



ROYAL ARSENAL RIVERSIDE
THE ROPEYARDS
PLOTS D & K

TRANSPORT STATEMENT
(INC. TRAVEL PLAN)

To Support a Reserved Matters
Application

MARCH 2024



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Transport Statement

Royal Arsenal Riverside, The Ropeyards, Plots D & K,
(Buildings D1, D2, D3, D4, D5 and K3 K4, K5)

Iceni Projects Limited on behalf of
Berkeley Homes (East Thames)
Ltd

March 2024

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Transport Statement

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APPENDICES

A1. SWEEPED PATH ANALYSIS

1. INTRODUCTION

1.1 This Transport Statement has been produced by Icen Projects on behalf of Berkeley Homes (East Thames) Ltd (The applicant) in relation to the Reserved Matters Application (RMA) for The Ropeyards, Royal Arsenal Riverside, Plots D & K, (Buildings D1, D2, D3, D4, D5 and K3 K4, K5) in Woolwich, Royal Borough of Greenwich (RBG).

1.2 The outline consent for the wider masterplan was approved in 2013 (Planning Reference: 13/0117/0) and contained outline permission for Plots D and K for up to 717 residential units (Plot D – 499 units and Plot K – 218 units) with 1,682 sqm of commercial space (Plot D - 945 sqm and Plot K – 737 sqm). This was to be supported by 253 residential car parking spaces at a ratio of 0.35 and 140 public car parking spaces.

1.3 The description of development for the Site is as follows:

“Submission of Reserved Matters (Appearance, Landscaping, Layout and Scale) pursuant to Condition 2 of planning permission reference 16/3025/MA, dated 17.03.2017, for residential units and non-residential floorspace within Plots D and K, along with public / private landscaping details, car / cycle parking, refuse / recycling facilities and play provision”.

1.4 The development proposals are for 663 residential units. This will also be accompanied by 959.1sqm of commercial space.

1.5 As there is a decrease from 717 residential units to 663 units (488 Plot D and 175 Plot K), this Transport Report will only be assessing the difference between the two schemes as it is not considered necessary to complete a whole new assessment given the reduced impact. This was agreed during a pre application meeting with RBG on 13/12/22.

1.6 The report also details other changes to the scheme which have been made as a result of finessing the scheme as part of the RMA. These changes are categorised as follows:

- Car Parking
- Cycle Parking
- Servicing Strategy
- Walking and Cycling Routes and Improved Public Realm

1.7 The remainder of the report is structured as follows:

-
- Car Parking – the second chapter will highlight the differences in car parking between this scheme and the outline scheme.
 - Cycle Parking – this will detail how the cycle parking will meet London Plan and LCDS standards for cycle parking.
 - Servicing Strategy – this will include all details of servicing. A description of how servicing vehicles will access the site. Refuse vehicles, deliveries and servicing vehicles for the residential, commercial and the adjacent hotel will all be included in the strategy. This will be accompanied by swept path analysis to show how all vehicles can enter and exit the site safely and in accordance with guidance. This is also supplemented by a standalone Delivery and Servicing Plan.
 - Walking, cycling and public realm – this chapter will provide commentary on how routes across the site have been improved, including better open spaces and more direct routes through the site.
 - Updated Assessment – the assessment chapter will then re-assess the number of trips and compare this with the impact from the previous outline assessment. This will include a change in the number of person trips due to the change in units, but also a modal shift away from vehicle trips due to the reduction in parking across the site. As the number of car trips are set to reduce, it is not anticipated that any junction modelling will be included within the report as it is believed there will be no worsening from the previous outline consent. As such the chapter will focus more on the impacts on public transport and active travel.

2. CAR PARKING

Overview

- 2.1 This chapter sets out the changes in car parking number from the original outline consent.

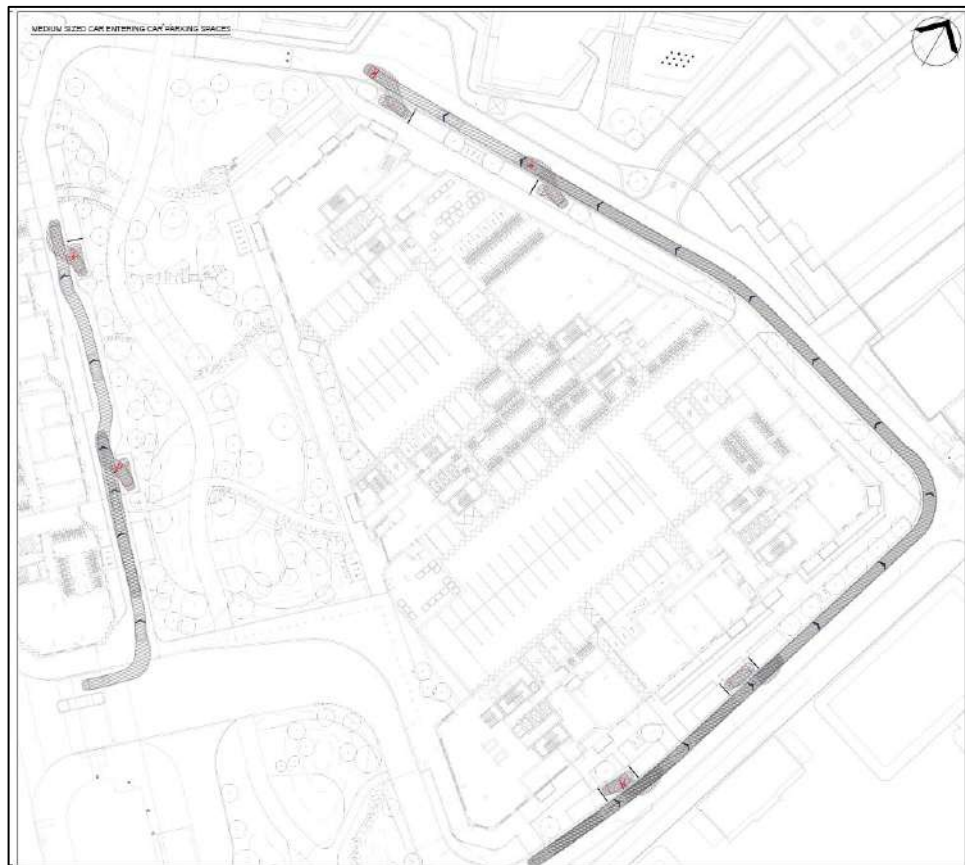
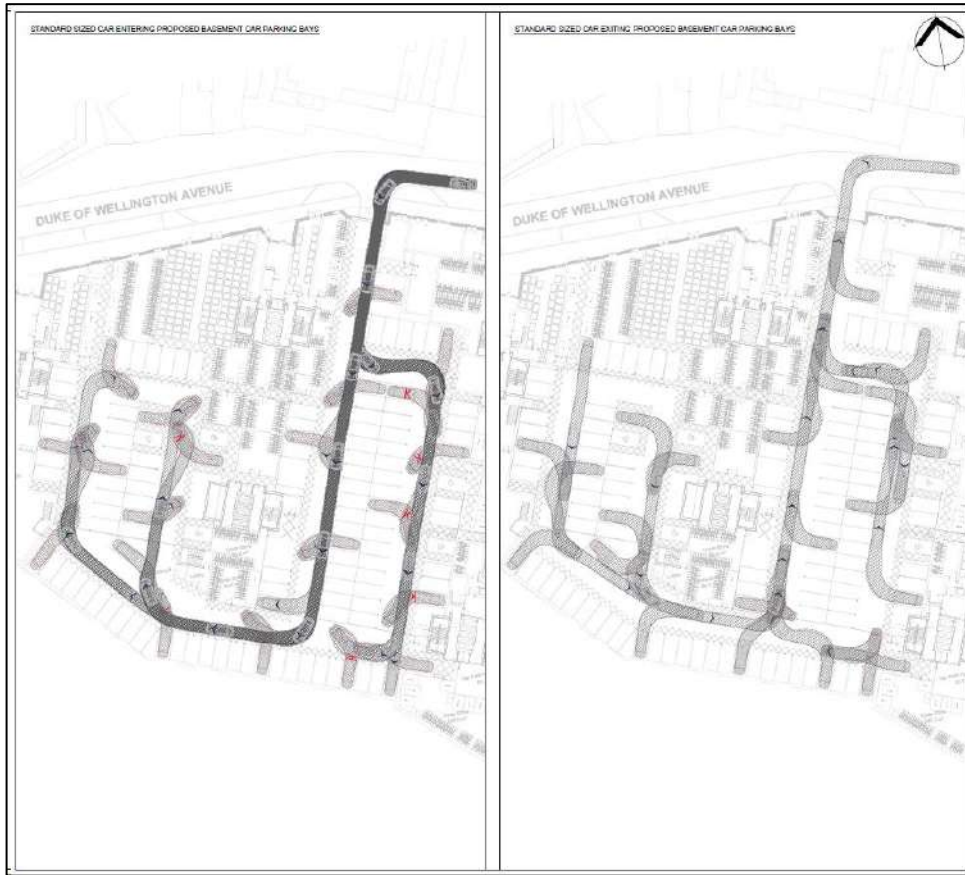
Outline Consent

- 2.2 The previous outline consent was for a total of 253 spaces for Plots D and K at a ratio of 0.35 spaces per unit. This was in line with the relevant policy at the time of the consent. This included two levels of basement parking to be provided underneath Plot D, accessed from Duke of Wellington Avenue.

RMA Provision

- 2.3 Following a review of the scheme by the applicant and the design team, the number of car parking spaces to be provided is to be significantly reduced in comparison the Outline Consent. The applicant has reduced the basement from a two-level basement to a half level basement underneath Plot D. This not only recognises the sustainable nature of the Site and the reduction in car ownership since the outline application was consented, especially following the opening of the Elizabeth Line but also saves on cost, carbon and time within the programme.
- 2.4 A total of 142 parking spaces are now provided in the basement car park including 21 disabled car parking bays provided as a mixture of on and off-street bays. This is to provide spaces within an appropriate distance from both the D and K Plots, as discussed in the pre application meeting with the Highways Officer. This is a total reduction of 111 car parking spaces from the outline application.
- 2.5 A plan showing the location and layout of car parking spaces across the two Plots is shown in Figure 2-1 below with swept path analysis. Plans are also included in Appendix A1.

Figure 2-1 – Car Park Locations and Layout



Blue Badge Spaces

- 2.6 A total of 21 blue badge spaces are provided for Plot D and Plot K. This is in line with the London Plan requirements for 3% of all units to be provided with a disabled bay. The locations of the blue badge spaces are visible in Figure 2-1 as the on street spaces. 15 of the spaces are provided on street to align with core entrances and reduce distances between spaces and access doors. The other 6 are provided within the basement but again close to core entrances.

Electric Vehicle Charging Spaces

- 2.7 Updated Building Regulations state that all parking spaces should have EV Charging bays unless the number of spaces exceeds the number of units. There is however a caveat that parking spaces provided in covered car parks should only provide cabling at this point. As the majority of all parking bays, the only exception being the on-street disabled car parking bays, are provided within a basement car park these spaces will be provided with passive provision to allow them to be converted at a later date.
- 2.8 All on-street car parking bays (15 bays) will be provided with active electric vehicle charging facilities.

Car Park Design

- 2.9 All standard car parking spaces are to be 2.5m x 5m in line with the BHET design guide and RBG guidance on parking bays. All disabled bays will then have an additional 1.2m buffer provided on three sides of the bay to allow access for those who require more room.

Management Strategy

- 2.10 Following completion of the proposed residential units and hand-over to residents the day-to-day management of the development will be managed by the onsite management team who will therefore also be responsible for the implementation of the car park management strategy.
- 2.11 The mechanism and procedures for parking allocation at the Site will be explained to prospective buyers / renters, as well as being included within a 'Welcome Pack' for the residents of each dwelling. If properties are then sold on, the lease would then fall back at the discretion of the onsite management team and not automatically pass on to the new resident. This would be the responsibility of the seller to inform the purchaser / tenant of the parking strategy although the deeds would make this clear.
- 2.12 The residential parking spaces will be leased to individual residents who have applied for a space with preference given to those in larger units. No sub-letting of parking spaces will be permitted and

to ensure only allocated residents can park, they will need to demonstrate vehicles are registered at the development.

- 2.13 All leases will be provided for a space within the car park which BHET and the estate management team will have the ability to lift and shift, meaning that the lease only allows the provision for a space and not one space in particular. This will give the estate management team flexibility should there be a need to convert more spaces into disabled bays in future.

Summary

- 2.14 In summary, there is a significant reduction in car parking bays proposed from the original number set in the outline planning consent. There are now 144 parking bays proposed including 21 blue badge bays and 15 electric vehicle charging bays as opposed to the 253 car parking spaces originally proposed which will result in a much lower anticipated level of traffic to and from the development.

3. CYCLE PARKING

Overview

- 3.1 This chapter sets out the provision of cycle parking to accompany Plots D and K. This includes details of the internal cycle stores for long stay cycle parking and the external cycle parking provided in the public realm for short stay / visitor parking.

Long Stay Cycle Parking

- 3.2 Cycle parking is being provided in line with both London Plan standards for numbers and London Cycle Design Standards (LCDS) for layout requirements. As there is a reduction in car parking from the original outline consent it is anticipated that more people will need to cycle. Therefore, the presence of high-quality cycle parking is integral to the updated design.
- 3.3 Of the total spaces available, 20% will be provided as Sheffield Stands with a further 5% of spaces to be enlarged spaces to cater for those with cargo or adaptable bikes. The remaining 75% are then provided in two tier racks.
- 3.4 The table below shows the number of long and short stay cycle parking spaces to be provided per residential building, as well as the relevant cycle parking standards.

