

3.

Heritage in Charlton Riverside

Policy context and protection measures

Between the Angerstein Wharf railway and Warspite Road there are no statutorily listed buildings. One building appears on the local list of heritage assets, this is a former administration building for Siemens at 17-19 Bowater Road. Outside the site boundary across Woolwich Road, the Antigallican Public House, with its interesting purpose-built fire station annex, also appears on the local list. The site does not contain, nor abut, any of the adopted RBG Conservation Areas and in consequence does not benefit from any change management strategy, beyond the emergent Charlton Riverside Supplementary Planning Document.

RB Greenwich has one of the oldest, and most out of date, statutory listing surveys in London, undertaken 45 years ago and issued in 1973, at a time when industrial and Victorian heritage was far less valued than today; in consequence, the heritage features of Charlton Riverside have been little considered or understood by today's heritage designation standards and "listing coverage" is poor. The area's coverage by the Buildings of England (Pevsner: London South) researched in the 1970s and published in 1983, is not nearly as comprehensive as more recent volumes and does not consider the Riverside area at all. For the eastern third of the site, this paucity of research is resolved by inclusion in the Survey of London: Woolwich (2012). However, this new research has not been followed up, to date, by any consideration of heritage features for statutory listing.

Considered as a potential site for heritage led regeneration, the main comparator within the Borough is the Woolwich Arsenal

Conservation Area, itself the subject of ongoing long term development as a mixed use, residentially-led, quarter. The Arsenal's riverside location, industrial legacy and retained movement routes and built heritage offer a potential template for the way Charlton Riverside may develop. In contrast, in the delivery of Greenwich Millennium Village, to the west, English Partnerships retained almost none of the earlier historic buildings, taking a "tabula rasa" approach that means that few traces remain of its former industrial past.

Historic assets overview

Charlton Riverside was an area of low lying marshland that was first drained for agricultural use and then adopted for industrial uses in the late Nineteenth and particularly the early Twentieth Century. The changing fortunes of large industrial occupiers of the Twentieth Century mean that today evidence of this history is fragmentary. Large square land parcels were allotted to factories such as GA Harveys, Siemens, British Ropes and United Glass Bottles with little development of a fine grain or intimate character.

This land use pattern, in turn, meant that redevelopment to accommodate large footprint retail and distribution sheds, as well as car parking, has been relatively straightforward from the 1980s. Despite this, isolated pockets of historic buildings and spaces remain, notably at the river's edge and within the former Siemens complex. Additionally, the earliest movement routes identified on site can be readily traced, with ancient tracks and Nineteenth Century streets still in use.

Development of the River Thames at this point east of London was dominated by the activities of the Navy at Greenwich and, downstream, the Royal Naval Dockyard and Royal Arsenal at Woolwich. The stretch of river between these points, including the Greenwich Marsh and Charlton Marsh, remained largely without significant building development until the Nineteenth Century.



