

Royal Arsenal: Buildings 10, 11 and Royal Carriage Square

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| Project: | Royal Arsenal: Buildings 10, 11 and Royal Carriage Square | Job No: | 60470485 |
| Subject: | Air Quality Assessment Addendum | | |
| Prepared by: | Danny Duce | Date: | 2 December 2016 |
| Checked by: | Danny Duce | Date: | 2 December 2016 |
| Approved by: | Mark Watson | Date: | 5 December 2016 |

1. Introduction

AECOM has prepared this Air Quality Assessment Addendum (AQAA) on behalf of Berkeley Homes (East Thames) Limited in support of the current planning application for Buildings 10, 11 and Royal Carriage Square, Royal Arsenal, Woolwich, SE18 (Ref No. 16/2807/F & 16/2808/L).

The purpose of this AQAA is to provide supporting information in response to the Royal Borough of Greenwich (RBG) 'Record of Planning Board decisions' dated Tuesday 22 November 2016 which states:

- *That the item be deferred.*
- *The applicant is requested to clarify all the routes to be used for service/heavy goods vehicles, in particular, can the turning circle be at Royal Carriage Square for such vehicles and that Major Draper Street not be used as an access way for such vehicles.*
- *The applicant is requested to comment on the points raised in the attached submission.*

This AQAA provides an addendum to, and should be read in conjunction with, the supporting Air Quality Assessment dated July 2016 and submitted alongside the planning application and the subsequent Royal Carriage Square Taxi Zone Assessment (reported as part of a stand-alone assessment dated November 2016).

2. Vehicular Servicing Strategy for Royal Carriage Square

In response to submitted comments and in consultation with RBG planning and highway officers the proposed vehicular servicing strategy for Buildings 10, 11 and Royal Carriage Square has been revised as outlined below.

- Vehicular servicing for Building 10, and where possible for other commercial space, will be accommodated within the existing OSD service yard located to the south of and accessed directly from Station Way;
- Vehicular servicing for Building 11, Crossrail and existing commercial units on Royal Carriage Square will be accommodated where possible within the OSD service yard or within Royal Carriage Square. Vehicular access and egress for Royal Carriage Square will be accommodated via Station Way;
- Major Draper Street will not be used to access or egress Royal Carriage Square for the purposes of regular vehicular servicing; and
- A revised drop-off / pick-up facility will be provided within Royal Carriage Square to service the passenger interchange requirements of Woolwich Crossrail Station.

3. Consideration of the change to air quality impacts due to the revised proposals

Based on the Royal Carriage Square Taxi Zone Assessment (reported as part of a stand-alone assessment dated November 2016), no additional air quality impacts are anticipated upon the identified receptors due to the revised access routes and turning arrangements.

It is considered that potential changes to air quality due to the revised proposals would be so minor that the air quality model used would not identify any change in the conditions already predicted and reported as part of the Royal Carriage Square Taxi Zone Assessment.

4. Summary and Conclusions

The quantitative findings of the Royal Carriage Square Taxi Zone Assessment Report were as follows:

- The magnitude of the change in annual mean concentrations of nitrogen dioxide is less than $0.1 \mu\text{g}/\text{m}^3$ at receptors located more than 100m from the taxi zone or access route roads. Closer to the taxis, increases of up to $0.4 \mu\text{g}/\text{m}^3$ are predicted, with the highest values being experienced at properties closest to Plumstead Road and Essex Way. Impacts of $0.2 \mu\text{g}/\text{m}^3$ to $0.1 \mu\text{g}/\text{m}^3$ have been predicted at the façade of the Officers House (Figures B11_1 to B11_4, Royal Carriage Square Taxi Zone Assessment Report, November 2016) facing onto Royal Carriage Square; and
- Predicted changes to baseline annual mean concentrations of PM_{10} and $\text{PM}_{2.5}$ at all receptor locations are predicted to be $0.1 \mu\text{g}/\text{m}^3$ in magnitude or less.

It is considered that the magnitude of the additional changes in air pollutant concentrations do not materially change the conclusions of the previous assessments (dated July 2016 and November 2016), with the development predicted to cause negligible to slight impacts that are not considered to be significant.