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Dear Jillian,

CHARLTON RIVERSIDE EIA: RESPONSE TO THE DRAFT FINAL REVIEW REPORT ON THE ENVIRONMENTAL STATEMENT – LAND USE CONSULTANTS, FEBRUARY 2018

Date 23/02/2018

Thank you for sending us the Final Review Report (FRR) undertaken by Land Use Consultants (LUC) on the December 2017 Environmental Statement (ES) for Charlton Riverside (issued on 15th February 2018). Please find below our responses to the potential Regulation 22 requests and the requests for clarifications in tabular format (Table 1).

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A Draft Review Report (DRR) was undertaken by LUC for the December 2016 Environmental Statement, which accompanied the original submission for the application site. This was issued to Ramboll in February 2017 and Ramboll provided responses to this in March 2017. An FRR was then issued to Ramboll in March 2017 which incorporated the comments provided previously by Ramboll on the DRR. These responses were issued in May 2017. The comments received were assessed and Ramboll has endeavoured to address these within the revised ES, submitted to the Royal Borough of Greenwich (RBG) in December 2017.

Ref L1700001114_02

A request for further environmental information under Regulation 22 of the EIA Regulations is made when an authority determines that further information is necessary in order for the statement to be an ES in line with the requirements for an ES as set out in Schedule 4 of the EIA Regulations. The purpose is to ensure the RBG can give proper consideration to the likely significant environmental effects of a development proposal. There have been a number of cases where the courts have held that the ES need only cover the "main effects" or "likely significant effects". We consider that we provide this level of information with the ES, and that the ES is compliant with the EIA Regulations. Regulation 22 requests for the further environmental information should therefore only be made where it is felt that significant environmental effects

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have not been identified so that the planning authority are not able to conclude that the proposed development is acceptable.

In conclusion, it is clear that Regulation 22 requests are only to be used when the information missing means the statement is not an environmental statement and the planning authority believes the main effects or likely significant effects are not covered so that they are not able to conclude that the proposed development is acceptable. We do not believe that is the case for any of the matters recommended for Regulation 22 requests for further environmental information in either the IRR or the FRR as provided below. However, we as discussed above, we have provided clarifications on these matters to assist with the understanding of the ES as submitted with the planning application.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of EIA Context and Influence (Chapters 2, 3 and 4)			
Clarification	For ease of reader understanding, it would be useful if the Applicant could provide a table which sets out the key differences between the 2016 scheme and the revised design, including in relation to building heights, floor space, number of properties, tenure etc.	Applicant to provide a summary table setting out the key differences between the 2016 scheme and the revised design, including in relation to building heights, floor space, number of properties, tenure etc.	In summary the key changes from the 2016 proposed development to the 2017 proposed development are outlined within Appendix A (Summary of Scheme Changes).
Clarification	In relation to the schemes included in the cumulative assessment, the Applicant has stated that a search of submitted schemes was carried out under established search criteria (located within 1km of the redline boundary and at least 10,000m ² (GEA) in floor area or would give rise to >150 residential units) and this did not identify any new schemes for consideration. Therefore, the cumulative assessments considered those schemes originally listed within the November 2016 ES. Where schemes previously identified have since been built and are completed, these form part of the baseline. It is understood from the review of the Townscape, Heritage and Visual Impact Assessment that this includes Brocklebank Industrial Estate (completed in August 2017); however, it is requested that the Applicant clarifies this as it is not clear from either ES Chapter 2: ES Process and Methodology or ES Chapter 13: Cumulative Effects.	Clarification to be provided on the schemes included in the cumulative assessment.	To confirm, Brocklebank Industrial Estate was treated as part of the baseline in the THVIA and not as a cumulative scheme as it has been built out.

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Clarification	It is proposed to include a crèche or Kindergarten within the development. According to NPPF, this is classified as 'More Vulnerable' development.	Clarification is requested as to whether there is safe access to upper floor levels given the proposal to include a crèche or kindergarten in the development.	The Architect team have confirmed there is safe access to the upper floor levels, in the form of stairs with a ballustrade.
Clarification	Appendix 2.3 (MEMO – EIA Scoping Response: Original issue: 22/07/2016 Updated 18/10/16) sets out the requirements from Thames Water and the response is that further consultation will be undertaken.	Clarification is requested as to whether consultation with Thames Water has been undertaken.	<p>The points raised by Thames Water were:</p> <ul style="list-style-type: none"> • The developments demand for water supply and network infrastructure both on and off site and can it be met; • The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met; • The surface water drainage requirements and flood risk of the development both on and off site and can it be met; • Build – out/ phasing details to ensure infrastructure can be delivered ahead of occupation; and • Any piling methodology and will it adversely affect neighbouring utility services. <p>Technical Appendix 2.6 – Flood Risk Assessment includes a response to the above and states: Thames Water were contacted for information regarding sewer flooding in the area and their records indicate that there have been no incidents of flooding in the requested area as a result of surcharging public sewers.</p> <p>Discussions with Thames Water to determine the rate have not yet been undertaken, however drainage strategies in neighbouring developments have adopted the approach of investigating the existing drainage rates from the site and designing the system based on a reduction of existing rates.</p> <p>As part of the detailed design, Thames Water will be consulted in order to agree the above points.</p>

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Clarification	RBG Flood Risk Manager Comments (email 24th June 2016) states that surface water drainage exceedance routes will need to be considered for the development.	The Applicant should clarify how the RBG Flood Risk Manager comments in relation to surface water drainage exceedance routes have been considered for the revised development.	Water Environment do not have any records of comments from the flood risk manager on the 24th June 2016. However, they did receive comments from Owen Davies, the flood risk manager, on the 22nd February 2017. They liaised with Owen at the time, submitted a response and RBG agreed with the approach. All points raised were actioned in the revised FRA submitted in December 2017. There is no mention of surface water exceedance routes.
Clarification	The Applicant committed to consulting with London City Airport; however, it is not clear whether further discussions have taken place or if London City Airport responded to the original planning application. The Applicant is requested to clarify that there are no issues associated with aviation.	The Applicant is requested to clarify that there are no issues associated with aviation.	The ES Review Responses issued in March 2017 stated that the London City Airport had been consulted as part of the December 2016 proposed development. The December 2017 proposed development would only reach a maximum height of 10 storeys and therefore would not fall within an area affected by the London City Airport flights. Additionally, and as stated in the May 2016 Scoping Report, the application site is not located within the London City Airport Safeguarding Zone.
Planning Condition		Water Resources and Flood Risk: Planning conditions specified by the Environment Agency in their letter dated 2nd March 2017 Ref: SL/2017/116748/02-L01 should be applied.	Condition specified by the EA can be undertaken.
Planning Condition	It has been agreed that ground conditions can be scoped out of detailed assessment and the Applicant is aware that a site investigation and costed remediation proposals will be required and has committed to undertaking ground investigations should planning permission be granted, subject to a suitably worded planning	Ground Conditions Pre-commencement: Detailed UXO desk study to be undertaken prior to intrusive works. The scope of intrusive site	The pre-commencement conditions are normal and can be dealt with by standard approaches to site investigation, remediation design, watching brief etc.