Figure 25. Overview of heritage context

Key

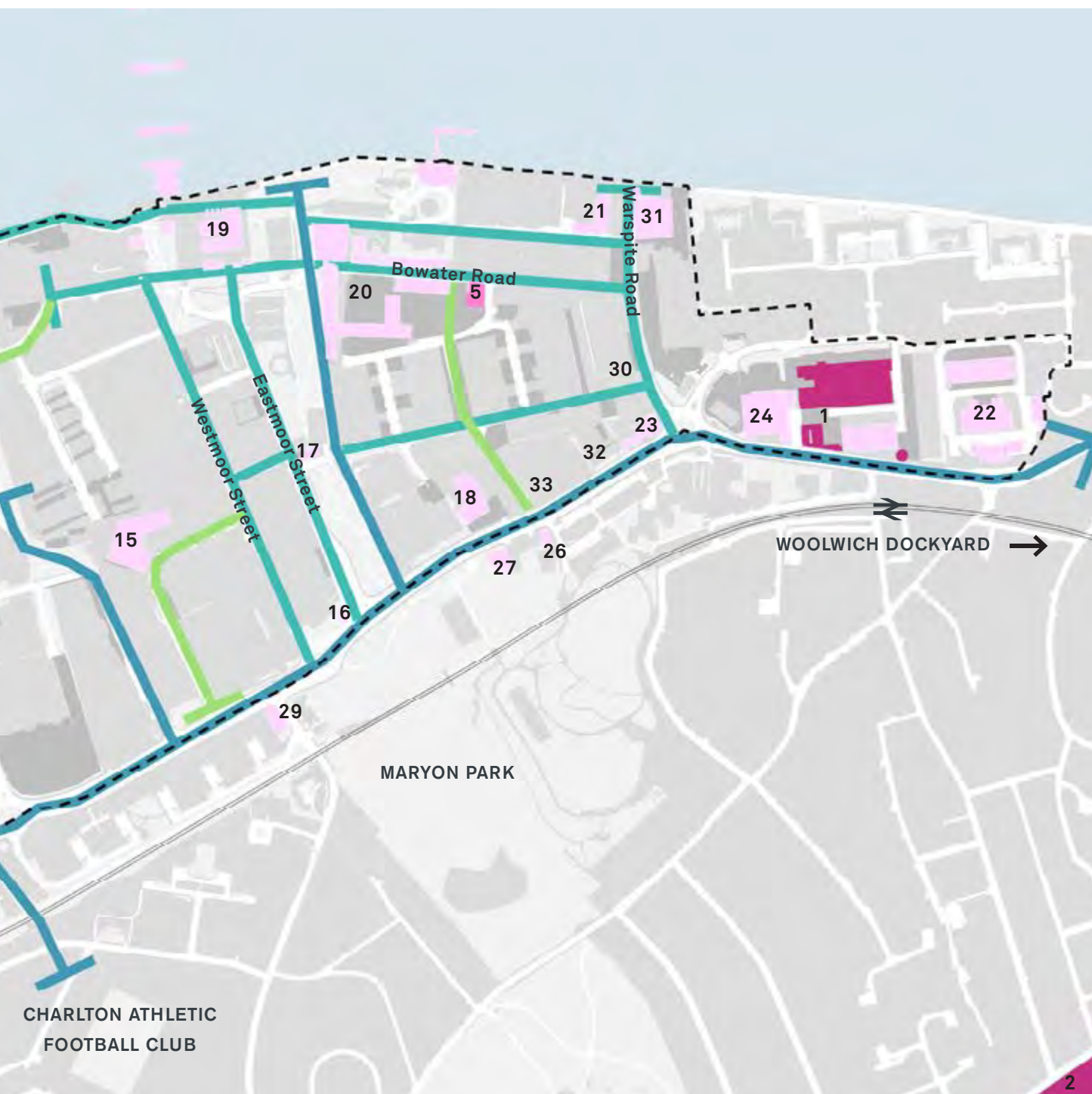
- Listed buildings
- Charlton Conservation Area

Fig 26. Existing heritage assets in Charlton Riverside



Key

	Historic route: Pre-1800		Listed heritage asset		Non-designated heritage asset
	Historic route: 1800-1900	1. Commonwealth buildings (incl. former Steam Factory)		6. Angerstein Wharf	
	Historic route: 1900-1945	2. Repository Woods		7. Christie's Wharf	
	View corridor		Locally listed asset	8. Corys Barge Works	
	Study area	3. Angerstein Arms		9. Durham Wharf	
		4. The Antigallican		10. Anchor and Hope pub	
		5. 17-19 Bowater Road		11. Derrick Gardens	
				12. Atlas Garden s	
				13. Charlton Ropeworks	
				14. Stone Foundries (Jubilee Foundry)	



- 15. Beatalls
- 16. The Victoria Inn
- 17. Barrier Animal Clinic
(Lads of the Valley)
- 18. Windrush Primary
(Maryon Park School)
- 19. Thames Barrier Complex
- 20. Bowater Road buildings
(Siemens cluster)
- 21. Trinity Wharf