Long Stay Standard: 1 space per studio or 1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling, 2 spaces per all other dwellings

Short Stay Standard: 5 to 40 dwellings: 2 spaces, thereafter: 1 space per 40 dwellings

Table 3-1 Residential Cycle Parking Provision

	Double Stack	Single Stack	Sheffield Stands	Secure Locker	Cargo	Total
Plot D	446	209	180	18	42	895
Plot K	194	82	72	0	19	367
Total	640	291	252	18	61	1262

3.5 Cycle parking for the commercial units will then be provided within the confines of each commercial space. Each unit will have to meet the cycle parking standards below.

Long Stay Standard: 1 space per 175 sqm gross external area (GEA)

Short Stay Standard: first 750 sqm: 1 space per 20 sqm; thereafter: 1 space per 150 sqm (GEA)

3.6 The table below shows the expected amount of floor space and the anticipated land use within each commercial unit. As the operator of each commercial unit is not known at this stage the cycle parking provision cannot be fully confirmed, however a worst case cycle parking standard has then been applied to ensure that even if the land use changes there is still sufficient cycle parking.

Table 3-2 Commercial Cycle Parking Provision

Building	Size	Use Assumption	Long Stay	Short Stay
K5	111.3 sqm	Retail* / Office	2	2
K3/4	158.8 sqm	Retail* / Office	2	3
D3	288 sqm	Coffee Shop / Gym**	2	15
D5	401 sqm	Office	6	2

*Non Food Retail assumed as worst case

**Café standards used as a worst case

4. SERVICING STRATEGY

Overview

- 4.1 This chapter sets out the servicing strategy for the Site. A summary is provided within this chapter with further details including swept path analysis provided in the accompanying Delivery and Servicing Plan.

Proposed Servicing Strategy

- 4.2 The servicing strategy for Plots D and K has been developed with the wider Royal Arsenal Masterplan in mind. This includes the need to collect Plot A bins from within a holding area within Plot D and the requirement to service the Hotel located at the junction between the A206 and New Warren Lane.
- 4.3 The movement of large vehicles around the estate and ensuring they are able to access all buildings has been considered. The strategy attempts to make use of existing facilities where possible but also provides new servicing areas and routes where necessary. A plan showing where servicing vehicles are able to operate is shown below in Figure 4-1 with tracking for all servicing movements provided in Appendix A1. A description of servicing for each element is then provided below.
- 4.4 The applicant estate management team will also form part of the strategy, particularly where waste collection is concerned. Whilst bins are to be collected from inside the stores, the estate management team will be used to operate bollards from within the concierge office, move Plot A bins to the bin store in Plot D or outside the Heritage Car Park bin store and to be on hand to support with collection if required.
- 4.5 All loading bays outside of refuse stores are to be used for refuse collection. These will be managed to prevent other vehicles from using bays during collection times. It is proposed that signage will be used to state collection times or periods and that loading bays cannot be used within these times. Estate management will also cone off bays if necessary.

Figure 4-1 Servicing Route Plan – Source: HTA Landscape Chapter



Plot D

- 4.6 Plot D is to be serviced via New Warren Lane and Duke of Wellington Avenue. In the interim, whilst the buildings are being built out, the temporary bays currently in place that allow for visitor parking, deliveries and servicing will be retained. This will allow for deliveries and servicing to continue in their current form and also allow for more servicing areas when removal vans are more likely to be present.
- 4.7 However, once Plot D is fully occupied the permanent solution will remove these large bays in place of specific bays in targeted locations. This will allow for the collection of refuse, servicing and deliveries to both the commercial and residential units.
- 4.8 Two bays are to be provided to the north of Plot D, this allows for the delivery and servicing of the commercial unit and the collection of bins from the bin stores on the northern side of Plot D including the bins from Plot A that are to be stored within Plot D. The bays on the opposite side of Duke of Wellington Avenue are retained and will also provide additional capacity. The bays will reduce the need to service from on street and will also clear the turning head to allow for larger vehicles to turn.

On site observations indicated that at present some vehicles were carrying out deliveries or servicing from the turning head, so providing additional bays in this location will alleviate this problem.

- 4.9 An additional bay is also to be provided to the south of Plot D. This is to cater for refuse collections and deliveries to the commercial unit on the southern side of the building. Deliveries to cores in the south and west of the building are also possible from this location.
- 4.10 For residential cores on the east of the building it is envisaged vehicles will operate using the parking and turning area outside the concierge office. This provides adequate space for most delivery vehicles to park, deliver / service and turn. The concierge office is also available to all residents in this portion of the Royal Arsenal Estate. Residents will be encouraged to utilise this offering to help reduce the number of missed deliveries.

Buildings K3 K4 and K5

- 4.11 Buildings K3 – K5 will be serviced via a new service road that will run adjacent to the residential building. The service road will be entered from the south off New Warren Lane and vehicles will loop round the site, connecting with Duke of Wellington Avenue adjacent to the turning head outside Plot D. All movements will be in forward gear and will not require reversing as the vehicles can drive straight in and out of the Plot K service bay.
- 4.12 The service road has been designed to allow two vehicles to pass so that when one vehicle is parked for either a delivery or refuse collection, other vehicles are able to pass. The service road is intended for use by refuse vehicles, deliveries to Buildings K3 K4 and K5, servicing vehicles, blue badge holders and emergency access if required. The route will not be open for general traffic, will have bollards at the access and will be signposted accordingly.

Building K2 and Hotel

- 4.13 Building K2 and the hotel do not form part of this application, but their servicing is affected by the proposals. As such they have been considered in this report. Servicing of Building K2 and the hotel are restricted by routes that are available across the park. The temporary car park adjacent to these buildings is to be replaced by a park and therefore new routes to these buildings have been explored, particularly as there is no desire to have vehicles stopping on the A206 immediately outside the Site.
- 4.14 To avoid vehicles wanting to turn right into a new service road, as this could potentially have implications on traffic backing up onto the A206 if the turn is blocked, a number of options have been explored. In reality, the frequency of these moments is low and mainly off peak and the flows at the junction would have reduced as a result of the new application, nevertheless it was felt prudent to “play safe”. The preferred option is then for vehicles servicing these buildings to enter the site via New Warren Lane and then turn outside either the concierge office or at the end of Duke of Wellington

Avenue. They would then be able to turn left into the service road, turning at the end, before exiting back onto New Warren Lane and the A206.

- 4.15 For vehicles that are too large to turn in either turning location, a new route is to be provided with the 12m rigid required by Premier Inn able to have access through the barriers to the west of the concierge Avenue. It will then turn left into the service road and be able to turn using the turning head at the very southern end of the site.

Summary

- 4.16 The above provides a summary version of the required servicing routes and the strategy for how the D & K Plots will be serviced. Further details are then provided in the Delivery and Servicing Plan.

5. WALKING, CYCLING AND PUBLIC REALM

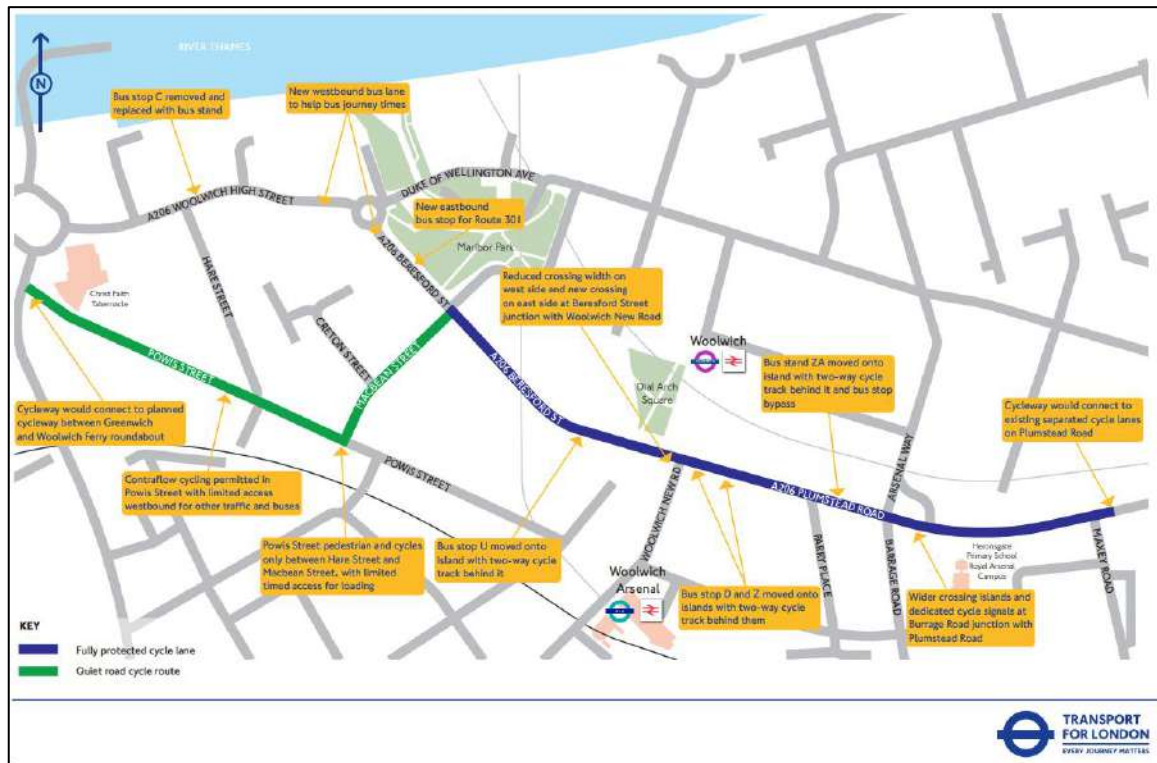
- 5.1 As car parking has been significantly reduced from the outline application, and with the desire to best promote active travel to and from the development, walking and cycling routes and public realm improvements are key aspects of this reserved matters application.
- 5.2 Existing high-quality routes already exist as part of the wider estate. For example, there are several traffic free routes to and from the Elizabeth Line station. These also provide a route towards a key crossing point over the A206 and links towards Woolwich Arsenal station for access to DLR, Thameslink and Southeastern Trains.
- 5.3 The site is also bound to the north by the Thames Path. This provides another traffic free route for pedestrians and cyclists to go east and west along the river connecting with other cycle infrastructure on route. It also provides a traffic free route to both the Woolwich passenger ferry / the Woolwich foot tunnel to the north side of the Thames.
- 5.4 Internally, one of the key features of the proposed development is the park running through the Site. This enables people to walk through the Site separated from traffic and provides a link between the river and the station.
- 5.5 The plan below highlights the key routes in, out and through the Site that will become possible with the proposed development. These routes will all be well lit and attractive to use to enable their use at all times of day. These routes will also be in addition to the high levels of public realm already achieved across the Royal Arsenal Estate.

Table 5-1 Walking and Cycling Routes – Source: HTA Landscape Chapter



5.6 In addition to routes across the estate, there are also off-site improvements being brought forward by TfL that will help improve the walking and cycling network in the surrounding area. The works are currently under consultation but will provide a new cycle lane running along the A206 Beresford Street and connecting the Site with the Woolwich Ferry Roundabout and alternative cycle routes further west. The figure below shows the proposed improvements.

Table 5-2 TfL walking and Cycling improvements



Summary

- 5.7 In summary, there is already a high precedent for good quality public realm being produced by the early phases of the Royal Arsenal Estate. This coupled with other existing routes in the area such as crossings over the A206 and the Thames Path mean that there is a high calibre of active travel routes in the area.
- 5.8 In addition, the TfL proposals help to fill any gaps in the network including the provision of further cycle facilities on the A206. As a result, there are not any other routes in the area that have been identified for improvement as part of this application.

6. IMPACT ASSESSMENT

Overview

- 6.1 This chapter calculates the change in impacts to be generated from the original outline consent. The assessment is based on their being a decrease in 54 units and a reduction of 109 car parking spaces when comparing the Proposed Development and the outline planning permission.

Previous Outline Assessment

- 6.2 The previous transport report provided by URS for the 2013 application provided the following conclusions:
- There was a nominal change in scale of development between 2013 and the 2008 assessment and therefore it was considered the trip generation would be the same.
 - There were limited changes to the proposed access arrangements to the site and the 2008 trip generation was therefore considered robust and still valid for the 2013 masterplan.
 - As the 2008 conclusions were considered appropriate, this therefore meant the 2013 conclusions were appropriate.

Updated Reserved Matters Assessment

- 6.3 As noted previously in this report, the number of units has now decreased from the previous outline assessment. The number of car parking spaces has also decreased but the access proposals and access junction has remained as built. As a result, it is considered that the traffic impact from this scheme is also suitably robust and therefore does not need updating.
- 6.4 As a result of there being less car parking however, it is expected that there will be additional trips made by walking, cycling and public transport than previously envisaged, although this is likely to be offset by the reduction in units meaning that any increase is likely to be negligible. It does however align the development better with the Mayor's Transport Strategy objective of 80% of trips being by sustainable modes with a new parking ratio of 0.21 spaces per unit and a higher propensity to travel by sustainable modes as a result.
- 6.5 As noted in Chapter 5, walking and cycling conditions are set to improve with better links through the Site and also off-site improvements making cycling more attractive. It is therefore considered that any additional walking and cycling trips as a result of the mode shift away from car driving would create positive impacts, as the increased numbers can be accommodated on the respective networks

with no pinch points anticipated and will act as a multiplier effect where the more people are seen walking and cycling in the area, the more others will also do the same.

