these areas through refurbishment and enhancing the area's profile and visitor experience. This includes carefully curated tenant mixes and an ongoing programme of initiatives. We work in partnership with the City Council and public realm improvement schemes and long-term participation in local stakeholder initiatives.

#### The Area

The premises is located just off Mount Street, where Grosvenor have direct control over a majority of retail units. We continually invest in the street to support its success – this includes the refurbishment and restoration of the Audley pub, street improvements and the commissioning of the "Silence" water feature by Japanese architect Tadao Ando with the Connaught Hotel.

From our perspective, any tenant selected, and application made, would have to be appropriate for this area and support its long-term future.

The location is within the Core Central Activities Zone, meaning policy supports both retail and hospitality uses in the area. And managed well through an experienced operator, hospitality is having an increasingly important role in the success of any retail led destination. However, the introduction of a hospitality use in this building, which has been vacant since

2021, would not materially change the fact that the Mount Street area remains a predominately retail destination. Indeed, the concentration of restaurant/F&B uses on Mount Street is just 25%.

#### The Applicant

Paris Society International Holding Ltd was carefully selected by Grosvenor as the most appropriate operator for 8 Carlos Place. For all tenants we ensure that they will complement the mix and tone of the particular location, and that they have a positive track record both in running their business and in community relations.

We assessed the application and extensive Operating Schedule, tailored to each floor, prior to submission and are supportive of it.

We are equally confident that the premises will have a positive impact on the area and that activating this prominent but empty site with a highly regarded operator will enhance it. Furthermore, the premises licence would ensure a new layer of control and safeguards to ensure the premises is operated professionally and responsibly. These benefits will naturally extend to the area as a whole.

We therefore support the application and hope that it is granted by the City Council accordingly.

Thank you for considering our views.

### 3. Policy & Guidance

The following policies within the City of Westminster Statement of Licensing Policy apply:

#### Policy HRS1 applies

- A. Applications within the core hours set out below in this policy will generally be granted for the relevant premises uses, subject to not being contrary to other policies in the Statement of Licensing Policy.
- B. Applications for hours outside the core hours set out in Clause C will be considered on their merits, subject to other relevant policies, and with particular regard to the following:
1. The demonstration of compliance in the requirements of policies CD1, PS1, PN1 and CH1 associated with the likelihood of the effect of the grant of a licence for later or earlier hours on crime and disorder, public safety, public nuisance and the protection of children from harm.
  2. If the application is located within a Special Consideration Zone they have demonstrated that they have taken account of the issues identified in that area and provided adequate mitigation.
  3. Whether there is residential accommodation in the proximity of the premises that would likely be adversely affected by premises being open or carrying out operations at the hours proposed.
  4. The proposed hours of the licensable activities and when customers will be permitted to remain on the premises.
  5. The proposed hours when any music, including incidental music, will be played.
  6. The hours when customers will be allowed to take food or drink outside the premises or be within open areas which form part of the premises.
  7. The existing hours of licensable activities and the past operation of the premises (if any) and hours of licensable premises in the vicinity.
  8. Whether customers and staff have adequate access to public transport when arriving at and leaving the premises, especially at night.
  9. The capacity of the premises.
  10. The type of use, recognising that some venues are more likely to impact the licensing objectives than others; for example, pubs and bars

	<p>are higher risk than theatres, cinemas and other cultural and sporting venues due to the nature of the operation.</p> <p>11. The Licensing Authority will take into account the active measures proposed for a 'winding down' period including arrangements for people to be collected from the premises to travel home safely.</p> <p>12. Conditions on hours may be attached that require that the supply of alcohol for consumption on the premises ceases a suitable period of time before customers are required to leave the premises.</p> <p>13. The council, acting as the Licensing Authority, may reduce hours if, after review, it is necessary to impose conditions specifying shorter hours in order to promote the licensing objectives.</p> <p>14. Specific days for non-standard hours should be identified and justified as part of the application to allow responsible authorities and interested parties to evaluate the impact that these licensable activities may have, and to plan accordingly. The consideration of applications for later hours for Bank Holiday Mondays will take into account that later hours are generally granted for preceding Sundays and that the next day is a working day. Non-specific days are expected to be covered by Temporary Event Notices or variation applications.</p> <p>C. For the purpose of Clauses A and B above, the Core Hours for this application as defined within this policy are:</p> <p>8. Restaurants  Monday to Thursday: 9am to 11.30pm.  Friday and Saturday: 9am to Midnight.  Sunday: 9am to 10.30pm.  Sundays immediately prior to a bank holiday: 9am to Midnight.</p>
<p><b>Policy RNT1(A) applies</b></p>	<p>A. Applications outside the West End Cumulative Impact Zone will generally be granted subject to:</p> <ol style="list-style-type: none"> <li>1. The application meeting the requirements of policies CD1, PS1, PN1 and CH1.</li> <li>2. The hours for licensable activities being within the council's Core Hours Policy HRS1.</li> <li>3. The operation of any delivery services for alcohol and/or latenight refreshment meeting the council's Ancillary Delivery of Alcohol and/or Late-Night Refreshment Policy DEL1.</li> <li>4. The applicant has taken account of the Special Consideration Zones Policy SCZ1 if the premises are located within a designated zone.</li> <li>5. The application and operation of the venue meeting the definition of a restaurant as per Clause C.</li> </ol> <p>C. For the purposes of this policy a restaurant is defined as:</p> <ol style="list-style-type: none"> <li>1. A premises in which customers are shown to their table or the customer will select a table themselves to which food is either served to them or they have collected themselves.</li> <li>2. Which provide food in the form of substantial table meals that are prepared on the premises and are served and consumed at a table.</li> <li>3. Which do not provide any takeaway service of food and/or drink for immediate consumption, except if provided via an ancillary delivery service to customers at their residential or workplace address.</li> <li>4. Where alcohol shall not be sold, supplied, or consumed on the premises otherwise than to persons who are bona fide taking substantial table meals and provided always that the consumption of alcohol by such persons is ancillary to taking such meals.</li> <li>5. The sale and consumption of alcohol prior to such meals may be in a bar area but must also be ancillary to the taking of such meal.</li> </ol>

#### 4. Equality Implications

The Council in its capacity as Licensing Authority has a duty to have regard to its public sector equality duty under section 149 of the Equality Act 2010. In summary, section 149 provides that a Public Authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) foster good relations between persons who share a relevant protected characteristics and persons who do not share it.

Section 149 (7) of the Equality Act 2010 defines the relevant protected characteristics as age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

#### 5. Appendices

<b>Appendix 1</b>	Premises plans
<b>Appendix 2</b>	Applicant supporting documents
<b>Appendix 3</b>	Premises history
<b>Appendix 4</b>	Proposed conditions
<b>Appendix 5</b>	Residential map and list of premises in the vicinity

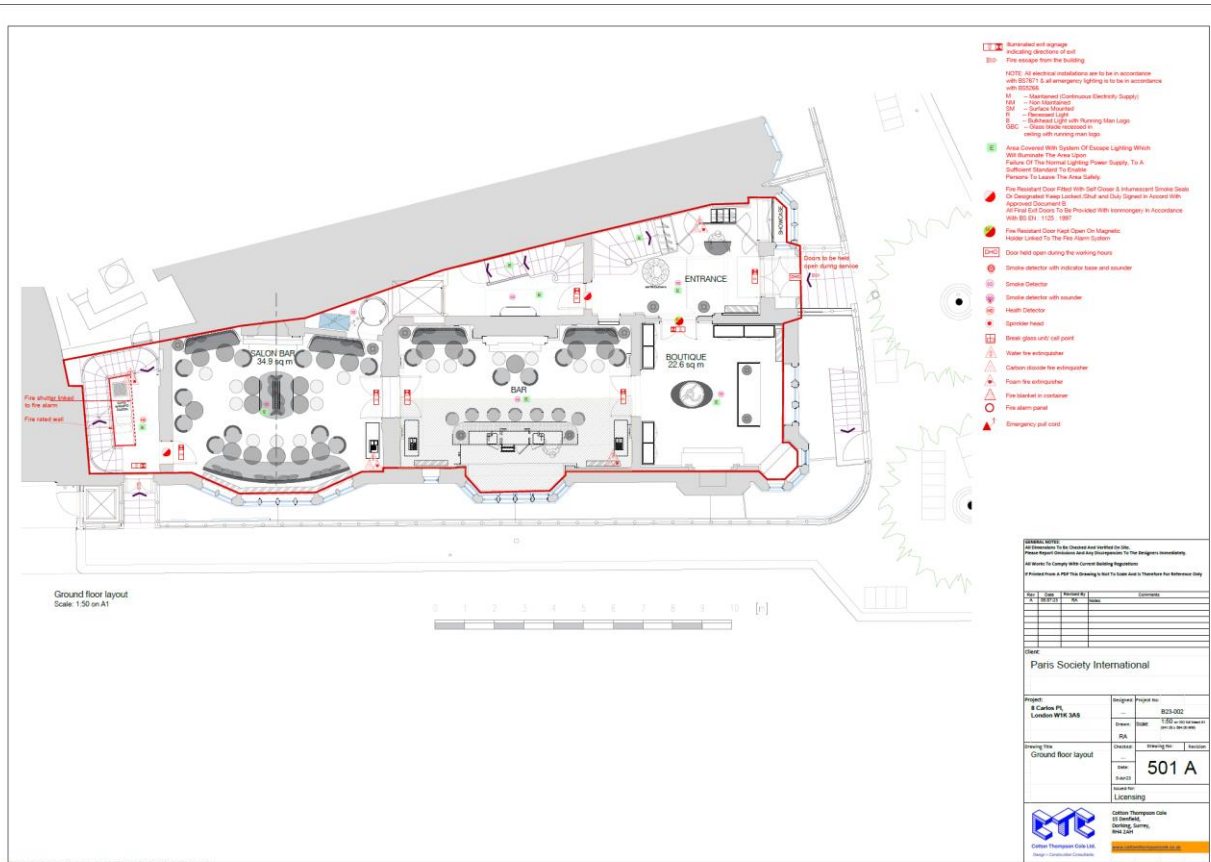
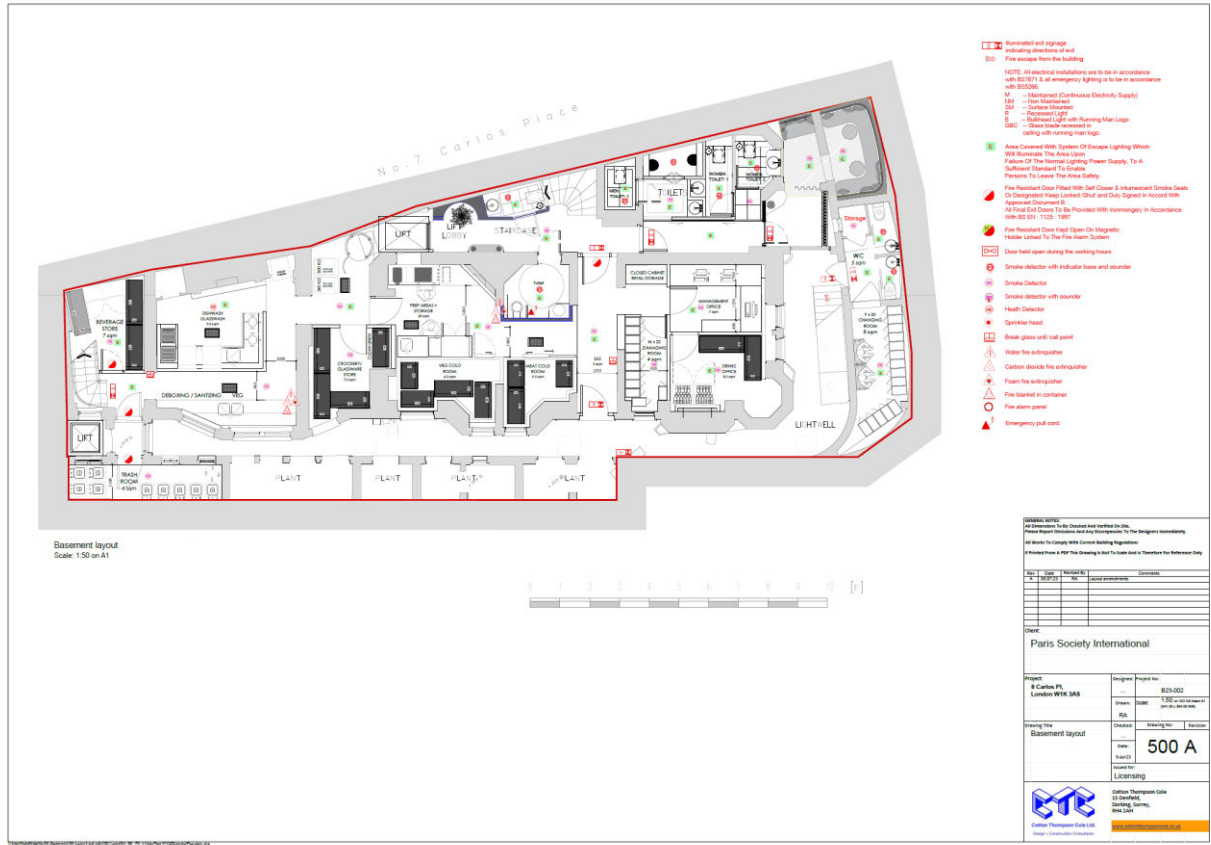
<b>Report author:</b>	Kevin Jackaman Senior Licensing Officer
<b>Contact:</b>	Telephone: Email: <a href="mailto:kjackaman@westminster.gov.uk">kjackaman@westminster.gov.uk</a>

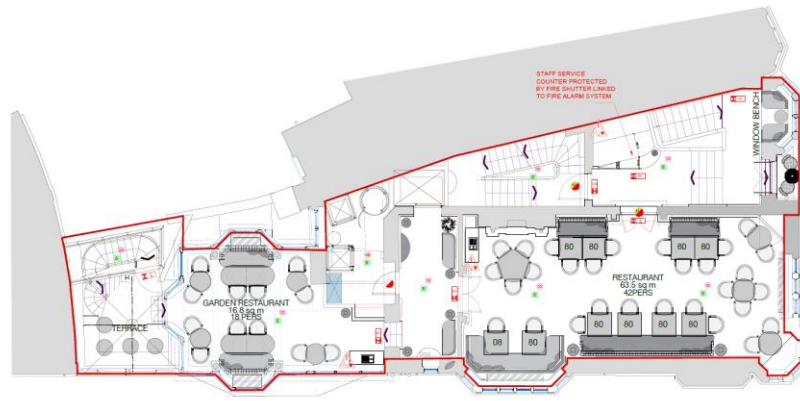
If you have any queries about this report or wish to inspect one of the background papers please contact the report author.

**Background Documents – Local Government (Access to Information) Act 1972**

1	Licensing Act 2003	N/A
2	City of Westminster Statement of Licensing Policy	October 2021
3	Amended Guidance issued under section 182 of the Licensing Act 2003	August 2023
4	Environmental health representation	14 August 2023
5	Metropolitan Police Service representation	08 August 2023 (withdrawn 21 September 2023)
6	Interested Party representation (1)	25 August 2023
7	Interested Party representation (2)	25 August 2023
8	Interested Party representation (3)	18 August 2023
9	Interested Party representation (4)	18 August 2023
10	Interested Party representation (5)	09 August 2023
11	Interested Party representation (6)	23 August 2023
12	Interested Party representation (7)	23 August 2023
13	Interested Party representation (8)	23 August 2023
14	Interested Party representation (9)	25 August 2023
15	Interested Party representation (10)	24 August 2023
16	Interested Party representation (11)	25 August 2023







1st floor layout  
Scale: 1:50 on A1

- Illuminated exit signage indicating direction of exit
- Fire escape from the building
- NOTE:** All electrical installations are to be in accordance with BS7671: 17, all emergency lighting is to be in accordance with BS5266.
- M:** - Mains (Continuous Electricity Supply)
- MF:** - MF (Mains)
- DF:** - Domestic Demand
- D:** - Domestic Light
- B:** - Business Light with Running Meter Logic
- SEC:** - Class 2 (no emergency) setting with running man logic
- Area Covered With System Of Escape Lighting Which Will Illuminate The Area Given
- Area Of The Normal Lighting System Supply To A Sufficient Standard To Enable Persons To Leave The Area Safely
- Fire Resistant Door Fitted With Self-Close & Intumescent Smoke Seals Or Chargeable Heavy Locked Chut and Out Signal in Accord With Approved Document B
- All fire exit doors to be provided with emergency lighting in accordance with BS EN 1825: 1997
- Fire Resistant Door kept Open On Magnetic Holders Linked To The Fire Alarm System
- Door held open during the working hours
- Smoke detector with initiation base and sounder
- Smoke Detector
- Smoke detector with sounder
- Heat Detector
- Ignition head
- Break glass unit with point
- Water fire extinguisher
- Carbon dioxide fire extinguisher
- Foam fire extinguisher
- Fire blanket in container
- Fire alarm panel
- Emergency pull cord

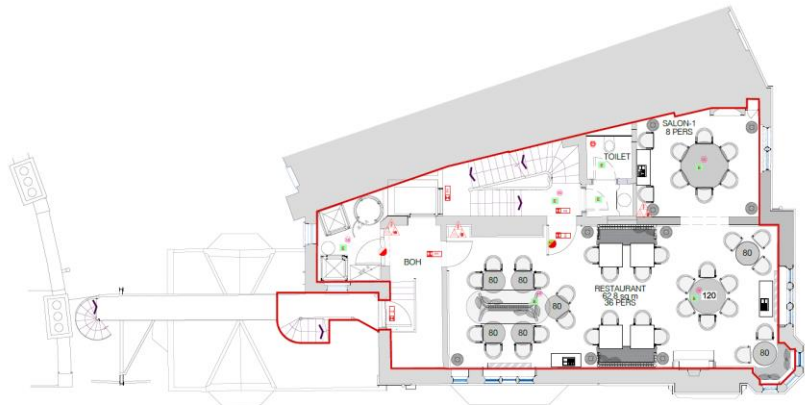
**GENERAL NOTE:**  
All dimensions are to be given and marked on the drawings. All dimensions are to be in accordance with the design. All dimensions are to be given and marked on the drawings. All dimensions are to be given and marked on the drawings.