- 22. Woolwich Dockyard
Industrial Estate
- 23. Howick Arms & Howick
Mansions
- 24. Former Apprentice School
& dockyard wall
- 25. Woolwich Road West
- 26. White Horse Pub
- 27. Lithuanian Church
- 28. Riverside House

- 29. Cherubim & Seraphim Church (former
Horse & Groom pub)
- 30. Clanceys (former Derby Arms)
- 31. GPO Cable Depot
- 32. Siemens Canteen
- 33. Siemens Labour & Welfare Building



Detailed Appraisal

The Siemens group forms the most prominent but by no means the only heritage legacy reflecting the site's earlier history. Other assets include five public houses (one still in use), two separate developments of planned housing for working people, the Maryon Park LSB Board School (still in educational use), extant early movement routes and street patterns as well as the legacy of several major employers.

Despite the loss of most large scale industries from New Charlton, two companies with historic links remain in operation; Stones Foundry and Corys Barge Works. There are further residual legacies of history with the continued presence on site of metal forming workshops connected to the automotive industry and extractive industries at the ballast quays.

Additionally, this study has been asked to consider another site in close proximity to the SPD area whose heritage significance and future potential should be considered as part of the masterplan. This is the former Erecting Shop, Smithery and Brass Foundry of the Royal Dockyard, which until the 1860s occupied the rest of the south bank of the Thames from Trinity/Warspite road to Woolwich Ferry. The complex, with a history going back to the Tudor period, was closed in 1869 after more than 350 years' of history of shipbuilding for the Royal Navy. The surviving buildings on this site represent the steamship era and were built for the manufacture of marine steam engine components.

Adjacent to the steam works is the former Police Station that stood at the eastern

entrance to the Royal Dockyard, the eastern dockyard gates themselves and an Apprentice School. All these buildings date from the 1830s-1850s. The most conspicuous element of this group is the tall chimney that served the works and still stands on Woolwich Church Street, alongside a long stretch of remaining dockyard wall. This complex, excepting the Apprentice School, is listed Grade 2. Historic remains of the former industries identified in the previous section are patchy, and largely confined to the periphery of the area.

Qualities of character and historic association are missing across much of the study area, not only because of the withdrawal of the major industries, but their replacement with retail and distribution sheds of an "out of town" typology. This trend towards a more anonymous character developed in the 1970s, as industries such as United Glass Bottles and GA Harveys closed, and the opportunity was taken to construct a new bypass road across the site (Bugsby's Way) on the available land. Upon completion of the road, lorry based distribution activities and car based retail were easily accommodated.

The bypass scheme also involved the widening of both Anchor & Hope Lane and the eastern part of Woolwich Road. The operation required the demolition of numerous buildings of character, these included the Watermans' Arms pub, the former Charlton waterworks building, and the Maryon Park School House.

Other lost buildings in the study area of a high architectural quality include the Lombard Wall School and the National School, both on Woolwich Road.



Lombard Wall School Demolition, 1979



Woolwich Road - National School



Waterman's Arms



Charlton Water Works, Charlton Lane



Elements of the former Steam Factory buildings currently under statutory listing, part of the Steam Factory character area.



Bowater Road hosts a cluster of buildings with significant heritage value, part of the Bowater Road character area.

Summary of significance

The closure of former heavy industries, construction of Bugsby's Way and adjoining retail and distribution uses, means that the most historically significant areas are now to be found at the periphery of the masterplan area; specifically the former Siemens works, the Riverside area, and the Steam Factory. Here are the most notable clusters of historic buildings, industrial structures and interesting streetscapes or paths, forming areas of discernable character and local identity.

The detailed appraisals that follow consider both the group value and the current condition of heritage assets across three distinct character areas in Charlton Riverside: 1) Bowater Road, 2) Riverside, and 3) Steam Factory.

Character area 1: Bowater Road




The legacy buildings of Siemens are those that remain after the closure of the works in 1968 and adoption as a lettable business park by the GLC at that date. Approximately 30% of the Siemens complex at closure still stands.