- 6.6 From a public transport perspective, as per the 2013 report, due to the proximity of the Elizabeth Line, most people are anticipated to use this as their chosen form of transport with other trips to be spread around the DLR, Southeastern, Thameslink and bus services. Whilst there is likely to be modal shift as a result of the reduction in car parking spaces, the reduction in units will likely offset this, meaning that public transport trips will be broadly as previously predicted.

7. TRAVEL PLAN

What is a Travel Plan?

- 7.1 Travel Plans (TP) provide a long-term management strategy to support sustainable and active travel at new developments. Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 7.2 The TP is therefore essentially a series of initiatives that are introduced by an organisation to provide all users of a development with an enhanced range of sustainable transport opportunities. The overriding objective of a TP is to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling and public transport.
- 7.3 A TP can bring a number of benefits to a new development for the developer, the local authority and the ultimate users of the Site. Some of which include:
- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
 - Reduced highway capacity problems by promoting sustainable travel choices.
 - Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
 - Improving the attractiveness of a development to potential occupiers / users.
 - Increasing the opportunities for active healthy travel, such as walking and cycling.
 - Reducing the demand for parking spaces and therefore enabling land to be put to more cost-effective / commercially beneficial use and freeing space for active travel initiatives.
 - Improving the travel choice, quality and affordability available to all users.
 - Increased opportunities to feed into corporate social responsibility or sustainability initiatives.

Travel Plan Measures

- 7.4 This travel plan chapter has been prepared as part of the reserved matters application, but it is anticipated that a full travel plan will be conditioned as part of any forthcoming planning permission. Any conditioned travel plan will identify a range of outline initiatives which are supplemented by targets in order to encourage the use of sustainable modes of transport, rather than the private vehicle, by future residents. This document therefore represents a commitment by the Applicant to

encourage adoption of the measures being proposed. Once the residential units have been occupied then a full Travel Plan (TP) can be provided, and this will be secured via a Section 106 agreement.

7.5 It is expected that a Residential Management Team (RMT) will be appointed to manage the residential dwellings. The RMT will appoint a Travel Plan Coordinator (TPC) prior to occupation who will form the direct point of contact with the residents and other stakeholders i.e. RBG.

Objectives

7.6 There are a number of objectives that the implementation of this TP, and the future finalised TP, is intended to help fulfil. These objectives are:

- To influence the travel behaviour of future occupiers of the Proposed Development;
- To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
- To help improve the health of occupiers;
- To ensure sufficient facilities are available to accommodate the journeys that would otherwise be undertaken by the private vehicle.

Targets

7.7 The objectives set out above provide the structure for the TP. Where applicable, targets can also be included within a TP to help achieve the objectives. Targets are measurable goals which provide an assessment criteria to determine the progress of the TP, and are therefore essential for monitoring the success. In accordance with the guidance, targets should be designed to be SMART (Specific, Measurable, Achievable, Realistic and Time-bound).

7.8 It is considered that targets can fall under two categories; quantifiable actions i.e. a modal shift in transport or non-quantifiable actions i.e. achieving something by a certain milestone.

7.9 The targets for this development will be finalised within the conditioned TP, however, the below provides an early indication on what these are likely to be:

- Appointing a Travel Plan Co-Ordinator (TPC) prior to the first residential occupation of the Site;
- Undertaking a monitoring survey on an annual basis, starting 6-months after first occupation;
- Aim for 80% of trips to be made by walking, cycling or using public transport, as per the aspirations of the Mayor's Transport Strategy;
- Promote the opportunities to travel by walking, cycling and public transport.

7.10 It is anticipated that the quantifiable targets set out above should be achieved by the fifth year of the TP being in operation. Notwithstanding, these targets are ambitious given the likely high-proportion of residents travelling by sustainable modes from the outset with the public transport, walking and cycling opportunities available and the low-level of car parking across the development proposals.

7.11 It is therefore considered that it is more accurate to set non-quantifiable targets to ensure that sufficient measures are implemented to promote the use of sustainable travel. At this stage, with the development not occupied, any target would not be based on accurate baseline data and it is therefore considered that these would be best determined once an accurate baseline mode share has been established. In order to determine the baseline data, surveys will be undertaken 6 months after first occupation of all the residential units.

Travel Plan Initiatives

7.12 In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims, objectives and options available to them in terms of travelling to / from the Site using sustainable modes of transport. It is therefore important that there is a point of contact for the residents and the local authority, and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a TPC will be appointed.

The Travel Plan Co-ordinator

7.13 As mentioned, it is expected that the developer of the residential units will appoint a RMT, and the TPC will be a member of that, although this detail will be confirmed in the full conditioned TP. The TPC role will commence before the first occupation of a dwelling, and from then-on will take overall responsibility of the residential development with regards to the TP. Once the contact details of the TPC are known they will be provided to RBG.

7.14 The role of the TPC will be as follows:

- To promote and encourage the use of travel modes other than the car;
- To provide a point of contact and travel information for residents;
- To ensure that all relevant information is provided to the occupiers and that up-to-date information is clearly displayed on notice boards, website, etc; and
- To arrange for the travel surveys / monitoring to be undertaken when necessary.

Monitoring and Review Mechanisms

7.15 In order to ascertain whether the objectives and targets set out within this TP have been met, annual monitoring will be conducted at the end of each year for a 5-year period. As stated previously, this

process will start with the baseline surveys 6 months after first and full occupation. The monitoring will then be undertaken on the anniversary of this date each year. The TPC will form a contact point for communication with the local authority who will be involved in the monitoring process.

- 7.16 The travel habits of residents will act as the baseline data, which will be obtained via the surveys, and the monitoring will enable an assessment of how these travel habits have changed over time.

Sustaining Interest / Marketing and Communication

- 7.17 It is important to sustain interest and commitment to the TP to ensure its success. The TPC will need to be proactive in ensuring information is available and up-to-date. The TPC will also need to ensure that residents are aware of the TP and the travel options available to them.

- 7.18 It is therefore proposed that each residential unit will receive a 'Welcome Pack' following occupation of their dwelling, which will include a summarised version of the Travel Plan and all relevant information on public transport facilities, car club facilities, local walking routes, cycling networks and contact details for local taxi operators. This will be highlighted to residents at the point of sale, and there will also be noticeboards provided within the residential lobbies where up-to-date information can be provided.

Funding

- 7.19 The implementation of the TP, once agreed with RBG, is to be funded by the developer of the residential units. This will include all associated with the implementation, management, marketing and monitoring of the TP.

Travel Plan measures

- 7.20 Where applicable, measures can be included in the TP to help achieve the objectives. These measures are set out in the following sections which include initiatives to promote increases in the use of cycling, walking and public transport. TPs are evolving documents that need to remain adaptable to changing working practices and local conditions. Therefore, the list of measures is by no means exhaustive and additional measures could be identified and implemented in the future.

Measures to reduce car use for residents

- 7.21 As detailed previously there has already been a significant decrease in the number of parking spaces provided from the outline application stage. Residents will also be precluded from applying for local car parking permits through a clause proposed for inclusion within the Section 106 Agreement. It is considered that this will limit car ownership at the site and resultingly limit associated car trips. Residents will be made aware of both these points prior to moving in.

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- 7.22 Further, all on street car parking spaces are proposed to have electric vehicle charging points (EVCPs). This will therefore encourage the use of electric vehicles at the Site, where vehicles are deemed necessary, facilitating a more sustainable method of travelling by the private vehicle.
- 7.23 All residential units at the Site will be provided with adequate facilities to work from home including, where possible, high-speed internet connections. Information on the benefits of working from home will be provided to the residents via the TPC.
- 7.24 It is considered that the above points will naturally reduce the need for those residents who do have a parking space to use the private car, although it is acknowledged there may be some instances where this remains the only foreseeable mode of travel.

Measures to encourage cycling

- 7.25 Cycle parking will be provided across the development in accordance with the London Plan standards which will ensure that cycle parking facilities are available for all dwellings in safe and secure locations. This in itself is likely to encourage cycle use, which will then be further promoted via the provision of information on the local cycle network routes and details of local cycle stores. In addition, details of the cycle buddy network to encourage cyclists to join each other on cycling trips, either for employment or leisure purposes will be provided.

Measures to encourage walking

- 7.26 Pedestrian access and connectivity throughout the site is to be enhanced via the provision of dedicated pedestrianised routes. Residents will be made aware of the existing high quality pedestrian network available to them and also what facilities are available within a reasonable walking distance.

Measures to increase the use of public transport

- 7.27 Increased accessibility to, and use of, public transport is considered to be a key element of any TP. The Site benefits from very good public transport accessibility, with frequent train and bus services accessible within the immediate vicinity. The TPC will ensure access to up-to-date public transport information, including bus / train timetables and company contact information, is constantly available, but will also make them aware of the various websites and phone applications available where they can find this information themselves.

Measures to promote the Travel Plan

- 7.28 In order to ensure the TP is successfully promoted to residents, the RMT will consider developing a website which will provide a digital base for the information as detailed above. This website would

also include information on the reasons for the development of the TP and provide updates as part of the monitoring progress.

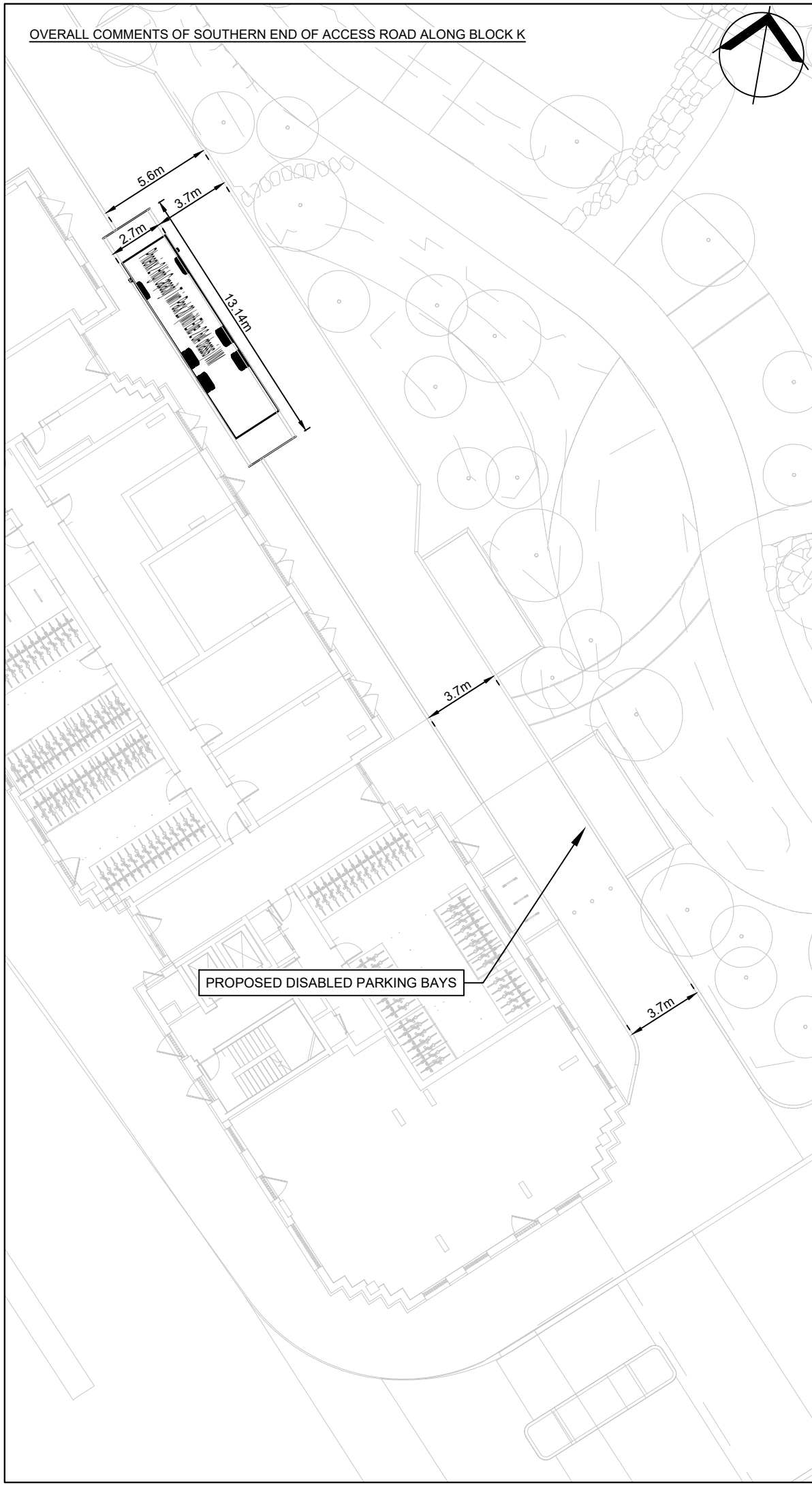
- 7.29 The Travel Plan will also be promoted through the provision of welcome packs provided to new residents, which will include information regarding the TP i.e. local amenities, walking and cycling routes etc. and the measures in place to increase sustainable travel.