Rev	Date	Description
1	10/01/2018	Issue

Client: Paris Society International

Project	8 Canal PL London W1R 3AS	Designer	823-022
Issue	DA	Date	10/01/2018
Drawing Title	1st floor layout	Sheet No.	502 A
Checked	John	Drawn	John
Approved	John	Author	John
Discipline	Electrical	Scale	1:50

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2nd floor layout  
Scale: 1:50 on A1

- Illuminated exit signage indicating direction of exit
- Fire escape from the building
- NOTE:** All electrical installations are to be in accordance with BS7671: 17, all emergency lighting is to be in accordance with BS5266.
- M:** - Mains (Continuous Electricity Supply)
- MF:** - MF (Mains)
- DF:** - Domestic Demand
- D:** - Domestic Light
- B:** - Business Light with Running Meter Logic
- SEC:** - Class 2 (no emergency) setting with running man logic
- Area Covered With System Of Escape Lighting Which Will Illuminate The Area Given
- Area Of The Normal Lighting System Supply To A Sufficient Standard To Enable Persons To Leave The Area Safely
- Fire Resistant Door Fitted With Self-Close & Intumescent Smoke Seals Or Chargeable Heavy Locked Chut and Out Signal in Accord With Approved Document B
- All fire exit doors to be provided with emergency lighting in accordance with BS EN 1825: 1997
- Fire Resistant Door kept Open On Magnetic Holders Linked To The Fire Alarm System
- Door held open during the working hours
- Smoke detector with initiation base and sounder
- Smoke Detector
- Smoke detector with sounder
- Heat Detector
- Ignition head
- Break glass unit with point
- Water fire extinguisher
- Carbon dioxide fire extinguisher
- Foam fire extinguisher
- Fire blanket in container
- Fire alarm panel
- Emergency pull cord

**GENERAL NOTE:**  
All dimensions are to be given and marked on the drawings. All dimensions are to be in accordance with the design. All dimensions are to be given and marked on the drawings.

Rev	Date	Description
1	10/01/2018	Issue

Client: Paris Society International

Project	8 Canal PL London W1R 3AS	Designer	823-022
Issue	DA	Date	10/01/2018
Drawing Title	2nd floor layout	Sheet No.	503
Checked	John	Drawn	John
Approved	John	Author	John
Discipline	Electrical	Scale	1:50

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**Thomas & Thomas**  
Partners LLP

**8 CARLOS PLACE  
LONDON  
W1K 3AW**

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**SUMMARY OF PROPOSALS**

---

**THOMAS & THOMAS PARTNERS LLP  
38A MONMOUTH STREET  
LONDON  
WC2H 9EP**

**Reference: AT/PAR.90.1  
Solicitors for the Applicant**



## Introduction

1. This is an application for a new premises licence made by Paris Society International Holding Limited (“PSI”) for 8 Carlos Place, London W1K 3AW (“the Premises”). PSI is a hospitality company leading the premium French and international hospitality scene. 8 Carlos Place will be the Applicant’s second venture in London, the first being the acclaimed Louie Restaurant which opened 3 years ago in Covent Garden ([www.louie-london.com](http://www.louie-london.com)).
2. 8 Carlos Place is located across basement to fourth floor, with kitchen located on the third floor. The application follows pre-application advice from the District Surveyors office and Environmental Health Consultation Team (ref: 23/01528/PREAPM). The Pre-Application Report, based on a proposed capacity of 250 customers, is attached.
3. Per floor, the use and capacities are as follows:
  - Basement – Back of house and small speakeasy - capacity 10
  - Ground floor brasserie and bar - capacity 100
  - First floor restaurant - capacity 60
  - Second floor restaurant – capacity 50
  - Third floor – Kitchen
  - Fourth floor private dining – capacity 30
4. The applicant refers to the Service Management Plan and Dispersal Policy included in the application package which provide further information as to the day-to-day operation of the Premises and the promotion of the licensing objectives.
5. The applicant has invested heavily in understanding the premises building and locality as part of the licence process and the suitability of its concept to it. In support of the application the applicant submits the following reports:
  - 5.1 Noise Impact Strategy
  - 5.2 Transport Statement
  - 5.3 Independent Licensing Consultant Report.

All of which confirm the promotion of the licensing objectives.

## Responsible Authorities

6. The applicant met with the Police and as a result of that meeting and the agreement to three additional conditions the Police representation has been withdrawn. The conditions agreed are:
  - (1) *On the first and second floors, the premises shall only operate as a restaurant:*
    - (i) *in which customers are shown to their table or the customer will select a table themselves,*
    - (ii) *where the supply of alcohol is by waiter or waitress service only,*
    - (iii) *which provide food in the form of substantial table meals that are prepared on the premises and are served and consumed at the table,*
    - (iv) *which do not provide any takeaway service of food or drink for immediate consumption off the premises,*
    - (v) *where alcohol shall not be sold or supplied, otherwise than for consumption by persons who are seated in the premises and bona fide taking substantial table meals there, and provided always that the consumption of alcohol by such persons is ancillary to taking such meals.*



(2) A copy of the premises' dispersal policy shall be made readily available at the premises for inspection by a Police Officer and/or an authorised officer of Westminster City Council.

(3) In respect of any private or pre-booked functions on the 4th floor, the premises licence holder will carry out risk assessments as to whether or not SIA registered supervisors shall be required during such events. The premises licence holder shall implement the recommendations of such risk assessments and copies of any such risk assessments shall be available for inspection by the Police for six months.

7. At the time of writing, there is a continuing dialogue with the Environmental Health Officer and indeed local residents in respect of the representations made.

**Residents**

8. The applicant has been actively engaging with residents in respect of the application made and concerns raised in respect of it. This engagement continues.

**Policy**

9. The application is not located in a cumulative impact area or special consideration zone. The premises will operate as a restaurant with ancillary bars and policy **RNT1(A)** applies accordingly.

**(a) Restaurant Policy RNT1(A)**

*Applications outside the West End Cumulative Impact Zone will generally be granted subject to:"*

	<b>RNT1 Factors</b>	<b>Comments</b>
1	The application meeting the requirements of policies CD1, PS1, PN1 and CH1.	See commentary and absence of Police & Licensing representations
2	The hours for licensable activities being within the council's Core Hours Policy HRS1.	Hours as per application and appropriate conditions in Operating Schedule
3	The operation of any delivery services for alcohol and/or late night refreshment meeting the council's Ancillary Delivery of Alcohol and/or Late-Night Refreshment Policy DEL1.	N/A
4	The applicant has taken account of the Special Consideration Zones Policy SCZ1 if the premises are located within a designated zone.	N/A
5	The application and operation of the venue meeting the definition of a restaurant as per Clause C.	MC66 applicable to 1 <sup>st</sup> & 2 <sup>nd</sup> floors

10. Policy paragraph F125 states: *"The wide variety of restaurants is a feature of Westminster and contributes to its status as a world class city. Restaurants of various types attract people over a wide range of ages. Restaurants where there is no music and dancing, where customers are seated and served at tables, may appeal particularly to families or older customers. **It is recognised that***

**restaurants, as defined in this section, have a low risk of association with crime and disorder.**” This is endorsed by the absence of police representation.

11. Policy paragraph F128 confirms: *“The Licensing Authority will generally grant premises licences and variations for restaurants outside the West End Cumulative Impact Zone subject to the relevant criteria and considerations in policies CD1, PS1, PN1 and CH1 and, if relevant the Special Consideration Zone Policy SCZ1.”*
12. Applications outside the West End Cumulative Impact Zone will **generally be granted** subject to the factors set out in the table (Policy RNT1(A)) above.
13. The conditions proposed by the applicant in the Operating Schedule are considered and appropriate. MC66 applies to the first and second floors. Substantial food and non-intoxicating beverages shall be available throughout the premises. On the 4<sup>th</sup> floor, alcohol may only be sold to persons either dining or attending a pre-booked and bona fide private function.
14. The ground and basement floors require the sale of alcohol by waiter/ess service to seated customers save for a conservative hatched area on each of those floors. Conditions are offered restrict “vertical drinking” to small and select areas within the Premises and Policy PB1 provides:

*“For the purposes of this policy a Public House or Bar is defined as a premises, or part of a premises that’s **primary use** is the sale or supply of alcohol for consumption on those premises and/or for consumption off the premises for consumption outside the venue.”*

As such, the use of the basement and ground floor is ancillary to the primary use as a restaurant and Policy RNT1 applies.

**(b) Core Hours Policy HRS(1)**

B. Applications for hours outside the core hours set out in Clause C will be **considered on their merits**, subject to other relevant policies, and with particular regard to the following:

HRS1 Factors	Specifics of Application addressing these factors
(1) The demonstration of compliance in the requirements of policies CD1, PS1, PN1 associated with the <b>likelihood</b> of the effect of the grant of a licence for later or earlier hours on crime and disorder, public safety, public nuisance & the protection of children from harm.	See Operating Schedule and commentary in this Proposal.  See Noise Impact Strategy, Dispersal Policy and Service Management Plan.
(2) If the application is located within a Special Consideration Zone they have demonstrated that they have taken account of the issued identified in that area and provided adequate mitigation.	N/A
(3) Whether there is residential accommodation in the proximity of the premises that would be likely to be adversely affected by premises being open or carrying out operations at the hours proposed.	See Noise Impact Strategy, Dispersal Policy and Service Management Plan.  See model conditions contained in Operating Schedule inc., inter alia, waste



	timings, customer notices, outside tables removed by 23:00.
(4) The proposed hours of the licensable activities and when customers will be permitted to remain on the premises.	As per application summary.
(5) The proposed hours when any music, including incidental music, will be played.	Recorded music as per application summary. Deregulated entertainment in compliance with the Live Music Act 2012.
(6) The hours when customers will be allowed to take food or drink outside the premises or be within open areas which form part of the premises.	All tables and chairs to be removed from the outside area by (23:00) hours each day.  No off sales after 23:00
(7) The existing hours of licensable activities and the past operation of the premises (if any) and hours of licensable premises in the vicinity.	N/A
(8) Whether customers and staff have adequate access to public transport when arriving at and leaving the premises, especially at night.	Highly accessible area.  See Transport Statement and Dispersal Policy.
(9) The capacity of the premises.	To be determined by the District Surveyor/EH. Indicative capacity of 250.
(10) The type of use, recognising that some venues are more likely to impact the licensing objectives than others [...]	Restaurant with ancillary bars conditioned as per Operating Schedule.
(11) The Licensing Authority will take into account the active measures proposed for a 'winding down' period including arrangements for people to be collected from the premises to travel home safely.	Natural dispersal of customers throughout the evening in line with predominant restaurant use.
(12) Conditions on hours may be attached that require that the supply of alcohol for consumption on the premises ceases a suitable period of time before customers are required to leave the premises	See (11) above
(13) [...]	N/A
(14) Specific days for non-standard hours should be identified and justified as part of the application to allow responsible authorities and interested parties to evaluate the impact that these licensable activities may have, and to plan accordingly [...]	New Year's Eve and Bank Holiday extensions as per application.

15. Policy paragraph E3 confirms: *“These are **not policies to refuse applications for hours longer than the core hours**, and consideration will in all cases be given to the **individual merits** of an application. Where a proposal is made to operate outside these core hours each application will be considered on its merits against the criteria as set out under each policy.”*

**Conclusion**

16. The Premises are not located within the Cumulative Impact Zone nor any Special Consideration Zones. Extensive investigative works have been carried by the applicant to ensure the Premises and locality is appropriate for the operation proposed.
17. There is no remaining Police representation to the application nor a representation from the Licensing Authority; appropriate weight should be given to this as the Responsible Authority experts in crime and disorder and policy matters respectively.
18. The Premises will operate as a restaurant on the first and second floors and Model Condition 66 will apply to those areas. The remaining use is heavily conditioned as set out above.
19. There is no policy presumption to refuse the use applied for in this locality. The hours sought are to be determined on the merits of the application to which the Operating Schedule and supporting materials should be referred.

**21 November 2023**

## Application Summary

### *Premises Details*

**8 Carlos Place, London**

#### Proposed Conditions:

1. **On the first and second floors**, the premises shall only operate as a restaurant:
  - (i) in which customers are shown to their table or the customer will select a table themselves;
  - (ii) **where the supply of alcohol is by waiter or waitress service only**, which provide food in the form of substantial table meals that are prepared on the premises and are served and consumed at the table;
  - (iii) which do not provide any takeaway service of food or drink for immediate consumption off the premises;
  - (iv) where alcohol shall not be sold or supplied, otherwise than for consumption by persons who are seated in the premises and bona fide taking substantial table meals there and provided always that the consumption of alcohol by such persons is ancillary to taking such meals.
2. **On the basement and ground floor**, the sale of alcohol shall only be to persons seated and by waiter/waitress service, save for in the area **hatched black**.
3. On the fourth floor, alcohol may only be sold to persons either dining or attending a pre-booked and bona fide private function.
4. 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.
5. All outside tables and chairs shall be rendered unusable by 23:00 hours each day.
6. A noise limiter must be fitted to the musical amplification system and maintained in accordance with the following criteria:
  - (a) The limiter must be set at a level determined by and to the satisfaction of an authorised Environmental Health Officer, so as to ensure that no noise nuisance is caused to local residents or businesses,
  - (b) The operational panel of the noise limiter shall then be secured by key or password to the satisfaction of the authorised Environmental Health Officer and access shall only be by persons authorised by the Premises Licence Holder,
  - (c) The limiter shall not be altered without prior written agreement from the Environmental Health Consultation Team,
  - (d) No alteration or modification to any existing sound system(s) should be affected without prior knowledge of the Environmental Health Consultation Team, and
  - (e) No additional sound generating equipment shall be used on the premises without being routed through the sound limiter device.
7. The premises shall install and maintain a comprehensive CCTV system as per the minimum requirements of the Westminster Police Licensing Team. 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 are open for licensable activities and during all times when customers remain on the premises and will include the external area immediately outside the premises entrance. 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 entire 31-day period.

8. A staff member from the premises who is conversant with the operation of the CCTV system shall be on the premises at all times when the premises are open. This staff member must be able to provide a Police or authorised council officer copies of recent CCTV images or data with the absolute minimum of delay when requested.
9. The premises licence holder shall ensure that the management team register and successfully complete the nationally recognised counter terrorism training product referred to as ACT eLearning package or can demonstrate that the ACT eLearning product has been successfully completed within the preceding 12 months and that all staff employed by or at the premises complete the ACT eLearning within a reasonable period not exceeding 3 months from the day, they start their employment.
10. The premises may remain open for the sale of alcohol and the provision of late-night refreshment from the terminal hour for those activities on New Year's Eve through to the commencement time for those activities on New Year's Day.
11. All sales of alcohol for consumption 'Off' the premises shall be only:
  - a. in sealed containers; or
  - b. in an area appropriately authorised for the use of tables and chairs on the highway and to persons bona fide taking substantial meals there, and provided always that the consumption of alcohol by such person is ancillary to taking such meals.
12. There shall be no sales of alcohol for consumption 'Off' the premises after 23.00 hours.
13. A Challenge 21 or Challenge 25 scheme shall be operated at the premises where the only acceptable forms of identification are recognised photographic identification cards, such as driving licence, passport or proof of age card with the PASS Hologram.
14. Patrons permitted to temporarily leave and then re-enter the premises, e.g., to smoke, shall not be permitted to take drinks or glass containers with them.
15. An incident log shall be kept at the premises, and made available on request to an authorised officer of the City Council or the Police, which will record the following:
  - (a) all crimes reported to the venue
  - (b) all ejections of patrons
  - (c) any complaints received regarding crime disorder
  - (d) any incidents of disorder
  - (e) any faults in the CCTV system
  - (f) any refusal of the sale of alcohol
  - (g) any visit by a relevant authority or emergency service

September 2023 – Agreed with Police

16. No noise generated on the premises, or by its associated plant or equipment, shall emanate from the premises nor vibration be transmitted through the structure of the premises which gives rise to a nuisance.
17. Notices shall be prominently displayed at all exits requesting patrons to respect the needs of the local residents and businesses and leave the area quietly.
18. 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.
19. No collection of waste or recycling materials (including bottles) from the premises shall take place between 23:00 and 07:30 hours on the following day.
20. No deliveries to the premises shall take place between 23:00 and 07:30 hours on the following day.
21. 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.
22. 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.
23. All emergency exit doors shall be available at all material times without the use of a key, code, card or similar means.
24. All emergency doors shall be maintained effectively self-closing and not held open other than by an approved device.
25. Curtains and hangings shall be arranged so as not to obstruct emergency safety signs or emergency equipment.
26. A copy of the premises' dispersal policy shall be made readily available at the premises for inspection by a Police Officer and/or an authorised officer of Westminster City Council.
27. In respect of any private or pre-booked functions on the 4<sup>th</sup> floor, the premises licence holder will carry out risk assessments as to whether or not SIA registered supervisors shall be required during such events. The premises licence holder shall implement the recommendations of such risk assessments and copies of any such risk assessments shall be available for inspection by the Police for six months.
28. No licensable activities shall take place until the premises have been assessed as satisfactory by the Environmental Health Consultation Team at which time this condition shall be removed from the Licence by the Licensing Authority.