The buildings lost after closure were predominantly of a single storey, top-lit shed typology. Exceptions to this were the Telephone Factory of 1912 that stood on Westfield Street opposite the Lads of the Valley pub (now Barrier Animal Clinic), and the showroom building of 1881-2 that stood in the centre of Bowater Road north side. This was, most regrettably, demolished as recently as the early 1990s.


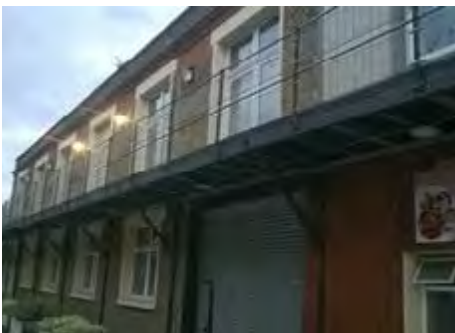

The remaining buildings are largely clustered around Bowater Road and Harrington Roads and are summarised in the table that follows.



Siemens Showroom

<p>34 Bowater Road</p> 	<p>In 1946-7 a three storey instrument factory and marine radio school was built on the site of the bombed 1865 headquarters building, in a joint venture with Metropolitan Vickers Electrical Co. Ltd. Woolwich was preferred to Manchester because traffic on the Thames and numerous adjoining buildings provided ample radar reflections. The building is in good condition, currently occupied and has a Port of London Authority operations room added to its roof on the Thames side (1980s), adding to its interest.</p>
<p>26 Bowater Road & Core Tanks Building</p> 	<p>This is the oldest of the surviving buildings, dating from 1871-3. Built with three storeys, now reduced to two and is fifteen bays on the Bowater Road elevation. It was built in the great expansion of the works between 1870-4 and originally housed a gutta-percha masticating shop. The builders were Jackson & Shaw of Westminster. Its arched brick ground floor treatment formerly continued westward as an arcade to link with a matching ground floor treatment of the 1865 headquarters building, bombed in the Second World War (see photograph). Thus this building is not only close in date but architectural style to the earliest phase of the company's operation at Woolwich. The core tanks building (1873) to which it adjoins, similarly reflects the brick built, faintly Italian revival styling of the early works, with arched headed windows on the ground floor and pilasters expressed in brick.</p>
<p>20 Bowater Road</p> 	<p>This is the middle block of the surviving range, of 3 storeys, and dates from 1873-4. It originally housed rubber cleaning, mixing and core covering activities. The builders were Ball and Gammon of Lambeth.</p>

<p>18 Bowater Road</p> 	<p>The end block of this range dates from the 1890s, is taller and is of what had become by this date a standardised house style, with regular sized arched windows on all three floors, recessed within the facade.</p> <p>The buildings in this range are all out of use and currently in poor condition. They have replacement asbestos sheet roofs which are failing and leading to water ingress. Externally they present a largely as built appearance with original window frames. The range was inspected by the Survey of London team in 2010 who reported that the iron columns and wooden floors survive but otherwise there are no features of note to reflect the early industrial processes housed within the buildings. Their iron columns and roof trusses are likely to be sound but their wooden floors are deteriorating due to water damage. A condition survey is planned by the current owners in the near future but the buildings are currently inaccessible.</p>
<p>8-10 Bowater Road</p> 	<p>Workshop extensions of 1881-2 and 1889 built to house dynamo shops and milling machinery. Jon Grover of New North Road was the builder of both.</p> <p>In 1904-5 Siemen's dynamo and motor department moved to Stafford and these buildings were converted for the production of paper-insulated cable and components, meeting a growing demand for lead-cased paper cables and insulated wires for telephone, telegraph, electric light and power lines. The buildings are in use and in good condition but windows and doors have recently been replaced with UPVC units. These do reproduce the pattern of the original glazing bars. Interiors are much altered and have few surviving original features.</p> <p>A chemical department (1881-2) facing Trinity Street/ Warspite Road at the end of Bowater Road was recorded by the Survey of London but has been demolished, since 2010, as part of a refurbishment by the current owners.</p>