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	<p>condition. In addition, an unexploded ordnance survey (UXO) is required pre-commencement of works on the site.</p> <p>It is noted that, should there be significant groundwater contamination present arising from oils, fuels, solvents or wood preservatives, groundwater treatment could affect the development programme. The residual groundwater quality may constrain the options available for groundwater management in the increased basement developments now proposed as part of these revised proposals, both during and after construction. For these reasons, exploratory site investigations are recommended to ensure that there are no constraints to the development arising from significant soil or groundwater contamination.</p> <p>It is considered appropriate that the following effects should be managed by further investigation, risk assessment and management/remediation as part of appropriately worded planning conditions. The effects that should be considered during this process are as follows:</p> <ul style="list-style-type: none"> • Potential exposure of construction workers and the general public during the demolition and construction works to contaminated soils / dust / ground gases. This should include the potential for contamination of soils during demolition (for example, with asbestos), the potential for exposure to soil asbestos, and the potential for exposure to contaminated 	<p>investigations to be agreed with the planning authority, to include soil and groundwater contamination and gas in the ground assessments. Results of investigations and assessment of the data to be presented in a Quantitative Risk Assessment report.</p> <p>A detailed Remedial Strategy to be agreed with the planning authority, which will include appropriate and agreed remediation goals.</p> <p>A Remediation Verification Plan to be agreed with the planning authority.</p> <p>A hydrogeological risk assessment (piling) to be undertaken in line with current Environment Agency guidance.</p> <p>A Basement Impact Assessment to be undertaken and approved by the Local Authority.</p>	

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	<p>groundwater (for example, if groundwater control measures are required, or groundwater remediation is required). As noted above, UXO should also be considered. Investigation of soil gases should also include assessment of vapours arising from VOCs.</p> <ul style="list-style-type: none"> • Potential contamination of groundwater and surface water resources from the release of existing contamination during the demolition and construction works, creation of new pollution pathways and introduction of new sources of contamination during the construction works. This should include consideration of the potential for SUDS to mobilise contamination and alter groundwater levels, and should include an assessment of the impact that basement structures may have on groundwater levels and contaminant mobilisation. The use of piles should be subject to an approved risk assessment and discussion with the Environment Agency, to ensure that the quality of the chalk and alluvial aquifers is not compromised. • Potential contamination of drinking water supplies due to poor soil and/or shallow groundwater quality. • The appropriate management of Japanese Knotweed. • The appropriate management of any contaminated soils or hazardous materials (including those impacted with Japanese Knotweed) that require removal from, or 		

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	<p>treatment at, the site. If materials are to be re-used on the site, assessment of the likely impact and description of control measures (e.g. adherence to WRAP protocols or CLAIRE Definition of Waste Code of Practice) should be included.</p> <ul style="list-style-type: none"> • Potential contamination exposure of future occupants and visitors to residual ground contamination once completed, including gas accumulation. Ground gas risks to buildings and infrastructure should also be considered, and residual risks to due volatile contaminants in groundwater should also be included. • The impact of basement construction on groundwater levels and flows, including residual impacts due to the action of the basement development as an obstruction to groundwater flow should be assessed. The likely quality of groundwater that will require management during basement excavation, and may also impact the quality of the water managed via the built basement seepage management and pumping systems, should be assessed. 		
Planning Condition	Ground Conditions Post-completion:	A Remediation Verification report to be submitted to and agreed with the planning authority by a stage in the development programme to be agreed, in advance.	It is noted that the proposed condition is a 'pre-occupation' condition. The proposed development would be occupied in a phased approach, with some areas of the site being occupied before others. It is therefore requested that the wording of the condition is amended to require 'phased validation' of different parts of the proposed development, as and when they are occupied.

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Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Chapter 5: Demolition and Construction			
Clarification	<p>The chapter describes that the development will be built in one phase lasting 48 months (a reduction from 62 months for the original proposal) with a likely commencement date of Q1 2019 and completion at the end of 2022. An indicative programme for the works with the development split into a number of sub-phases is provided in Figure 5.1. This shows some overlap in activities. Figure 5.1 does not use the same terminology for the phases as is used in Tables 5.2 and 5.3 and clarification is sought as to how the phases set out in Figure 5.1 relate to the sub-phases of the development as described in the chapter such as site enabling, substructure, superstructure etc.</p>	<p>Clarification is sought as to how the phases set out in Figure 5.1 relate to the sub-phases of the development as described in the Chapter such as site enabling, substructure, super structure etc.</p> <p>clarification on these phases is sought.</p>	<p>The project comprises two plots (B & A) of 7 & 8 buildings respectively. The plots will be built out to a sequence that levels the resources employed and balances the environmental impact accordingly.</p> <p>The construction programme (ES Volume I: Chapter 5 - Fig 5.1) reflects this flow of activity through each building, after initial site wide demolition and site clearance. Typically, the duration of key activities for each building within the durations used in table 5.2 will be:</p> <p>Substructure: 7-12 months Superstructure: 4-5 months Envelope: 7-10 months Internal Fit Out: 9-12 months External Works & Landscaping: 3-4 months</p> <p>The programme in Figure 5.1 was intended to demonstrate the overarching programme for each of the buildings however tables 5.2 and 5.3 in ES Chapter 5 are outlining specific tasks. However, for completeness, a programme prepared by construction activity phase has been prepared and is provided in Appendix B.</p>
Clarification	<p>A Construction Environmental Management Plan (CEMP), Construction Traffic Management Plan (CTMP) and Site Waste Management Plan (SWMP) will be implemented during construction for general environmental management and to control access to the site. The ES states that the CEMP and CTMP will be agreed with RBG prior to commencement of works. Clarification is sought from the applicant that the SWMP will also be</p>	<p>Clarification is sought from the Applicant that the SWMP will also be prepared and approved by RBG prior to commencement of the development.</p>	<p>It is detailed in ES Volume 1: Chapter 5, paragraph 5.8 that the SWMP will be produced post planning.</p> <p>In Chapter 5, paragraph 5.150 states: <i>“Measures to control potential environmental impacts would be set out within a CEMP (including a SWMP and CTMP) with their implementation secured by appropriately worded planning conditions and/or obligations by means of a Section 106 legal agreement.”</i></p> <p>Therefore we can confirm that the SWMP will also be prepared</p>

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	prepared and approved by RBG prior to commencement of the development.		and approved by RBG prior to construction of the proposed development.
Clarification	<p>Approximate locations and heights of cranes are indicated in Table 5.1 and Figure 5.3.</p> <p>Such consultation was undertaken as part of the original ES and confirmation is sought that agreement to the heights and locations shown in the revised ES, which appear slightly different to those in the original ES, has also been reached.</p>	Clarification is sought as to whether consultation on crane heights and locations has been undertaken with London City Airport.	<p>Chapter 5, paragraph 5.135 states that during the construction works, crane operators would comply with the recommendations of BS 7121:201215.</p> <p>It should be noted that the 2017 proposed development has reduced in height significantly from the 2016 proposed development and therefore the crane heights would not fall within the Obstacle Limitation Surface (OLS) of London City Airport.</p> <p>Whilst we do not believe the scheme requires cranes to reach the OLS of London City Airport, full consultation will be undertaken as the logistics proposals are developed further.</p>
Clarification	Reference is made in paragraph 5.40 to potential pumping being required during the construction phases to manage possible ingress of water to the excavations. Clarification is sought from the Applicant as to whether the noise assessment has included for such plant operations and whether the worst-case scenario in terms of impact on amenities has been assessed.	Clarification is sought as to whether the noise assessment has had regard to the pumping that it is stated could be required during the construction period (if not, the assessment will need to be revised).	A worst case construction noise assessment has been undertaken and these pumps would be in use during the excavation/substructure phase of works and as such would not increase the noise levels to that reported within the ES. As such the assessment does not need to be revised. However consideration will be given to the use of additional mitigation measures, if required, in preparation of the CEMP including the use of noise screens, enclosures or the use of submersible pumps.
Clarification	Table 5.2 and Figure 5.4 provide an indication as to vehicle movements associated with the activities identified in Table 5.1. The vehicle movements shown have the same numbers in Table 5.2 as those identified for the previous ES.	Clarification is sought from the Applicant that the HGV movements for the revised scheme are the same as those for the earlier ES.	The vehicle numbers are the same as in the December 2016 ES, however the phasing is slightly different. Whilst the proportions of the scheme have reduced, the construction vehicle movements have remained the same to present a worst case scenario. These figures were queried by LUC in the original review and therefore we have maintained a higher level of movements in order to provide a robust, albeit worst case, scenario.