8. SUMMARY AND CONCLUSIONS

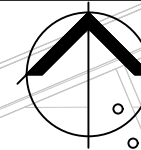
- 8.1 In summary, the reserved matters application for Royal Arsenal Plots D & K will provide less units than included within the outline application and therefore have less impact on the surrounding transport networks.
- 8.2 The development proposals have also been tweaked to ensure the car parking, delivery and servicing and pedestrian and cycle strategy is fully efficient and promotes active travel as well as sustainable modes. For example, the number of car parking spaces has also been reduced significantly from the outline application.
- 8.3 This report sets out that as the number of units has decrease, and the number of parking spaces has decreased that there is not anticipated to be any significant negative impacts associated with the development compared with the previously consented outline application.

A1. SWEEP PATH ANALYSIS

OVERALL COMMENTS OF SOUTHERN END OF ACCESS ROAD ALONG BLOCK K



OVERALL COMMENTS OF NORTHERN END OF ACCESS ROAD ALONG BLOCK K



- NOTES:
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E	06.03.2024	REVISED LAYOUT	AP	MJB	CB
D	04.03.2024	REVISED LAYOUT	AP	MJB	CB
C	26.02.2024	REVISED LAYOUT AND AMENDED TRACKS	AP	MJB	CB
B	08.02.2024	REVISED LAYOUT	AP	MJB	CB
A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

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PROJECT _____

ROYAL ARSENAL BLOCKS D & K

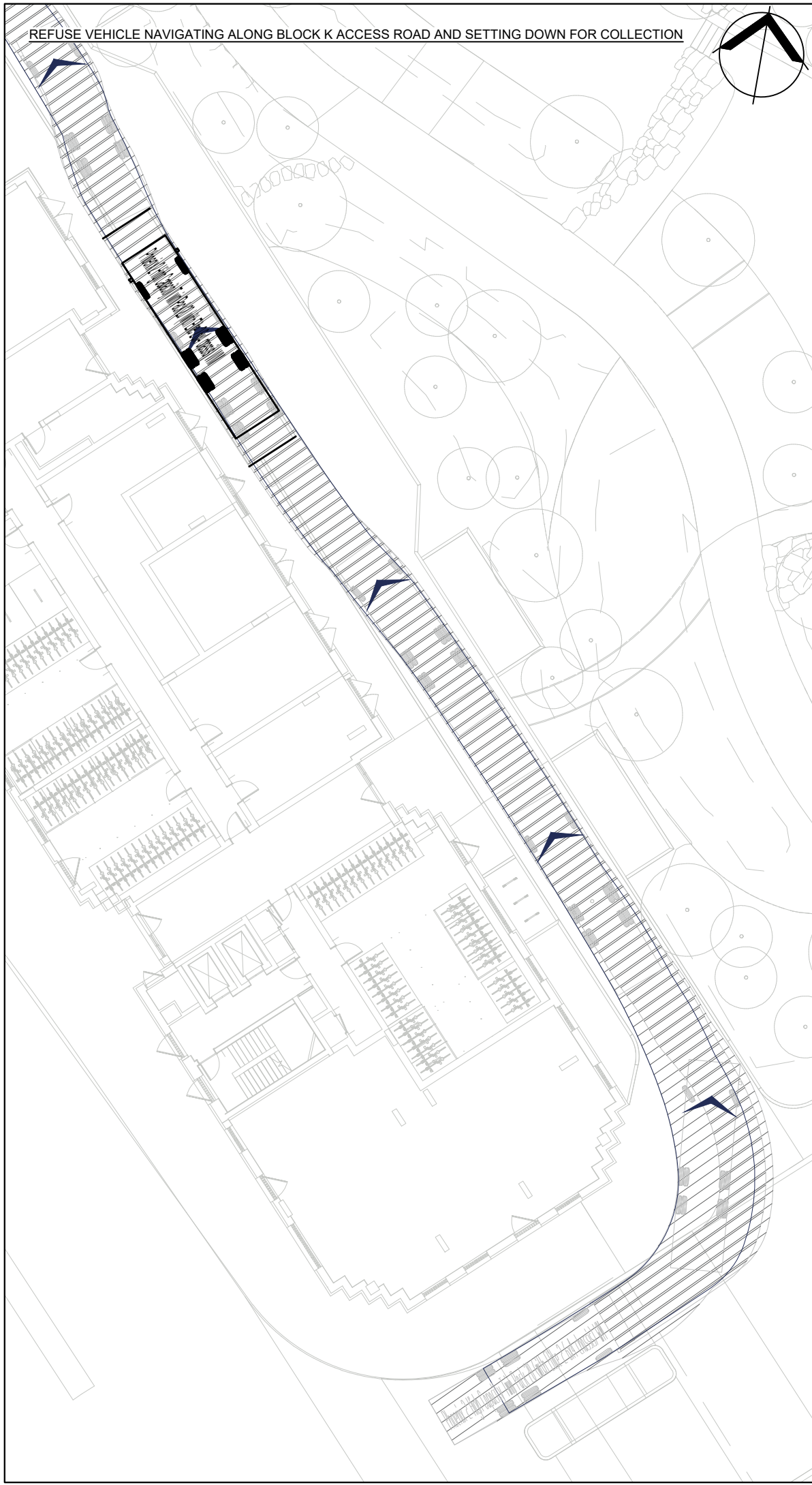
TITLE _____

VEHICLE ROUTING ALONG BLOCK K
 (OVERALL PLAN)

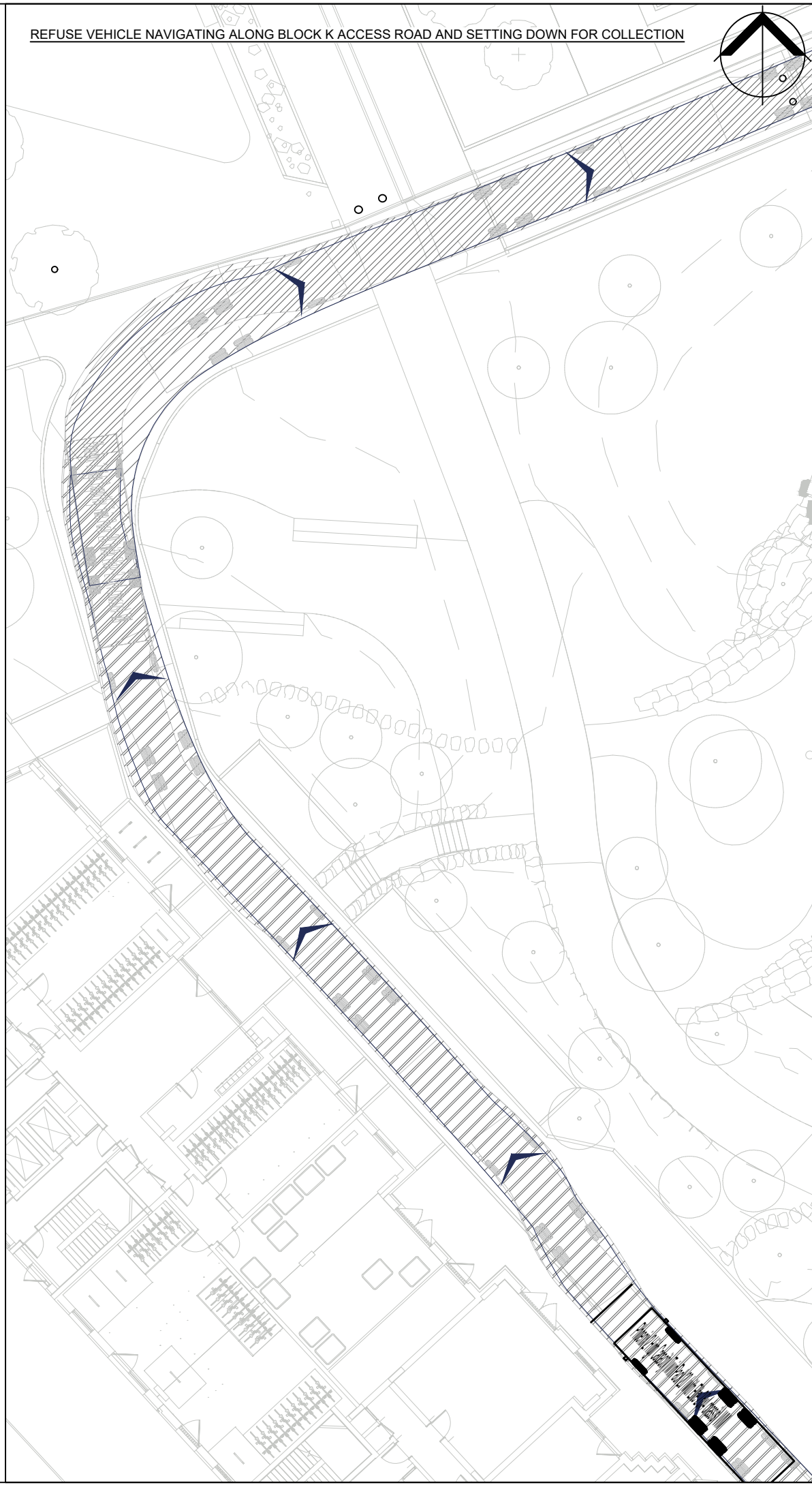
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SCALE @ A3 1 : 250	DATE 18.01.2024
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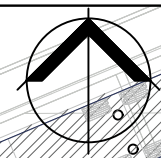
PROJECT NO. 22-T076	DRAWING NO. 01.1	REV. E
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REFUSE VEHICLE NAVIGATING ALONG BLOCK K ACCESS ROAD AND SETTING DOWN FOR COLLECTION

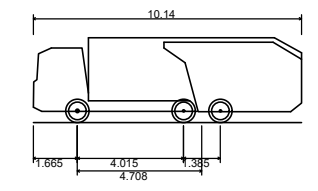


REFUSE VEHICLE NAVIGATING ALONG BLOCK K ACCESS ROAD AND SETTING DOWN FOR COLLECTION



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VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
 Overall Length 10.140m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
E	06.03.2024	REVISED LAYOUT	AP	MJB	CB
D	04.03.2024	REVISED LAYOUT	AP	MJB	CB
C	26.02.2024	REVISED LAYOUT AND AMENDED TRACKS	AP	MJB	CB
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A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

