

Transport Statement

Port of London Authority Port Control Centre Redevelopment

November 2022

1.0: Introduction

1.1: As part of the development proposals to refurbish the Port Control Centre (PCC) and external landscaping across the Port of London Authority's (PLA) London River House Complex there will be a number of minor changes to the current parking arrangements and waste collection arrangements across the site.

2.0: Parking amendments

2.1: Due to the proposed external landscaping works, there will be a loss of seven parking spaces which are currently located in front of the main entrance to London River House. These are directly accessible from Royal Pier Road and are currently used for staff and visitor car parking as well as for some deliveries.

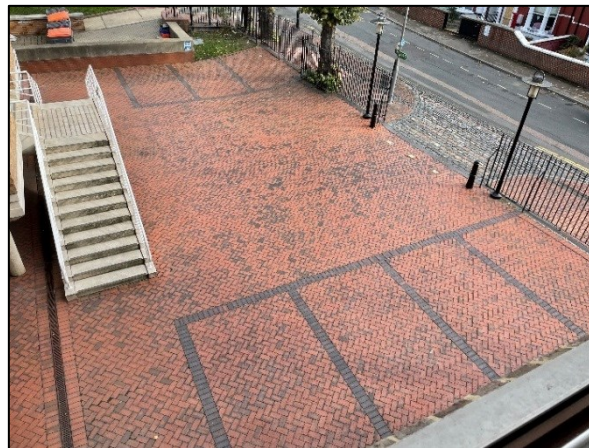


Figure 1: Existing Car park in front of main entrance

2.2: The removal of these spaces will create a more inclusive, welcoming pedestrian friendly entrance to the PLA's head office which is in line with Local Plan (2014) policy CS19 (Development and Design Principles.).

2.3: In addition, with regard to parking, due to the proposed relocation of the waste bins area from the front of the PCC to the south west corner of the PLA's London River House Car park. One space currently utilised as a visitor space will be lost. Therefore in total there will be a loss of eight spaces as a result of the proposed development.



Figure 2: Existing visitor car parking in London River House car park.

2.4: In terms of existing provision, currently across the PLA's London River House complex there are 77 spaces in the London River House car park to the west and 87 spaces in the Alexandra ('Alex') house to the east. With the 7 existing spaces in front of the main entrance there is a total of **171** spaces across the PLA's Gravesend site. The loss of 8 spaces will therefore result in a 5% decrease in spaces for total of **163** parking spaces. This is not considered a significant issue and will not result in a scenario where there would be insufficient vehicular parking for staff and visitors to the PLA.

2.5: Furthermore to offset the loss of spaces there is also the opportunity to create additional car parking spaces in the PLA's Alex house car park to the east. There is an area in the south east of the site where a total of 3 additional spaces can be created resulting in a total parking provision of **166** spaces. This will result in an overall net loss of 5 spaces, a 3% decrease in overall parking availability.



Figure 3: Area of Alex house car park appropriate for additional parking bays

2.6: Specifically on visitor parking and deliveries. Currently there are 6 specifically designated visitor spaces located in the London River House car park to the west, accessible via an access gate. These spaces are currently underutilised, partly due to the availability of spaces currently located in front of the main entrance. There will continue to be six spaces set aside for visitors and deliveries as a result of this development and it is considered that this is an appropriate amount of space for these activities.

2.7: To confirm there will be no amendments to the existing cycle or motor cycle parking as a result of the proposed development.

3.0: Staffing

3.1: As part of the proposed development staff currently based at the Thames Barrier Navigation Centre (TBNC) in Woolwich will move from the TBNC to the PCC at Gravesend as part of a consolidated, modernised Port Control Centre. This will involve an increase of 10 Vessel Traffic Services (VTS) officers who will work at the PCC. Due to the type of work and 12 hour shifts VTS officers work on this will result in an increase of 2 officers during a 12 hour shift on site. Currently there are **180** staff based across the London River House Complex (163 full time and 17 part time). Therefore this addition will result in a 5% increase in staff to **190** total staff members which is considered a minor increase.