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Clarification	In Appendix 1 and Appendix 2 of the additional response provided by the Applicant to clarifications set out to the earlier ES submission, further information was provided by the applicant on HGV movements per phase of the development (See Table 16.1 of this response). This included a suggestion that the HGV figures provided in Table 5.2 were subject to change, i.e. the substructure HGV movements for Plot A could be 150 two-way movements per week as opposed to 440.	Clarification on the HGV movements per phase of the development and the link with the previous information provided in the earlier ES is sought.	Comments issued should relate to the current ES and not refer back to the previous ES. The ES was updated in full to provide a robust assessment in light of the revisions to the scheme and is therefore standalone.
Clarification	It is noted that whilst the average HGV numbers in Table 5.2 of the revised ES are the same as those set out in Table 5.2 of the earlier ES, in the revised ES, the maximum HGV movements per hour is increased. It is not clear from the details provided in both Tables 5.1 and 5.2 that show overlap between different activities, how the maximum HGV figures of 880 vehicles movements per week as stated in paragraph 5.61 has been arrived at.	Clarification from the Applicant is required.	<p>Paragraph 5.61 refers to Figure 5.4 which shows the profile of construction traffic. This profile is based on the average 2-way HGV movements per week of construction.</p> <p>The maximum HGV movements per hour is based on the 'worst-case' scenario, which is 440 two-way movements, which equates to 880 total movements during the Plot A substructure works. Based on a 10-hour day and a 5.5 day week, this equates to 16 HGVs per hour two way. This means that the maximum number of HGV expected to serve the site is 8 HGVs per hour, which is the worst-case scenario.</p> $440 \times 2 = 880 / 5.5 / 10 = 16 / 2 = 8$
Clarification	Figure 5.4 in the ES shows construction traffic continuing into 2023 whilst paragraph 5.13 states that construction is due for completion in Q4 of 2022.	Clarification is sought from the Applicant as to the timescales for the construction works.	Figure 5.4 presents a slight error however this does not change the construction vehicle movements or the conclusions as presented in the ES.

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Clarification	Table 5.3 provides a list of plant and equipment likely to be used during demolition and construction, linked to the site stages outlined in Table 5.2, although not the phases set out in Table 5.1.	Clarification of how the phases in Table 5.1 relate to the phases set out in Tables 5.2 and 5.3 is sought.	As can be seen in Table 5.3, the use of cranes relates to the majority of the phases with the exception of the landscaping phase. Given their continual use, Table 5.1 outlines the likely time-periods each of the cranes at each location is intended to be in use.
Clarification	The NTS briefly describes the demolition/construction programme including dates when the development is likely to start and finish. The text of the NTS references stages of the development such as site preparation, demolition etc. The programme set out in Figure 5.1 of the NTS does not have these headings which might be confusing to the reader.	The programme set out in Figure 5.1 of the NTS should reference the same stages as the text in the NTS – further clarification on these phases is sought.	The NTS is intended to provide a summary to the reader. The programme identifies when each Building is due to be constructed, whilst the text provides an overview of each of the stages of construction for each building.
Clarification	No reference is made to potential impacts on water resources in Table 5.1 of the NTS.	This is considered an oversight as these potential impacts are referenced in Chapter 5 including the conclusions.	Assume this refers to Table 5 within the NTS. This table outlines the Key Potential Construction Environmental Effects, and not all of the potential effects. Potential impacts on water resources is not referred within the NTS as its inclusion is not required.
Planning Condition	Prior to the start of the works, 2.4m high hoarding will be erected around the site. The hoarding will provide security and safety for the site and visual/noise/dust screening.	This hoarding should be secured through an appropriately worded pre-commencement planning condition.	This condition is acceptable.
Planning Condition	Basement excavations of between 3 and 5m are proposed as part of the works and the measures to ensure safe protection of these excavations, during constructions works, should be contained within the CEMP.	Further site investigation works are proposed which should be secured through planning condition (see comments under Chapter 3 – Ground Conditions).	This condition is acceptable.

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Planning Condition	The proposed working hours and the approach that will be taken for work necessary outside of standard working hours is provided in paragraphs 5.66 and 5.67.	Working hours should be subject to a planning condition.	This condition is acceptable.
Planning Condition	Reference is made to procedures for liaison with the local authority and other parties relating to prior notification on certain demolition and construction items as well as project progress (paragraphs 5.74-5.76).	Securing these requirements should be subject to a planning condition.	This condition is acceptable.
Planning Condition	Details on access arrangements are provided in Figure 5.5 and paragraphs 5.70-5.73.	The Applicant has stated that further details on access routes are to be included within the CTMP and are subject to approval via a planning condition.	This condition is acceptable.
Planning Condition	Reference is made to potential contaminated soils and the requirement for further site investigation works and a piling risk assessment.	These should be secured through planning condition. Piling risk assessment (see comments under Chapter 3 – Ground Conditions).	This condition is acceptable.
Planning Condition	Reference is made to a CLP in paragraph 5.118; this is understood to be related to a Construction Logistics Plan.	A Construction Logistics Plan should be prepared and approved prior to commencement of the development.	This condition is acceptable.
Review of Chapter 6: Socio-Economics			
Clarification	The initial review requested confirmation on discussions that had taken place in relation to the level of affordable housing provision and it has	Clarification is requested as to the status of the discussions that have been ongoing with	The Applicant has received the report from the RBG's viability consultants BNPP who have undertaken a review of the submitted viability assessment. They have concluded that the

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	<p>been stated in the revised ES that consultation has been undertaken with the RBG on this point. Paragraph 6.128 states that the development would comprise homes in “a range of tenures, including affordable homes, and a range of sizes in order to fulfil the demand profile”.</p>	<p>the RBG and the likely level of affordable housing provision which will result from the proposed development.</p>	<p>scheme may generate a surplus of c. £4.88m with a 5% quantum of affordable housing. The Applicant is seeking to respond with clarifications this week and therefore discussions are ongoing at the present moment in time.</p>
Review of Chapter 7: Transport			
Clarification	<p>It is stated in Table 7.5 that further comments were received from TfL and RBG following the submission of the application, and that the development proposals have been amended to address these comments. It would be helpful if the consultation feedback table could summarise those comments relevant to transport and how the changes have been addressed / taken into account in the ES.</p>	<p>Clarification as to how the further comments from TfL and RBG related to transport have been addressed in the ES.</p>	<p>The comments relate to minor alterations to the scheme, such as waste storage provisions, introduction of permit free agreements, safeguarding of future highway infrastructure for the Charlton Riverside Master Plan, Contributions/Subsidy towards improved bus services and the mechanisms for securing highway improvements proposed as part of the development scheme. These elements have been taken into account by the development proposals and the planning submission documents. There are no specific element that leads to a new way of assessing the environmental effects.</p>
Clarification	<p>It is stated, in regards to cumulative developments, that 16 schemes have been considered. A total of 15 developments were considered in the original ES. It is not clear from this chapter what the additional cumulative development is, and Chapter 2 states that no new schemes have been identified for consideration. Furthermore, Chapter 2 lists only 10 schemes that have been included in the cumulative assessments. Clarification is sought as to what the additional cumulative development is.</p>	<p>Clarification as to the additional cumulative development and the inconsistency between Chapters 2 and 7 in relation to the number of schemes stated to be considered.</p>	<p>Chapter 7 should have stated 10 cumulative schemes as per Chapter 2. This does not change the conclusions of the ES.</p>