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ROYAL ARSENAL BLOCKS D & K

TITLE _____

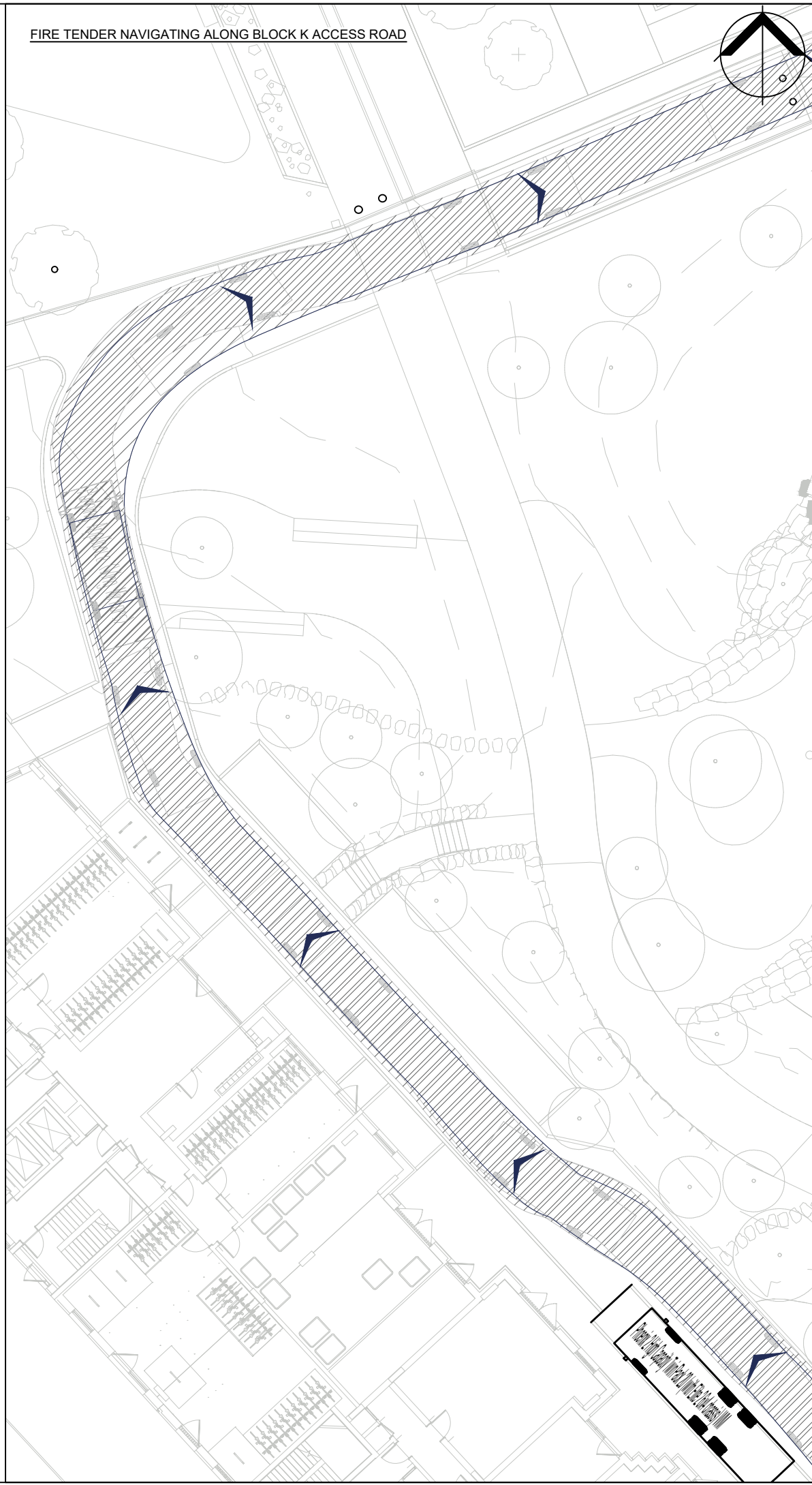
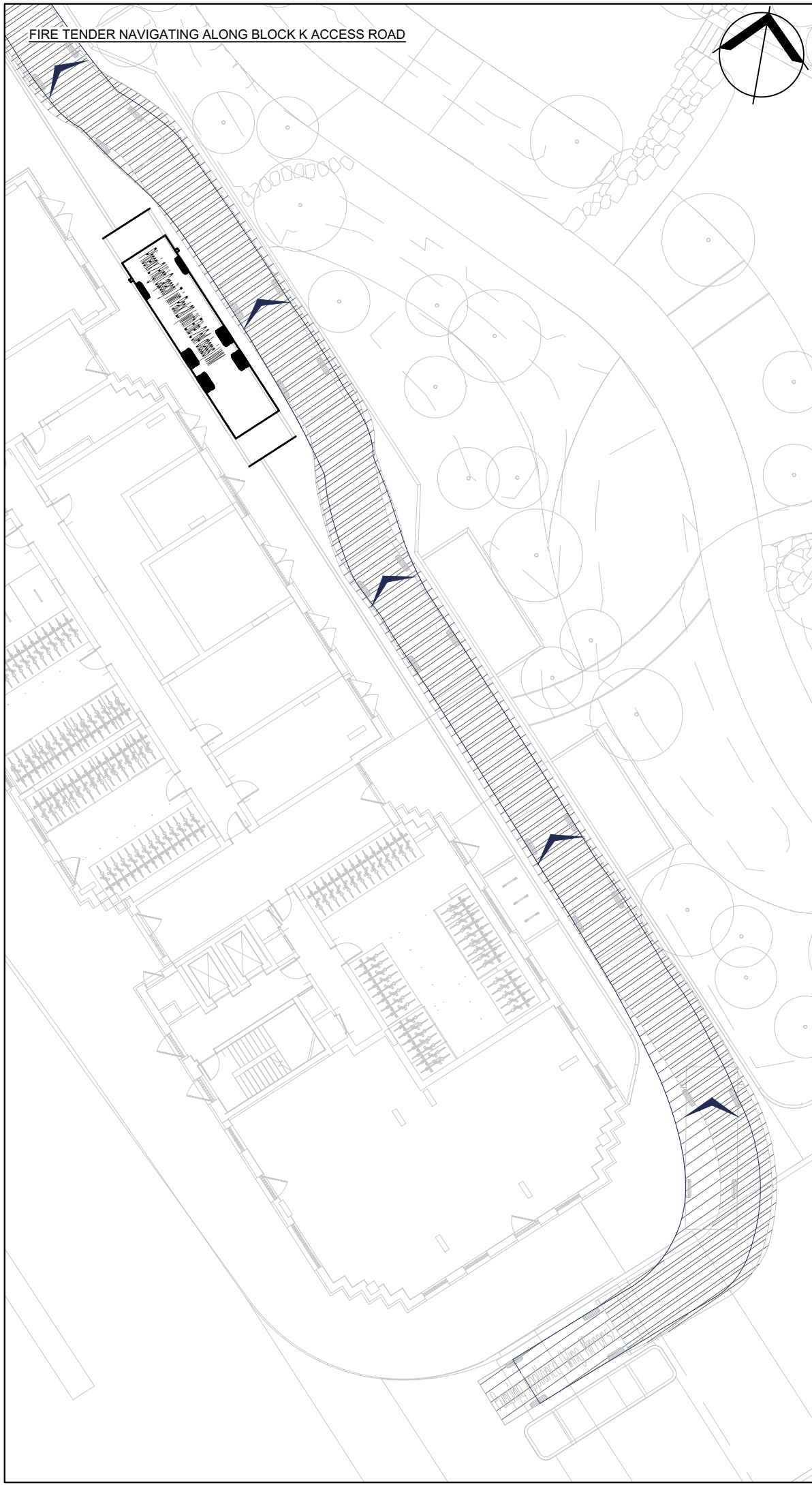
VEHICLE ROUTING ALONG BLOCK K
 (REFUSE VEHICLE)

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	18.01.2024	18.01.2024

SCALE @ A3 1 : 250	DATE 18.01.2024
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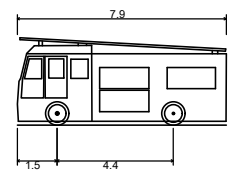
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VEHICLE PROFILE:



Pumping Appliance (Wing Mirrors)	7.900m
Overall Length	2.500m
Overall Width	3.300m
Min Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
E	06.03.2024	REVISED LAYOUT	AP	MJB	CB
D	04.03.2024	REVISED LAYOUT	AP	MJB	CB
C	26.02.2024	REVISED LAYOUT AND AMENDED TRACKS	AP	MJB	CB
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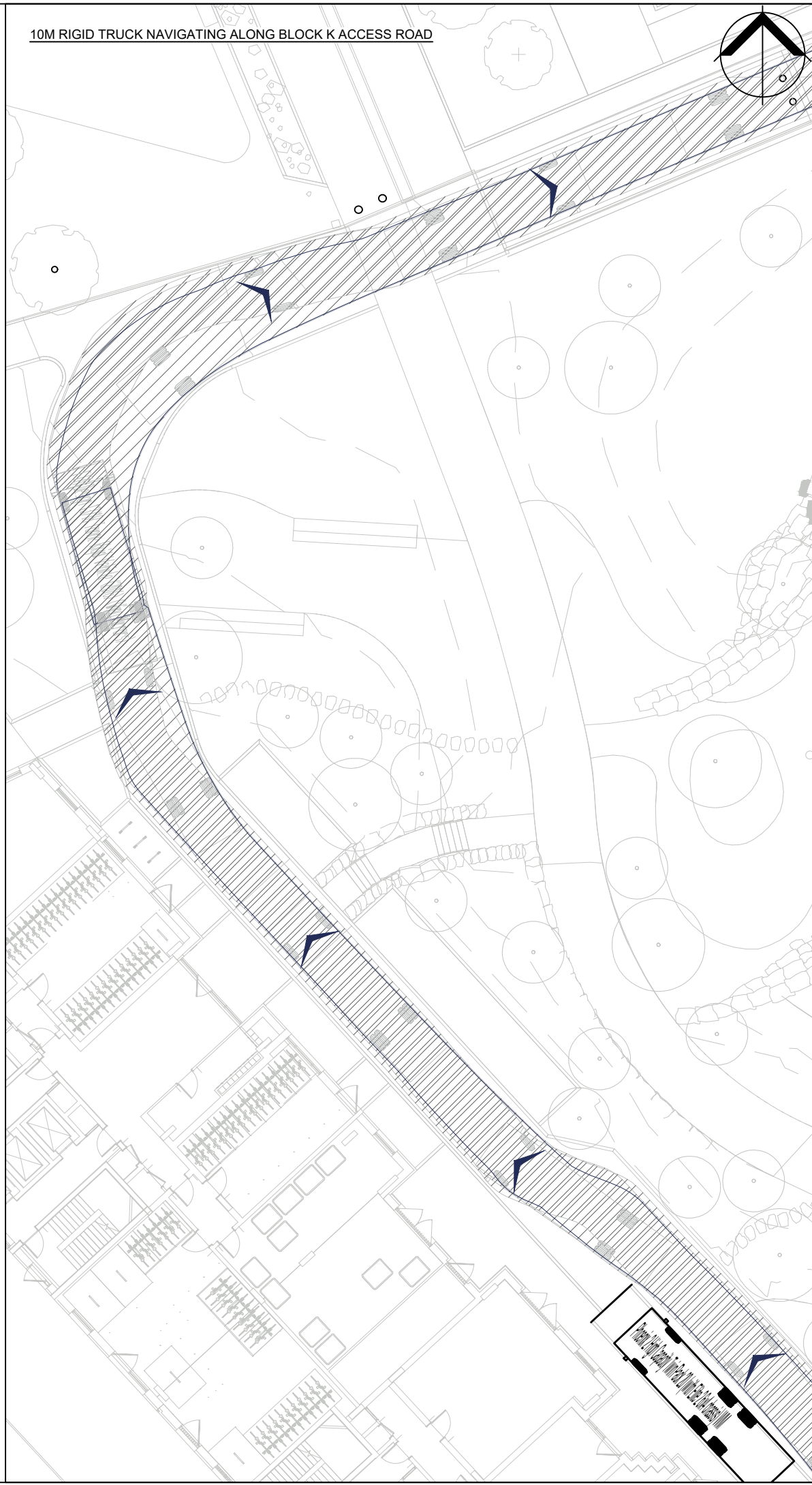
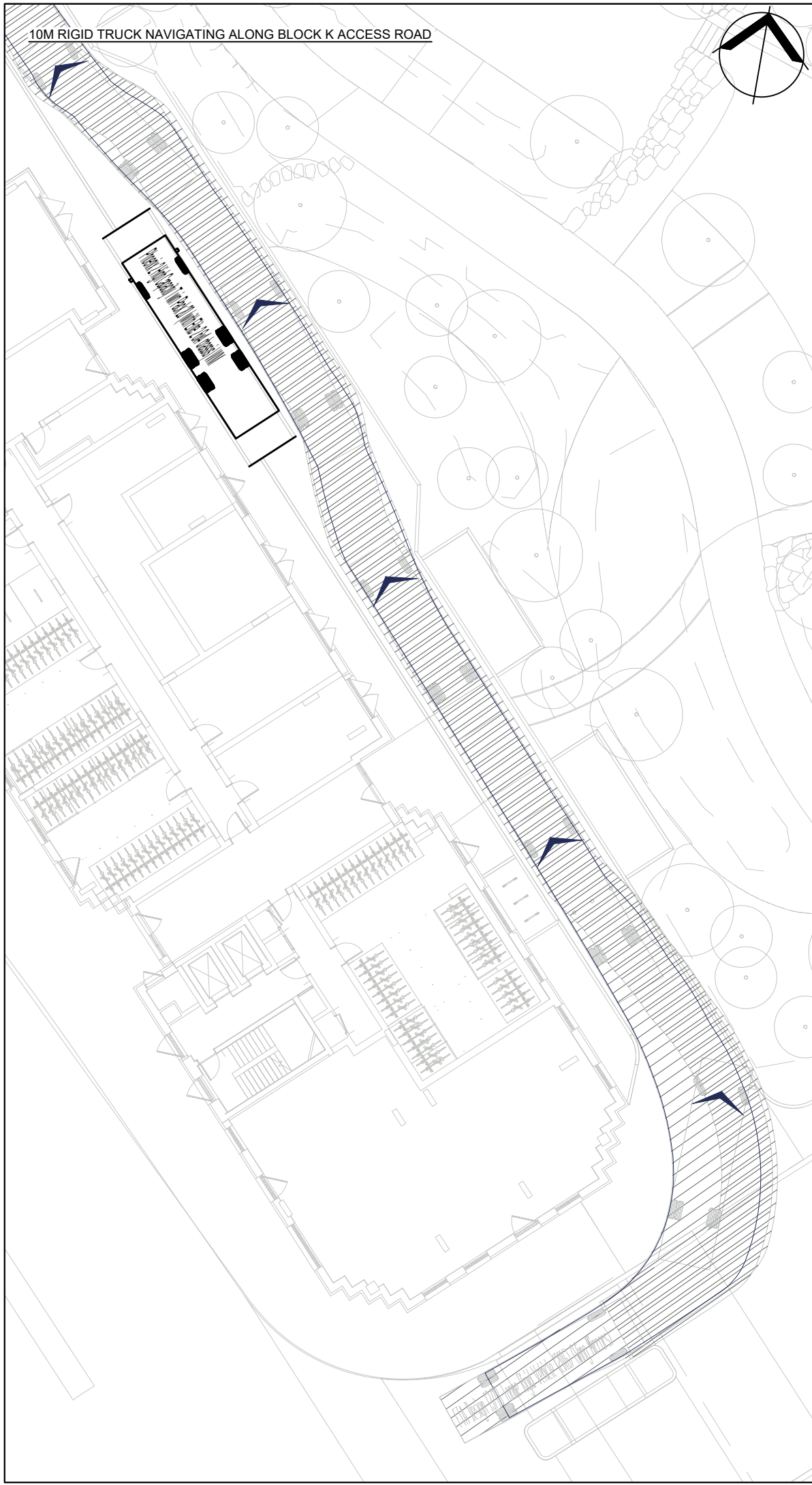
VEHICLE ROUTING ALONG BLOCK K
 (FIRE TENDER)

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	DATE 18.01.2024	DATE 18.01.2024

SCALE @ A3 1 : 250	DATE 18.01.2024
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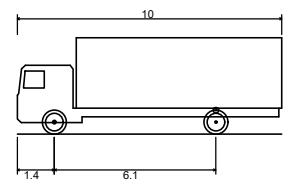
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VEHICLE PROFILE:



FTA Design 13/18 Tonne Rigid Vehicle (2016) (Wing Mirrors)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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VEHICLE ROUTING ALONG BLOCK K
 (10M RIGID TRUCK)