September 2023 – Agreed with Police

29. No licensable activities shall take at the premises until the capacity of the premises has been determined by the Environmental Health Consultation Team and the Licensing Authority has replaced this condition on the licence with a condition detailing the capacity so determined.
30. Before the premises open to the public, the plans as deposited will be checked by the Environmental Health Consultation Team to ensure they are an accurate reflection of the premises constructed. Where the premises layout has changed during the course of construction new plans shall be provided to the Environmental Health Consultation Team and the Licensing Authority.





8 Carlos Place, London W1K 3AW  
Noise Impact Assessment & Mitigation Strategy

Prepared by: Richard Vivian, Big Sky Acoustics Ltd  
On behalf of: Paris Society International Holding Ltd  
Document Ref: 23071139  
Date: 3<sup>rd</sup> July 2023



**Big Sky Acoustics document control sheet**

Project title:	8 Carlos Place, London W1K 3AW Noise Impact Assessment & Mitigation Strategy
Technical report number:	23071139
Site visit and inspection:	3 <sup>rd</sup> July 2023
Submitted to:	Mr Alun Thomas Thomas & Thomas Partners LLP 38a Monmouth Street London WC2H 9EP acting on behalf of Paris Society International Holding Ltd
Submitted by:	Richard Vivian Big Sky Acoustics Ltd 60 Frenze Road Diss IP22 4PB 020 7617 7069 info@bigskyacoustics.co.uk
Prepared by:	Richard Vivian BEng(Hons) MIET MIOA MIOL Principal Acoustic Consultant

**Document status and approval schedule**

Revision	Description	Date	Approved
0	Approved for issue	4/08/2023	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.

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## **1.0 Qualifications and experience**

- 1.1 My name is Richard Vivian. I am the founder and director of Big Sky Acoustics Ltd. Big Sky Acoustics is an independent acoustic consultancy that is engaged by local authorities, private companies, public companies, residents' groups 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 and the Institute of Licensing.
- 1.3 I have over thirty years of experience in the acoustics industry and have been involved in 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. I have given expert evidence in the courts, in licensing hearings, in planning hearings and inquiries on many occasions.

## **2.0 Introduction**

- 2.1 Big Sky Acoustics Ltd was instructed by Alun Thomas of Thomas & Thomas Partners LLP, acting on behalf of Paris Society International Holding Ltd, to carry out an assessment of the impact of noise from the proposed use as a fine dining restaurant at 8 Carlos Place in Mayfair.
- 2.2 This report was prepared following discussions with the client team, a visit to the site, inspection of the surrounding area, inspection of drawings, and examination of the pre-application consultation report<sup>1</sup>.
- 2.3 A glossary of acoustical terms used in this report is provided in Appendix A.
- 2.4 All sound pressure levels in this report are given in dB re: 20µPa.

## **3.0 Site and surrounding area**

- 3.1 The site is a grade II listed building in the Mayfair Conservation Area. It is not in a Cumulative Impact Zone. The site comprises a 4-storey building with basement level and an attic storey. The ground and first floors have been in use as either retail or office uses since 2010. The building has been vacant since July 2022.
- 3.2 Carlos Place and Mount Street link Grosvenor Square to the north with Berkeley Square to the south-east.
- 3.3 The nearest noise sensitive properties include flats on the upper floors of some other properties on the same side of Carlos Place and residential properties in Mount Row. Diagonally opposite is the The Connaught.

---

<sup>1</sup> 23/01528/PREAPM dated 24<sup>th</sup> April 2023





**Figure 1: View of front of building. Note there is one cab in rank to the right of image**



**Figure 2: View of side of building with feeder cab rank for up to five cabs**



- 3.4 The application site has excellent access to public transport and the highest PTAL<sup>2</sup> rating of 6b.
- 3.5 Bond Street underground station is 430m to the north, Green Park 600m to the south. Many bus routes, including night bus routes, pass immediately outside the site along Carlos Place.
- 3.6 There is a taxi rank (rank no. 5302) immediately outside the premises and a stand for a further 5 cabs is on Mount Row. Taxis are available for hire on both ranks. During my site visit I spoke to a cab driver on the stand who explained it was a popular stopping point and a good location for regular fares originating from the hotel, shops and nearby restaurants, bars and clubs.
- 3.7 I am familiar with the site and the wider area. I have carried out many noise measurement surveys and observations in the vicinity and am familiar with the location of existing noise sources and general activity in the area during the day and night.
- 3.8 The noise climate is characterised by local road traffic along Carlos Place including private cars, taxis, and buses. Commercial aircraft are usually noticeable up until around 23:30hrs and then again from around 05:00hrs in this part of London. There are taxi drop-offs and pick-ups as well as pedestrian footfall around The Connaught which is a well-known 5-star hotel with 121 rooms and two restaurants.
- 3.9 There are short duration noise peaks that occur at this location all through the night including emergency service sirens, police helicopters, refuse and recycling collections.
- 3.10 It is important when assessing the impact of noise from the proposed fine dining restaurant use at this location to understand the concept of *additional* noise associated with the use. The incremental change to noise levels caused by the normal operation of a restaurant at a location where there is already established noise and activity, could be so small as to be undetectable. This use is highly unlikely to impact on average noise levels at this location as noise from internal activities in the restaurant is contained by the building envelope, and patron arrival and dispersal will gradual and in small numbers.

## 4.0 Criteria

### Licensing Act 2003

- 4.1 The Licensing Act 2003 requires Westminster City Council, in its role as Licensing Authority, to carry out its various licensing functions so as to promote the following four licensing objectives:

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<sup>2</sup> The public transport accessibility level (PTAL) is a method used to assess the access level of geographical areas to public transport. The result is a grade from 1–6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

- The prevention of crime and disorder
  - Public safety
  - The prevent of public nuisance
  - The protection of children from harm
- 4.2 Each objective is of equal importance. It is important to note that there are no other licensing objectives, therefore these four are of paramount importance at all times. The Licensing Authority must base its decisions, in relation to determining applications and attaching any conditions to licences, on the promotion of these licensing objectives.
- 4.3 The Licensing Act 2003 further requires this Licensing Authority to publish a Statement of Licensing Policy (SLP) that sets out the policies the Licensing Authority will apply to promote the licensing objectives when making decisions on applications made under the Act. The current Statement of Licensing Policy (revision 7) has been operative since 1st October 2021.
- 4.4 The SLP seeks to balance the interests of business and residents to make sure that Westminster continues to offer a wide choice of high quality and well managed entertainment and cultural venues within an environment that is safe and attractive to residents, business and visitors.
- 4.5 **Policy PN1** addresses the prevention of public nuisance identifying the potential for nuisance associated with the style, characteristics and activities of the business to be carried on at the premises and the potential steps which could be taken to reduce the risk of nuisance occurring. Applicants will be expected to have included measures in their Operating Schedules that make adequate provision to restrict the generation of noise within the premises and from activities associated with the premises in the vicinity, limit the escape of noise from the premises, restricting noise emissions to below levels that could affect people in the vicinity going about their business, at work and when at home both while relaxing and while sleeping, minimise and control noise from customers arriving at the premises and departing from it, minimise and control noise from staff, contractors and suppliers and their activities, minimise and control noise from vehicles associated with and providing services to the premises and their customers.
- 4.6 **Appendix 11** of the Statement of Licensing Policy provides guidance on noise.
- 4.7 When it comes to the evaluation of noise under the Licensing Act an understanding of the concept of *public nuisance* is essential. Public nuisance is not narrowly defined in the 2003 Act and retains its broad common law meaning. It may include, in appropriate circumstances, the reduction of the living and working amenity and environment of other persons living and working in the area of the licensed premises.
- 4.8 Once those involved in making licensing decisions are satisfied of the existence of a public nuisance, or its potential to exist, the question is how to address it. Home



Office Guidance<sup>3</sup> is useful in this regard and explains that, in the context of noise nuisance, conditions might be a simple measure such as ensuring that doors and windows are kept closed after a particular time, or persons are not permitted in garden areas of the premises after a certain time, noting that conditions in relation to live or recorded music may not be enforceable in circumstances where the entertainment activity itself is not licensable.

- 4.9 The guidance is clear that any conditions appropriate to promote the prevention of public nuisance should be tailored to the type, nature and characteristics of the specific premises and its licensable activities. Licensing authorities should avoid inappropriate or disproportionate measures that could deter events that are valuable to the community.
- 4.10 The guidance also states that any appropriate conditions should normally focus on the most sensitive periods. For example, the most sensitive period for people being disturbed by unreasonably loud music is at night and into the early morning when residents in adjacent properties may be attempting to go to sleep or are sleeping. This is why there is still a need for a licence for performances of live music between 11pm and 8am even though it is deregulated at other times.
- 4.11 As with all conditions, those relating to noise nuisance may not be appropriate in certain circumstances where provisions in other legislation adequately protect those living in the area of the premises.

### **Other relevant legislation**

- 4.12 In addition to the protection afforded under planning controls and the Licensing Act 2003, members of the public are protected from noise that is a nuisance.
- 4.13 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.
- 4.14 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 powers to tackle poor environmental quality and anti-social behaviour in relation to litter, graffiti, waste and noise. A fixed penalty notice can be issued when noise exceeds the permitted level at night as prescribed under the Noise Act 1996 as amended by the Clean Neighbourhoods and Environment Act. The permitted noise level using A-weighted decibels (the unit environmental noise is usually measured in) is 34dBA if the underlying level of noise is no more than 24dBA, or 10dBA above the underlying level of noise if this is more than 24dBA.
- 4.15 The Anti-Social Behaviour, Crime and Policing Act 2014 defines anti-social behaviour as "*conduct that has caused, or is likely to cause, harassment, alarm or*

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<sup>3</sup> Revised Guidance issued under section 182 of the Licensing Act 2003, July 2023

*distress to any person*”; “conduct capable of causing nuisance or annoyance to a person in relation to that person’s occupation of residential premises”; or “conduct capable of causing housing-related nuisance or annoyance to a person”. The Act contains a range of powers intended to support Local Authority and partner bodies deal with anti-social behaviour. These include powers of premises closure in cases of nuisance or disorder which may support primary legislation.

### **British Standard 8233**

4.16 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 the table shown below.

<b>Activity</b>	<b>Location</b>	<b>07:00 to 23:00</b>	<b>23:00 to 07:00</b>
Resting	Living room	35 dB L <sub>Aeq,16hour</sub>	-
Dining	Dining room/area	40 dB L <sub>Aeq,16hour</sub>	-
Sleeping (daytime resting)	Bedroom	35 dB L <sub>Aeq,16hour</sub>	30dB L <sub>Aeq,8hour</sub>

**Figure 2: Indoor ambient noise levels for dwellings (from BS8233 Table 4)**

4.17 Annex G of BS8233 informs that windows, and any trickle ventilators, are normally the weakest part of a brick and block façade. Insulating glass units have a sound insulation of approximately 33 dB  $R_w$  and, assuming suitable sound attenuating trickle ventilators are used, the resulting internal noise level ought to be determined by the windows. If partially open windows are relied upon for background ventilation, the insulation would be reduced to approximately 15 dB.

### **Operational objectives**

4.18 Paris Society International Holding Ltd is committed to promoting good relationships with their commercial and residential neighbours and therefore, in addition to all statutory obligations, it is a primary operational objective that noise from the proposed fine dining restaurant will not have a detrimental impact on the neighbourhood.

4.19 To support this commitment a suite of premises licence conditions have been prepared in consultation with the Responsible Authorities and these can be found at Appendix C.

## **5.0 The existing noise climate**

5.1 The noise climate in the surrounding area has been well documented and we hold data for various noise surveys at sites in the immediate vicinity. In addition to our short term attended survey data there is also long term unattended survey data.



5.2 The lowest background noise levels measured during recent survey<sup>4</sup> on Carlos Place were  $L_{A90,16\text{hour}}$  55 dB during the daytime and  $L_{A90,8\text{hour}}$  51 dB at night. These are very typical levels for the area and correlate with surveys we, and others, have carried out in this area.

## 6.0 Predicted noise of patrons leaving the premises

6.1 Unlike a music venue, cinema, theatre, or sports arena where events have a start time, and a corresponding finish time, when there is a capacity crowd, the nature of fine dining is that all tables are pre-booked to a specific arrival time which is scheduled for the comfort of patrons and, importantly, the capacity of the kitchen. Small groups of guests arrive and depart independently of others as their individual evening, in these small groups, starts and then comes to an end. The kitchen is simply unable to provide a food service to a full capacity restaurant with all meals starting and finishing at the same time and so private diners arrival and departure is always gradual and in small numbers.



Figure 3: View of premises from in front of The Connaught

6.2 In order to assist in the understanding of actual noise levels produced by people leaving the premises it is important to understand the effects of the noise source

<sup>4</sup> Report 17/0544/R1 by Cole Jarman Limited for 20/00972/FULL.



(i.e. people talking) and how that noise level increases as the number of people talking increases.

- 6.3 Referring to relevant international standards<sup>5</sup> for human speech sound level, and also data held in our own library, normal conversation is typically in the range of 54-60dBA when measured at 1 metre.
- 6.4 In assessing for a worst-case condition then I have considered a group of 8 people are talking together outside as they leave at the end of the evening.
- 6.5 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 scenario of half of the people talking concurrently at 60dBA, then in order to calculate the total noise level we logarithmically sum 4 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

- 6.6 The formula above gives a value for total sound pressure level for a group of 8 people talking loudly to be 66dBA<sup>6</sup>.
- 6.7 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 walking in close proximity to each other will splinter into smaller groups of two, and talk with more hushed voices than static groups of people spread out, for example, in a pub beer garden seated for a long time around a large table and surrounded by other talkers.
- 6.8 Sound is attenuated in air and this effect is noticeable as the listener moves away from the source. In a free field for every doubling of distance from a noise source the sound pressure level  $L_p$  will be reduced by 6 decibels.

$$\begin{aligned} L_{p2} - L_{p1} &= 10 \log (R_2 / R_1)^2 \\ &= 20 \log (R_2 / R_1) \end{aligned}$$

where

$L_{p1}$  = sound pressure level at location 1 (dB)

<sup>5</sup> ISO 9921:2003 Ergonomics - Assessment of speech communication, Annex A, Table A1 shows the vocal effort of a male speaker and related A-weighted speech level (dB re 20  $\mu$ Pa) at 1 m in front of the mouth. The table indicates that relaxed vocal effort is 54dB, and normal vocal effort is 60dB.

<sup>6</sup> Alternative calculation method according to Growcott, D (Consideration of Patron Noise from Entertainment Venues, Australian Association of Acoustical Consultants Guideline, Australia, 2009) using  $L_{Aeq} = 21 * \log(N) + 43$  gives 62dBA and therefore the simple calculation above may be something of an exaggeration and as such a very worst-case example.

$L_{p2}$  = sound pressure level at location 2 (dB)

$R_1$  = distance from source to location 1

$R_2$  = distance from source to location 2

A "free field" is defined as a flat surface without obstructions.

- 6.9 In calculating distance attenuation, the noise of people talking is assumed to be a number of discrete point sources so if the noise source is 66dBA at 1 metre then at 2 metres it is attenuated to 60dBA, at 4 metres 54dBA, and so on.
- 6.10 Attenuation due to distance means that a separation distance of just 6 metres renders the sound of a group of people talking to be below the measured background noise level, at night, of 51dB  $L_{A90}$  and this typically equates to being subjectively inaudible.
- 6.11 Another consideration for patrons leaving the restaurant at night is the use of cars or taxis. Only a significant increase to traffic flow (i.e. doubling the rate of vehicle passes per hour) would give rise to a noticeable increase in road traffic noise level above that already established for the area.
- 6.12 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 65dB  $L_{Amax}$  (Mercedes C-Class, normal close) to 70dB  $L_{Amax}$  (slam) as measured at 5 metres are typical.
- 6.13 The predicted internal noise level from a car door being closed when extrapolated to a first floor window immediately above the car would be approximately 59dB  $L_{Amax}$ . This value is below the highly stringent WHO guidance<sup>7</sup> value of 60dB  $L_{Amax}$  outside a bedroom window.
- 6.14 To summarise, the noise arising from car doors are not likely to generate any loss of amenity even at a first floor flat window directly above the car door being slammed, and assuming clear line-of-sight, and with a window open.
- 6.15 A further attenuation of any noise source is achieved by the insertion of any physical barrier that obscures direct line-of-sight from the receptor position to the source position. 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. Furthermore the average person may wish to protect themselves from the sound of traffic and other activity near to a busy road in Mayfair and so may choose to sleep away from windows on a façade to a busy area, or choose to have their windows closed at night.
- 6.16 New residential developments in the area will be required to take into account the existing noise climate and will therefore have to provide suitable internal noise levels for normal living. This is typically achieved with modern glazing and ventilation systems.

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<sup>7</sup> World Health Organisation. Guidelines for Community Noise, 2000.



- 6.17 Calculations indicate that the resultant noise levels will be significantly below the background noise level at the façades of all noise sensitive windows and comfortably in compliance with the relevant standards and guidance, as well as being subjectively inaudible to the average person.

## **7.0 Mitigation strategy - remedial works to building**

- 7.1 The building envelope is a masonry construction with glazing to the street frontages. Customer access is up some steps to the main door which enters into a lobbied area.
- 7.2 The building is a substantial construction and provides a basic envelope to contain noise from internal activities, as well as protect patrons that are dining from noise from the busy streets outside so that a tranquil environment is maintained within the restaurant.
- 7.3 No further works are required to the building at this time.