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Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Chapter 8: Air Quality			
Potential Regulation 22	<p>The SNIFF testing carried out for the baseline odour did not take account of the following:</p> <ol style="list-style-type: none"> 1. odours at all sites during different seasons meteorological conditions; 2. wind direction at each odour monitoring location; and 3. a review of whether complaints within the locality would be relevant to proposed receptors. <p>It is recommended that baseline odour is revisited following IAQM's Guidance on the assessment of odour for planning and the Environment Agency's HE odour management in full.</p>	<p>The odour monitoring undertaken should consider the combined effects of wind direction and the time of year to screen out the requirement of an odour assessment. It is recommended that odour modelling is undertaken along with the odour monitoring to make the odour assessment more robust. This should be carried out in line with the IAQM's guidance on the assessment of odour for planning. As part of the assessment, evidence is sought that the odour assessors are suitably qualified and trained.</p> <p>No mitigation is required for the operational impacts associated with the scheme. However, this may need to be revisited once further information is provided for the odour assessment.</p>	<p>As stated in the LUC ES Review comments disused in May 2017, the scope of works for the odour assessment was agreed with the RBG in advance of the assessment. Monitoring was not requested from the RBG and therefore the odour assessment is not deficient in this regard. The monitoring programme was proportionate to the risk of odour impacts and took into account the results of the initial consultation with the RBG. This indicated that no complaints from the existing residential properties located adjacent to the proposed development had been received. On this basis the potential for significant odour impacts was considered slight, but to confirm this assumption an odour assessment in the form of sniff testing was carried out at a number of locations surrounding the proposed development on four separate locations. This approach was agreed with the RBG. The results of the sniff testing did not identify significant sources of odour in the vicinity of the proposed development site and therefore no additional odour assessment work was considered necessary. Given the level of risk and the proximity of the proposed development to existing residential receptors it is considered that odour has been assessed appropriately.</p> <p>In relation to item 1, it was not possible to undertake monitoring during different seasons due to time constraints for the planning application. However, this was also not requested from the RBG.</p> <p>In relation to item 2, a variety of monitoring locations surrounding the application site were chosen to ensure that the impacts from different wind directions were covered. The monitoring was carried out between July and November and therefore covered seasonal variations.</p> <p>In relation to item 3 and as stated in the LUC ES Review</p>

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			<p>comments issued in March 2017, odour complaints were known to have been received by RBG from locations 700m to the east (i.e. downwind of the prevailing wind direction) of the application site. However, we understand that no complaints have been received from the existing residential properties on Atlas Gardens immediately to the west (and downwind) of the application site. This lack of a history of odour complaints being made from areas in the immediate vicinity of the application site constitutes long term, relevant and robust data, and we consider it to be a much more reliable indicator of potential odour issues than any short term monitoring exercise.</p> <p>The sniff testing followed the IAQM guidance. The assessors were provided with suitable training prior to visiting the site. The use of the EA H4 guidance is not considered appropriate. Without an identified and quantified source of odour modelling of odour impacts would not be possible.</p>
Clarification	The stack height was previously modelled at a height of 92.4 metres. The latest report shows a stack height of 32.4 metres. It is assumed that the change in height is due to the overall reduction in the maximum height of the development; however, further clarification is requested to confirm this is the case.	It is assumed that the reduction in stack height is due to the overall reduction in the maximum height of the development; however, further clarification is requested.	The Stack Height that was modelled and presented in the ES Chapter is 32.6 m. This has been calculated as follows: 33.125 m AOD roof level (Building M Plot B) minus 3.5 m AOD ground level, plus 3m (flue) = 32.6m. This is as a result of the reduction in height of the proposed development buildings from the December 2016 proposed development.
Clarification	Whilst there is a reduction in traffic flows on the modelled roads during the construction period, it is not clear whether this reduction in traffic flows will cause an increase in traffic flows in other locations. Further clarification is sought on whether there will be increases in traffic flows during the construction period outside of the modelled road network.	Further clarification is sought on whether there will be increases in traffic flows during the construction period outside of the modelled road network.	There will be none beyond the modelled network, as it represents the area most likely to experience any increases. Therefore, no further information is required to be presented.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Clarification	Further details are sought on whether the existing sources of odour outside of the proposed site will impact upon proposed receptors. It is recommended that empirical odour monitoring is supported with odour modelling to inform this judgement.	Clarification is sought on the records of odour complaints made and whether they are representative of proposed receptors.	As stated above, odour complaints had been received by RBG from locations 700 m to the east (i.e. downwind of the prevailing wind direction) of the development site. However, we understand that no complaints have been received from the existing residential properties on Atlas Gardens immediately to the west of the development site. This lack of a history of odour complaints being made from areas in the immediate vicinity of the site constitutes long term, relevant and robust data, and we consider it to be a much more reliable indicator of potential odour issues than any short-term monitoring exercise.
Clarification	Evidence is sought that the odour assessors were suitably qualified and trained. There is no mention of the wind direction during the odour record. Given that the Tarmac facility is 140 metres from the site, further information is required. It is recommended that odour modelling is undertaken to make the conclusions robust.	None provided in the table	The odour assessors were given suitable in-house training prior to undertaking the sniff tests following the IAQM guidance. Odour modelling could not be carried out as there is no identified source of odour.
Clarification	The non-technical summary reflects the findings of the ES chapter.	This may need to be updated following further information on the odour assessment.	Our responses above, outline that the odour assessment undertaken was robust and in line with the scope agreed with the RBG. Therefore, no further updates are required to the assessment or NTS.
Planning Condition	A number of mitigation measures are identified with regard to dust. These measures should be secured through planning condition.	Construction phase mitigation measures should be secured by planning conditions.	This condition is acceptable.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Chapter 9: Noise and Vibration			
Planning Condition	The original ES classified 'moderate' effects of construction noise as 'insignificant' and this was queried in the FRR. However, the revised ES has now classified 'moderate' effects as 'significant' and requiring mitigation. The mitigation of the significant effects of construction noise will be addressed in the CEMP.	Measures of controlling construction noise should be included within the CEMP and subject to a planning condition.	This condition is acceptable.
Review of Chapter 10: Archaeology (Buried Heritage)			
Clarification	Issues raised in relation to a lack of clarity in wording used in the NTS on the role and purpose of the WSI and proposed mitigation remain (see above). It is suggested that the Applicant, in undertaking any other revisions to the NTS which may be required following the review of the revised ES, updates this wording to aid non-technical readers to understand the proposed process of archaeological mitigation (i.e. that it is a document which details what archaeological works will be done and that the act of preparing the WSI will not in itself find buried heritage assets).	As part of the any other revisions to the NTS which may be required following this review, the Applicant is encouraged to update wording regarding mitigation so the purpose of the WSI is clear.	The NTS is not proposed to be updated as the ES assessments to not require further updates, however an archaeological planning condition will be required, to which Ramboll have provided guidance to the RBG and ensure the purpose of the WSI is clear. Therefore, no further updates are required with respect to archaeology.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Chapter 11: Daylight, Sunlight, Overshadowing and Solar Glare			
Planning Condition	A planning condition should require the use of low reflectivity glass to the upper floors of buildings N & M to mitigate solar glare.		This condition is acceptable.
Review of Chapter 12: Wind Microclimate			
Clarifications	Clarification is sought as to which probes relate to which location/use in the wind tunnel assessment. A table of probe numbers and the use/location that they represent should be provided. Some probe locations are discussed within the main body of the report; however, the ES should provide a summary of which probes are used to represent which locations (similar to the table provided for the clarifications of the previous ES).	Clarification is sought as to which probes relate to which location/use in the wind tunnel assessment. A table of probe numbers and the use/location that they represent should be provided.	A table which shows the use/location that they represent is shown in Appendix C.
Planning Condition	For the pedestrian comfort at the site to meet the Lawson comfort criteria requirements, the proposed mitigation and temporary site hoarding during construction is required. To ensure that the Lawson comfort criteria conditions are met to an adequate standard, the proposed mitigation and hoarding should be secured via planning condition.		This condition is acceptable.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Volume 2: Townscape, Heritage and Visual Impact Assessment - Part 2: Built Heritage			
Clarification	The date of the revised assessment is December 2017. As part of the policy and guidance section, the assessment cites the 2015 edition of the Historic England setting guidance (GPA 3). A revised and updated version of GPA 3 was issued in late December 2017, with greater clarity on the relationship of visual impact assessment and the assessment of the effects of setting change on the significance of heritage assets.	The Applicant should clarify the date of issue of the revised document and confirm that this was prior to the issue of the revised GPA 3.	The updated GPA 3 was published on 22 December. The Townscape, Visual and Heritage Impact Assessment was finalised prior to this date (and subsequently formed part of a planning submission on 22 December).
Clarification	The criteria used to assess the sensitivity of receptor appear to lack transparency (para. 3.14-3.19). The method states that the criteria related to the sensitivity of a receptor (heritage asset) to change vs. the level of impact. It then goes on to state that the “sensitivity to change” is derived from considering the “heritage importance” of the asset which is then factored against the condition of the asset and the nature of its setting to produce the “sensitivity to change” assessment. Whilst the levels used for “heritage importance” are tabulated in Table 2.2, there is no comparative table for “sensitivity to change” which is confusing to the reader as it is this latter quality which is applied in the subsequent matrix to determine the significance of effect (Table 2.4). There is also limited information on what guides attribution of a low, medium or high value for the “sensitivity to change” criteria.	The Applicant should revisit this text, plus supporting tables, and add further detail so that this process is more intelligible to readers.	To clarify, heritage importance is combined with consideration of heritage significance to arrive at an overall assessment of sensitivity to change (the condition of the asset and nature of setting cited by LUC are part of the qualitative assessment of effect). Consideration of heritage significance is not easily or appropriately reduced to typical characteristics which can be presented in a tabular form, as it involves an assessment on a case by case basis of the source of the heritage asset’s heritage significance, and what fabric/constituent parts/elements of setting contribute to that significance. This is explained within paragraph 3.17 of ES Volume 2: Townscape Visual and Heritage Impact Assessment (TVHIA) – Part 2: Built Heritage. The assessment of heritage significance is provided in narrative form in the baseline section. Therefore, no further updates are required to the Built Heritage Assessment included within ES Volume II.