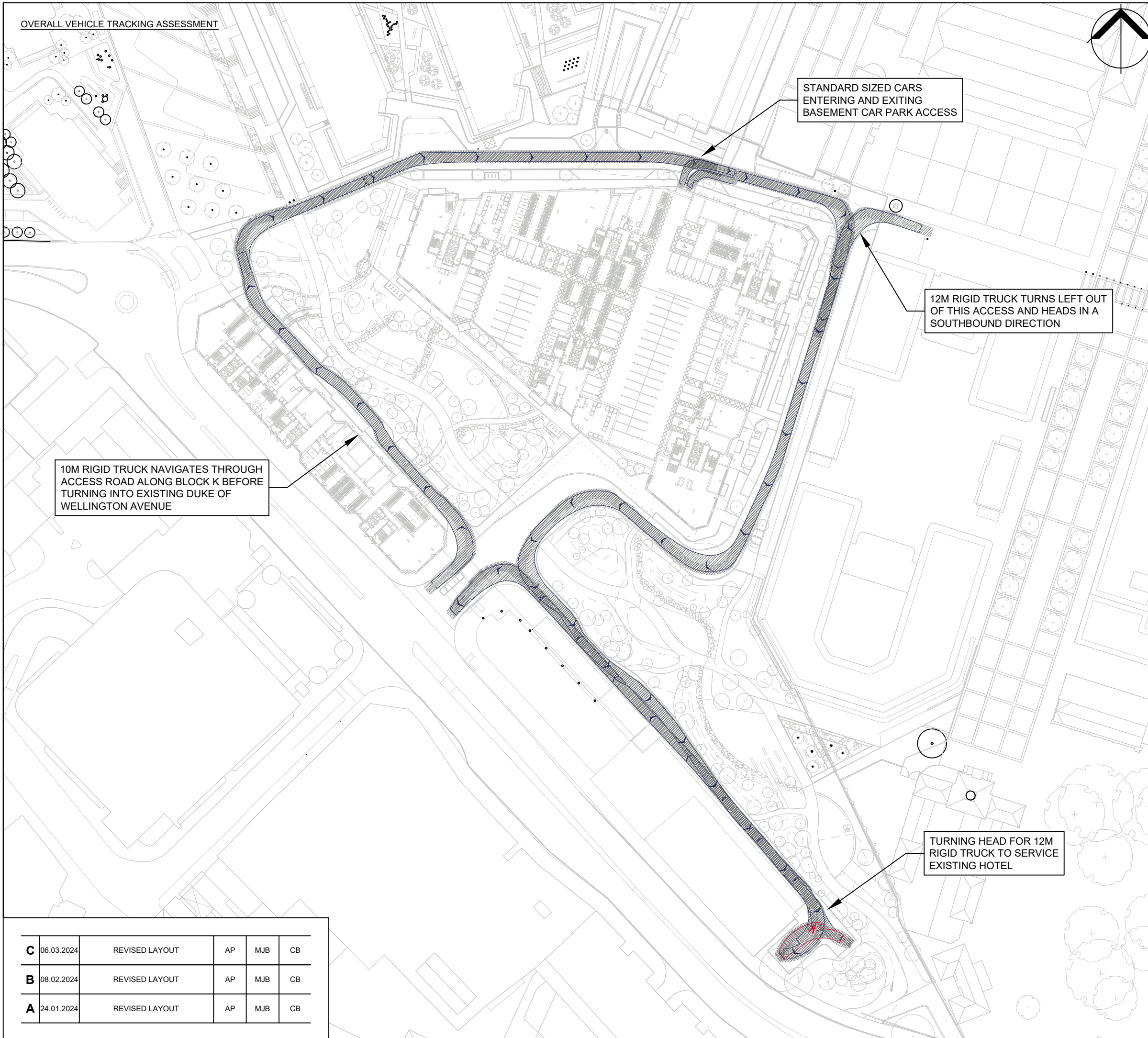
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PROJECT NO. 22-T076	DRAWING NO. 01.4	REV. E
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OVERALL VEHICLE TRACKING ASSESSMENT



STANDARD SIZED CARS
ENTERING AND EXITING
BASEMENT CAR PARK ACCESS

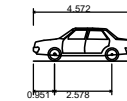
12M RIGID TRUCK TURNS LEFT
OUT OF THIS ACCESS AND HEADS IN A
SOUTHBOUND DIRECTION

10M RIGID TRUCK NAVIGATES THROUGH
ACCESS ROAD ALONG BLOCK K BEFORE
TURNING INTO EXISTING DUKE OF
WELLINGTON AVENUE

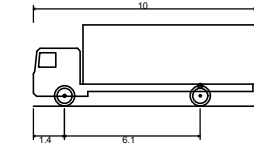
TURNING HEAD FOR 12M
RIGID TRUCK TO SERVICE
EXISTING HOTEL

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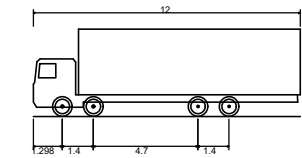
VEHICLE PROFILE:



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.498m
Min Body Ground Clearance 0.249m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



FTA Design 13/18 Tonne Rigid Vehicle (2016) (Wing Mirrors)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



Rigid Truck (WM)
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

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ROYAL ARSENAL BLOCKS D & K

TITLE

OVERALL VEHICLE SWEEP PATH ANALYSIS

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	18.01.2024	18.01.2024

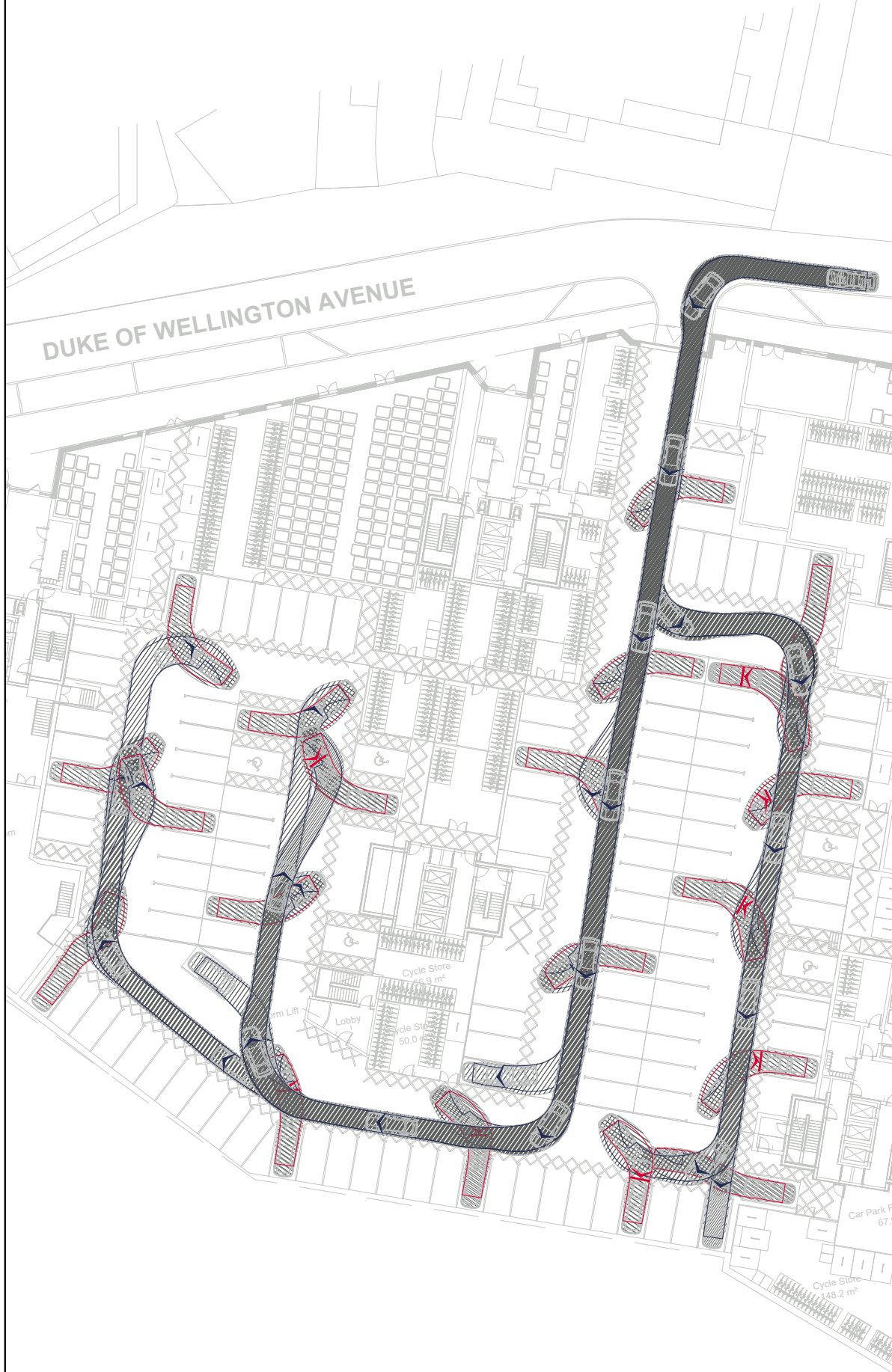
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PROJECT NO. 22-T076	DRAWING NO. 02	REV. C
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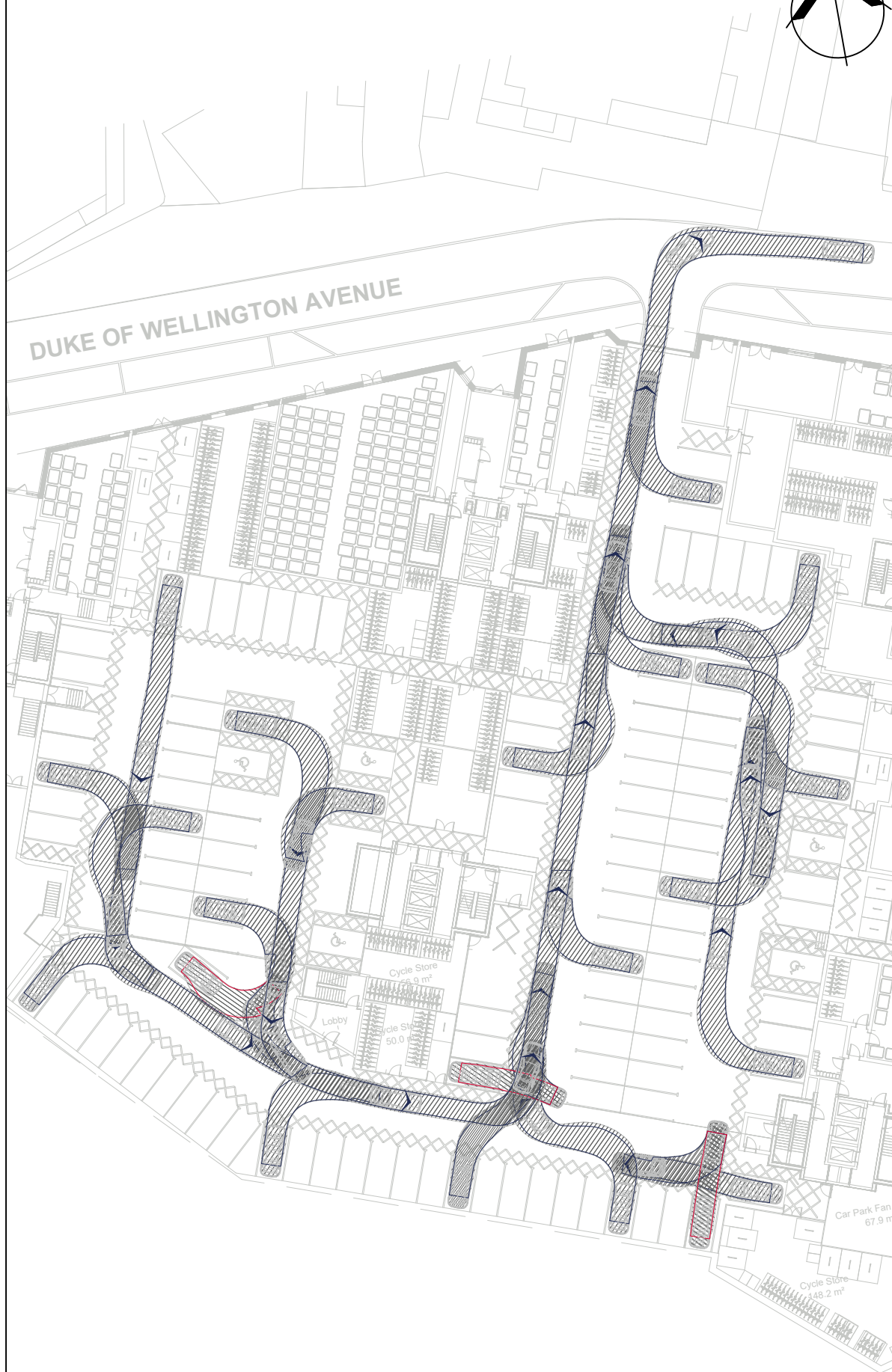
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C	06.03.2024	REVISED LAYOUT	AP	MJB	CB
B	08.02.2024	REVISED LAYOUT	AP	MJB	CB
A	24.01.2024	REVISED LAYOUT	AP	MJB	CB