<p>Harrington Way</p> 	<p>Armouring and lead-sheathing workshops of 1898-9.</p>
<p>Harrington Way (north side)</p> 	<p>This is the remaining administration block (1914–16) of the J. Watt Torrance & Co. sawmills and bottle-crate factory.</p>
<p>Trinity Street/Warspite Road</p> 	<p>An outlying group of buildings that should be considered in the “Siemens” quarter on the riverside should be the General Post Office cable depot buildings across Trinity Street/Warspite Road. These were built by the GPO as a store for cables made locally before they were shipped out to sea (the telegraph system had been nationalised in 1870). Cable was stored under water in tanks before being shipped in state-owned cable laying vessels (Siemens had its own cable laying vessel that anchored at Ferry Wharf, the “Faraday”). The shed adjoining Warspite Road was first to be built, from 1882-3, and was erected to cover four circular 36ft(11m)diameter cast-iron tanks on 3ft(92cm)-thick concrete foundations. The metal trussed twin roof is supported on a row of cast iron columns. A store of 1891 sits to the south of the entrance and a third tank shed was added in 1928. All this survives, now in light industrial/storage use. A number of original features including cast iron window frames, survive.</p>

37 Bowater Road



The south side of Bowater Road represents a step change in the scale of the works development from about 1911. The first building to be constructed is a much larger L-shaped building of 5 storeys plus basement was built for making rubber coated copper wire cable. It adopts new structural technologies, made possible by new regulations granted in the London Building Act of 1909, and employs a reinforced concrete frame beneath a Fletton brick shell.




The adoption of new technologies made it possible to include much larger steel framed windows externally and wider spans between support columns internally, creating a lighter and clearer working environment overall. The building was designed by Herbert and Helland, Siemens' in-house architects. This was one of London's largest factories when built and an early adopter of the new construction methods. The building has a matching extension of 1942, built at the height of the wartime production effort, after extensive bomb damage on the adjacent site must have placed extreme pressure on the works' resources.

17-21 Bowater Road



This was built as offices during the expansion of 1911, also using a reinforced concrete construction system. Unlike the other buildings it employs historicist features echoing the buildings on the north side of Bowater Road, including a classical doorcase at its entrance, recessed round headed windows on the third floor, brick window mouldings and an expressed architrave at the original roof line. The building acquired a mansard roof, accommodating a further floor, by the 1940s.

The building appears to have remained in continuous use, and remains in good condition with additions at ground level including a cafe extension. It is the only building in the Charlton Riverside study area currently included in the Royal Borough's local list of heritage assets.

<p>15 Bowater Road</p> 	<p>This two storey reinforced concrete cable shop was built in 1937. It has unusually elegant elevations for an industrial building on a closed site, articulated by chamfered piers. The building, built by Griggs & Sons of Victoria Street, appears to be in largely original condition and is used by an architectural restoration company.</p> <p>Away from Bowater Road, the former Canteen (1953) and Labour & Welfare Buildings (1956) stand on Woolwich Road either side of Yateley Street - this was the main entrance to the works after the war.</p>
<p>25 Bowater Road</p> 	<p>This is a five storey junction box factory built in 1925-6 to the same design as the earlier 1911 building. By this date Siemens had become increasingly focused on telephone apparatus production. Its concrete frame is exposed at the west end, suggesting that it was designed to be extended as necessary using the modular building system, though this did not happen.</p> <p>Both 37 and 25 Bowater Road survive in good condition, though are now only partially occupied until. Internally, the large clear floor plates remain in many cases, the original concrete stairs are in use and steel windows and other fittings remain. In many cases, the regular geometry of the concrete frame and window spaces has lent itself to subdivision of floors as requirements dictated.</p>
<p>Siemens Canteen</p> 	<p>The former canteen building (1953) still stands in use as a storage warehouse and though altered is in sound condition.</p>

Siemens Labour & Welfare Building



The former labour and welfare building (1956) still stands in different use. Both this and the canteen were built with materials recycled from the site's wartime air raid shelters.