3.2: Given the remaining amount of car parking spaces across the London River House complex it is not considered that there will be a negative impact on parking availability in this area as a result of the proposed development. In addition across the London River House complex the majority of the typical office based staff who work between Mondays and Fridays work on a mixed home working / office working environment (approximately two days at home and three days in the office a week). Furthermore more a number of staff situated in the PCC are in the office on different shifts across a 24 hour period. This means that the complex is never at capacity and therefore the proposed development will not result in a situation where there will be a lack of parking availability for staff, visitors or deliveries.

3.3: Staff and visitors to the site also use and are encouraged to travel to the PLA's office via forms of transport including the Tilbury cross river ferry and local bus and rail services rather than via car. This will continue to be encouraged and promoted as a result of this development.

4.0: Waste Storage and Collection

4.1: The PLA currently uses a private waste contractor (Velo UK) for the removal of PLA waste and recycling and the storage for these bins is currently located in front of the PCC in a segregated area. The location of the waste bins directly in front of the PCC and adjacent to the main entrance with no screening creates a disjointed and inconsistent character to the landscaping of this area, including for pedestrians on Royal Pier road where the actual routes along the road are not clear. This area also splits the current ramped entrance to the office from the main entrance which has a negative impact for wheelchair users accessing the office.



Figure 4: Existing Waste & Recycling Bins Location

4.2: Waste and recycling vehicles currently temporarily stop on Royal Pier road to collect waste and recycling. Collections currently take place on the following days / times:

- General Waste: Collected on a Monday and Thursday weekly, generally AM
- Mixed Recycling: Collected on Thursday on a weekly basis, generally AM

4.3: There will be no increase in the amount of waste generated as a result of the proposed development or change to current collections.

4.4: As part of the proposed development the waste storage area will be relocated to the London River House Car park at the western boundary of the PLA's London River House complex as shown on page 94 of the associated Design and Access Statement. This location will result in the loss of one car parking space, as highlighted above, which can be re-provided in the Alex House car park. There are currently 6 spaces reserved for visitors in the London River House car park and there will continue to be six spaces reserved as part of the proposed development.

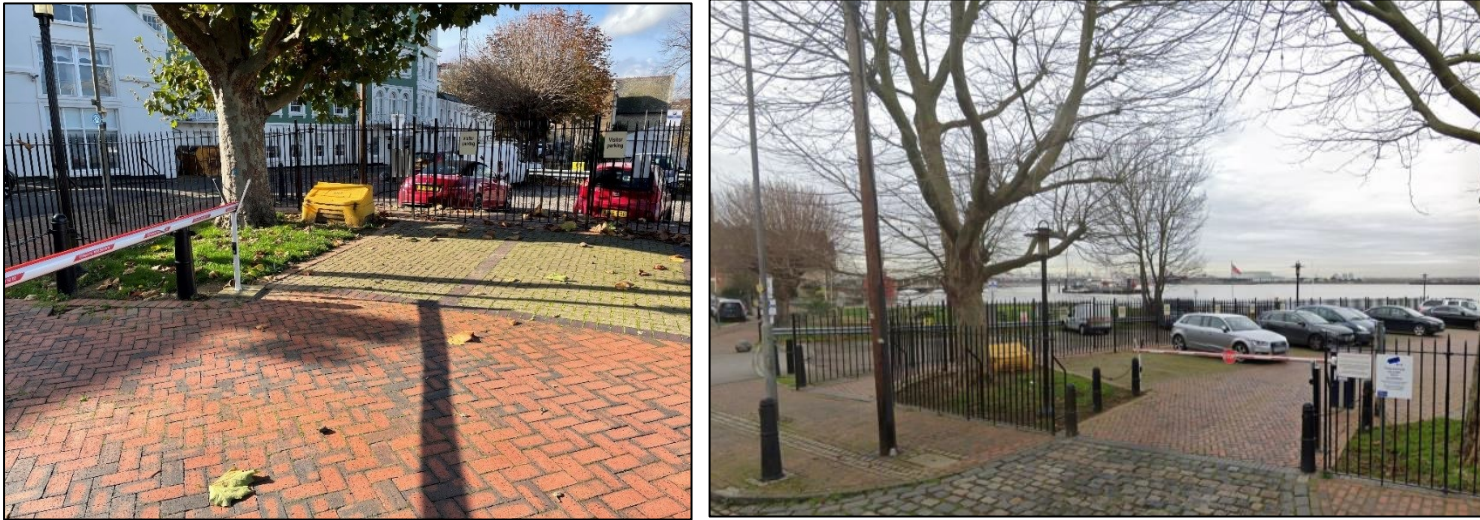


Figure 5: Proposed Waste Storage Location

4.5: The proposed location will be located away from the public entrance and is partially screened by the existing tree to the south which will be unaffected by the proposals. The storage area will also be screened with timber fencing and appropriate planting on the west and south sides to ensure there are no negative amenity impacts on residential properties on Royal Pier Road, or to the adjacent car park utilised by users of the nearby Clarendon Hotel. The existing yellow salt bin located here will also be relocated as shown on the plan below.

