

1A & 1C Eynsham Drive, Abbey Wood

Transport Statement - Addendum

Date: September 2018

Consultant: RGP





TRANSPORT ASSESSMENT ADDENDUM

1A AND 1C EYNHAM DRIVE, ABBEY WOOD

Proposed Residential and Commercial Development

Date: September 2018

Ref: ASSA/17/3535/TAA10

1 INTRODUCTION

1.1 RGP is appointed by Abbey Wood Property Ltd to provide transport planning and highway advice in relation to a proposed residential and commercial development at 1A and 1C Eynham Drive, Abbey Wood. The site lies within the Royal Borough of Greenwich (RBG) on its border with the London Borough of Bexley (LBB).

1.2 The development proposals at the above site comprise the following:

Demolition of existing car wash and pet hospital and any associated structures and the re-development of the site for a residential-led mixed use development, including buildings ranging from 3 to 17 storeys, comprising a re-provided pet hospital (D1) floorspace, 272 new homes, flexible A1/A2/A3/A4/B1/D1/D2 commercial floorspace, car parking spaces, cycle parking, hard and soft landscaping measures including play space provision and refuse and recycling facilities'

1.3 A planning application for the above scheme was submitted to the Royal Borough of Greenwich (RBG) in December 2017 under planning reference: 17/4080/F which was accompanied by a Transport Assessment, Travel Plan, Delivery and Servicing Management Plan (DSMP) and a Car Park Management Plan (CPMP), all of which were prepared by RGP.

1.4 Highway consultations have since been undertaken with all the relevant highway authorities and representatives and it is noteworthy that the development proposals are considered acceptable from a highways perspective. However, following recent planning related discussions with the GLA, the development proposals have since altered and a summary of these changes is provided below:

- i) Increased activation of southern ground floor frontage;
- ii) Southern boundary treatment between application site and the Thistlebrook Estate;

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iii) Revised landscape and play space strategy.

1.5 The changes surrounding point i) above would see the introduction of duplex units in this location and alterations to the proposed cycle store, bin store and a loss of 10 residential accessible parking spaces within this part of the site in order to accommodate the revised proposals.

1.6 The following sections assess the alterations and implications of the revised proposals from a highway and transport perspective.

2 REDUCTION IN CAR PARKING

2.1 The development previously proposed the following car parking provision:

- a) 28 PDSA hospital spaces;
- b) 2 commercial spaces;
- c) 2 car club spaces;
- d) 27 residential accessible spaces.

2.2 It is noteworthy that the previously proposed parking provision is considered acceptable to all highway representatives. However, it was also stated within the GLA consultation response dated 5th March 2018 that:

"... a further reduction in car parking would help potentially resolve those key urban design issues raised in above (paragraph 28) with regards to maximising active ground floor frontages".

2.3 In addition, feedback from Officers at TfL who were present at a pre-application meeting with the GLA (dated 27/06/17) confirmed that it would be supportive of zero car parking for the residential units except for a small number of disabled bays.

2.4 There is therefore no doubt that a reduction to the previously proposed parking provision would be considered acceptable to the GLA in order to facilitate the changes outlined above in point i).

2.5 The revised level of disabled car parking provision for the residential element of the scheme is also considered to be in line with London Plan parking policy. It is noteworthy that the current London Plan states that *"adequate parking spaces for disabled people must be provided, preferably on site"* however no strict criteria are set for residential uses.

- 2.6 Furthermore, RGP also conducted a disabled car parking demand assessment within the submitted Transport Assessment in order to establish the actual likely demand for disabled parking at this location, based on Census (2011) data. This assessment identifies that the peak demand for disabled parking provision on the site is likely to be around 15 vehicles as a result of residents. The revised parking provision of 17 residential accessible spaces would therefore provide sufficient disabled parking provision to accommodate the forecast demand by residents, whilst also providing some spare capacity in the event that demand were to rise above that expected.
- 2.7 Since the development proposes zero on-site residential car parking, except for disabled parking, car clubs offer a potential travel option that residents and visitors in particular may choose for some trips when the use of the car is essential, reducing the need to own a private car. 2 car club bays are proposed on the site, whilst additional car club bays can also be found within walking distance of the site.
- 2.8 The latest development proposals comprise the following parking provision:
- a) 28 PDSA hospital spaces;
 - b) 2 commercial spaces;
 - c) 2 car club spaces;
 - d) 17 residential accessible spaces.
- 2.9 The revised car parking strategy therefore reflects the views of the GLA and is considered to be in line with London Plan parking policy and reflects the improving PTAL at the site.

3 CYCLE PARKING

- 3.1 As identified previously, the revised scheme would result in the alteration and relocation of some of the on-site cycle parking provision.
- 3.2 **Figure 3.1** below presents the current London Plan cycle parking standards in relation to the site, for ease. As shown, the commercial element of the proposals has been assumed to be B1 for robustness, since this provides an onerous requirement with regard to cycle parking standards. This has been assumed for the entire commercial element of the proposals, given that no specific standards are provided for PDSA site's.

Current London Plan Cycle Standards		
B1	Inner/Central London: 1 space per 90 sqm	First 5,000sqm: 1 space per 500 sqm
C3	1 space per 1 bed unit 2 spaces per all other units	1 space per 40 units

Figure 3.1: Cycle Parking Standards (The London Plan)

- 3.3 Based on the current London Plan cycle parking standards and the latest mix of development proposed, a minimum of 451 cycle parking spaces would be required.
- 3.4 In addition to these standards, it is also important to consider the minimum cycle parking standards outlined within the emerging draft London Plan and this is recognised by the GLA and TfL within their respective consultations in March 2018. These cycle standards in relation to the site are summarised below for ease.

Draft London Plan Cycle Standards		
B1	1 space per 75 sqm	1 space per 500 sqm
C3	1 space per studio 1.5 spaces per 1 bed unit 2 spaces per all other units	1 space per 40 units

Figure 3.2: Draft London Plan Cycle Standards

- 3.5 As shown in **Figure 3.2** above and based on the latest mix of development proposed, a minimum of 506 cycle parking spaces would be required.
- 3.6 The applicant is very keen to promote and encourage cycling amongst occupants and visitors of the site, and as such, sufficient cycle parking would be provided on the site as part of the revised scheme in order to meet both current and draft London Plan cycle standards.
- 3.7 A total of 550 cycle parking spaces would be provided on the site, comprising a mix of short stay and long stay cycle parking provision to complement the mix of development proposed.
- 3.8 The proposed cycle parking provision would be provided in a variety of forms both on the site at ground floor and basement level and within the public realm, suitable to accommodate bikes of all sizes.

4 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Assessment Addendum has considered the highway and transport implications associated with the revised development proposals for a mixed-use development at 1A and 1C Eynsham Drive, Abbey Wood (Planning Ref: 17/4080/F).
- 4.2 This Addendum has concluded the following:
- i) The residential accessible parking provision would be reduced by 10 spaces, which reflects the views of the GLA. The proposed provision would be sufficient to accommodate the forecast demand for disabled parking by residents at the site and accords with policy;
 - ii) The level of on-site cycle parking provision would be increased to provide a total of 550 spaces, in accordance with current and draft London Plan cycle parking policy.

- 4.3 Overall, it is demonstrated that the revised proposals would not result in a significant or 'severe' impact on the local highway network, as outlined by the NPPF. Therefore, there are no impediments on highway grounds that should prevent the granting of planning permission for the proposed mixed-use development at 1A and 1C Eynsham Drive, Abbey Wood.