



CHARLTON RIVERSIDE P H A S E O N E

TRANSPORT ASSESSMENT ADDENDUM

DECEMBER 2018

Rockwell

**Leopard Gurnsey Anchor
Propco Ltd**
Anchor and Hope Lane Sites
Charlton Riverside
Transport Assessment
Addendum

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1 INTRODUCTION

1.1 General

- 1.1.1 Transport Planning Practice (TPP) has been appointed to prepare a Transport Assessment Addendum for the proposed redevelopment of the VIP Trading Estate and VIP Industrial Estate (also known as the Anchor and Hope Lane sites). The site consists of two plots and is located within the Charlton Riverside Opportunity Area in the Royal Borough of Greenwich (RBG). Figure 1.1 shows the location of the site.

Figure 1.1 – Site Location Plan



1.2 Background and context

- 1.2.1 In December 2016, a planning application was submitted for the site (planning reference 16/4008/F) to provide 975 units residential as well as commercial space (A1, A3, B1, D1 and D2 use classes).
- 1.2.2 Following consultation on the submission, a number of design changes were made to the planning application, resulting in the reduction in the number of

residential units to 771 and a reduction to the commercial floor-space. The application was amended in December 2017 accompanied by a Transport Assessment (TA), prepared by TPP, and an Environmental Statement. The application was subsequently refused by RBG at a planning committee in July 2018 on grounds not related to transport, other than providing continued access to the adjacent business premises at Imex House. In August 2018, the Mayor of London called in RBG's decision to reject the scheme and has taken over the determination of the planning application. As part of this process, feedback on the scheme has been received from the Greater London Authority (GLA) resulting in further amendments to the design of the scheme. In relation to transport considerations this has resulted in the access to the basement car park for Plot A being amended and the level of cycle parking increased.

- 1.2.3 This Transport Assessment Addendum outlines the alterations that have been made and sets out how these affect the trip generation and the impact assessment of the amended scheme against the 2017 submission.

2 STATUTORY CONSULTEES' COMMENTS

2.1.1 Following the December 2017 submission, a series of comments were made by the statutory consultees. These include comments from RBG Highways, RBG Waste and Street services, the Port of London Authority (PLA), the GLA and TfL. All relevant comments have been responded to by TPP including provision of clarification and additional information where it was necessary to address a particular comment. The comments and TPP responses are provided in Appendix A which includes:

- **TPP Note (ref D25) February 2018** responding to comments from RBG Highways, Waste and Street Services and the PLA.
- **An extract of the GVA tracker** setting out responses to comments related to transport made by Transport for London (TfL) and RBG Waste and Street Services.

2.1.2 It should be noted that none of the consultation comments resulted in any fundamental design alterations or amendment to the assessment of the transport impact of the development proposals. Therefore, the assessment methodology remains valid and has been continued for the Transport Assessment Addendum.

3 PROPOSED AMENDMENTS TO THE SCHEME

3.1 Introduction

3.1.1 The amended scheme includes reduction in height at Buildings G and J and provision of additional floors to Buildings D, E and F. This has not altered the overall number of apartments within the site. The total number of residential units remains unchanged at 771.

3.1.2 There are slight changes being made to the commercial floorspace resulting in an overall increase of 44m² GIA compared to the December 2017 submission, however, this is now split between A-class and B-class commercial uses. Additionally, the ancillary residential facilities included in the December 2017 scheme have been amended to D2 community use with no alteration to the overall GIA. A small 1m² increase in the D1 community use has also resulted from the proposals.

3.1.3 A summary of the amendments to the scheme is provided in Table 2.1.

Table 2.1 - Summary of Amendments to Proposed Development

Land Use	December 2017 Submission	Proposed Development 2018	Overall Difference
Residential (No of units)			
C3 Residential	771	771	0
Ancillary Residential (GIA m²)			
Ancillary facilities	496	0	-496
Non-residential (GIA m²)			
D2 – Community Use	0	496	+496
Community Use (D1 crèche)	337	338	+1
Flexible Commercial Floorspace A1- A5/B1/D1/D2	3,236	B1: 3,097 A1-A5: 183 Total 3,280	+44

3.2 Access

3.2.1 The overall access arrangements to the proposed development remain as per the 2017 submission. It is proposed to relocate entrance to basement car park for Plot A from underneath Block F to underneath Block A. This alteration is wholly within the site roads within the site boundary and does not impact on the surrounding network. As previously, the car park will be accessed by a two-way vehicle ramp with a gradient of 1:10. Drawings 30821/AC/232 and Drawing

30821/AC233 in Appendix B show a swept path analysis of a car accessing the basement car park at Plot A and Plot B, respectively.