Lord Howick Public House



The Lord Howick still dominates its prominent corner site and until very recently was still in active victualling use (renamed "Clancys" club). It has been overpainted, masking the original colour of the brickwork and obscuring some decorative features. Otherwise, the pub is in good external condition, although the upper floor windows have been replaced with UPVC units matching the pattern of the original Victorian sashes. The large bar room windows are currently obscured by metal protective sheeting and the interiors have not been inspected.

Howick Mansions



Howick Mansions is a companion building to the pub, being built by the landlord to alleviate local housing condition for workers (see history). It retains its interesting mix of shops and flats. The overall condition is satisfactory, with a combination of original and replacement glazing, the replacements following the pattern of the originals. The shops have new signage which, in part, distracts from the pleasing architectural composition of the whole (though present day traffic levels on this part of Woolwich Road presents a greater distraction). Because of the traffic, standard pedestrian guard rails along the pavement at this point obscure the fact that the Mansions' original area railings and handsome gateposts remain in situ.

Maryon Park School (Now
Windrush Primary School)



The school remains in educational use and is substantially as it was built (in two phases, see History).

White Horse Public House -
704 Woolwich Road



The White Horse Pub is the solitary building on the south side of Woolwich Road (East) and sits close to the entrance of Maryon Park, immediately behind. Still in victualling use, its setting and survival merit inclusion in the conservation area.

Began as a beerhouse and named in an early 18th Century victuallers list, the pub was rebuilt in 1864. In order to attract new customers the landlord kept a tame bear on the premises. The animal often broke loose and much enjoyment was obtained hunting him among the hills and hollows of the adjoining Hanging Woods. Leased on 21 year terms to Combe Reid & Co, before the lease was bought from Watneys from Sir SP Maryon Wilson in December 1926.

Thames Barrier

The Thames Barrier is one of the most readily recognised engineering structures in the UK. Its operational effectiveness has been demonstrated since opening in 1984 with 176 flood defence closures recorded up to February 2016. Its High Tech era architecture is overdue for historic appraisal - Historic England have a watching brief on the structure but have not formally assessed it for listing in the same way as other buildings of the same period. The Barrier's shiny metal hoods make a fascinating and changing sight in different lights and weathers.

While not fulfilling expectations that it would become a leading tourist attraction (the Visitor Centre is now only occasionally

open, while the cafe operates seasonally) the Barrier, especially the landscaped esplanade, is a pleasant place to view the river, and a fitting end - or start - to both the Capital Ring and Thames Path long distance footpaths. The abrupt blockage of the Thames river path at this point, however, prevents easy access to Woolwich, the nearest urban centre and river crossing.

The area behind the esplanade, where large parts of the former Siemens site were cleared for car parking and service roads, is unattractive with little consideration of landscaping or potential unification with the remaining Bowater Road Buildings, from which it is fenced off.



Thames Barrier Control Building

Bowater Road assessment

The Bowater Road area presents the substantial remains of an important industrial site - developed by the first multinational business in the UK, operating at the forefront of the telegraph and telephone industries. These technologies were central to the development of Britain's overseas interests at the end of the Nineteenth Century and are thus of international significance.

The contribution of Siemens, amongst other local firms, to both First and Second World War efforts significantly advanced developments in communications and supply lines and after the war telecommunications continued to be an important industrial activity on the down-river Thames until the 1960s.

This narrative deserves recognition and affords significance to the remaining buildings, which between them evidence successive phases of development from the 1870s to the 1950s. They are largely (with the exception of the canteen and welfare buildings still standing on Woolwich Road) in a closely associated group around Bowater Road, and form a strong urban composition. Their group value is considerable and with this in mind the Borough should consider the designation of a Conservation Area, to include all the buildings on Bowater Road, the eastern end of Harrington Road and the GPO Cable Depot. Additionally, as the oldest buildings on site, 26/20/18 Bowater Road should be recommended for Statutory listing as representing the early stages of site development and for their role in the Nineteenth Century story of telegraphy.