STANDARD SIZED CAR ENTERING PROPOSED BASEMENT CAR PARKING BAYS

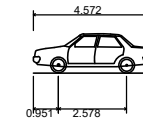


STANDARD SIZED CAR EXITING PROPOSED BASEMENT CAR PARKING BAYS



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VEHICLE PROFILE:



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

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TITLE

BASEMENT VEHICLE SWEEP PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB	CB
	06.02.2024	06.02.2024

SCALE @ A3	DATE
1 : 500	06.02.2024

PROJECT NO.	DRAWING NO.	REV.
22-T076	03	-

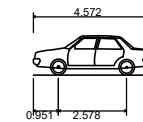
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MEDIUM SIZED CAR ENTERING CAR PARKING SPACES



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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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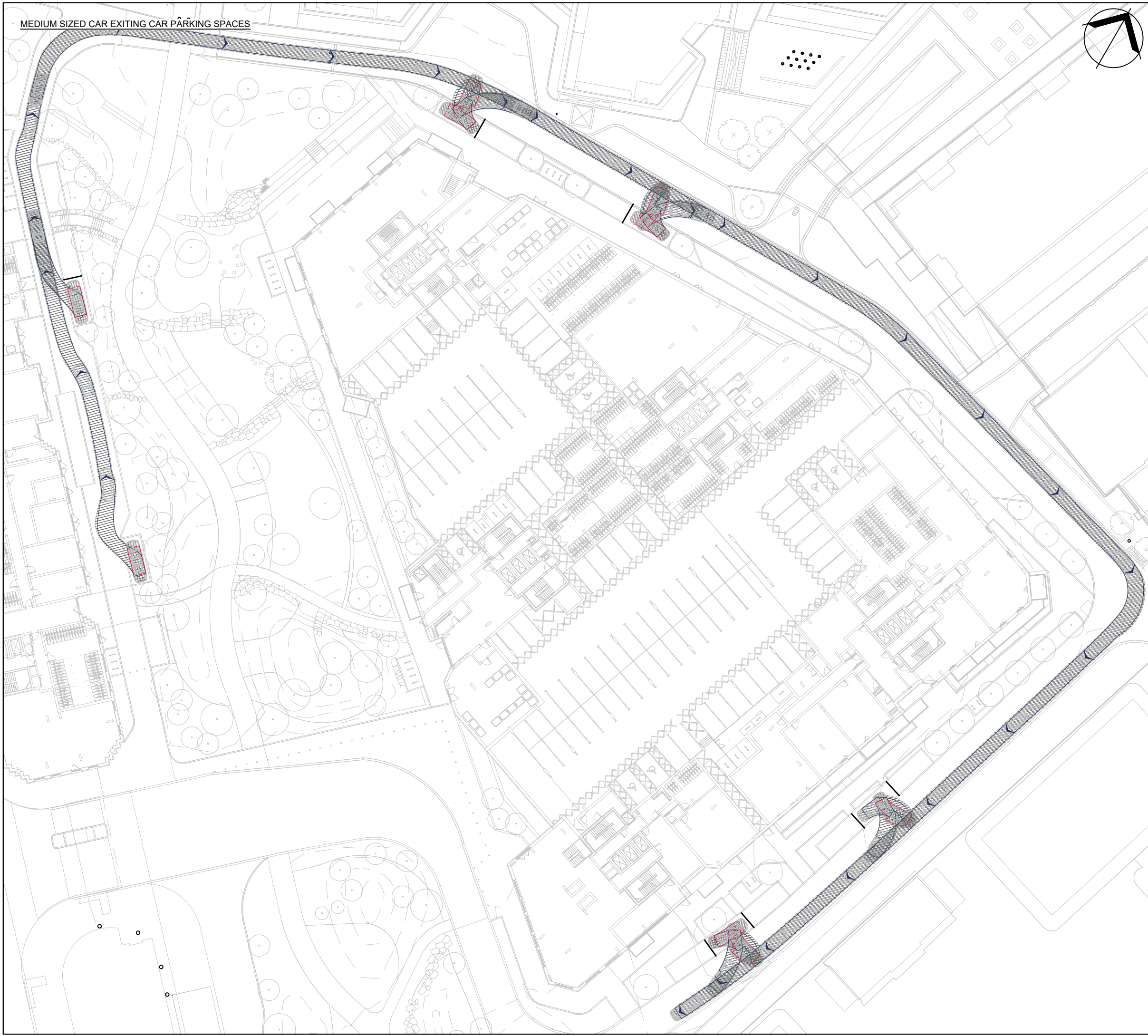
MEDIUM SIZED CAR
 (ENTERING PARKING SPACES)

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	08.02.2024	08.02.2024

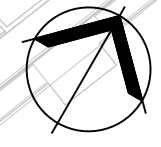
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PROJECT NO. 22-T076	DRAWING NO. 04.1	REV. A
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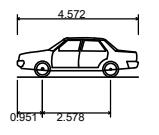


MEDIUM SIZED CAR EXITING CAR PARKING SPACES



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VEHICLE PROFILE:



Skoda Octavia
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 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	06.03.2024	REVISED LAYOUT	AP	MJB	CB

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ROYAL ARSENAL BLOCKS D & K

TITLE _____

MEDIUM SIZED CAR
 (EXITING PARKING SPACES)

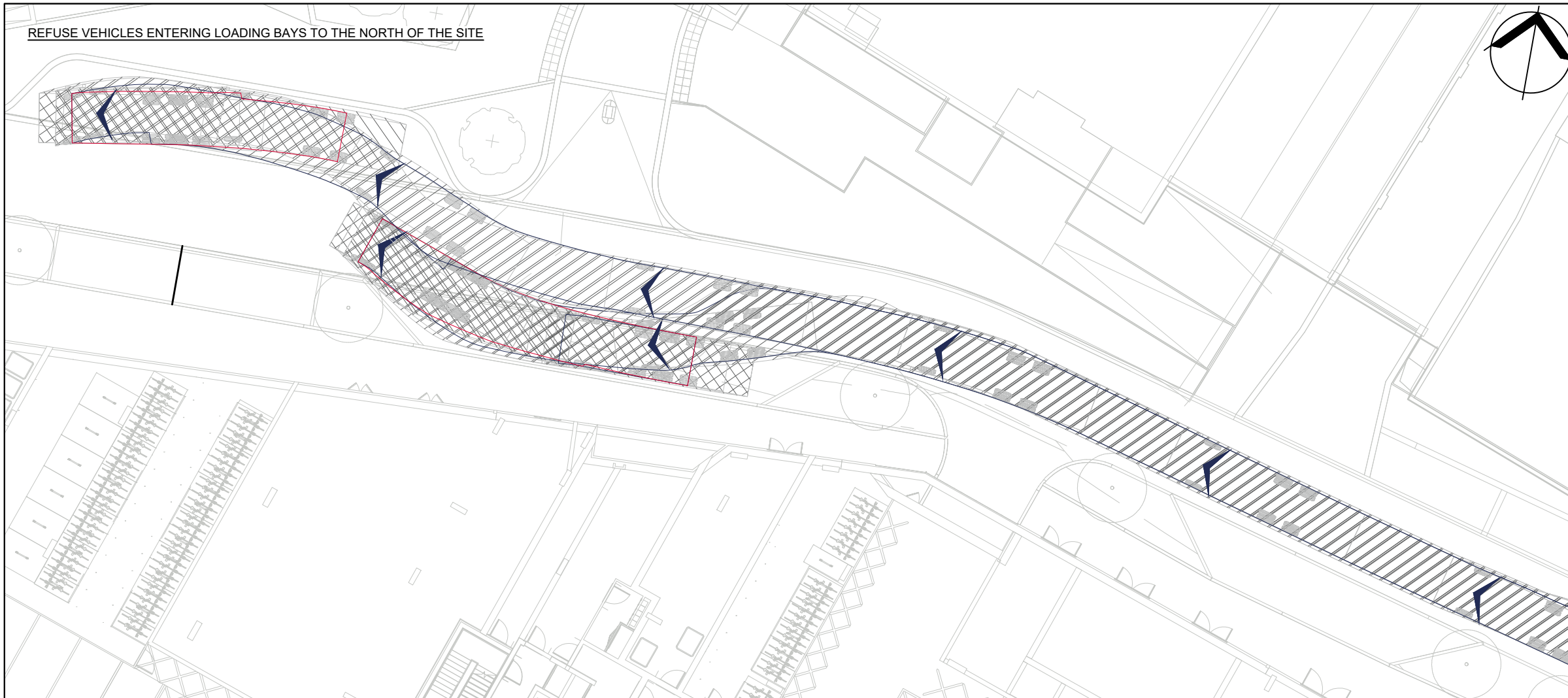
DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	08.02.2024	08.02.2024

SCALE @ A3 1 : 500	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 04.2	REV. A
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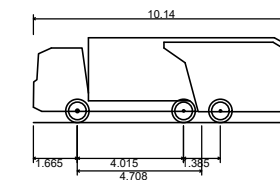
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REFUSE VEHICLES ENTERING LOADING BAYS TO THE NORTH OF THE SITE



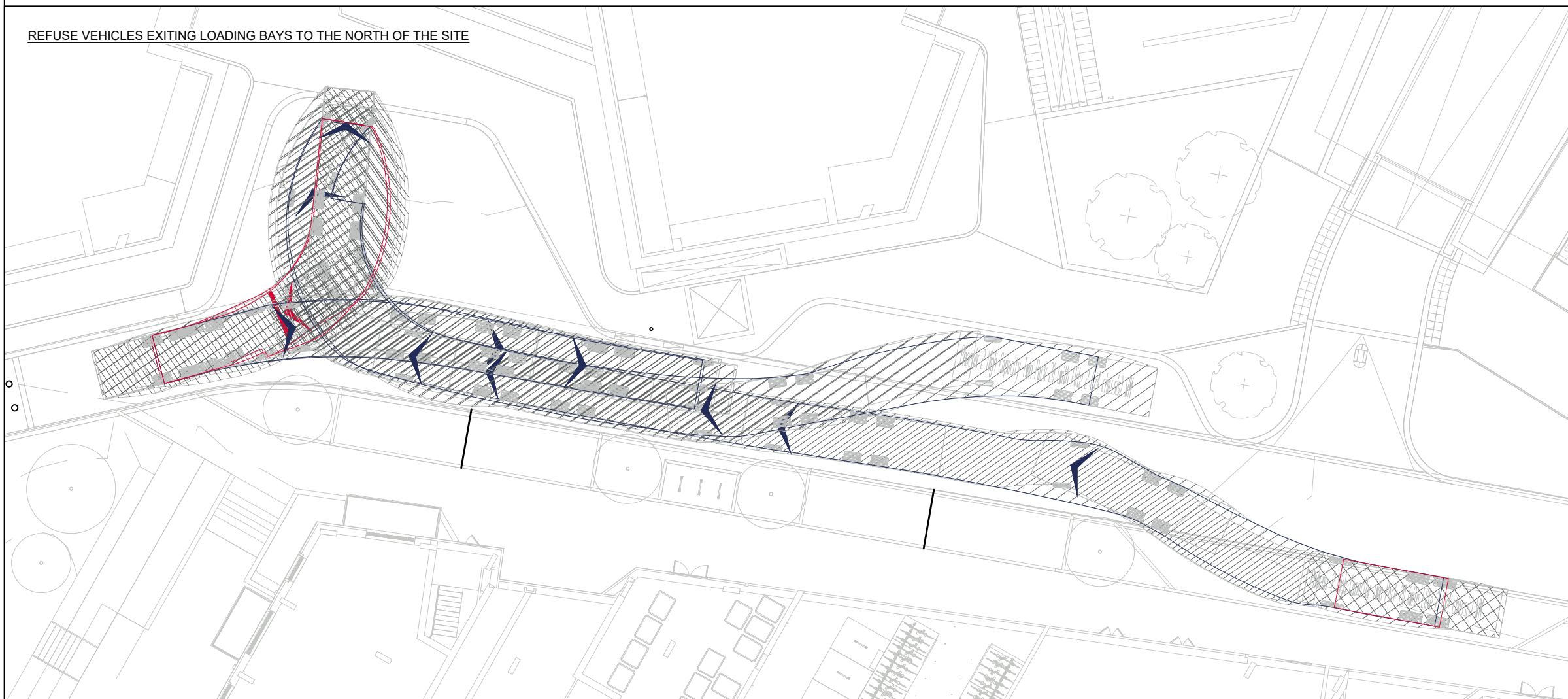
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VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
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 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m

REFUSE VEHICLES EXITING LOADING BAYS TO THE NORTH OF THE SITE



A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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 mail@iceniprojects.com

CLIENT

BERKELEY GROUP

PROJECT

ROYAL ARSENAL BLOCKS D & K

TITLE

REFUSE VEHICLE
 (ENTERING AND EXITING LOADING BAYS)

DRAWN BY	CHECKED BY	APPROVED BY
AP	MJB	CB
	08.02.2024	08.02.2024

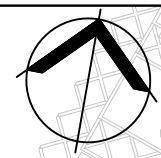
SCALE @ A3	DATE
1 : 250	08.02.2024

PROJECT NO.	DRAWING NO.	REV.
22-T076	05.1	A

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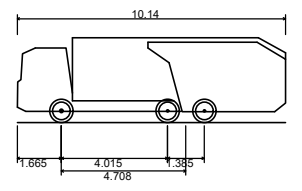