- 3.2.2 The extent of the highways works on the public highway remains unchanged and this is shown in Drawing 30821/AC/216_C included in Appendix B in the context of the amended scheme.

3.3 Car Parking

- 3.3.1 The car parking provision proposed for the development at the site includes a total of 208 spaces. Of these 207 will remain for the residential use and 56 (27%) of these will be accessible bays suitable for Blue Badge holders. In addition, 43 spaces (21%) will be provided at the outset with EV charging facilities.
- 3.3.2 In addition, there are a further 14 spaces provided at ground level on the eastern side of Plot B. These car spaces currently exist in this location and will continue to be used.

3.4 Cycle Parking

- 3.4.1 Cycle parking at the proposed development will be provided in accordance with the Draft New London Plan (2018) standards. A summary of the cycle numbers for the amended scheme is set out in Table 3.1 and Table 3.2, for the residential and commercial elements of the scheme respectively.

Table 3.1 – Minimum Residential Cycle Parking Provision

Residential unit	Minimum cycle parking standards	Proposed units	Minimum requirement cycle parking
Studio	1 space	144	144
1 Bedroom	1.5 spaces	202	304
2 or More Bedrooms	2 spaces	425	850
Visitor Spaces	1 per 40 apartments	771	20
Total spaces to be provided	-		1,298 Long Stay
			20 Short Stay

Table 3.2 – Minimum Non-Residential Cycle Parking Provision

Land Use	Proposed floor area (m ² GEA)	Long stay cycle parking	Short stay cycle parking
Flexible commercial use	B1: 3,250m ²	44	7
	A1-A5: 201m ²	3	11
D1 crèche	373m ² (16 staff + 56 pupils)	9 (2 adult, 7 children)	1
D2 Community Space	536m ² (8 staff)	1	6
Minimum number of cycle parking spaces to be provided		57	25

3.4.2 Long Stay cycle parking is provided within secure cycle stores within each plot. Full account has been taken of the requirements and guidance within the London Cycle Design Standards. 5% or more are provided for larger bikes in Sheffield stands and the remainder provided in two-tier cycle racks. Short stay cycle parking spaces are provided in the public realm in Sheffield stands located at suitable positions.

3.5 Servicing and refuse collection

3.5.1 The servicing arrangements for the proposed development including refuse collection are unchanged. All swept path analysis drawings related to servicing and refuse collection have been updated in the context of the amended scheme and these are provided in Appendix B including:

- Drawing 30821/AC/209_C - Plot A: Swept path analysis of a 10m rigid vehicle.
- Drawing 30821/AC/210_C - Plot B: Swept path analysis of a 10m rigid vehicle.
- Drawing 30821/AC/234 - Plot A: Swept path analysis of a 3.5 tonne LGV.
- Drawing 30821/AC/235 - Plot B: Swept path analysis of a 3.5 tonne LGV.
- Drawing 30821/AC/211_C - Plot A: Swept path analysis of a 10.2m refuse vehicle.
- Drawing 30821/AC/212_C - Plot B: Swept path analysis of a 10.2m refuse vehicle.

3.6 East-West Link

3.6.1 The proposed future East-West Link Road in the context of the amended scheme is provided in Drawing 30821/AC/228_A in Appendix B.

3.6.2 The delivery of the East West Link Road forms part of the wider Charlton Riverside SPD, as such the details of this road and its function are set out in this document. A summary of the key parameters for the road are as follows:

- The width of the route corridor is defined to be 24m to 27.5m.
- It provides a primary movement corridor, along which public transport might run, from Anchor and Hope Lane to Warspite Road/Woolwich Road Junction.
- The route will be designed to facilitate future bus services.
- It is not intended to provide an alternative route for strategic traffic, which will remain on the A206 Woolwich Road.
- Access will be restricted to local journeys and access, public transport, cyclists and emergency vehicles; via a mechanism such as a bus gate at the eastern end of the new link.
- Where possible the route will use existing roads and routes, but it will be necessary for some sections to run along the edges of development parcels.