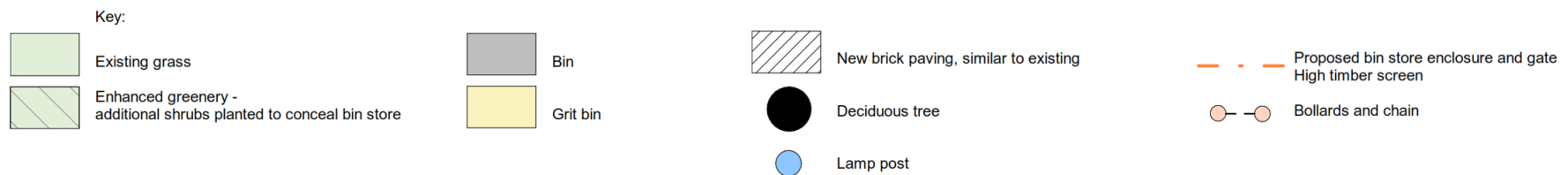


Figure 6: Existing and Proposed Layout of Bin Store



Figure 7: Examples of Timber Enclosures for Bin Store

4.6: It is therefore considered that the proposed location will have an overall positive effect on the character of the Gravesend Riverside Conservation Area, through the enhancement of the external landscaping in front of the main entrance, and concentrating vehicular uses including parking and waste collection areas to the periphery of the site. This is in line with Local Plan policy CS19 (Development and Design Principles.) which states that new development will be visually attractive, fit for purpose and locally distinctive, and will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. The development proposals also ensure that the external landscaping and new entrance to the PLA's main office have been designed in an inclusive way to be accessible to all members of the community.

4.7: As part of the relocation of the waste storage area a number of alternative locations were also considered. The locations of these are shown in figure 8 below and were discounted for the reasons shown in table 1 below:

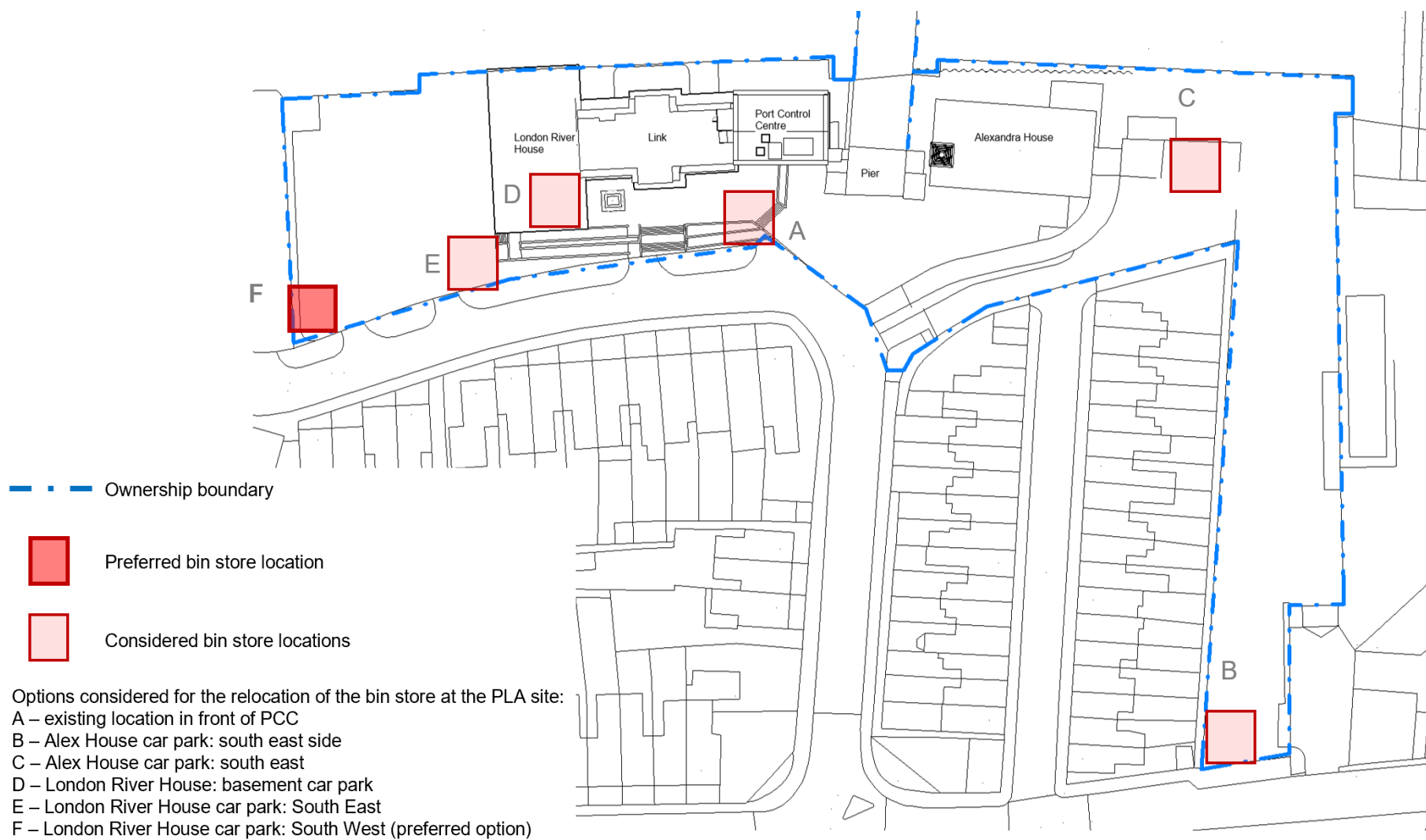
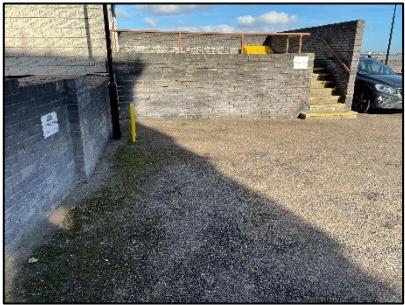


Figure 8: Alternative Waste Bin Locations

Table 1: Alternative Waste Bin Locations:

Ref	Image	Location	Reason for / against proposal
A		Existing location in front of PCC	Having the waste bins located in front of the PCC will have a negative impact on the overall development proposals and will not allow for the landscaping proposals to be successfully implemented, including re-levelling and enhancing the main entrance to London River House, as well as enhancing the frontage of the PCC.
B		Alex House Car park: South East	Whilst the location would have a positive effect on the development proposals and the Conservation Area as a whole, the location is situated too far away for staff to safely transfer waste & recycling from the offices through the car park to the new location. In addition the location would be in close proximity to existing residential properties adjacent to the car park, which may create negative amenity issues. There would also be a significant change in terms of transport access from the terrace, which would result in required amendments to the current gated entrance to the Alex House car park from this road.