REFUSE VEHICLE ENTERING LOADING AREA



NOTES:
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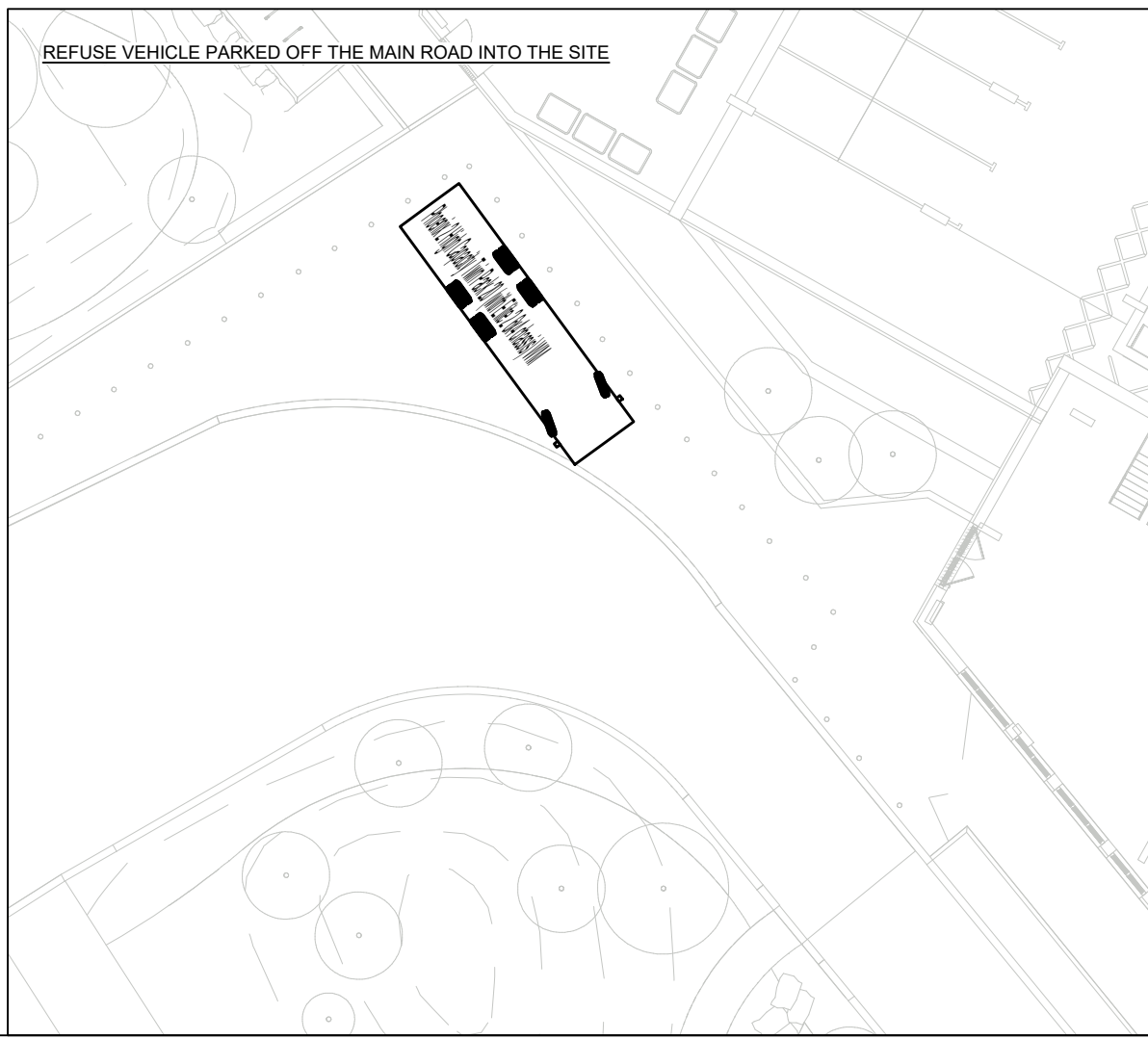
VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis) WM
 Overall Length 10.140m
 Overall Width 2.500m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.100m



REFUSE VEHICLE EXITING LOADING AREA



REFUSE VEHICLE PARKED OFF THE MAIN ROAD INTO THE SITE

A	06.03.2024	REVISED LAYOUT	AP	MJB	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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ROYAL ARSENAL BLOCKS D & K

TITLE _____

REFUSE VEHICLE
 (ENTERING AND EXITING LOADING BAYS)

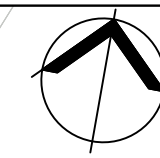
DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	08.02.2024	08.02.2024

SCALE @ A3 1 : 250	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 05.2	REV. A
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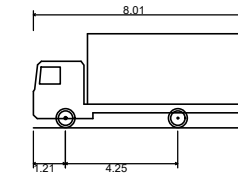
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7.5T BOX VAN ENTERING LOADING BAY TO THE NORTH OF THE SITE



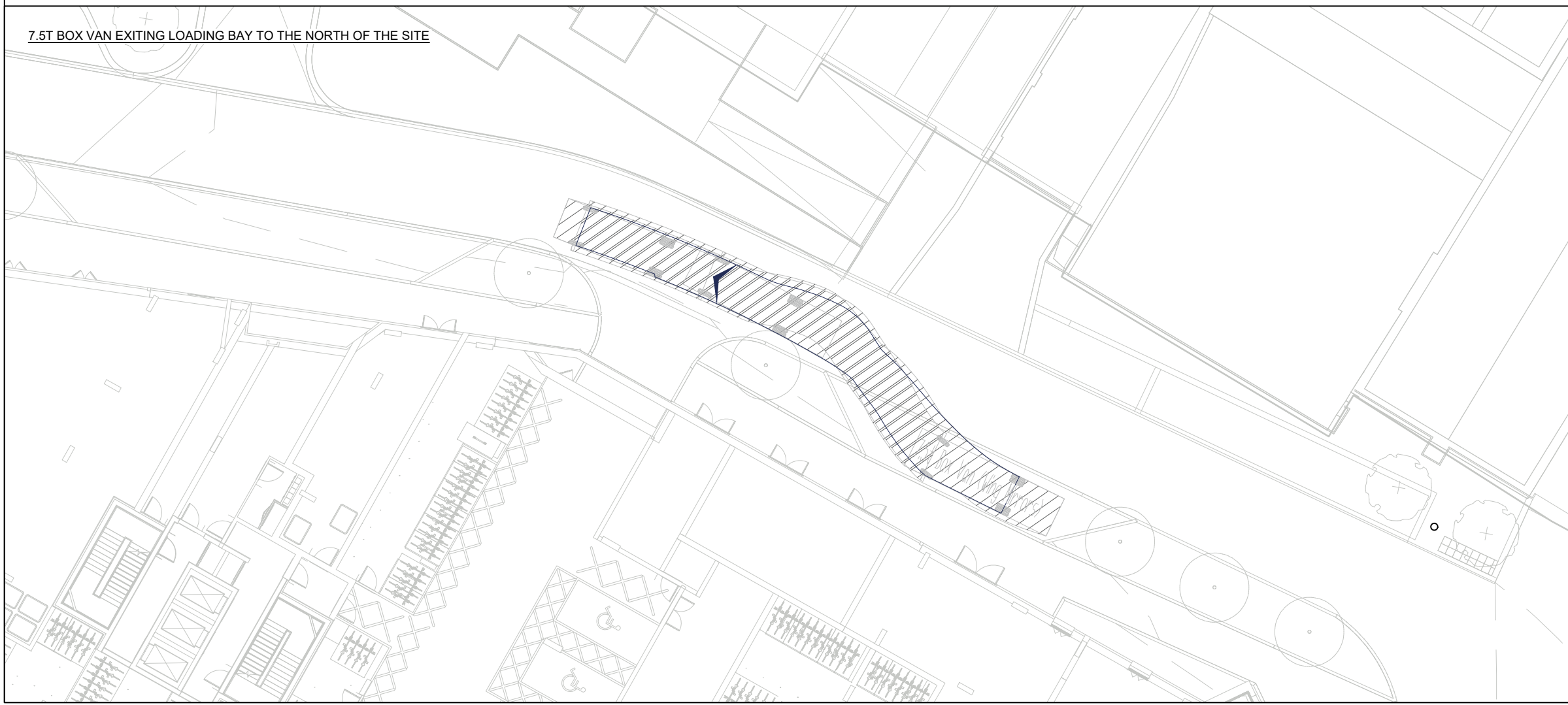
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VEHICLE PROFILE:



7.5t Box Van (Wing Mirrors)
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

7.5T BOX VAN EXITING LOADING BAY TO THE NORTH OF THE SITE



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	06.03.2024	REVISED LAYOUT	AP	MJB	CB

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BERKELEY GROUP

PROJECT _____

ROYAL ARSENAL BLOCKS D & K

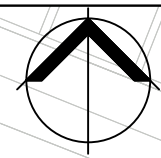
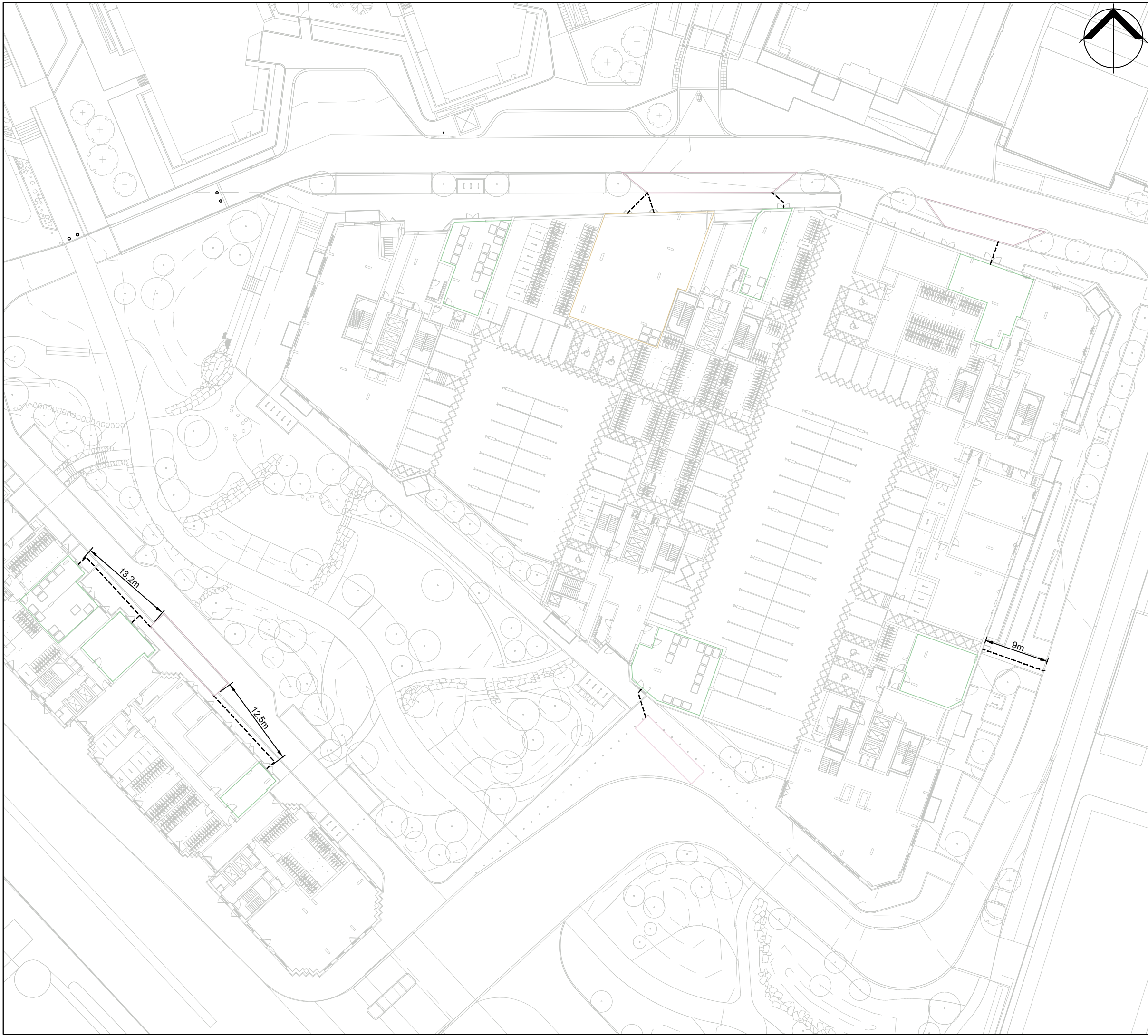
TITLE _____

7.5T BOX VAN
 (ENTERING AND EXITING LOADING BAYS)


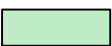
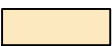

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	DATE 08.02.2024	DATE 08.02.2024

SCALE @ A3 1 : 250	DATE 08.02.2024
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PROJECT NO. 22-T076	DRAWING NO. 05.3	REV. A
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KEY:
 PROPOSED LOADING BAYS
 PROPOSED REFUSE STORAGE AREAS
 PROPOSED REFUSE HOLDING AREA FOR PLOT A AND PLOT D BINS
 REFUSE WORKER CARRY ROUTES

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 BERKELEY GROUP

PROJECT
 ROYAL ARSENAL BLOCKS D & K

TITLE
 REFUSE COLLECTION DISTANCES

DRAWN BY AP	CHECKED BY MJB	APPROVED BY CB
	06.03.2024	06.03.2024
SCALE @ A3 1 : 500	DATE 06.03.2024	
PROJECT NO. 22-T076	DRAWING NO. 06	REV. -

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