3.6.3 In terms of its alignment, through the proposed development, the corridor has been safeguarded to enable its future delivery through the master plan area within the design of the site.

3.7 Provision of Access to Imex House

3.7.1 The amended development continues to take account of the requirements for the right of access to Imex House and incorporates it as an internal access route for servicing of Building D, E, F, G and H and refuse collection for Building G and H. No car parking is provided within this access road and access will be managed and controlled to ensure that the route is unobstructed.

3.7.2 From discussion with the occupier of Imex House it is understood that they have a Winnebago 'Tour Bus' which is typically parked in the southwest corner of their

land, although the occupier has also said that it can park in the eastern side of their building. Further discussion with the occupier also highlighted that a longer 13.1m coach is sometimes used by them. The vehicle could either park or simply turn and drop-off/pick-up.

- 3.7.3 The proposed scheme layout and landscape plan has always been designed to accommodate vehicle access to Imex House to either location where the occupier's Tour Bus may be parked. Drawings 30821/AC/213_C and Drawing 30821/AC/231_A show the vehicle swept paths for the Tour Bus (Winnebago) and a 13.1m long coach respectively turning and manoeuvring outside Imex House.

3.8 Safeguarded Wharves

- 3.8.1 The site's proximity to St Angerstein Wharf, Murphy's Wharf and Riverside Wharf in relation to the proposed development was fully acknowledged as part of the 2017 submission. As part of the amended scheme, there continues to be no proposed changes to any roads where access is provided to the safeguarded wharves. On this basis, highway access to safeguarded wharves and barge work will be maintained without any disruption either during construction or when operational. In addition, the proposed development is not expected to have any material traffic impact on the roads providing access to the safeguarded wharves.

4 TRIP GENERATION AND TRANSPORT IMPACTS

4.1 Trip Generation

Residential

- 4.1.1 The proposed number of residential units remains unchanged and therefore there is no impact on the trip generation assessment undertaken for the December 2017 submission which remains valid for the amended scheme. Similarly, there are no changes to the servicing vehicle generation.

Non-residential uses

- 4.1.2 With regard to commercial space, this has become more defined than assessed in the December 2017 ES where it was described as 'flexible'. Thus, in order to undertake a robust assessment, the highest likely trip generating land use (B1 office) was assumed for all of the area proposed. As a result of the revisions and refinements to the scheme the area proposed as B1 office use has reduced and generally replaced with a small flexible retail (A1-A5) area which is intended to be ancillary to the amended proposed development, providing amenity for the future occupants, and therefore attracting primarily internal trips. Therefore, a worse case assessment, in terms of peak hour trip generation, was undertaken within the December 2017 Transport Assessment (TA). Therefore, the original trip generation in the 2017 TA remains a suitable and robust assessment of the commercial space generated trips for the proposed amended scheme.
- 4.1.3 The very small increase in community use of 1m² of D1 space would not have any impact on trips, as this was based on staff and pupil numbers for the crèche/nursery use. In addition the alteration from C3 ancillary residential amenity space to D2 community space would not impact on any of the trip generation figures as staff levels would be similar and expected to be arranged in shift work, arriving and leaving outside of the peak hours. Therefore, this use has been excluded from the trip generation assessment.
- 4.1.4 In summary, the original trip generation assessment continues to be valid for the amended scheme.

4.2 Impact Assessment

- 4.2.1 The submitted December 2017 TA included a detailed assessment of the impact of the proposed development trips on each of the different transport modes. From this assessment it was concluded that the proposed development is not expected to have any significant impact on the surrounding transport network.
- 4.2.2 Given that there is no change to the residential or commercial trip generation analysis which formed the basis of the 2017 impact assessment, it is concluded that the December 2017 TA provides a valid assessment of the current scheme and can be wholly relied on to be relevant for assessing the proposed development.