## **8.0 Mitigation strategy - sound system configuration**

- 8.1 A professional sound system will be installed at the premises. High quality professional sound systems that are optimally configured will sound dynamic and more involving to customers than a low quality system that is poorly set up. Low grade music systems tend to be operated at a higher level in an attempt by operators to make the system sound more involving. The result is poor quality sound and a higher risk of music noise breakout.
- 8.2 Consideration will be given to directivity of loudspeakers. Location and directivity characteristics of loudspeakers will be selected to achieve even dispersion in customer areas only without overlapping from multiple sources.
- 8.3 All signal processing equipment will be secured in a locked room/rack to restrict unauthorised adjustment of controls. It is good practice when setting up a system that amplifier gains should either be set to maximum, with the gain controlled upstream in system processing equipment, or if signal quality issues dictate using the maximum dynamic range of the signal processing equipment (a common design approach when using DSP controllers) then amplifier gain controls will be reduced and so should be secured behind tamper-proof panels. All other positive gain controls will be behind tamper-proof covers or, in the case of dsp-based system controller, protected by a security password.
- 8.4 The sound system must be configured so that a defined maximum operating level cannot be exceeded regardless of the input level. Once installed the sound system should be periodically checked to ensure that the maximum operating level does not cause a nuisance at the nearest noise sensitive property. Assessment should be carried out, wherever possible, from the nearest noise sensitive property itself at a



time when ambient noise is at its lowest (but within normal operating hours of the premises).

- 8.5 In summary, the sound system must be installed and operated to efficiently reproduce sound in the internal customer areas without causing excessive noise elsewhere. Correct speaker locations, fixing methods and system configuration (crossover points, limiter settings, and system equalisation) can achieve high-quality sound without causing any noise breakout to other properties. A limiter device has been volunteered as a condition on the premises licence and this will accurately control maximum sound level and be locked so that it cannot be adjusted.
- 8.6 Consideration should also be given to the design of the room acoustics. When a room has flat walls, flat hard surfaced floors, and may contain flat glass and mirrors, with parallel walls and parallel floor/ceiling the acoustic space can be problematic for high quality sound reproduction and also for the comfort of patrons. Interior designs that favour a luxurious scheme of soft furnishings, upholstered seating and carpeted areas will increase the acoustic absorption in the space and enhance quality of sound reproduction. This will also create a more comfortable environment for conversation.
- 8.7 As a general rule of thumb soft furnishings, irregularity of room shape, and clutter will improve the acoustics of any space. Tables, chairs and other furniture will help to break-up the space and the room acoustics will improve as the space fills up with patrons. However discreet use of acoustic absorption (hidden in wall and ceiling linings or three-dimensional artworks) should be used for minimalist design schemes in order to improve the acoustic environment.
- 8.8 In summary the desirable acoustic objectives in an interior design scheme for good sound reproduction and comfortable conversation are:
- ✓ To increase absorption by using soft wall coverings, soft furnishings and carpets, or where this is not appropriate to introduce discreet dedicated acoustic absorption panels.
  - ✓ To break up large expanses of flat hard surfaces by the introduction of furniture and decorative features.
- 8.9 Improving the acoustic qualities of the room gives an improvement, not just in the quality of the sound system, but also in the perceived loudness as amplified music will be subjectively assessed as more dynamic and more exciting at lower volume levels.
- 8.10 Reducing reverberation also reduces noise in staff work areas and therefore assists with controlling staff noise exposure levels.

## **9.0 Mitigation strategy - operational controls**

- 9.1 A suite of premises licence conditions have been prepared in consultation with the Responsible Authorities and these can be found at Appendix C.
- 9.2 Should it be required additional noise management and dispersal practices based on industry best practice can be developed for the site although in view of the proposed use this is not usually a requirement.
- 9.3 Noise management procedures will be an integral part of all employee training and will be regularly reviewed.

## **10.0 Appendix 11 Risk Assessment**

- 10.1 A risk assessment has been prepared to assist the Environmental Health Consultation Team make an assessment of the risk of any increase in public nuisance in the area due to the use of these premises.
- 10.2 The building is located on a traffic route between Grosvenor Square and Berkeley Square. The area is well-served by public transport and there is a cab-rank immediately outside. There is existing activity from the hotel opposite and other licensed premises in the area.
- 10.3 Lower level noises from the normal commercial activity of the premises such as patrons and staff entering and leaving the building will be below the existing ambient noise level in the street.
- 10.4 Amplified music is contained by the building envelope and a high quality sound system is proposed with a tamperproof limiter which is offered as a specific condition on the premises licence. Recommendations have been made to check the sound system limiter operation periodically.
- 10.5 Patrons visiting the premises are pre-booked to dining times and there will be no queuing.
- 10.6 Signage at the exit will request that all patrons respect the neighbours and be quiet as they leave.
- 10.7 Patrons requiring public transport have a wide choice. There is a taxi rank immediately outside the premises and a stand for a further 5 cabs is on Mount Row Bond Street underground station is 430m to the north, Green Park 600m to the south. Many bus routes, including night bus routes, pass immediately outside the site along Carlos Place. The pin location for Uber and other popular taxi apps will be managed by the restaurant team.
- 10.8 Employee training includes emphasis of the importance to minimise noise from patrons as they arrive at and depart from the venue.



- 10.9 Paris Society International Holding Ltd are committed to work in partnership with the relevant authorities and to maintain good relations with the local community, and accordingly will be receptive to any reasonable suggestions proposed.

## **11.0 Conclusions**

- 11.1 Big Sky Acoustics Ltd was instructed by Alun Thomas of Thomas & Thomas Partners LLP, acting on behalf of Paris Society International Holding Ltd, to carry out an assessment of the impact of noise from the proposed use as a fine dining restaurant at 8 Carlos Place in Mayfair.
- 11.2 This assessment makes reference to the Licensing Act 2003, City Of Westminster Statement of Licensing Policy (version 7) the Environmental Protection Act 1990, the Clean Neighbourhoods and Environment Act 2005, the Noise Act 1996, the Anti-Social Behaviour, Crime and Policing Act 2014, British Standard 8233, relevant industry guidance, and the operational objectives of the applicant.
- 11.3 All noise from activity inside the premises is contained by the building envelope. Calculations indicate that noise from patrons as they leave will be below the existing background noise level for the area.
- 11.4 Given this location, the style of operation, proposed controls and willingness to take on board further controls if necessary, it is my professional opinion that the normal operation of a fine dining restaurant at this location, with a closing time of 01:30hrs, would not result in an increase in average noise levels in the area around the application site and would therefore promote the licensing objective of the prevention of public nuisance.



Richard Vivian BEng(Hons) MIET MIOA 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 C - Proposed Conditions

1. Except in the areas hatched black [this is the whole of the ground floor and part basement] on the plan, the premises shall only operate as a restaurant:

- (i) in which customers are shown to their table or the customer will select a table themselves;
- (ii) which provide food in the form of substantial table meals that are prepared on the premises and are served and consumed at the table;
- (iii) which do not provide any takeaway service of food or drink for immediate consumption off the premises;
- (iv) where alcohol shall not be sold or supplied, otherwise than for consumption by persons who are seated in the premises and bona fide taking substantial table meals there and provided always that the consumption of alcohol by such persons is ancillary to taking such meals.

2. Except in the areas cross hatched black [standing area on ground] on the plan, the supply of alcohol shall only be:

- a) by waiter/waitress service to persons seated; or
- b) to persons either dining or attending a pre-booked and bona fide private function (4th floor only).

3. 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.

4. All outside tables and chairs shall be rendered unusable by 23:00 hours each day.

5. A noise limiter must be fitted to the musical amplification system and maintained in accordance with the following criteria:

- (a) The limiter must be set at a level determined by and to the satisfaction of an authorised Environmental Health Officer, so as to ensure that no noise nuisance is caused to local residents or businesses,
- (b) The operational panel of the noise limiter shall then be secured by key or password to the satisfaction of the authorised Environmental Health Officer and access shall only be by persons authorised by the Premises Licence Holder,
- (c) The limiter shall not be altered without prior written agreement from the Environmental Health Consultation Team,
- (d) No alteration or modification to any existing sound system(s) should be affected without prior knowledge of the Environmental Health Consultation Team, and
- (e) No additional sound generating equipment shall be used on the premises without being routed through the sound limiter device.

6. The premises shall install and maintain a comprehensive CCTV system as per the minimum requirements of the Westminster Police Licensing Team. 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 are open for licensable activities and during all times when customers remain on the premises and will include the external area immediately outside the premises entrance. 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 entire 31-day period.

7. A staff member from the premises who is conversant with the operation of the CCTV system shall be on the premises at all times when the premises are open. This staff member must be able to



provide a Police or authorised council officer copies of recent CCTV images or data with the absolute minimum of delay when requested.

8. The premises licence holder shall ensure that the management team register and successfully complete the nationally recognised counter terrorism training product referred to as ACT eLearning package or can demonstrate that the ACT eLearning product has been successfully completed within the preceding 12 months and that all staff employed by or at the premises complete the ACT eLearning within a reasonable period not exceeding 3 months from the day, they start their employment.

9. The premises may remain open for the sale of alcohol and the provision of late-night refreshment from the terminal hour for those activities on New Year's Eve through to the commencement time for those activities on New Year's Day.

10. All sales of alcohol for consumption 'Off' the premises shall be only:

- a. in sealed containers; or
- b. in an area appropriately authorised for the use of tables and chairs on the highway and to persons bona fide taking substantial meals there, and provided always that the consumption of alcohol by such person is ancillary to taking such meals.

11. There shall be no sales of alcohol for consumption 'Off' the premises after 23.00 hours.

12. A Challenge 21 or Challenge 25 scheme shall be operated at the premises where the only acceptable forms of identification are recognised photographic identification cards, such as driving licence, passport or proof of age card with the PASS Hologram.

13. Patrons permitted to temporarily leave and then re-enter the premises, e.g., to smoke, shall not be permitted to take drinks or glass containers with them.

14. An incident log shall be kept at the premises, and made available on request to an authorised officer of the City Council or the Police, which will record the following:

- (a) all crimes reported to the venue
- (b) all ejections of patrons
- (c) any complaints received regarding crime disorder
- (d) any incidents of disorder
- (e) any faults in the CCTV system
- (f) any refusal of the sale of alcohol
- (g) any visit by a relevant authority or emergency service

15. No noise generated on the premises, or by its associated plant or equipment, shall emanate from the premises nor vibration be transmitted through the structure of the premises which gives rise to a nuisance.

16. Notices shall be prominently displayed at all exits requesting patrons to respect the needs of the local residents and businesses and leave the area quietly.

17. 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.

18. No collection of waste or recycling materials (including bottles) from the premises shall take place between 23:00 and 07:30 hours on the following day.

19. No deliveries to the premises shall take place between 23:00 and 07:30 hours on the following day.

20. 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.

21. 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.

22. All emergency exit doors shall be available at all material times without the use of a key, code, card or similar means.

23. All emergency doors shall be maintained effectively self-closing and not held open other than by an approved device.

24. Curtains and hangings shall be arranged so as not to obstruct emergency safety signs or emergency equipment.

25. No licensable activities shall take place until the premises have been assessed as satisfactory by the Environmental Health Consultation Team at which time this condition shall be removed from the Licence by the Licensing Authority.

26. No licensable activities shall take at the premises until the capacity of the premises has been determined by the Environmental Health Consultation Team and the Licensing Authority has replaced this condition on the licence with a condition detailing the capacity so determined.

27. Before the premises open to the public, the plans as deposited will be checked by the Environmental Health Consultation Team to ensure they are an accurate reflection of the premises constructed. Where the premises layout has changed during the course of construction new plans shall be provided to the Environmental Health Consultation Team and the Licensing Authority.



Paris Society International Holding Ltd

**8 Carlos Place, Mayfair, W1K 3AS**

Transport Statement

November 2023

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## Appendices

Appendix A	-	WCC Parking Data
Appendix B	-	PTAL Summary
Appendix C	-	Layout Plans
Appendix D	-	Occupancy Data



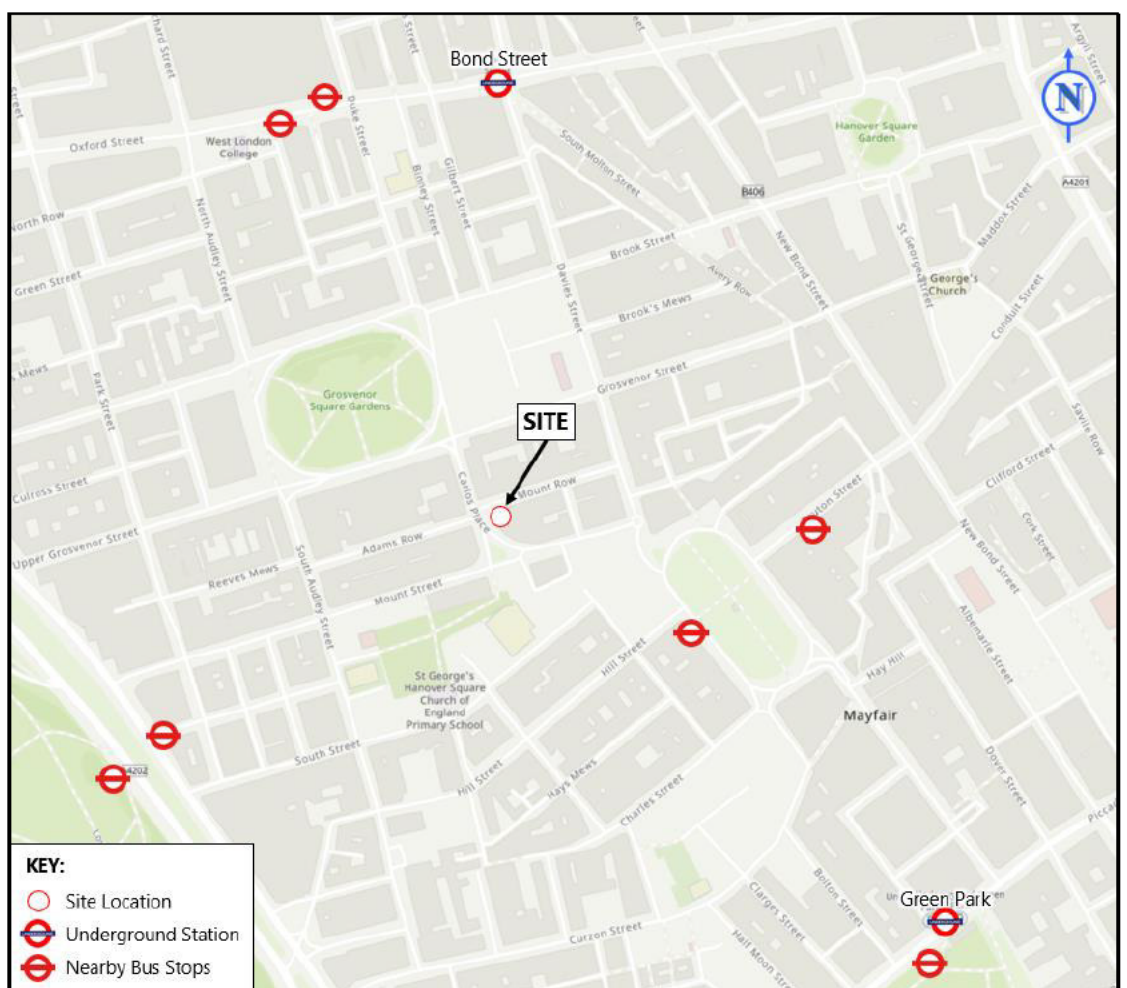
# 1 INTRODUCTION

- 1.1 Caneparo Associates are instructed by Paris Society International Holding Ltd ("the Applicant") to provide traffic and transportation advice in relation to the proposed use of 8 Carlos Place as a fine dining restaurant.
- 1.2 My name is Nick Bond, I hold a Bachelor of Engineering Honours degree in Civil Engineering and a Master of Science degree in Transportation Planning and Management. I am a Chartered Member of the Institute of Logistics and Transport.
- 1.3 I am a Director of Caneparo Associates, a company that specialises in providing traffic and transport advice to the private sector and have over 25 years of experience in the transport assessment of development proposals, including many premises relating to the night time economy.
- 1.4 This report was prepared following several visits to the site and the surrounding area, both during the day and in the late evening.
- 1.5 The remainder of my report is set out as follows:
- Section 2 sets out the existing situation;
  - Section 3 considers the site's accessibility;
  - Section 4 provides a summary of the proposals, in particular the access arrangements;
  - Section 5 reviews the expected transport characteristics of the proposals; and
  - Section 6 summarises and concludes.

## 2 EXISTING SITUATION

### Site Location

- 2.1 The site is located at 8 Carlos Place, Mayfair, W1K 3AS and lies within the administrative boundary of WCC.
- 2.2 The site is located circa 500m (6 minutes' walk) south of Bond Street London Underground station, while also being located 280-370m west of Berkeley Square Bus Stops 'V' & 'X'. The location of the site within its local context is shown in **Figure 2.1** below.