37 Bowater Road- initially built for making rubber coated copper wire cable.



One of the oldest remaining Siemens building at 26 Bowater Road

Character area 2: Riverside

Aside from the intrinsic attraction of the waterside location, with its views across, up and down the river, the Charlton Riverside is significant for its former role as a transport and communications artery, serving riverside industries as well as the hinterland of Charlton and beyond. A number of structures and heritage features contribute to the narrative of the area's development, and deserve better recognition. Considered from west to east these are;

Angerstein & Murphy's Wharfs (formerly Christie's)

While both these wharfs are now utilised by the ballast operation, the modern equipment sits on much older foundations. The development of Angerstein Wharf was a catalyst for the area's development, bringing the railway to the riverside at an early date (1851) and playing an important role in the transportation of many different types of goods including sand, ballast, coal and oil, over 165 years continuous operation.

Christie's Wharf was built alongside in the early Twentieth Century, initially for the import of timber in large quantities. Christie's concrete wharf foundations and deck remain substantially as built; both facilities have redundant cranes and davits still in situ, evidence of wharfage operations now obsolete.

Corys Barge Works

Corys Barge Works (now Cory Environmental) were built and remain the headquarters of a Thames-wide boat building and lighterage operation. In recent history, the firm has become dedicated to the barging of domestic refuse from a



Angerstein Wharf Cranes



Angerstein Wharf Davits



Corys barges laid up at Charlton during the Great Frost of 1895

number of concentration depots on the Thames to an incineration/power generation plant down river. The barges used are built, maintained and repaired at Charlton. In this respect, the Charlton works are probably unique in being a boat repair facility in continuous use on the same site by the same owners since the 1870s. Historic mapping suggests other boat works on the site even before Corys arrival at Charlton in 1873.

Befitting its riverside focus, little of Corys most historic features are clear from the roadway between Lombards Wall and the Anchor & Hope. A 1950s office block of brick and in a “streamline” industrial style, with distinctive glazed stairwell, stands to the south of the roadway; this still sports the Corys logo but now leased to another company. Another office/mess block to the north of the roadway, within the modern site perimeter, (plainer in style and dating from the 50s or 60s) serves as the main company administration block.

A site visit (November 2016) has confirmed that further buildings from earlier periods of the firm’s history are still extant. The dry docks/ boat slips of c.1911 are still operational, steel framed with steel truss roofs, and presenting blank brick gable ends to the roadway. Four bays of equal height and a further, taller, bay, possibly of earlier date, to the west of these.

To the west of the boat slips are a range of further four sheds. The first of these is smaller and timber framed, and appears to be of earlier date. The type and style of the framing is exactly that of a shed that appears in a photograph of the barge works dated 1889. It is reasonable to suggest that,



Cory's Boat Sheds 1911



Cory's Boat Slips



Cory's Boat Slips

because of the style of construction and the evidence of the photograph, this shed is at least of this date and may date from Cory's arrival in 1873, or even earlier. In its early condition the shed had an arched iron roof, this was subsequently replaced by a more conventional steel trussed pitched roof (possibly in the enlargement of the works in 1911).

A further shed adjacent (not inspected, in use by the Victorian Awning Company) is identical in size and height when viewed from the river and is likely to be of the same age and type. Two further sheds stand beyond this, one appears to be similar whilst the other is either of more recent brick construction or has been altered to raise its height.



Cory's wood framed shed bracket



Cory's wood framed shed external



Cory's 1889



Cory's wood framed sheds

Durham Wharf

Durham Wharf was built in the early twentieth century for transhipment of goods from boats - mainly coal and sand - to the network of railway sidings serving the eastern part of Charlton Riverside. It was used extensively by the United Glass Bottle Works, but the lines also served GA Harveys and were connected to the Angerstein Wharf Branch. The rails embedded in the wharf and the jetty approaches are the last remains of the formerly extensive sidings in the area. The wharf is in reasonably good structural condition despite long being out of use, the last recorded use was by Corys in the 1970s.