5 CUMULATIVE IMPACTS

- 5.1.1 The December 2017 TA provided a cumulative impact assessment on the local transport network taking account of the committed developments and the proposed scheme.
- 5.1.2 Since the December 2017 submission five additional applications have been identified. It is noted that three of these are reserved matter applications associated with schemes already taken into account. Details of the two new committed development schemes are as follows:
- Victoria Way (17/1795/F40); and
 - Herringham Road (Komoto) (18/0732/F).
- 5.1.3 For both schemes, a review of their planning application documents has been undertaken and account taken of their transport impacts in this assessment.
- 5.1.4 Both schemes are expected to have an impact on Woolwich Road (A206). As a result, the updated cumulative baseline flows are shown in Table 5.1. The comparable Table in the December 2017 TA is Table 20.5 for ease of reference. From Table 5.1 below, it can be seen that the impact of the proposed development traffic on the new cumulative baseline remains unchanged from that included in the December 2017 TA, for both the AM and the PM peak hour. Thus the assessment and conclusions reached in respect of the traffic impact of the proposed development within the December 2017 remain valid.

Table 5.1– Cumulative Baseline and Proposed Development Traffic Flows

Link	Cumulative Baseline flows		Cumulative Baseline + Proposed Development		Percentage Difference		Comparison to 2017 Assessment	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Anchor & Hope Lane North of Bugsby's Way	251	249	338	303	35%	22%	0%	0%
Anchor & Hope Lane North of Site Access	192	135	185	134	-4%	-1%	0%	0%
Anchor & Hope Lane South of Bugsby's Way	1,385	1,710	1,423	1,743	3%	2%	0%	0%
Bugsby's Way West of Gallions Road	1,426	1,841	1,476	1,860	4%	1%	0%	0%
Bugsby's Way East of Gallions Road	1,461	2,136	1,512	2,159	4%	1%	0%	0%
Charlton Church Lane North of Delafield Way	418	468	423	476	1%	2%	0%	0%
A206 East of Anchor & Hope Lane	2,288	2,767	2,335	2,786	2%	1%	0%	0%
A206 West of Anchor & Hope Lane	1,337	1,323	1,338	1,326	0%	0%	0%	0%
Site Access (Private Road)	107	120	187	172	75%	44%	0%	0%
Gallions Road	202	390	200	393	-1%	1%	0%	0%

6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Assessment Addendum has been prepared in support of amendments to the proposed redevelopment of the VIP Trading Estate and VIP Industrial Estate (also known as the Anchor and Hope Lane sites) within the Charlton Riverside Opportunity Area in the Royal Borough of Greenwich (RBG).
- 6.1.2 The proposed amendments currently proposed are in response to feedback received from the GLA following the Mayor's decision to take over the determination of the application after it was refused by RBG (planning reference 16/4008/F).
- 6.1.3 It has been demonstrated that the proposed amendments do not have any impact on the trip generation and the impact assessment undertaken as part of the December 2017 submission given that there is no change in the number of residential units and the change in non-residential uses and floorspace is such that the December 2017 TA trip generation represents a robust assessment for these elements of the amended scheme.
- 6.1.4 Vehicle swept path analysis drawings have been updated to illustrate vehicle manoeuvres in the context of the amended scheme. A plan showing the future East-West link corridor has also been provided which is in line with the aspirations of the RBG's Masterplan for the wider area.
- 6.1.5 Cycle parking provision at the development will meet the Draft New London Plan (2018) for all elements of the proposed scheme.
- 6.1.6 The proposed scheme will continue to have no impact on the operations of the nearby safeguarded wharves and access rights to Imex House will continue to be retained.
- 6.1.7 Since the 2017 submission, additional committed developments have been identified and considered. The updated cumulative assessment demonstrates that these do not materially affect the results of the original assessment.
- 6.1.8 In summary, the conclusions of the December 2017 Transport Assessment remain valid for the amended scheme.

- 6.1.9 In conclusion, the proposed scheme will deliver a high quality development which will be accessible by walking, cycling, buses and rail. The development benefits from its location for encouraging sustainable transport choices.
- 6.1.10 The scheme has been designed to accommodate for the expected level of walking and cycling trips and the generated trips by each of the different modes of transport can be accommodated on the surrounding transport infrastructure.
- 6.1.11 Finally, the proposed development fully meets the transport aspirations of the Royal Borough of Greenwich and current Governmental guidance in respect of sustainable development and will, through its design, encourage the use of sustainable modes of transport.