**Figure 2.1: Site Location Plan**

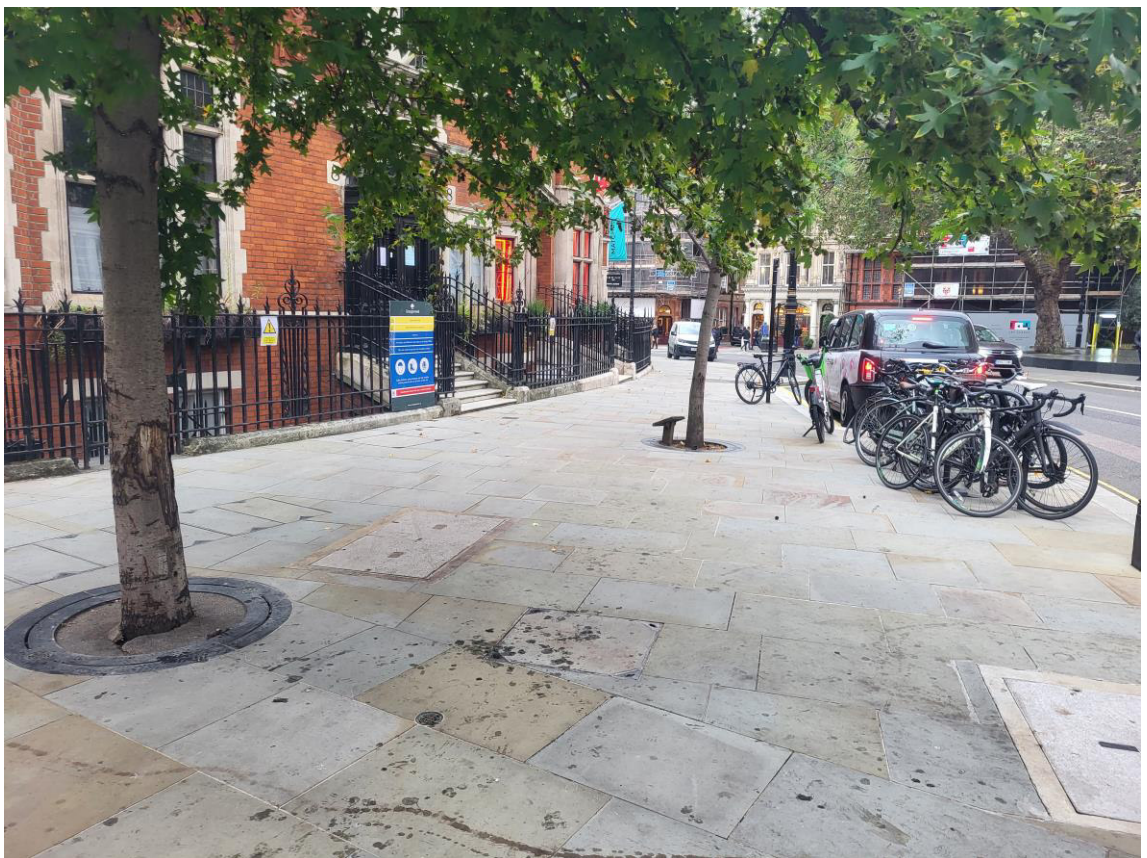
*Source: ArcGIS Pro 2023*



## Local Highway Network

### Carlos Place

- 2.3 Carlos Place operates in a broadly north-south orientation to the west of the site connecting Grosvenor Square to the north with Mount Street to the south. The site's main entrance fronts onto Carlos Place. Outside the site, Carlos Place is circa 7m in width and offers two-way traffic flow subject to a speed limit of 20mph.
- 2.4 On the east side of Carlos Place towards the south of the site frontage a taxi bay is provided which is circa 10m in length and therefore offers space for 2 waiting taxis. In the vicinity of the site, the remainder of Carlos Place is controlled by double yellow lines which prevent parking on-street at all times, but allow passengers to be dropped off or collected.
- 2.5 The footway is relatively wide at the entrance to 8 Carlos Place as indicated in the image below. Cycle parking is provided for with 4 Sheffield stands in place, these were well utilised in the day as indicated in the image below, but empty in the evening.





## Mount Row

- 2.6 Mount Row operates in a broadly east-west orientation to the north of the site connecting Davies Street to the east with Carlos Place to the west. Outside the site, Mount Row is circa 7.5m in width and offers two-way traffic flow subject to a speed limit of 20mph.
- 2.7 On the south side of Mount Row outside the site frontage a taxi bay is provided which is circa 25m in length and therefore offers space for 5 waiting taxis. In addition, there are 3 pay by phone bays on the north side of Mount Row close to the site which allow for 4 hours of parking with no return within 1 hour. Several resident permit holder bays for the Controlled Parking Zone (CPZ) 'E' are provided on both sides of the carriageway on Mount Row.
- 2.8 The junctions at each end of Mount Row are controlled by double yellow lines which prevent parking at all times, while the remaining sections of Mount Row are controlled by single yellow lines which prevent parking within the hours that CPZ 'E' operates.

## Controlled Parking Zone and Parking Occupancy

- 2.9 The site is located within the WCC CPZ 'E' which is operational Monday – Saturday, 08:30 – 18:30, so single yellow lines can be parked on outside of these hours. Resident bays are controlled at all times of day, so restaurant patrons will not impact upon the ability of residents to park in the vicinity – with regular parking enforcement patrols observed in the area.
- 2.10 Pay by phones bays are provided locally, with a maximum stay of 4 hours with payment required Monday – Saturday, 08:30 – 18:30. These bays were observed to be well used during the day when both nearby dining and retail facilities are open, but with capacity in the evening.
- 2.11 In addition to the taxi ranks, black cabs, private hire vehicles and cars are able to drop off and collect passengers from the single and double yellow lines in the vicinity.
- 2.12 Westminster City Council (WCC) collect parking survey data for the area and their data for the streets within 200m of the site was requested, with the full 2022 data attached at **Appendix A**. Data was collected by WCC for the following time periods:
- Weekday 00:00-06:00
  - Weekday 07:30-09:30
  - Weekday 11:00-15:00
  - Weekday 19:00-23:00



- Saturday 00:00-06:00
- Saturday 11:00-15:00
- Saturday 19:00-00:00
- Sunday 00:00-06:00
- Sunday 11:00-15:00
- Sunday 18:00-20:00
- Monday 00:00-06:00

2.13 Matching our site visit observations, there is limited pay by phone bay availability shown in the WCC data during the day when both nearby dining and retail facilities are both open, as summarised below, but with significant spare capacity in the evening once the retail premises have closed. Lengths of single yellow line also offer evening parking opportunities and are lightly used.

2.14 Resident bays are busier during the daytime, but remain below the 85%-90% parking occupancy level where parking stress and the need to circulate to find a space starts. Resident bays are unlikely to be utilised by patrons of the proposed restaurant.

<b>Weekday 11:00-15:00</b>	<b>Bays</b>	<b>Parked</b>	<b>Suspended</b>	<b>Occupancy</b>
Disabled Bays	8	3	0	38%
Resident Bay	118	86	9	79%
Pay by Phone / Pay & Display	113	92	16	95%
Shared Use Bay	35	31	2	94%
Single Yellow	197	33	3	17%

<b>Weekday 19:00-23:00</b>	<b>Bays</b>	<b>Parked</b>	<b>Suspended</b>	<b>Occupancy</b>
Disabled Bays	8	2	0	25%
Resident Bay	118	68	0	58%
Pay by Phone / Pay & Display	113	70	0	62%
Shared Use Bay	35	20	0	57%
Single Yellow	197	25	0	13%

<b>Saturday 00:00-06:00</b>	<b>Bays</b>	<b>Parked</b>	<b>Suspended</b>	<b>Occupancy</b>
Disabled Bays	8	1	0	13%
Resident Bay	118	67	6	60%
Pay by Phone / Pay & Display	113	29	16	30%
Shared Use Bay	35	10	2	30%
Single Yellow	197	17	4	9%



<b>Saturday 11:00-15:00</b>	<b>Bays</b>	<b>Parked</b>	<b>Suspended</b>	<b>Occupancy</b>
Disabled Bays	8	4	0	50%
Resident Bay	118	69	5	61%
Pay by Phone / Pay & Display	113	61	13	61%
Shared Use Bay	35	19	2	58%
Single Yellow	197	9	4	5%

<b>Saturday 19:00-00:00</b>	<b>Bays</b>	<b>Parked</b>	<b>Suspended</b>	<b>Occupancy</b>
Disabled Bays	8	6	0	75%
Resident Bay	118	70	9	64%
Pay by Phone / Pay & Display	113	60	16	62%
Shared Use Bay	35	17	2	52%
Single Yellow	197	28	3	14%

## **Taxi Ranks**

- 2.15 The sign plates on the adjacent taxi ranks show that a rank for 2 taxis is on Carlos Place, 5 Taxis on Mount Row and 4 on Adams Row. At our lunch time site visit 4-5 black cabs were observed to be available and a similar number in the evening.
- 2.16 Private hire vehicles were also observed to be waiting in the vicinity during both time periods, though aside from the taxi rank on Carlos Place, no usage was made of the yellow lines on the site frontage to Carlos Place. This is in line with the Westminster City Council parking survey data that demonstrates little occupancy of lengths of single yellow line in the area.

## **Evening Activity**

- 2.17 The Connaught Hotel is located on the opposite side of Carlos Place, with The Biltmore Hotel and Scott's and Bacchanalia, the Mount Street Restaurant and 34 Mayfair amongst the restaurants located in the surrounding area.
- 2.18 Walking the area on both a Thursday and Saturday evening between midnight and 1am, patrons were observed leaving these premises in an orderly manner with no behaviour observed such as the slamming of car doors, revving of engines, or the gathering of large groups of people talking that could materially impact upon residential amenity.
- 2.19 The sign plates on the adjacent taxi ranks show that a rank for 2 taxis is on Carlos Place, 5 Taxis on Mount Row and 4 on Adams Row. At our lunch time site visit 4-5 black cans were observed to be available and a similar number in the evening.



2.20 Private hire vehicles were also observed to be waiting in the vicinity during both time periods, though aside from the taxi rank on Carlos Place, no usage was made of the yellow lines on the site frontage to Carlos Place.

### **3 ACCESSIBILITY**

- 3.1 The site is accessible by all modes with a good network of footways, cycle facilities and public transport services in the immediate vicinity.

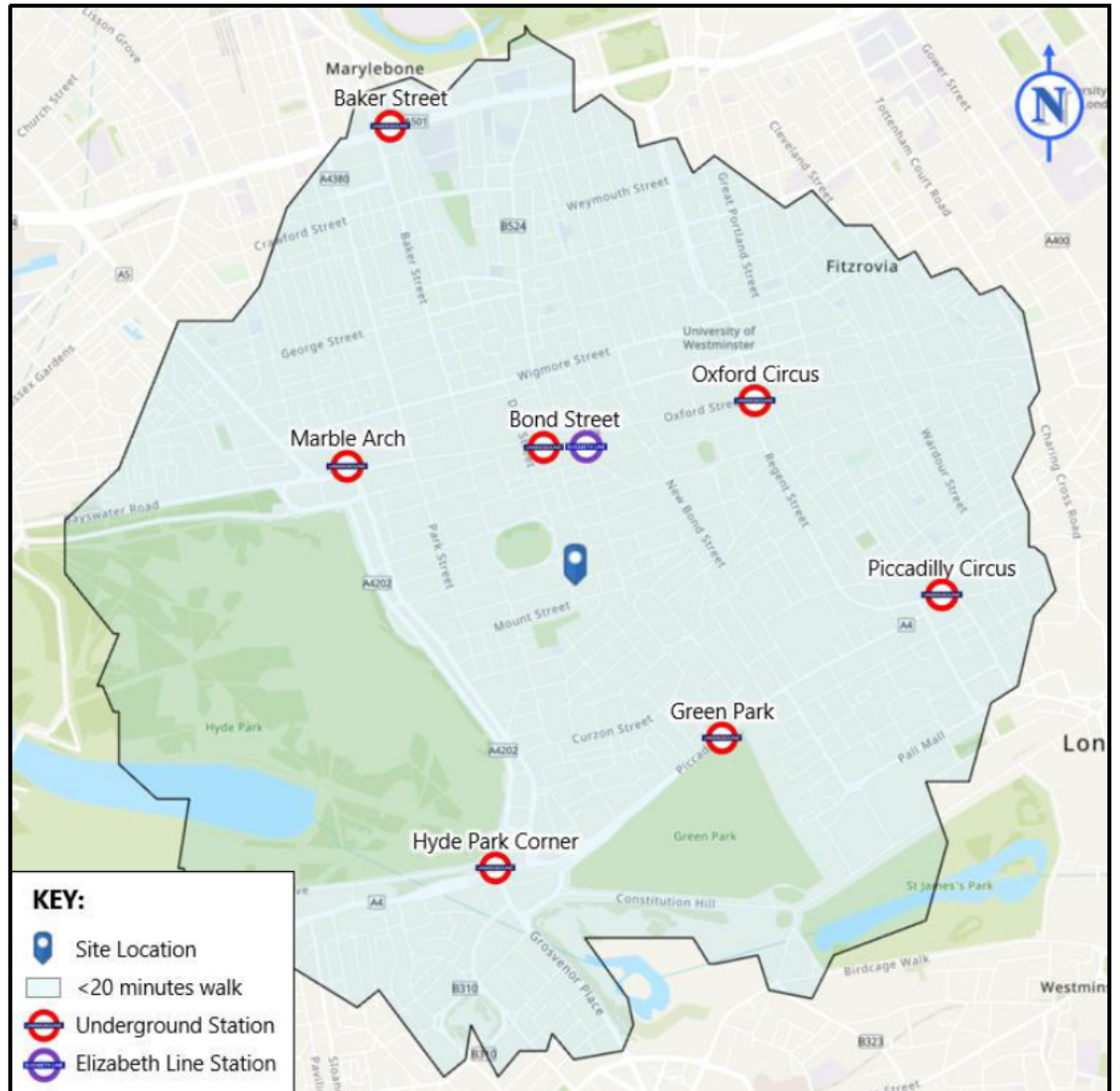
#### **Active Modes**

- 3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

#### **Walking**

- 3.3 Sufficient footways are located along Carlos Place, ranging between circa 3m to 9m in width near the site frontage, which is appropriate for the potential pedestrian footfall generated by the proposed development.
- 3.4 A crossing point is located circa 20m south of the site on Carlos which is equipped with dropped kerbs, tactile paving and a pedestrian refuge island therefore providing a good opportunity for pedestrians to cross. In addition, there are many opportunities for pedestrians to cross freely between the carriageway surrounding the site due to the presence of dropped kerbs and tactile paving at the majority of nearby junctions.
- 3.5 The site is within an acceptable walking distance from a range of local amenities in the form of retail facilities and public transport services. Within a 20-minute walking distance the site benefits from access to destinations such as; Oxford Street, Hyde Park, Green Park, Knightsbridge, and Regent Street. The 20-minute walking isochrone for the site is displayed in **Figure 3.1** below.





**Figure 3.1: 20-minute Walking Isochrone**

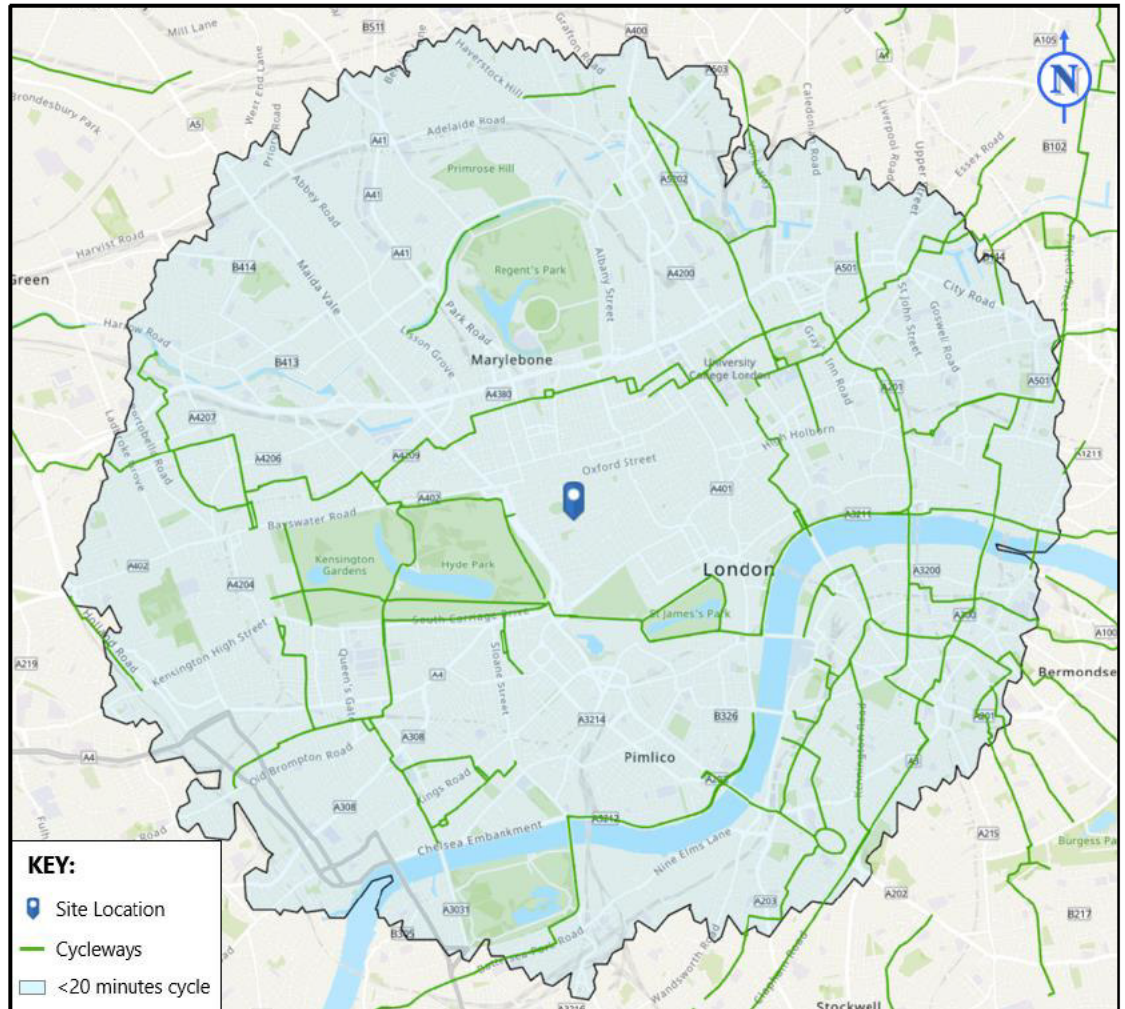
Source: ArcGIS Pro 2023

3.6 **Table 3.1** below presents a list of local amenities with their appropriate walking time and distance from the site.

