



ROYAL ARSENAL RIVERSIDE  
THE ROPEYARDS  
PLOTS D & K

TRANSPORT TECHNICAL NOTE

To Support a S.96A NMA  
Application

MARCH 2024



# The Ropeyards

## Royal Arsenal Riverside, Plots D & K

From: **Iceni Projects Ltd**  
Date: **March 2024**  
Title: **The Ropeyards, Royal Arsenal Riverside, Plots D&K, (Buildings D1, D2, D3, D4, D5 and K3 K4, K5) S.96 Non-Material Amendment Transport Note**

### a. Introduction

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1. This note has been prepared by Iceni Projects on behalf of Berkeley Homes (East Thames) Ltd in relation to the development proposals for The Ropeyards, Royal Arsenal Riverside, Plots D&K S96 application. The note has been prepared to compare the Non-Material Amendments to the Parameter Plans against the Consented Scheme.
2. The Site is located on the western edge of the wider Royal Arsenal Riverside (RAR) masterplan and is approximately 2.3 ha. The Site currently sits on a temporary park and is bound to the south by the A206, the RAR A & B Blocks to the north (and north east) and RAR Phase 3, the Brass Foundry and The Guard House to the west.
3. Beyond the immediate site boundaries, to the north of the site is the River Thames and to the south and south east of the site is Woolwich Town Centre including the main shopping area along Powis Street, General Gordon Square, the Woolwich Arsenal Overground Train Station and the Woolwich DLR Station.
4. The description of development for the S.96 Non-Material Amendment Application is as follows:

*“An application submitted under Section 96a of the Town & Country Planning Act 1990 for a non-material amendment in connection with planning permission reference 16/3025/MA, dated 17.03.2017, to allow changes in relation to Plots D and K for the following:*

- *Increase height of the zones that contain Buildings 1, 2, 3 and 4 in Plot D and Buildings 3 4 in Plot K by 3m.*
  - *Increase height of the zone that contains Building 5 in Plot K by 3.5m.*
  - *Increase height of the setback along Duke of Wellington Avenue of the zones that contains Buildings 1 and 2 in Plot D by 3 metres.*
  - *Removing the setback along Beresford Street of the zones that contain Buildings 3 4 in Plot K.*
  - *Removal of the link buildings between buildings D1-D2 and D4-D5.*
  - *Minor modifications of the footprint of Plots D and K.*
  - *Alterations to the Secondary Road and Service / Maintenance Route.*
  - *The vehicular entrance into Plot D moved from the east to the north side.*
  - *Changes to the parking area in Plot D. “*
5. As part of the 2013 application , the 2013 ES was prepared, however transport was scoped out of the ES. A separate Transport Assessment (TA) was submitted (the ‘2013 TA’). This note will consider the changes set out in the description of development above and what the potential impact if any there is on any transport assessment.

Non-Material Amendment	Impact on Transport
<i>Increase height of the zones that contain Buildings 1, 2, 3 and 4 in Plot D and Buildings 3 4 in Plot K by 3m.</i>	No impact on transport.
<i>Increase height of the zone that contains Building 5 in Plot K by 3.5m.</i>	No impact on transport.
<i>Increase height of the setback along Duke of Wellington Avenue of the zones that contains Buildings 1 and 2 in Plot D by 3 metres.</i>	No impact on transport.
<i>Removing the setback along Beresford Street of the zones that contain Buildings 3 4 in Plot K.</i>	No impact on transport.
<i>Removal of the link buildings between buildings D1-D2 and D4-D5.</i>	No impact on transport.
<i>Minor modifications of the footprint of Plots D and K.</i>	No impact on transport.
<i>Alterations to the Secondary Road and Service / Maintenance Route.</i>	Alterations include a change in the internal layout of the Site, there are no changes to the built-out access onto the highway network. Refuse vehicles and servicing vehicles are still able to move around the Site and swept path analysis is included within the transport report provided for the Reserved Matters Application (RMA) for Plots D & K to highlight the new strategy.
<i>The vehicular entrance into Plot D moved from the east to the north side.</i>	Whilst the access to Plot D is moved, this does not create a transport impact, it simply relocates the access point that will have the same dimensions but be subject to much smaller traffic flows as per the point below. This does not impact any external roads on the wider highway network merely changes its location on the internal road immediately outside Plot D.
<i>Changes to the parking area in Plot D.</i>	Parking spaces are reduced from the previous application. The 2013 Transport Assessment states that 253 residential parking spaces were to be provided. This is now reduced to 142 spaces which would result in a considerable reduction in the number of vehicle trips anticipated. This is expected to have a positive impact on the development as a whole due to the increased number of people walking, cycling and using public transport.

6. In summary, there are not anticipated to be any changes to the impacts and effects as a result of the S.96 NMA application and the conclusions of the 2013 TA remain unchanged. The only notable change is the positive reduction in car parking spaces that will result in more people walking and cycling to and from the development.