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Clarification	<p>The baseline discusses the significance of designated and locally listed heritage assets. It also includes a consideration of the CREHS-identified NDHAs which lie within the site and form part of the 'Charlton Ropeworks' complex. The NDHAs are shown on Figure 1 but are not labelled so it is not possible to identify which asset is which.</p> <p>It is requested that the Applicant add labels so that each NDHA discussed can be identified on the figure.</p> <p>The consideration of the heritage significance of the NDHAs appears to be limited to repeating text from the CREHS. This does not fully explain why these structures are thought to be heritage assets and what their significance is and is not comparable with the treatment given to other assets. As such, it is not clear how the ES conclusion of them as being assets of "very low sensitivity to change" has been reached. The Applicant appears to use, in part, the modified nature of the works and change of use of these structures to support ascribing a low sensitivity to change, going as far to state (4.40) that the piecemeal development of the ropeworks site means that it "is unrecognisable from visual inspection". This statement seems untenable since the consultants who prepared the CREHS were evidently able to perceive and identify several structures as deriving from the ropeworks during their site visits. The treatment of NDHAs appears cursory and fails to appreciate that they</p>	<p>The Applicant is requested to revisit how these assets have been described and assessed and add further information to explain their heritage significance.</p>	<p>These buildings and structures on the application site are considered in the TVHIA because of their identification as non-designated heritage assets (NDHAs) by others i.e. in the Charlton Riverside Employment and Heritage Study (CREHS) (albeit this is an evidence base document, and the identified buildings do not have any formal local recognition e.g. as locally listed buildings). We do not consider that they have sufficient heritage interest to be considered NDHAs, and would not have identified them as such. In these circumstances, it is considered reasonable and proportionate to rely primarily on the CREHS, as the document which has identified heritage significance, for explanation of what that heritage significance is. We consider it is nonetheless clear from the information provided in the TVIHA that whatever historic interest the buildings and structures have is attributed to their association with the former ropeworks on the application site, and the current state of the buildings and the degree to which that interest is legible is assessed.</p> <p>The level of detail provided is proportionate to the importance of the assets and sufficient to understand the potential impact of the proposed development on their heritage significance, in line with NPPF paragraph 128. Therefore, no further information is required to be provided.</p> <p>Appendix D comprises an updated map, illustrating the location of each NDHA discussed. Appropriate labels have been added.</p>

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
	<p>are remnants of a larger industrial complex which extends beyond the site and which was the earliest development of the area.</p>		
<p>Potential Regulation 22</p>	<p>The baseline does not discuss the CREHS-identified NDHAs beyond the site which are part of the 'Charlton Ropeworks' complex, the proposed Conservation Area around Hope and Anchor Lane which partially overlies the western site access, nor the buildings proposed for recognition as locally listed heritage assets immediately adjacent to the site. These assets should be considered within the baseline since they would all experience setting change due to the development so there is some potential for an effect on the significance of these non-designated heritage assets.</p> <p>The Applicant should assess these NDHAs so that the RBG has full information of effects on heritage assets.</p>	<p>The applicant should assess the CREHS-identified NDHAs adjacent to the site so that the LPA has full information on effects on heritage assets.</p>	<p>As the aim of the ES is to bring likely significant effects to the attention of the decision-maker, and any effects in relation to these CREHS-identified NDHAs would not be significant (as explained below), we do not consider that this should be classed as a Regulation 22 matter. Rather, it is a matter of clarification in respect of methodology i.e. clarification as to why these CREHS-identified NDHAs were scoped out of consideration.</p> <p>The built heritage methodology is clear that buildings identified by the CREHS as NDHAs are only considered where there is a direct effect as a result of the proposed development, due to the very low sensitivity of such buildings (which are not locally listed). This is considered appropriate and proportionate, in line with the NPPF (paragraph 128), and the purpose of an ES in identifying likely significant effects. The identification by the CREHS of other NDHAs close to the application site is, however, noted in the Built Heritage Assessment as part of consideration of the CREHS (paragraph 2.52).</p> <p>Given that the direct effect of the entire removal of the existing CREHS-identified NDHAs on the application site is assessed as not being a significant effect – and LUC acknowledge that <i>“the conclusions on effects on those heritage assets which are considered appear appropriate”</i> - it is considered that lesser indirect effects on setting which might arise with regard to adjacent buildings could not be significant in terms of heritage significance. Or, to put it another way, it was clear that the combination of the very low sensitivity of the other NDHAs beyond the application site and the magnitude of change to their heritage significance which could arise as a result of indirect change to their setting could not give rise to significant effects,</p>

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
			<p>and assessment was therefore not required.</p> <p>Notwithstanding this, further clarification of why it was considered that indirect effects on setting would not be significant in respect of these CREHS-identified NDHAs, and they were therefore scoped out of consideration in the methodology, is provided below.</p> <p><i>Ropeworks, outside Site (Copper Mill, Line of Ropewalk roof visible at rear of Copper Mill, Former Boiler House, Fitting Shop, Carpenter's Shop, Remains of covered ropewalk, Laboratory)</i></p> <p>These buildings are no longer in their historic use and have been substantially altered over many decades. Given that the CREHS-identified NDHAs on the application site are similarly substantially altered, and their former ropeworks use is not legible from visual inspection, their loss and replacement with the proposed development would not be a significant effect in respect of the heritage significance of these adjacent buildings and structures of very low sensitivity.</p> <p><i>Atlas and Derrick Gardens</i></p> <p>These are early 20th century houses arranged in a 'U' shaped layout. They pre-date the ropeworks and the CREHS links them historically with the development of the riverside (and particularly notes links with Corys Wharf, and the Anchor and Hope pub). The loss of the existing buildings on the application site and replacement with the proposed development would not be significant in respect of the heritage significance of these houses.</p> <p><i>Stone Foundries</i></p> <p>The Stone Foundries comprises a factory shed, historically used</p>