Table 3.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
<b>Local Amenities</b>			
Grosvenor Square	Grosvenor Square	130m	2 minutes
Audley Pharmacy	South Audley Street	220m	3 minutes
West One Shopping Centre	Gilbert Street	420m	5 minutes
M&S Simply Food	Gilbert Street	450m	6 minutes
Lloyds Bank	Oxford Street	450m	6 minutes
<b>Public Transport Opportunities</b>			
Bus Stops	Berkeley Square Stops 'V' & 'X'	280-370m	4-5 minutes
	Selfridges Stops 'BC' & 'BX' (near Bond Street Station)	460-500m	6 minutes
	Green Park Station Stops 'H' & 'J'	730-800m	9-10 minutes
Rail Stations	Bond Street	500m	6 minutes
	Green Park	730m	9 minutes
	Marble Arch	910m	11 minutes

## Cycling

- 3.7 A 20-minute cycle is considered the appropriate distance to substitute car journeys for cycling when planning for active travel. Within a 20-minute cycling distance from the site, much of east London including areas such as Camden Town, Old Street, London Bridge, Elephant & Castle, Battersea, Earls Court, Notting Hill and Kilburn can be reached – along with the entirety of Westminster and the majority of the City of London. The full extent of the 20-minute cycle area can be seen in **Figure 3.2** below.



**Figure 3.2: 20-minute Cycle Isochrone**

*Source: ArcGIS Pro 2023*

- 3.8 Cycleway 55 is located circa 590m (2-3 minutes' cycle) west of the site along the A4202 Park Lane, offering a connection between the north of Hyde Park and the southeast corner of Hyde Park. This route connects with the rest of the TfL Cycleway network, including direct connections to Cycleway 3 and an unnamed Cycleway and Quietway.
- 3.9 There are a number of cycle hire docking stations within close proximity to the site. The closest cycle docking stations and their distance from the site is detailed below:
- Millennium Hotel, Mayfair (25 spaces); located 180m / 2-minute walk from the site;
  - South Audley Street, Mayfair (15 spaces); located 220m / 3-minute walk from the site;
  - Grosvenor Square, Mayfair (17 spaces)' located 220m / 3-minute walk from the site;
  - Farm Street, Mayfair (15 spaces); located 300m / 4-minute walk from the site; and
  - Bruton Street, Mayfair (21 spaces); located 430m / 5-minute walk from the site.



## Public Cycle Parking

3.10 There are a number of Sheffield stands within the local area to the site offering short-stay cycle parking to the immediate community. In total, 60 on-street short-stay cycle parking spaces are available within a 3-minute walk of the site, as detailed below:

- Carlos Place (8 Sheffield stand spaces); located 10m west of the site;
- Southeast of Grosvenor Square (20 Sheffield stand spaces); located 120m north of the site;
- Davies Street (14 cycle stand spaces); located 170m east of the site; and
- Northeast of Grosvenor Square (18 Sheffield stand spaces); located 220m north of the site.

## Public Transport

### Public Transport Accessibility Level (PTAL) Rating

3.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

3.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher.

3.13 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

3.14 The PTAL rating of the centre of the site is 6b, the highest possible score available which represents excellent access to public transport.

3.15 **Appendix B** contains the TfL PTAL summary.

## Bus Services

- 3.16 The nearest bus stops to the site are located near Berkeley Square (Berkeley Square Stops 'V' & 'X') circa 280-370m / 4-5 minutes' walk from the site. Further bus stops are located outside Selfridges on Oxford Street (Selfridges Stops 'BC' & 'BX') circa 460-500m north (6 minutes' walk) and also near Green Park Station (Green Park Station Stops 'H' & 'J') circa 730-800m south of the site (9-10 minutes' walk).
- 3.17 All of these stops have timetable information provided and a bus stand, while most feature a bus shelter and real time bus information boards.
- 3.18 The site is served by a total of 40 different bus services, including a total of 23 services that operate at night from across the 6 bus stops described above.
- 3.19 In the daytime 23 services operate close to the site, providing access to destinations not limited to Waterloo, Archway, Willesden, Victoria, Hammersmith and the City of London. These services are the: 2, 6, 7, 9, 13, 14, 16, 19, 22, 23, 36, 38, 73, 74, 94, 98, 137, 139, 159, 189, 390, 414 and 436.
- 3.20 During the night, 23 services operate close to the site, providing access to destinations such as Paddington, Kensington, Liverpool Street, King's Cross and Victoria. These services are the: 6, 13, 14, 23, 36, 94, 139, 159, 189, 390, N2, N7, N9, N19, N22, N32, N38, N74, N97, N98, N113, N137 and N207.
- 3.21 Most of the services are accessible within the 640m walk pedestrians are expected to make to access bus services within the PTAL measure, however it is expected that for the night services people may walk the 70-160m further to reach the Green Park Station bus stops, given their useful amenity and location close to Green Park Underground station where many people would travel anyway (as it is within the 960m walking distance for rail services).

## Underground Services

- 3.22 Bond Street is the closest London Underground station to the site, located circa 500m (6 minutes' walk) north from the site. Further services can be accessed from Green Park which is circa 730m (9 minutes' walk) south of the site, while alternative Central Line access can be achieved from Marble Arch which is located 910m / 11 minutes walk. Both Bond Street and Green Park Underground stations have step-free access to all platforms. **Table 3.2** details the London Underground services that operate close to the site, along with details about their peak frequency and night frequency (Friday and Saturday only).

Table 3.2: Summary of London Underground Services				
Station	Lines	Route	Peak Frequency	Night Frequency
Bond Street	Central	Ealing Broadway / West Ruislip – Grange Hill / Hainault / Epping	35 tph in each direction	6 tph in each direction
	Jubilee	Stanmore – Stratford	30 tph in each direction	6 tph in each direction
Green Park	Jubilee	Stanmore – Stratford	30 tph in each direction	6 tph in each direction
	Piccadilly	Uxbridge / Heathrow Terminal 4 / Heathrow Terminal 5 – Cockfosters	24 tph in central section	6 tph in each direction from Cockfosters – Heathrow Terminal 5
	Victoria	Walthamstow Central – Brixton	36 tph in each direction	6 tph in each direction
Marble Arch	Central	Ealing Broadway / West Ruislip – Grange Hill / Hainault / Epping	35 tph in each direction	6 tph in each direction

3.23 The site's location in proximity to Bond Street and Green Park stations means that site users are able to access 4 of the 5 Night Tube lines within a 10 minute walk. This makes the site one of the most accessible locations in London late at night.

## Rail Services

3.24 Bond Street Station is located approximately 500m (6 minutes' walk) north from the site and offers step-free access to the following peak time Elizabeth Line services:

- 14 tph to Paddington;
- 12 tph to Shenfield;
- 12 tph to Abbey Wood;
- 4 tph to Heathrow Terminal 4;
- 3 tph to Reading



- 2 tph to Heathrow Terminal 5; and
- 1 tph to Maidenhead.

3.25 The last service for the Elizabeth Line is at 00:25 eastbound and 00:32 westbound.

## **Car Clubs**

3.26 There are several existing car club vehicles in the vicinity of the site, operated by Zipcar car club. The closest car club bay locations within the vicinity of the site are set out below:

- Zipcar x2 East side of Grosvenor Square (180m / 2minutes' walk north of the site);
- Zipcar x1 on Fitzmaurice Place (400m / 5 minutes' walk southeast of the site); and
- Zipcar x1 on Providence Court (410m / 5 minutes' walk northwest of the site).

## 4 PROPOSALS

- 4.1 The premises has a Class E use so planning permission for the entertainment use was not required, with no planning restrictions relating to the use.
- 4.2 The applicant has applied for a capacity of circa 250 with a closing time of 1.30am Monday to Saturday and midnight on Sundays.
- 4.3 The proposed layout plans are at **Appendix C**, with the building to be laid out as follows:
- Basement – storage and preparation area. Customer and staff toilet areas;
  - Ground – entrance area, boutique and bar;
  - First floor - Restaurant areas;
  - Second floor – restaurant/salon areas;
  - Third floor – hot and cold kitchen; and
  - Fourth floor – salon and back of house areas.
- 4.4 The footway locally widens out adjacent to 8 Carlos Place, with 6 steps within the site before the entrance doors, which are expected to be held open during service, and a spacious 6m deep entrance area will be provided, allowing ample circulation space for patrons both when entering and leaving the premises, such that any queuing of guests can be accommodated within the building.
- 4.5 A taxi rank adjacent to the premises will assist in the smooth dispersal of guests, and as set out in Section 2 of this report, our observations and WCC parking survey data demonstrate that there is material spare capacity in the surrounding pay by phone bays and areas of single yellow and double yellow lines to allow for both for any private car parking that may arise due to patrons and black cab and private hire vehicle drop offs and collections.
- 4.6 Bookings will be available in 15 minute slots, and managed to match kitchen and table capacity, to spread arrivals and departures through the evening, and to avoid undue concentrations of people arriving or departing at the same time.
- 4.7 The restaurant aspires to offer a fine dining experience that will accommodate high end clientele. It is acknowledged that even though the site is highly accessible and guests may travel by public transport, many guests will opt to travel by car, taxi or a chauffeured vehicle.



## 5 TRANSPORT MOVEMENT ANALYSIS

### Guest Movements

- 5.1 Given the operation of the premises as a fine dining establishment, small groups of people would be expected to arrive and depart gradually during the lunch time and dinner service times, rather than a large group of people arriving or leaving in a concentrated time window as would be experienced at for example a music venue, or a theatre where events have a set start and finish times.
- 5.2 The vast majority of tables would be pre-booked with an arrival time linked to the capacity of the kitchen, with a proportion of guests using the bar area before or after their meal.
- 5.3 The Paris Society International Holding Ltd operate another venue in a similar manner at Louie, located at 13-15 West Street. Louie currently serves Dinner on Tuesday to Saturday from 18:00 to 22:30, with drinks available Tuesday to Friday from 18:00 to 02:00 and on Saturday from 17:00-02:00am. Their busiest period is typically on a Saturday evening and so as summarised below occupancy data, as provided at **Appendix D**, was collected for a Saturday evening in order to indicate the typical build up and decrease in patron numbers over the evening.

**Table 5.1 - Louie Occupancy**

Time	Total Headcount	% of Peak
19:00	66	29%
20:00	137	60%
21:00	229	100%
22:00	230	100%
23:00	218	95%
00:00	199	87%
01:00	117	51%
02:00	110	48%
02:30	0	0%

- 5.4 The data shows peak occupancy at 21:00 to 23:00, with less than 50% of this peak remaining at 02:00.
- 5.5 Based on the operator's and our experience of similar venues we would expect approximately 55% of guests to arrive by taxi/private car or limousine and 45% on foot having utilised public transport or arriving having called first at a nearby venue. On departing across the evening of





the order of 65% would be expected to leave by taxi/private car or limousine and 35% on foot to head to another venue or to utilise public transport.

- 5.6 Based on a worst case scenario with 8 Carlos Place full to capacity, the occupancy figures would translate to the below.

**Table 5.2 - Predicted Occupancy**

<b>Time</b>	<b>Predicted Headcount</b>	<b>% of Peak</b>
19:00	72	29%
20:00	149	60%
21:00	249	100%
22:00	250	100%
23:00	237	95%
00:00	216	87%
01:00	127	51%

- 5.7 If we assumed that all 250 patrons that the venue could hold arrived between 20:00 and 21:00 this would equate to 138 people arriving by car/taxi and 113 on foot. Allowing for on average two guests to travel together in the same vehicle this would give 69 vehicles arriving across the peak arrival hour, or roughly one vehicle every minute, which could be readily accommodated on the highway adjacent to the site as evidenced by WCC parking survey data and my site observations.
- 5.8 Allowing for 127 guests to depart across 30 minutes before the premises close would equate to 41 vehicles across 30 minutes, the majority expected to be taxis collecting from Carlos Place itself, with 44 guests departing on foot, which again can be readily accommodated on the surrounding transport network. The vehicle numbers will not represent a material increase upon those observed to be already present as background traffic on Carlos Place and the surrounding roads.

## **Staffing**

- 5.9 The restaurant will require the services of approximately 40 staff members in the evening with employees departing on a daily basis between 11pm and 2am. The impact of an additional 40 people departing over a 3 hour period is not expected to cause significant disruption to residential amenity.



- 5.10 Staff will be encouraged to use night bus or tube services where possible, or where required a taxi pick up from Carlos Place will be arranged to ensure minimal disruption to neighbouring properties.

## **Servicing**

- 5.11 As set out in the venue's service management plan, deliveries will be directed to the fire escape door to lower ground Street entrance. Delivery vehicles will unload on the adjacent area of single yellow line on Mount Row and deliver to the fire exit door by trolley and using a platform lift.
- 5.12 Once inside the deliveries will be taken down one set of stairs to at storage room at basement level 1 off the fire escape. Goods will be stored within the storerooms and then from here taken to the bar and kitchen areas at ground floor and third floor level. (main kitchen) via a dumbwaiter. The goods will be taken to designated storage areas at this level, allowing deliveries to be directed straight into store, minimising impact at street level.
- 5.13 Restaurant staff will be allocated to assist with the arrival of goods and this will ensure that deliveries can occur quickly and efficiently. With goods transferred directly from the vehicle to the storeroom at basement level 1, there will be no need for goods to be left on the public highway and will therefore not cause obstruction or hazard.
- 5.14 It is estimated that there will be in the order of 10 deliveries and servicing trips per day. This will include daily deliveries of fresh fruit and vegetables, fresh meat and fish, beverage deliveries, linen, and waste collection. The majority of deliveries will be undertaken by specialist suppliers and therefore undertaken by light goods vehicles and small rigid lorries. All deliveries will be consolidated where possible and scheduled such that they are staggered. This will ensure that multiple deliveries do not arrive at the same time.
- 5.15 The restaurant manager will be responsible for the ongoing management and monitoring of deliveries associated with the restaurant. Suppliers will be advised of the delivery arrangements at the restaurant in advance of arrival and deliveries will be pre-booked. Delivery drivers will be asked to undertake deliveries in a swift and quiet manner. These measures will ensure that any noise and disturbance associated with deliveries is kept to an absolute minimum.
- 5.16 It is generally considered that the number of deliveries associated with the restaurant will not increase significantly the traffic levels above those already existing on the road network.



5.17 Deliveries will typically take place between 07:00 and 10:00, such that fresh produce can be prepared ahead of the lunch and dinner times. The proposed licence conditions will prevent any deliveries or refuse collection between 23:00 and 07:30.

5.18 Refuse collections associated with the restaurant are not expected to differ from the existing arrangement for the restaurants in the vicinity and as such should not have a material impact on the surrounding road network. The use of the Westminster Waste service will ensure that segregated waste will be collected alongside that from other local restaurants.

### **Dispersal Plan**

5.19 A dispersal plan has been produced for the venue. It sets out the management measures proposed to be adopted to ensure that arrivals and departures are sufficiently managed in order to minimise potential disruption to local residents.

5.20 The plan includes specific details relevant to the, access arrangements, security details, staff departures and details on the arrangement of how guests will be directed to and from the restaurant and their mode of transport.

5.21 The following practices will also be implemented to ensure that any potential impact associated with the arrival and departure of guests is reduced:

- Confirmation emails will be sent to customers prior to their reservation providing details of the location of the restaurant, easiest access by public transport, parking opportunities and opening times.
- A Maître d' will greet all guests on arrival, ensuring guests are taken swiftly from reception down to the restaurant. The entrance area and bar will accommodate early/late arrivals.
- To limit clients seeking to stand out of the building to smoke, a smoking area, supervised by security staff, will be located on the 1st floor terrace area.
- All chauffeured cars can be directed by doormen to use the Grosvenor Hill car park at 21 Grosvenor Hill. Drivers will be called ahead when guests are ready to leave the restaurant.
- Vehicles arriving to drop-off or collect customers will be directed to do so on Carlos Place.
- A security team will be available at the front door to monitor capacity, car/taxis on Carlos Place and any other activity taking place on Carlos Place or Mount Row.
- Guests waiting to be picked up can be held in the bar/entrance area until their car has arrived, to ensure guests are not waiting on the pavement.





- Guests departing on foot headed for Green Park or Bond Street station will be given directions where necessary.
- Guests looking for a taxi will be first directed to the taxi rank on Carlos Place.

## **6 SUMMARY AND CONCLUSION**

- 6.1 The site is located within a highly accessible area that achieves a PTAL rating of 6b, the highest score possible. As such many guests associated with the restaurant can travel by sustainable modes.
- 6.2 The expected number of trips generated by the restaurant is unlikely to result in a detrimental impact on public transport facilities or the local road network.
- 6.3 Parking surveys indicate that there is adequate spare parking capacity on roads within 200 metres of 8 Carlos Place during the evening period to accommodate any parking demand by visitors or waiting taxis for the restaurant. Furthermore, there is additional off-street parking capacity available nearby within the Grosvenor Hill and other car parks.
- 6.4 The restaurant would be serviced via Carlos Place and there would not be a noticeable change in traffic conditions associated with deliveries.
- 6.5 The design of the premises and the width of the adjacent footway on Carlos Place will ensure that those entering and leaving the restaurant will not interfere with the movement of other pedestrians.
- 6.6 A dispersal management plan will be implemented specifically to manage arrivals and departures, and parking, and to ensure minimum disruption takes place.