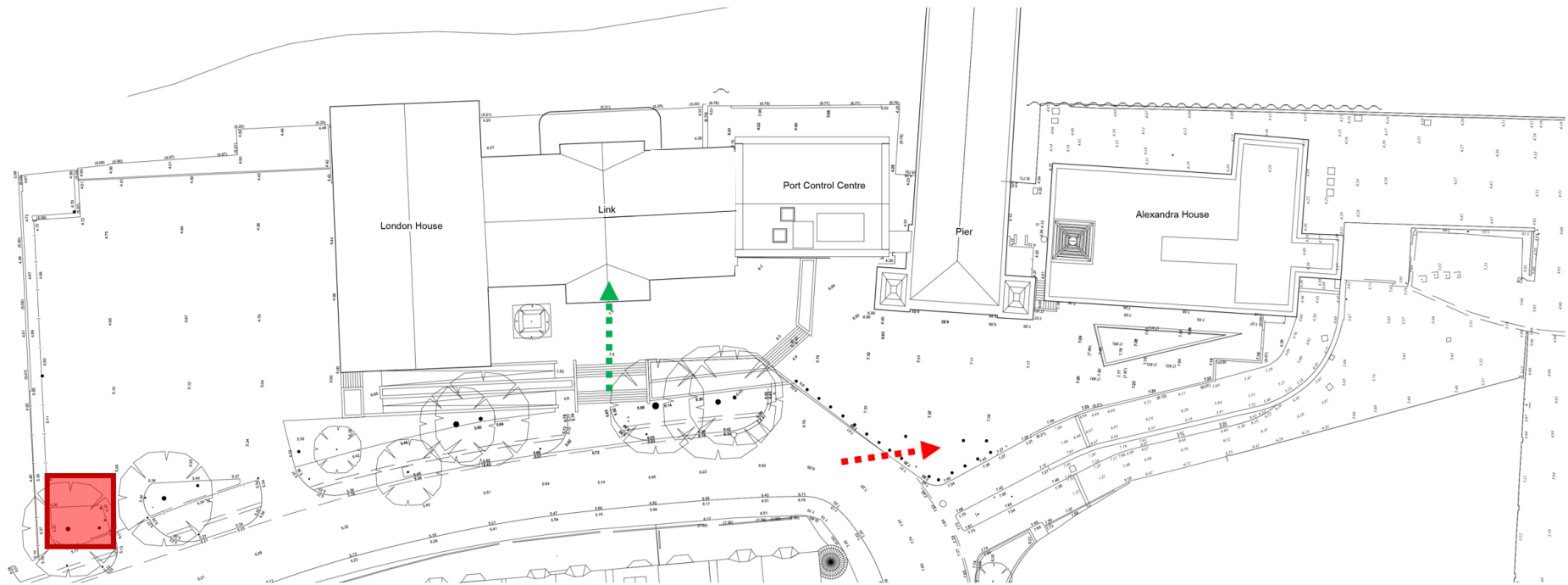
C		Alex House Car Park: East	Would be situated out of view from Royal Pier Rd which would have a positive effect on the Conservation Area, however the proposed location is next to an existing generator for Alex house which is a potential fire risk. There would also be concern with access matters to allow for a waste vehicle to enter and exit the Alex house car park from Royal Pier Road, as vehicles would have to enter via the exit ramp to the car park due to height restrictions on the entrance ramp.
D		London River House: basement car park	Location would be out of view and therefore have a positive impact on the character of the Conservation Area. However the location is considered a fire risk as this is situated inside the building envelope of London River House and considered inappropriate.
E		London River House: South East	Considered to be too close to the proposed access steps for staff and visitors entering London River House from the adjacent car park. Would have a neutral effect on the Conservation Area.

			Would result in the loss on 1 car parking space, which can be re-provided in Alex House car park.
F		London River House: South West	Preferred location for waste bins re-location. (see paragraphs 4.4 to 4.6)

4.8: Overall it is considered that the proposed relocation will not have any negative effect on transport movements in this area. The development proposals will overall serve as an improvement to the local area through the entrance to the PLA more pedestrian friendly and welcoming and will reduce the amount of vehicle access points in/out of the London River House complex.

5.0: Existing access onto forecourt in front of Royal Terrace Pier.

5.1: Currently there is an existing vehicular access onto the forecourt area in front of the Grade II Listed Royal Terrace pier, which is used by PLA operational vehicles and also the RNLI, who operate from the Pier. This space is also used by emergency vehicles responding to incidents on the Tidal Thames and is considered essential. This access is therefore proposed to be retained for continued use as part of the proposed development, as shown in figure 9 below.



 Vehicular access via existing
dropped kerb to be maintained

 Proposed bin store location

 Main entrance

Figure 9: Deliveries and Short Stay, Temporary Parking Points

6.0: Construction stage: Construction Management Plan.

6.1: With regard to the construction stage of the development, a Construction Management Plan has been prepared for the application, which outlines how this project will be managed given the location of the site with consideration to ensuring the works cause the minimum amount of disruption and disturbance to residents.

6.2: As the project develops this will be refined including through the addition of various documents, including amongst others:

- A full lifting operations plan including over sail, risk assessments and method statements will be included in a Construction Phase Plan;
- A detailed demolition methodology and programme; and
- Contractor's traffic management plan.