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
			<p>as a foundry, and adjoining brick buildings, on a site separate from that of the ropeworks. Any historic interest from its use and the fabric of the buildings would not be significantly affected by change on the application site. The proposed development would not be significant in respect of its heritage significance.</p> <p>Clearly, there will be a considerable visual and townscape effect with respect to adjacent buildings, which is different to any effect on heritage significance. This has been considered through short range views in the Townscape and Visual Impact Assessment (see views 1, 2, 3 and 6 in particular). In those cases where CREHS-identified NDHAs would be a notable part of the view, this is noted in the assessments.</p> <p>Therefore, this potential regulation 22 request should be treated as a clarification and no further information is required to be provided.</p>
Clarification	The conclusions on effects on those heritage assets which are considered appear appropriate. Due to the separation of the built heritage assessment (Part 2) from that of townscape and visual (Part 1), the link to visualisations which help to explain conclusions on heritage assets is not clear since there is no direction back to Part 1 where these appear.	The Applicant is to add cross referencing in the Part 2 text where effects on heritage assets are assessed back to the relevant visualisations in Part 1.	<p>View 11 includes the Charlton Village Conservation Area.</p> <p>View 14 includes the grade II listed Fossdene School.</p> <p>View 8 is opposite the Antigallican Public House (although it is not in shot).</p> <p>Other views do not directly include heritage assets but in covering points at a range of distances from the application site, specifically chosen for the potential for the proposed development to be visible from them (i.e. with greater potential for visibility than from points at which the heritage assets are optimally appreciated), they allow judgements to be made about the effect of the proposed development, informed also by site visits to the assets.</p>

Table 1: Ramboll Responses to Clarifications, Planning Conditions and Potential Regulation 22s as raised by the LUC review of the ES

Type of Comment	LUC Comment on the ES	LUC Summary required from Applicant	Ramboll Response
Review of Chapter 13: Cumulative Effects			
Clarification	As noted in section 2, the Applicant has stated that a search of submitted schemes was carried out under established search criteria (located within 1km of the redline boundary and at least 10,000m ² (GEA) in floor area or would give rise to >150 residential units) and this did not identify any new schemes for consideration. Therefore, the cumulative assessments considered those schemes originally listed within the November 2016 ES. Where schemes previously identified have since been built and are completed, these form part of the baseline. It is understood from the review of the Townscape, Heritage and Visual Impact Assessment that this includes Brocklebank Industrial Estate (completed in August 2017); however, it is requested that the Applicant clarifies this as it is not clear from either ES Chapter 2: ES Process and Methodology or ES Chapter 13: Cumulative Effects.	Clarification to be provided on the schemes included in the cumulative assessment.	As stated above, Brocklebank Industrial Estate was treated as part of the baseline in the THVIA and no longer a cumulative as it had been built out.

I trust the above responses provide further comfort that the ES as presented is robust and that further assessment/justification is not required on the clarifications and potential regulation 22's identified by LUC.

Yours sincerely



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Encl. Appendix A, Summary of Scheme Changes
 Appendix B, Programme by Construction Activity Phase
 Appendix C, Wind Conditions – Probe Use and Locations Table
 Appendix D, TVHIA - Built Heritage Assets Plan

Appendix A

Summary of Scheme Changes

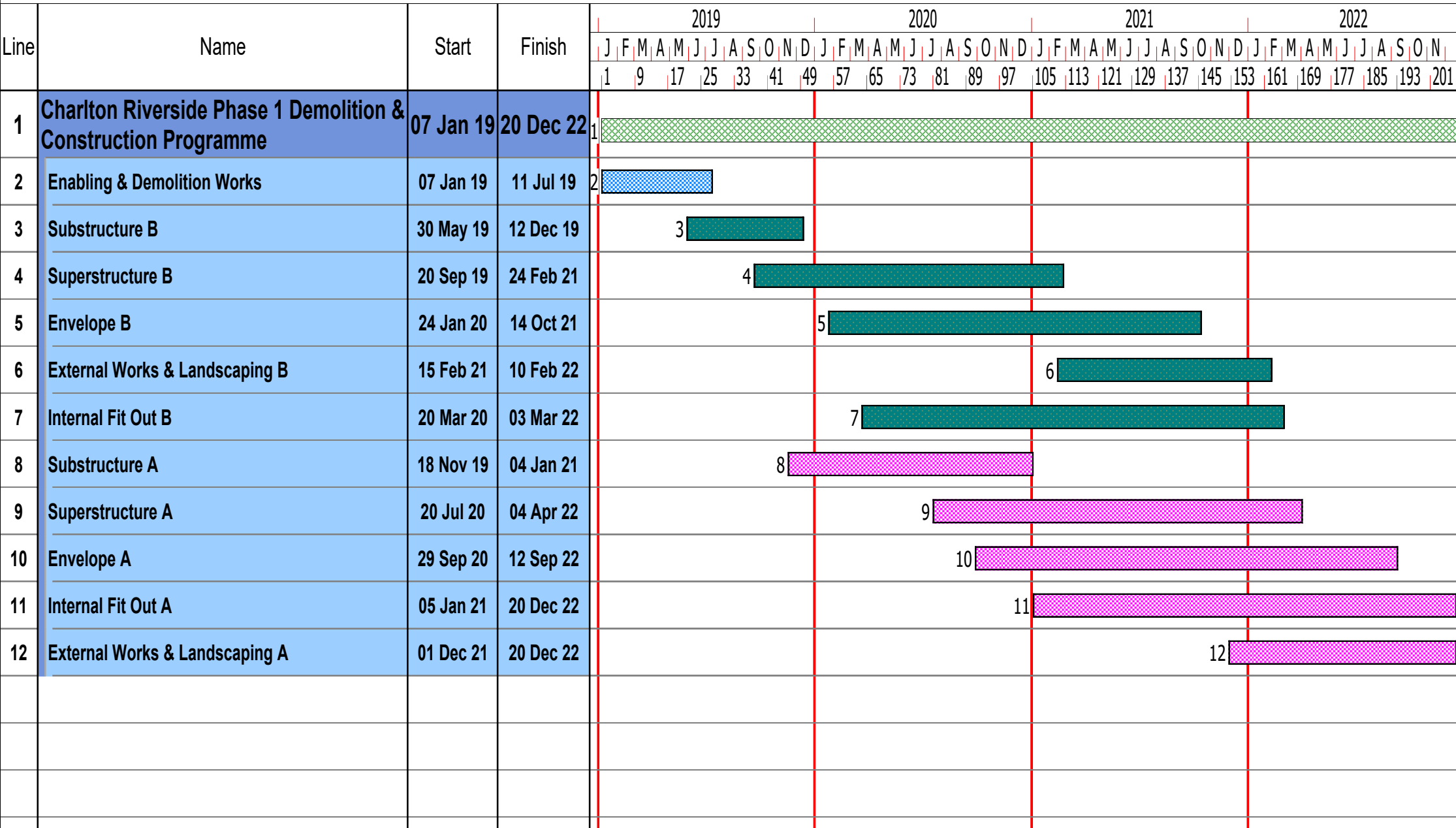
Appendix A: Summary of Changes from the 2016 Scheme and 2017 Revised Scheme	
2016 Proposed Development	2017 Proposed Development
Residential Units	
975 units	771 units
Buildings	
9 buildings	11 buildings
Height from 2 to 28 storeys	Height from 2 to 10 storeys
Floor Areas (GIA)	
1,560 sqm of office space	3,236 sqm of flexible office, retail, community and leisure space
690 sqm of flexible retail/restaurant/café/leisure use	
407 sqm of community uses	833 sqm of flexible community, leisure uses and ancillary residential facilities
Ancillary residential facilities including gym, swimming pool, changing rooms totalling 864 sqm	
Miscellaneous	
Extensive external public realm improvements and landscaping	Extensive external public realm improvements and landscaping
Parking, services, plant and circulation	Associated car parking, cycle parking, plant and refuse areas

Appendix B

Programme by Construction Activity Phase

Charlton Riverside Phase 1

Elemental Summary Construction Programme



Build Stages



Appendix C

Wind Conditions – Probe Use and Locations Table

**PEDESTRIAN LEVEL WIND MICROCLIMATE ASSESSMENT
CHARLTON RIVERSIDE**

RWDI #1801589
February 16th, 2018



The table below lists the probe locations, intended use and wind conditions reported. Wind conditions are generally stated for the windiest season, however for amenity spaces wind conditions are stated for the summer season.

Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
1	Thoroughfare	Leisure Walking	Standing
2	Thoroughfare	Leisure Walking	Standing
3	Thoroughfare	Leisure Walking	Sitting
4	Thoroughfare	Leisure Walking	Sitting
5	Thoroughfare	Leisure Walking	Standing
6	Thoroughfare	Leisure Walking	Sitting
7	Thoroughfare	Leisure Walking	Sitting
8	Entrance	Standing	Standing
9	Thoroughfare	Leisure Walking	Sitting
10	Thoroughfare	Leisure Walking	Leisure Walking
11	Thoroughfare	Leisure Walking	Sitting
12	Thoroughfare	Leisure Walking	Sitting
13	Thoroughfare	Leisure Walking	Sitting
14	Thoroughfare	Leisure Walking	Standing
15	Thoroughfare	Leisure Walking	Leisure Walking
16	Thoroughfare	Leisure Walking	Sitting
17	Thoroughfare	Leisure Walking	Sitting
18	Thoroughfare	Leisure Walking	Sitting
19	Thoroughfare	Leisure Walking	Leisure Walking
20	Thoroughfare	Leisure Walking	Sitting
21	Thoroughfare	Leisure Walking	Sitting
22	Thoroughfare	Leisure Walking	Standing
23	Thoroughfare	Leisure Walking	Standing
24	Thoroughfare	Leisure Walking	Standing
25	Entrance	Standing	Sitting
26	Play Area	Standing	Sitting during the summer season
27	Entrance	Standing	Sitting
28	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
29	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
30	Thoroughfare	Leisure Walking	Sitting
31	Entrance	Standing	Sitting
32	Play Area	Standing	Sitting during the summer season
33	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Standing during the summer season
34	Thoroughfare	Leisure Walking	Standing
35	Entrance	Standing	Sitting
36	Entrance	Standing	Sitting
37	Thoroughfare	Leisure Walking	Standing
38	Thoroughfare	Leisure Walking	Sitting
39	Thoroughfare	Leisure Walking	Sitting

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Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
40	Thoroughfare	Leisure Walking	Standing
41	Thoroughfare	Leisure Walking	Sitting
42	Entrance	Standing	Standing
43	Thoroughfare	Leisure Walking	Sitting
44	Entrance	Standing	Standing
45	Entrance	Standing	Standing
46	Thoroughfare	Leisure Walking	Standing
47	Thoroughfare	Leisure Walking	Standing
48	Thoroughfare	Leisure Walking	Sitting
49	Thoroughfare	Leisure Walking	Standing
50	Thoroughfare	Leisure Walking	Standing
51	Entrance	Standing	Standing
52	Thoroughfare	Leisure Walking	Sitting
53	Entrance	Standing	Standing
54	Thoroughfare	Leisure Walking	Standing
55	Thoroughfare	Leisure Walking	Standing
56	Entrance	Standing	Sitting
57	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
58	Thoroughfare	Leisure Walking	Standing
59	Thoroughfare	Leisure Walking	Sitting
60	Entrance	Standing	Sitting
61	Thoroughfare	Leisure Walking	Sitting
62	Thoroughfare	Leisure Walking	Sitting
63	Thoroughfare	Leisure Walking	Sitting
64	Entrance	Standing	Sitting
65	Play Area	Standing	Sitting during the summer season
66	Play Area	Standing	Sitting during the summer season
67	Thoroughfare	Leisure Walking	Sitting
68	Thoroughfare	Leisure Walking	Standing
69	Thoroughfare	Leisure Walking	Sitting
70	Thoroughfare	Leisure Walking	Sitting
71	Thoroughfare	Leisure Walking	Sitting
72	Thoroughfare	Leisure Walking	Standing
73	Thoroughfare	Leisure Walking	Standing
74	Thoroughfare	Leisure Walking	Leisure Walking
75	Entrance	Standing	Sitting
76	Entrance	Standing	Sitting
77	Entrance	Standing	Sitting
78	Entrance	Standing	Sitting
79	Thoroughfare	Leisure Walking	Sitting
80	Thoroughfare	Leisure Walking	Standing
81	Thoroughfare	Leisure Walking	Standing
82	Entrance	Standing	Standing
83	Thoroughfare	Leisure Walking	Sitting

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Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
84	Thoroughfare	Leisure Walking	Standing
85	Thoroughfare	Leisure Walking	Leisure Walking
86	Thoroughfare	Leisure Walking	Standing
87	Thoroughfare	Leisure Walking	Leisure Walking
88	Thoroughfare	Leisure Walking	Standing
89	Thoroughfare	Leisure Walking	Standing
90	Thoroughfare	Leisure Walking	Standing
91	Thoroughfare	Leisure Walking	Standing
92	Thoroughfare	Leisure Walking	Standing
93	Thoroughfare	Leisure Walking	Standing
94	Thoroughfare	Leisure Walking	Standing
95	Thoroughfare	Leisure Walking	Standing
96	Thoroughfare	Leisure Walking	Standing
97	Thoroughfare	Leisure Walking	Standing
98	Entrance	Standing	Sitting
99	Café	Sitting during summer season	Sitting during the summer season
100	Thoroughfare	Leisure Walking	Standing
101	Thoroughfare	Leisure Walking	Standing
102	Thoroughfare	Leisure Walking	Leisure Walking
103	Café	Sitting during summer season	Sitting during the summer season
104	Entrance	Standing	Sitting
105	Thoroughfare	Leisure Walking	Sitting
106	Thoroughfare	Leisure Walking	Leisure Walking
107	Thoroughfare	Leisure Walking	Standing
108	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
109	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
110	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
111	Thoroughfare	Leisure Walking	Standing
112	Thoroughfare	Leisure Walking	Sitting
113	Thoroughfare	Leisure Walking	Sitting
114	Thoroughfare	Leisure Walking	Sitting
115	Thoroughfare	Leisure Walking	Sitting
116	Thoroughfare	Leisure Walking	Sitting
117	Thoroughfare	Leisure Walking	Sitting
118	Thoroughfare	Leisure Walking	Sitting
119	Thoroughfare	Leisure Walking	Sitting
120	Thoroughfare	Leisure Walking	Standing
121	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
122	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
123	Ground Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
124	Thoroughfare	Leisure Walking	Standing

**PEDESTRIAN LEVEL WIND MICROCLIMATE ASSESSMENT
CHARLTON RIVERSIDE**

RWDI #1801589
February 16th, 2018



Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
125	Thoroughfare	Leisure Walking	Standing
126	Thoroughfare	Leisure Walking	Standing
127	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
128	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
129	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
130	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
131	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
132	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
133	Podium Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
134	Maintenance only roof	Business Walking	Sitting
135	Maintenance only roof	Business Walking	Standing
136	Balcony	Sitting during summer season	Sitting during the summer season
137	Maintenance only roof	Business Walking	Standing
138	Maintenance only roof	Business Walking	Leisure Walking
139	Maintenance only roof	Business Walking	Standing
140	Balcony	Sitting during summer season	Sitting during the summer season
141	Maintenance only roof	Business Walking	Standing
142	Balcony	Sitting during summer season	Sitting during the summer season
143	Maintenance only roof	Business Walking	Standing
144	Balcony	Sitting during summer season	Sitting during the summer season
145	Balcony	Sitting during summer season	Sitting during the summer season
146	Balcony	Sitting during summer season	Sitting during the summer season
147	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
148	Balcony	Sitting during summer season	Sitting during the summer season
149	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
150	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
151	Balcony	Sitting during summer season	Sitting during the summer season
152	Balcony	Sitting during summer season	Sitting during the summer season
153	Balcony	Sitting during summer season	Sitting during the summer season
154	Balcony	Sitting during summer season	Sitting during the summer season
155	Balcony	Sitting during summer season	Sitting during the summer season
156	Balcony	Sitting during summer season	Sitting during the summer season
157	Terrace	Sitting during summer season	Sitting during the summer season
158	Terrace	Sitting during summer season	Sitting during the summer season
159	Balcony	Sitting during summer season	Sitting during the summer season
160	Balcony	Sitting during summer season	Sitting during the summer season
161	Terrace	Sitting during summer season	Sitting during the summer season
162	Terrace	Sitting during summer season	Sitting during the summer season