### **Conclusion**

- 6.7 This Transport Statement considers the potential effects of the proposals on the transportation network. This report illustrates that there would be no adverse traffic impact on the local transport network with regards to accessibility, trip generation, parking and servicing matters.
- 6.8 Taking account of the capacity of the restaurant and its layout, observations of the surroundings, the excellent accessibility to public transport and the availability of kerbside space for taxi drop offs and collections, the proposals are considered acceptable in traffic and transportation terms.

# **Appendix A**

## **WCC Parking Data**



Totals for all selected streets							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
All Other Bays	557.90	108	0	0	0	0	
Car Club Bays	10.60	2	0	1	0	0	
Cycle Hire Scheme	61.10	243	1	0	0	0.41	
Diplomat Bay	40.40	7	0	0	0	0	
Disabled Bay (Blue Ba...)	48.20	8	0	0	0	0	
Double Yellow	1,533.80	245	3	0	0	1.22	
Electric Charging Bay	18.40	3	3	0	0	100	
Motorcycle Bay	116.30	142	3	7	0	2.22	
Pay by Phone & P&D	86.10	14	4	6	0	50	
Pay by Phone Bay	570.10	99	19	10	0	21.35	
Resident Bay	648.60	118	65	6	0	58.04	
Resident Bay EV	18.40	3	0	0	0	0	
Shared Use Bay	182.90	35	11	2	0	33.33	
Single Yellow 1	518.20	92	6	4	0	6.82	
Single Yellow 2	602.30	105	3	0	0	2.86	
Taxi Bay	80.80	14	0	0	0	0	
Zig Zags / Pedestrian...	393.40	46	0	0	0	0	
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>118</b>	<b>36</b>	<b>0</b>	<b>9.46</b>	

Totals for all selected streets							Weekday 07:30 - 09:30
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
All Other Bays	557.90	108	1	0	0	0.93	
Car Club Bays	10.60	2	1	0	0	50	
Cycle Hire Scheme	61.10	243	38	0	0	15.64	
Diplomat Bay	40.40	7	1	0	0	14.29	
Disabled Bay (Blue Ba...)	48.20	8	2	0	0	25	
Double Yellow	1,533.80	245	7	0	0	2.86	
Electric Charging Bay	18.40	3	1	0	0	33.33	
Motorcycle Bay	116.30	142	59	13	0	45.74	
Pay by Phone & P&D	86.10	14	12	0	0	85.71	
Pay by Phone Bay	570.10	99	59	7	0	64.13	
Resident Bay	648.60	118	72	5	0	63.72	
Resident Bay EV	18.40	3	1	0	0	33.33	
Shared Use Bay	182.90	35	17	0	0	48.57	
Single Yellow 1	518.20	92	11	3	0	12.36	
Single Yellow 2	602.30	105	21	1	0	20.19	
Taxi Bay	80.80	14	3	0	0	21.43	
Zig Zags / Pedestrian...	393.40	46	1	0	0	2.17	
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>307</b>	<b>29</b>	<b>0</b>	<b>24.46</b>	

## Totals for all selected streets

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	0	0	0	0
Car Club Bays	10.60	2	1	0	0	50
Cycle Hire Scheme	61.10	243	54	0	0	22.22
Diplomat Bay	40.40	7	3	0	0	42.86
Disabled Bay (Blue Ba...	48.20	8	3	0	0	37.50
Double Yellow	1,533.80	245	16	0	0	6.53
Electric Charging Bay	18.40	3	2	0	0	66.67
Motorcycle Bay	116.30	142	69	13	0	53.49
Pay by Phone & P&D	86.10	14	12	8	0	200
Pay by Phone Bay	570.10	99	80	8	0	87.91
Resident Bay	648.60	118	86	9	0	78.90
Resident Bay EV	18.40	3	2	0	0	66.67
Shared Use Bay	182.90	35	31	2	0	93.94
Single Yellow 1	518.20	92	13	3	0	14.61
Single Yellow 2	602.30	105	20	0	0	19.05
Taxi Bay	80.80	14	3	0	0	21.43
Zig Zags / Pedestrian...	393.40	46	1	0	0	2.17
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>396</b>	<b>43</b>	<b>0</b>	<b>31.91</b>

## Totals for all selected streets

Weekday 19:00 - 23:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	2	0	0	1.85
Car Club Bays	10.60	2	1	0	1	50
Cycle Hire Scheme	61.10	243	7	0	0	2.88
Diplomat Bay	40.40	7	2	0	0	28.57
Disabled Bay (Blue Ba...	48.20	8	2	0	0	25
Double Yellow	1,533.80	245	8	0	0	3.27
Electric Charging Bay	18.40	3	0	0	0	0
Motorcycle Bay	116.30	142	41	0	7	28.87
Pay by Phone & P&D	86.10	14	12	0	6	85.71
Pay by Phone Bay	570.10	99	58	0	10	58.59
Resident Bay	648.60	118	68	0	6	57.63
Resident Bay EV	18.40	3	1	0	0	33.33
Shared Use Bay	182.90	35	20	0	2	57.14
Single Yellow 1	518.20	92	17	0	4	18.48
Single Yellow 2	602.30	105	8	0	0	7.62
Taxi Bay	80.80	14	4	0	0	28.57
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>251</b>	<b>0</b>	<b>36</b>	<b>19.55</b>

## Totals for all selected streets

Saturday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	1	0	0	0.93
Car Club Bays	10.60	2	0	0	0	0
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	0	0	0	0
Disabled Bay (Blue Ba...	48.20	8	1	0	0	12.50
Double Yellow	1,533.80	245	0	0	0	0
Electric Charging Bay	18.40	3	0	0	0	0
Motorcycle Bay	116.30	142	5	0	13	3.52
Pay by Phone & P&D	86.10	14	3	0	0	21.43
Pay by Phone Bay	570.10	99	26	0	7	26.26
Resident Bay	648.60	118	66	0	5	55.93
Resident Bay EV	18.40	3	1	0	0	33.33
Shared Use Bay	182.90	35	10	0	0	28.57
Single Yellow 1	518.20	92	9	0	3	9.78
Single Yellow 2	602.30	105	8	0	1	7.62
Taxi Bay	80.80	14	3	0	0	21.43
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>133</b>	<b>0</b>	<b>29</b>	<b>10.36</b>

## Totals for all selected streets

Saturday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	3	0	0	2.78
Car Club Bays	10.60	2	1	0	0	50
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	2	0	0	28.57
Disabled Bay (Blue Ba...	48.20	8	4	0	0	50
Double Yellow	1,533.80	245	2	0	0	0.82
Electric Charging Bay	18.40	3	3	0	0	100
Motorcycle Bay	116.30	142	9	0	13	6.34
Pay by Phone & P&D	86.10	14	7	0	8	50
Pay by Phone Bay	570.10	99	54	0	8	54.55
Resident Bay	648.60	118	69	0	9	58.47
Resident Bay EV	18.40	3	0	0	0	0
Shared Use Bay	182.90	35	19	0	2	54.29
Single Yellow 1	518.20	92	6	0	3	6.52
Single Yellow 2	602.30	105	3	0	0	2.86
Taxi Bay	80.80	14	0	0	0	0
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>182</b>	<b>0</b>	<b>43</b>	<b>14.17</b>



## Totals for all selected streets

Saturday 19:00 - 00:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	0	0	0	0
Car Club Bays	10.60	2	0	0	0	0
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	2	0	0	28.57
Disabled Bay (Blue Ba...	48.20	8	6	0	0	75
Double Yellow	1,533.80	245	12	0	0	4.90
Electric Charging Bay	18.40	3	3	0	0	100
Motorcycle Bay	116.30	142	19	0	0	13.38
Pay by Phone & P&D	86.10	14	8	0	0	57.14
Pay by Phone Bay	570.10	99	52	0	0	52.53
Resident Bay	648.60	118	70	0	0	59.32
Resident Bay EV	18.40	3	1	0	0	33.33
Shared Use Bay	182.90	35	17	0	0	48.57
Single Yellow 1	518.20	92	17	0	0	18.48
Single Yellow 2	602.30	105	11	0	0	10.48
Taxi Bay	80.80	14	2	0	0	14.29
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>220</b>	<b>0</b>	<b>0</b>	<b>17.13</b>

## Totals for all selected streets

Sunday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	0	0	0	0
Car Club Bays	10.60	2	0	0	0	0
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	0	0	0	0
Disabled Bay (Blue Ba...	48.20	8	1	0	0	12.50
Double Yellow	1,533.80	245	0	0	0	0
Electric Charging Bay	18.40	3	0	0	0	0
Motorcycle Bay	116.30	142	3	0	0	2.11
Pay by Phone & P&D	86.10	14	0	0	0	0
Pay by Phone Bay	570.10	99	28	0	0	28.28
Resident Bay	648.60	118	59	0	0	50
Resident Bay EV	18.40	3	0	0	0	0
Shared Use Bay	182.90	35	6	0	0	17.14
Single Yellow 1	518.20	92	8	0	0	8.70
Single Yellow 2	602.30	105	4	0	0	3.81
Taxi Bay	80.80	14	1	0	0	7.14
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>8.57</b>

## Totals for all selected streets

Sunday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	1	0	0	0.93
Car Club Bays	10.60	2	0	0	0	0
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	2	0	0	28.57
Disabled Bay (Blue Ba...	48.20	8	1	0	0	12.50
Double Yellow	1,533.80	245	0	0	0	0
Electric Charging Bay	18.40	3	3	0	0	100
Motorcycle Bay	116.30	142	10	0	0	7.04
Pay by Phone & P&D	86.10	14	6	0	0	42.86
Pay by Phone Bay	570.10	99	47	0	0	47.47
Resident Bay	648.60	118	50	0	0	42.37
Resident Bay EV	18.40	3	0	0	0	0
Shared Use Bay	182.90	35	16	0	0	45.71
Single Yellow 1	518.20	92	18	0	0	19.57
Single Yellow 2	602.30	105	7	0	0	6.67
Taxi Bay	80.80	14	1	0	0	7.14
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>162</b>	<b>0</b>	<b>0</b>	<b>12.62</b>

## Totals for all selected streets

Sunday 18:00 - 20:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	0	0	0	0
Car Club Bays	10.60	2	2	1	0	200
Cycle Hire Scheme	61.10	243	0	0	0	0
Diplomat Bay	40.40	7	2	0	0	28.57
Disabled Bay (Blue Ba...	48.20	8	5	0	0	62.50
Double Yellow	1,533.80	245	6	0	0	2.45
Electric Charging Bay	18.40	3	1	0	0	33.33
Motorcycle Bay	116.30	142	15	7	0	11.11
Pay by Phone & P&D	86.10	14	6	6	0	75
Pay by Phone Bay	570.10	99	47	10	0	52.81
Resident Bay	648.60	118	75	6	0	66.96
Resident Bay EV	18.40	3	1	0	0	33.33
Shared Use Bay	182.90	35	14	2	0	42.42
Single Yellow 1	518.20	92	35	4	0	39.77
Single Yellow 2	602.30	105	15	0	0	14.29
Taxi Bay	80.80	14	6	0	0	42.86
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>230</b>	<b>36</b>	<b>0</b>	<b>18.43</b>

## Totals for all selected streets

Monday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	557.90	108	0	0	0	0
Car Club Bays	10.60	2	0	0	0	0
Cycle Hire Scheme	61.10	243	9	0	0	3.70
Diplomat Bay	40.40	7	1	0	0	14.29
Disabled Bay (Blue Ba...	48.20	8	0	0	0	0
Double Yellow	1,533.80	245	1	0	0	0.41
Electric Charging Bay	18.40	3	0	0	0	0
Motorcycle Bay	116.30	142	6	13	0	4.65
Pay by Phone & P&D	86.10	14	2	0	0	14.29
Pay by Phone Bay	570.10	99	9	7	0	9.78
Resident Bay	648.60	118	55	5	0	48.67
Resident Bay EV	18.40	3	1	0	0	33.33
Shared Use Bay	182.90	35	11	0	0	31.43
Single Yellow 1	518.20	92	4	3	0	4.49
Single Yellow 2	602.30	105	4	1	0	3.85
Taxi Bay	80.80	14	1	0	0	7.14
Zig Zags / Pedestrian...	393.40	46	0	0	0	0
<b>TOTALS:</b>	<b>5,487.50</b>	<b>1,284</b>	<b>104</b>	<b>29</b>	<b>0</b>	<b>8.29</b>



Street: ADAM'S ROW Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	92.30	17	0	0	0	0
Motorcycle Bay	9.30	11	0	0	0	0
Resident Bay	43.70	8	5	1	0	62.50
Single Yellow 1	5.10	1	1	0	0	100
Single Yellow 2	177.50	33	1	0	0	3.03
Taxi Bay	19.30	3	0	0	0	0
<b>TOTALS:</b>	<b>347.20</b>	<b>73</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9.72</b>

Street: BERKELEY SQUARE Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	2.40	0	0	0	0	0
Double Yellow	28.40	4	0	0	0	0
Motorcycle Bay	63.30	79	1	0	0	1.27
Pay by Phone Bay	37.80	6	2	3	0	33.33
Single Yellow 1	27.10	5	0	1	0	0
Taxi Bay	27.10	5	0	0	0	0
Zig Zags / Pedestrian...	49.80	9	0	0	0	0
<b>TOTALS:</b>	<b>235.90</b>	<b>108</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2.88</b>

Street: BOURDON STREET Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	232.50	46	0	0	0	0
Disabled Bay (Blue Ba...	11	2	0	0	0	0
Resident Bay	17.60	3	0	0	0	0
<b>TOTALS:</b>	<b>261.10</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Street: CARLOS PLACE Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	96.30	17	0	0	0	0
Single Yellow 1	86.20	17	3	0	0	17.65
Single Yellow 2	7	1	0	0	0	0
Taxi Bay	9.60	1	0	0	0	0
Zig Zags / Pedestrian...	4.50	0	0	0	0	0
<b>TOTALS:</b>	<b>203.60</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8.33</b>

Street: CARPENTER STREET Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	21.30	4	0	0	0	0
Single Yellow 2	83.60	15	0	0	0	0
<b>TOTALS:</b>	<b>104.90</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Street: CHESTERFIELD HILL Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	9.30	0	0	0	0	0
Resident Bay	16.70	3	0	2	0	0
Single Yellow 1	44.90	9	0	0	0	0
Single Yellow 2	10.20	2	0	0	0	0
<b>TOTALS:</b>	<b>81.10</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

## Street: DAVIES STREET

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	187.50	31	0	0	0	0
Pay by Phone Bay	57.10	10	2	0	0	20
Resident Bay	118.10	22	13	2	0	59.09
Zig Zags / Pedestrian...	45.70	5	0	0	0	0
TOTALS:	408.40	68	15	2	0	22.73

## Street: FARM STREET

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Cycle Hire Scheme	18.30	73	1	0	0	1.37
Double Yellow	63	11	0	0	0	0
Motorcycle Bay	28.10	34	0	7	0	0
Pay by Phone Bay	10.90	3	0	2	0	0
Resident Bay	113.20	19	12	1	0	63.16
Single Yellow 1	40.30	6	0	3	0	0
Single Yellow 2	150.60	26	1	0	0	3.85
TOTALS:	424.40	172	14	13	0	8.81

## Street: GROSVENOR HILL

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	289.50	57	0	0	0	0
TOTALS:	289.50	57	0	0	0	0

## Street: GROSVENOR SQUARE

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	9.90	2	0	0	0	0
Car Club Bays	10.60	2	0	1	0	0
Cycle Hire Scheme	22.60	90	0	0	0	0
Diplomat Bay	17.70	3	0	0	0	0
Disabled Bay (Blue Ba...	37.20	6	0	0	0	0
Double Yellow	499.40	77	0	0	0	0
Electric Charging Bay	18.40	3	3	0	0	100
Motorcycle Bay	8.50	10	2	0	0	20
Pay by Phone & P&D	86.10	14	4	6	0	28.57
Resident Bay	73.70	14	8	0	0	57.14
Resident Bay EV	11.40	2	0	0	0	0
Single Yellow 1	81.20	13	2	0	0	15.38
Zig Zags / Pedestrian...	166	15	0	0	0	0
TOTALS:	1,042.70	251	19	7	0	7.79

## Street: GROSVENOR STREET

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Diplomat Bay	22.70	4	0	0	0	0
Double Yellow	89.20	12	0	0	0	0
Pay by Phone Bay	142.20	25	2	0	0	8
Shared Use Bay	96.90	19	3	0	0	15.79
Single Yellow 1	29.70	5	0	0	0	0
Zig Zags / Pedestrian...	22.40	0	0	0	0	0
TOTALS:	403.10	65	5	0	0	7.69

## Street: HAY'S MEWS

Weekday 00:00 - 06:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	5	0	0	0	0	0
TOTALS:	5	0	0	0	0	0



Street: HILL STREET							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Double Yellow	43	6	0	0	0	0	
Pay by Phone Bay	125.30	21	3	5	0	14.29	
Resident Bay	80	15	5	0	0	33.33	
Single Yellow 1	20.40	3	0	0	0	0	
Single Yellow 2	3.40	0	0	0	0	0	
<b>TOTALS:</b>	<b>272.10</b>	<b>45</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>20</b>	

Street: MOUNT ROW							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Double Yellow	57.90	10	0	0	0	0	
Pay by Phone Bay	15.10	3	0	0	0	0	
Resident Bay	73.50	14	11	0	0	78.57	
Single Yellow 1	23	4	0	0	0	0	
Single Yellow 2	112.40	20	1	0	0	5	
Taxi Bay	24.80	5	0	0	0	0	
<b>TOTALS:</b>	<b>306.70</b>	<b>56</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21.43</b>	

Street: MOUNT STREET							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
All Other Bays	6.10	0	0	0	0	0	
Double Yellow	279.60	49	3	0	0	6.12	
Pay by Phone Bay	106.80	18	10	0	0	55.56	
Resident Bay	60.30	11	5	0	0	45.45	
Shared Use Bay	86	16	8	2	0	50	
Single Yellow 1	56.30	10	0	0	0	0	
Single Yellow 2	17.20	2	0	0	0	0	
Zig Zags / Pedestrian...	57.20	10	0	0	0	0	
<b>TOTALS:</b>	<b>669.50</b>	<b>116</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>22.81</b>	

Street: REEVES MEWS							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Double Yellow	11.30	1	0	0	0	0	
Resident Bay	17.50	3	2	0	0	66.67	
TOTALS:	28.80	4	2	0	0	50	

Street: SOUTH AUDLEY STREET							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Cycle Hire Scheme	20.20	80	0	0	0	0	
Double Yellow	32.80	3	0	0	0	0	
Motorcycle Bay	7.10	8	0	0	0	0	
Pay by Phone Bay	58.40	10	0	0	0	0	
Resident Bay	23.60	4	2	0	0	50	
Single Yellow 1	104	19	0	0	0	0	
Single Yellow 2	33.70	5	0	0	0	0	
Zig Zags / Pedestrian...	26.20	3	0	0	0	0	
TOTALS:	306	132	2	0	0	1.52	

Street: SOUTH STREET							Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
All Other Bays	17.50	3	0	0	0	0	
Double Yellow	17.50	3	0	0	0	0	
Pay by Phone Bay	16.50	3	0	0	0	0	
Resident Bay	10.70	2	2	0	0	100	
Resident Bay EV	7	1	0	0	0	0	
Single Yellow 2	6.70	1	0	0	0	0	
Zig Zags / Pedestrian...	21.60	4	0	0	0	0	
TOTALS:	97.50	17	2	0	0	11.76	

## Street: ADAM'S ROW

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	92.30	17	2	0	0	11.76
Motorcycle Bay	9.30	11	11	0	0	100
Resident Bay	43.70	8	6	0	0	75
Single Yellow 1	5.10	1	1	0	0	100
Single Yellow 2	177.50	33	8	1	0	24.24
Taxi Bay	19.30	3	1	0	0	33.33
TOTALS:	347.20	73	29	1	0	40.28

## Street: BERKELEY SQUARE

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	2.40	0	0	0	0	0
Double Yellow	28.40	4	0	0	0	0
Motorcycle Bay	63.30	79	25	0	0	31.65
Pay by Phone Bay	37.80	6	3	0	0	50
Single Yellow 1	27.10	5	0	0	0	0
Taxi Bay	27.10	5	0	0	0	0
Zig Zags / Pedestrian...	49.80	9	0	0	0	0
TOTALS:	235.90	108	28	0	0	25.93

## Street: BOURDON STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	232.50	46	0	0	0	0
Disabled Bay (Blue Ba...	11	2	1	0	0	50
Resident Bay	17.60	3	2	0	0	66.67
TOTALS:	261.10	51	3	0	0	5.88

Street: CARLOS PLACE

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	96.30	17	0	0	0	0
Single Yellow 1	86.20	17	0	0	0	0
Single Yellow 2	7	1	0	0	0	0
Taxi Bay	9.60	1	1	0	0	100
Zig Zags / Pedestrian...	4.50	0	0	0	0	0
TOTALS:	203.60	36	1	0	0	2.78

Street: CARPENTER STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	21.30	4	0	0	0	0
Single Yellow 2	83.60	15	2	0	0	13.33
TOTALS:	104.90	19	2	0	0	10.53

Street: CHESTERFIELD HILL

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	9.30	0	0	0	0	0
Resident Bay	16.70	3	0	2	0	0
Single Yellow 1	44.90	9	0	0	0	0
Single Yellow 2	10.20	2	0	0	0	0
TOTALS:	81.10	14	0	2	0	0



## Street: DAVIES STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	187.50	31	4	0	0	12.90
Pay by Phone Bay	57.10	10	9	0	0	90
Resident Bay	118.10	22	15	2	0	68.18
Zig Zags / Pedestrian...	45.70	5	0	0	0	0
TOTALS:	408.40	68	28	2	0	42.42

## Street: FARM STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Cycle Hire Scheme	18.30	73	16	0	0	21.92
Double Yellow	63	11	0	0	0	0
Motorcycle Bay	28.10	34	8	7	0	23.53
Pay by Phone Bay	10.90	3	0	2	0	0
Resident Bay	113.20	19	12	1	0	63.16
Single Yellow 1	40.30	6	1	3	0	16.67
Single Yellow 2	150.60	26	5	0	0	19.23
TOTALS:	424.40	172	42	13	0	26.42

## Street: GROSVENOR HILL

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	289.50	57	0	0	0	0
TOTALS:	289.50	57	0	0	0	0

## Street: GROSVENOR SQUARE

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	9.90	2	0	0	0	0
Car Club Bays	10.60	2	1	0	0	50
Cycle Hire Scheme	22.60	90	12	0	0	13.33
Diplomat Bay	17.70	3	1	0	0	33.33
Disabled Bay (Blue Ba...	37.20	6	1	0	0	16.67
Double Yellow	499.40	77	1	0	0	1.30
Electric Charging Bay	18.40	3	1	0	0	33.33
Motorcycle Bay	8.50	10	10	6	0	100
Pay by Phone & P&D	86.10	14	12	0	0	85.71
Resident Bay	73.70	14	6	0	0	42.86
Resident Bay EV	11.40	2	1	0	0	50
Single Yellow 1	81.20	13	5	0	0	38.46
Zig Zags / Pedestrian...	166	15	1	0	0	6.67
TOTALS:	1,042.70	251	52	6	0	21.22

## Street: GROSVENOR STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Diplomat Bay	22.70	4	0	0	0	0
Double Yellow	89.20	12	0	0	0	0
Pay by Phone Bay	142.20	25	14	0	0	56
Shared Use Bay	96.90	19	5	0	0	26.32
Single Yellow 1	29.70	5	1	0	0	20
Zig Zags / Pedestrian...	22.40	0	0	0	0	0
TOTALS:	403.10	65	20	0	0	30.77

## Street: HAY'S MEWS

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	5	0	0	0	0	0
TOTALS:	5	0	0	0	0	0

## Street: HILL STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	43	6	0	0	0	0
Pay by Phone Bay	125.30	21	8	5	0	38.10
Resident Bay	80	15	8	0	0	53.33
Single Yellow 1	20.40	3	1	0	0	33.33
Single Yellow 2	3.40	0	0	0	0	0
<b>TOTALS:</b>	<b>272.10</b>	<b>45</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>42.50</b>

## Street: MOUNT ROW

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	57.90	10	0	0	0	0
Pay by Phone Bay	15.10	3	3	0	0	100
Resident Bay	73.50	14	9	0	0	64.29
Single Yellow 1	23	4	0	0	0	0
Single Yellow 2	112.40	20	3	0	0	15
Taxi Bay	24.80	5	1	0	0	20
<b>TOTALS:</b>	<b>306.70</b>	<b>56</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28.57</b>

## Street: MOUNT STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	6.10	0	0	0	0	0
Double Yellow	279.60	49	0	0	0	0
Pay by Phone Bay	106.80	18	10	0	0	55.56
Resident Bay	60.30	11	8	0	0	72.73
Shared Use Bay	86	16	12	0	0	75
Single Yellow 1	56.30	10	1	0	0	10
Single Yellow 2	17.20	2	1	0	0	50
Zig Zags / Pedestrian...	57.20	10	0	0	0	0
<b>TOTALS:</b>	<b>669.50</b>	<b>116</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>27.59</b>

## Street: REEVES MEWS

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	11.30	1	0	0	0	0
Resident Bay	17.50	3	3	0	0	100
TOTALS:	28.80	4	3	0	0	75

## Street: SOUTH AUDLEY STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Cycle Hire Scheme	20.20	80	10	0	0	12.50
Double Yellow	32.80	3	0	0	0	0
Motorcycle Bay	7.10	8	5	0	0	62.50
Pay by Phone Bay	58.40	10	9	0	0	90
Resident Bay	23.60	4	2	0	0	50
Single Yellow 1	104	19	1	0	0	5.26
Single Yellow 2	33.70	5	2	0	0	40
Zig Zags / Pedestrian...	26.20	3	0	0	0	0
TOTALS:	306	132	29	0	0	21.97

## Street: SOUTH STREET

Weekday 07:30 - 09:30

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	17.50	3	1	0	0	33.33
Double Yellow	17.50	3	0	0	0	0
Pay by Phone Bay	16.50	3	3	0	0	100
Resident Bay	10.70	2	1	0	0	50
Resident Bay EV	7	1	0	0	0	0
Single Yellow 2	6.70	1	0	0	0	0
Zig Zags / Pedestrian...	21.60	4	0	0	0	0
TOTALS:	97.50	17	5	0	0	29.41



## Street: ADAM'S ROW

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	92.30	17	3	0	0	17.65
Motorcycle Bay	9.30	11	10	0	0	90.91
Resident Bay	43.70	8	8	1	0	100
Single Yellow 1	5.10	1	0	0	0	0
Single Yellow 2	177.50	33	10	0	0	30.30
Taxi Bay	19.30	3	0	0	0	0
TOTALS:	347.20	73	31	1	0	43.06

## Street: BERKELEY SQUARE

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	2.40	0	0	0	0	0
Double Yellow	28.40	4	0	0	0	0
Motorcycle Bay	63.30	79	27	0	0	34.18
Pay by Phone Bay	37.80	6	3	1	0	50
Single Yellow 1	27.10	5	0	0	0	0
Taxi Bay	27.10	5	1	0	0	20
Zig Zags / Pedestrian...	49.80	9	0	0	0	0
TOTALS:	235.90	108	31	1	0	28.97

## Street: BOURDON STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	232.50	46	0	0	0	0
Disabled Bay (Blue Ba...	11	2	0	0	0	0
Resident Bay	17.60	3	3	0	0	100
TOTALS:	261.10	51	3	0	0	5.88

## Street: CARLOS PLACE

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	96.30	17	0	0	0	0
Single Yellow 1	86.20	17	0	0	0	0
Single Yellow 2	7	1	0	0	0	0
Taxi Bay	9.60	1	0	0	0	0
Zig Zags / Pedestrian...	4.50	0	0	0	0	0
<b>TOTALS:</b>	<b>203.60</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Street: CARPENTER STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	21.30	4	0	0	0	0
Single Yellow 2	83.60	15	2	0	0	13.33
<b>TOTALS:</b>	<b>104.90</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10.53</b>

## Street: CHESTERFIELD HILL

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	9.30	0	0	0	0	0
Resident Bay	16.70	3	1	0	0	33.33
Single Yellow 1	44.90	9	0	0	0	0
Single Yellow 2	10.20	2	1	0	0	50
<b>TOTALS:</b>	<b>81.10</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14.29</b>

## Street: DAVIES STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	187.50	31	1	0	0	3.23
Pay by Phone Bay	57.10	10	10	0	0	100
Resident Bay	118.10	22	15	2	0	68.18
Zig Zags / Pedestrian...	45.70	5	0	0	0	0
<b>TOTALS:</b>	<b>408.40</b>	<b>68</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>39.39</b>

## Street: FARM STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Cycle Hire Scheme	18.30	73	13	0	0	17.81
Double Yellow	63	11	1	0	0	9.09
Motorcycle Bay	28.10	34	12	7	0	35.29
Pay by Phone Bay	10.90	3	0	2	0	0
Resident Bay	113.20	19	15	1	0	78.95
Single Yellow 1	40.30	6	0	3	0	0
Single Yellow 2	150.60	26	3	0	0	11.54
<b>TOTALS:</b>	<b>424.40</b>	<b>172</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>27.67</b>

## Street: GROSVENOR HILL

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	289.50	57	0	0	0	0
<b>TOTALS:</b>	<b>289.50</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Street: GROSVENOR SQUARE

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	9.90	2	0	0	0	0
Car Club Bays	10.60	2	1	0	0	50
Cycle Hire Scheme	22.60	90	26	0	0	28.89
Diplomat Bay	17.70	3	1	0	0	33.33
Disabled Bay (Blue Ba...	37.20	6	3	0	0	50
Double Yellow	499.40	77	2	0	0	2.60
Electric Charging Bay	18.40	3	2	0	0	66.67
Motorcycle Bay	8.50	10	12	6	0	120
Pay by Phone & P&D	86.10	14	12	8	0	85.71
Resident Bay	73.70	14	8	5	0	57.14
Resident Bay EV	11.40	2	1	0	0	50
Single Yellow 1	81.20	13	6	0	0	46.15
Zig Zags / Pedestrian...	166	15	1	0	0	6.67
TOTALS:	1,042.70	251	75	19	0	32.33

## Street: GROSVENOR STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Diplomat Bay	22.70	4	2	0	0	50
Double Yellow	89.20	12	2	0	0	16.67
Pay by Phone Bay	142.20	25	25	0	0	100
Shared Use Bay	96.90	19	17	0	0	89.47
Single Yellow 1	29.70	5	2	0	0	40
Zig Zags / Pedestrian...	22.40	0	0	0	0	0
TOTALS:	403.10	65	48	0	0	73.85

## Street: HAY'S MEWS

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	5	0	0	0	0	0
TOTALS:	5	0	0	0	0	0



## Street: HILL STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	43	6	0	0	0	0
Pay by Phone Bay	125.30	21	8	5	0	38.10
Resident Bay	80	15	9	0	0	60
Single Yellow 1	20.40	3	2	0	0	66.67
Single Yellow 2	3.40	0	0	0	0	0
<b>TOTALS:</b>	<b>272.10</b>	<b>45</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>47.50</b>

## Street: MOUNT ROW

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	57.90	10	1	0	0	10
Pay by Phone Bay	15.10	3	3	0	0	100
Resident Bay	73.50	14	13	0	0	92.86
Single Yellow 1	23	4	0	0	0	0
Single Yellow 2	112.40	20	2	0	0	10
Taxi Bay	24.80	5	2	0	0	40
<b>TOTALS:</b>	<b>306.70</b>	<b>56</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>37.50</b>

## Street: MOUNT STREET

Weekday 11:00 - 15:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	6.10	0	0	0	0	0
Double Yellow	279.60	49	6	0	0	12.24
Pay by Phone Bay	106.80	18	18	0	0	100
Resident Bay	60.30	11	6	0	0	54.55
Shared Use Bay	86	16	14	2	0	87.50
Single Yellow 1	56.30	10	2	0	0	20
Single Yellow 2	17.20	2	0	0	0	0
Zig Zags / Pedestrian...	57.20	10	0	0	0	0
<b>TOTALS:</b>	<b>669.50</b>	<b>116</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>40.35</b>

Street: REEVES MEWS							Weekday 11:00 - 15:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Double Yellow	11.30	1	0	0	0	0	
Resident Bay	17.50	3	3	0	0	100	
<b>TOTALS:</b>	<b>28.80</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>75</b>	

Street: SOUTH AUDLEY STREET							Weekday 11:00 - 15:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
Cycle Hire Scheme	20.20	80	15	0	0	18.75	
Double Yellow	32.80	3	0	0	0	0	
Motorcycle Bay	7.10	8	8	0	0	100	
Pay by Phone Bay	58.40	10	10	0	0	100	
Resident Bay	23.60	4	3	0	0	75	
Single Yellow 1	104	19	1	0	0	5.26	
Single Yellow 2	33.70	5	2	0	0	40	
Zig Zags / Pedestrian...	26.20	3	0	0	0	0	
<b>TOTALS:</b>	<b>306</b>	<b>132</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>29.55</b>	

Street: SOUTH STREET							Weekday 11:00 - 15:00
Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)	
All Other Bays	17.50	3	0	0	0	0	
Double Yellow	17.50	3	0	0	0	0	
Pay by Phone Bay	16.50	3	3	0	0	100	
Resident Bay	10.70	2	2	0	0	100	
Resident Bay EV	7	1	1	0	0	100	
Single Yellow 2	6.70	1	0	0	0	0	
Zig Zags / Pedestrian...	21.60	4	0	0	0	0	
<b>TOTALS:</b>	<b>97.50</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>35.29</b>	

## Street: ADAM'S ROW

Weekday 19:00 - 23:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
Double Yellow	92.30	17	4	0	0	23.53
Motorcycle Bay	9.30	11	2	0	0	18.18
Resident Bay	43.70	8	6	0	1	75
Single Yellow 1	5.10	1	1	0	0	100
Single Yellow 2	177.50	33	6	0	0	18.18
Taxi Bay	19.30	3	2	0	0	66.67
TOTALS:	347.20	73	21	0	1	28.77

## Street: BERKELEY SQUARE

Weekday 19:00 - 23:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	2.40	0	0	0	0	0
Double Yellow	28.40	4	0	0	0	0
Motorcycle Bay	63.30	79	23	0	0	29.11
Pay by Phone Bay	37.80	6	3	0	3	50
Single Yellow 1	27.10	5	0	0	1	0
Taxi Bay	27.10	5	1	0	0	20
Zig Zags / Pedestrian...	49.80	9	0	0	0	0
TOTALS:	235.90	108	27	0	4	25

## Street: BOURDON STREET

Weekday 19:00 - 23:00

Restriction Types	Length	Bays	Parked	Suspended	Alfresco	Parked Vehicle Occupancy (%)
All Other Bays	232.50	46	0	0	0	0
Disabled Bay (Blue Ba...	11	2	0	0	0	0
Resident Bay	17.60	3	2	0	0	66.67
TOTALS:	261.10	51	2	0	0	3.92