**PEDESTRIAN LEVEL WIND MICROCLIMATE ASSESSMENT
CHARLTON RIVERSIDE**

RWDI #1801589
February 16th, 2018



Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
163	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
164	Terrace	Sitting during summer season	Sitting during the summer season
165	Terrace	Sitting during summer season	Sitting during the summer season
166	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
167	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
168	Terrace	Sitting during summer season	Sitting during the summer season
169	Terrace	Sitting during summer season	Sitting during the summer season
170	Balcony	Sitting during summer season	Sitting during the summer season
171	Terrace	Sitting during summer season	Sitting during the summer season
172	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
173	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
174	Terrace	Sitting during summer season	Sitting during the summer season
175	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
176	Terrace	Sitting during summer season	Sitting during the summer season
177	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
178	Terrace	Sitting during summer season	Sitting during the summer season
179	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
180	Balcony	Sitting during summer season	Sitting during the summer season
181	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
182	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
183	Balcony	Sitting during summer season	Sitting during the summer season
184	Balcony	Sitting during summer season	Sitting during the summer season
185	Balcony	Sitting during summer season	Sitting during the summer season
186	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
187	Balcony	Sitting during summer season	Sitting during the summer season
188	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
189	Balcony	Sitting during summer season	Sitting during the summer season
190	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
191	Balcony	Sitting during summer season	Sitting during the summer season
192	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
193	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
194	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
195	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
196	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season

**PEDESTRIAN LEVEL WIND MICROCLIMATE ASSESSMENT
CHARLTON RIVERSIDE**

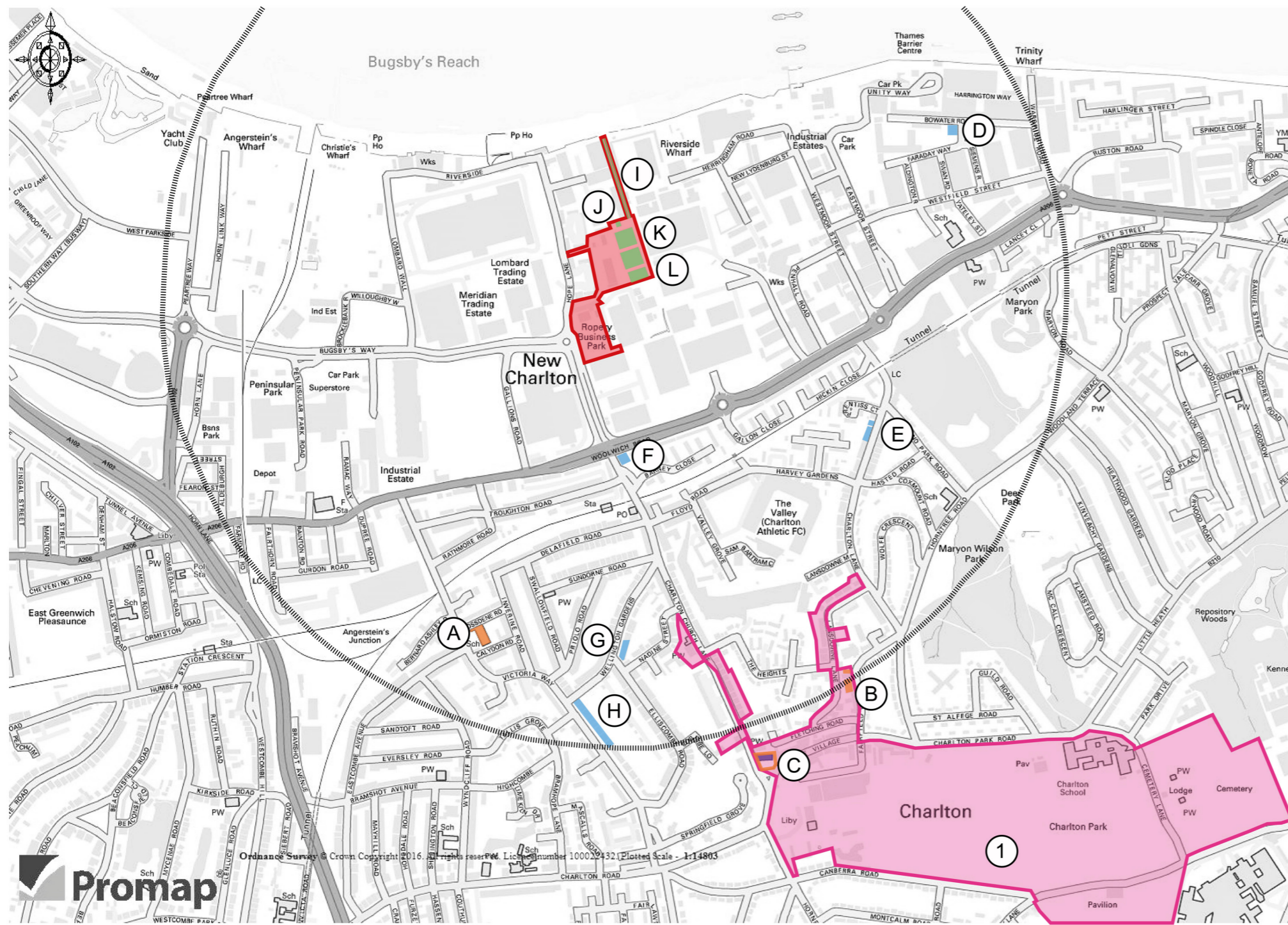
RWDI #1801589
February 16th, 2018



Probe	Intended Use	Required Wind Condition	Wind Conditions (with landscaping)
197	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
198	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
199	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
200	Roof Level Amenity	Sitting/Standing during summer season (with sitting at seating locations)	Sitting during the summer season
201	Terrace	Sitting during summer season	Sitting during the summer season
202	Balcony	Sitting during summer season	Sitting during the summer season
203	Terrace	Sitting during summer season	Sitting during the summer season
204	Terrace	Sitting during summer season	Sitting during the summer season
205	Balcony	Sitting during summer season	Sitting during the summer season
206	Balcony	Sitting during summer season	Sitting during the summer season
207	Balcony	Sitting during summer season	Sitting during the summer season
208	Thoroughfare	Leisure Walking	Leisure Walking
209	Thoroughfare	Leisure Walking	Leisure Walking
210	Thoroughfare	Leisure Walking	Standing
211	Thoroughfare	Leisure Walking	Standing
212	Thoroughfare	Leisure Walking	Sitting
213	Thoroughfare	Leisure Walking	Sitting
214	Thoroughfare	Leisure Walking	Standing
215	Thoroughfare	Leisure Walking	Leisure Walking
216	Thoroughfare	Leisure Walking	Leisure Walking

Appendix D

TVHIA – Built Heritage Assets Plan



Conservation Areas:

- Conservation Area
- ① Charlton Village Conservation Area

Listed Buildings:

- Grade II* Listed
- Grade II Listed
- Ⓐ Fossdene school and associated structures, Fossdene Road
- Ⓑ Nos. 25-39 Fairfield Grove
- Ⓒ Church of St Luke and associated structures, Charlton Church Lane

Locally Listed Buildings:

- Locally Listed
- Ⓓ Nos. 17-19 Bowater Road
- Ⓔ Royal Oak Pub, Charlton Lane
- Ⓕ Nos. 56-66 Charlton Lane
- Ⓖ The Antigallican public house, Woolwich Road
- Ⓗ Nos. 41-49 (odd) Wellington Gardens
- Ⓘ Nos. 111-133 (odd) Victoria Way

Non Designated Heritage Assets

- Non Designated Heritage Assets as identified in the CREHS
- Ⓡ The fenced off rail alignment of railway to River Thames
- Ⓢ The Canteen building
- Ⓣ Manilla Mill
- Ⓤ The Hemp Store

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Notes:

Approximate site boundary marked in red for indicative purposes only.

Conservation Areas are marked out in pink and listed in the key to the right.

Listed buildings and locally listed buildings have been identified on the map using the key to the right.