Durham Wharf Jetty

Anchor & Hope Foreshore

The Anchor & Hope pub is an important local landmark, especially prominent from the river Thames, whose community of watermen and lightermen it has served since Tudor times. The current building of 1898 remains in popular use and largely as built. The foreshore in front of the pub can be accessed at low tide by stairs - one of only two places this is possible at Charlton Riverside. In recent years, the Thames Discovery Programme conducted by MOLA

has explored the Anchor & Hope Foreshore as a site of considerable archaeological interest. This is because of the extensive evidence of Castle's shipbreaking operation here between the 1870s and the 1930s.

At low tide, large numbers of ship's timbers, from some of the largest naval warships to be dismantled at Castle's, are to be seen lying on the foreshore - these have been studied by the TDP and in most cases linked to ships known to have been broken up here, including the HMS Wellington.

In most cases, it has been possible to identify the structural purpose of each timber member through reference to historic shipbuilding practice, and the site has furthered understanding of the construction of Nineteenth Century wooden warships. It is considered by experts to be one of the most important maritime archaeological sites in the country and is of international significance.



Timbers from HMS Wellington stacked at Anchor & Hope foreshore

The site was most recently studied during the rebuilding of the river wall at the other side of Vaizey's Wharf, in an operation that revealed further timbers. A large area of made up ground projecting into the river at this point marks the site of Castle's Charlton operations (another site existed at Longs Wharf, further along the river).

Maybanks Jetty

The jetty built by paper merchants Maybanks alongside their new plant in 1966 was designed for easy movement of paper bales by fork lift truck. Lighter in construction than the earlier, rail access jetties it has outlasted the firm that built it and now remains in good structural condition, gated and out of use.

Thames Wharf & Flint Glass Jetty

Built by the glass importer Johnsen & Jorgensen (also known as Flint Glass) the jetty is an elegant example of jetty architecture from the 1920s. It sits on concrete piers which remain sound and has original, rather delicate, railings and gates. Its position directly overlooking the Thames Barrier is unrivalled.

Longs Wharf

The former series of industrial wharfs are now within the Thames Side Studios complex, and not readily accessible to visitors. The Nineteenth Century river wall is covered by metal sheeting, and there are few obvious features of historic significance.

Offsetting this is the presence, for approximately 20 years, of the former Mersey ferry Royal Iris, brought here pending refit as a floating nightclub and for some time lived on by her owner. The ferry is now in a poor, holed, condition, sitting on the river floor.



Former Castle's shipbreaking site, Maybanks jetty in background



Thames Wharf

Atlas & Derrick Gardens

Atlas & Derrick Gardens remain attractive groupings of small houses around enclosed greens - Atlas Gardens is wholly enclosed and effectively a garden square, while Derrick Gardens is open to Anchor & Hope Lane. A small roadway (now used to store old buses) runs between them, at one time this was apparently used as an entrance to Charlton Ropeworks behind. Now in the ownership of a housing association, the houses have had their windows replaced with UPVC units, but these are reasonably sympathetic and the original domestic revival style can still be enjoyed.



Street-side approach to Derrick Gardens.

The architecture features contrasting red brick for door-cases and window arches, contrasting white painted keystones at arch centres, and characterful treatments of the corners between rows, with doors set into the angle, a bullseye window and decorated gable above. With the use of bay windows on both ground and first floor for each house, the architecture successfully presents the small dwellings as neither mean nor cheap. Mature trees now contribute much to the quality of the lawned areas in front.



Riverside Block- current condition

Stones - Riverside House

This was the head office block of the Stone's site, containing three floors of drawing offices where products were specified and a Director's dining room on the top floor overlooking the river. It has had several owners since Stone's departure but the propeller logo still appears over the main entrance. Its glass walled staircase tower dominates the view east from the Anchor & Hope.



Atlas Gardens



Ballast Wharf

Riverside assessment

Charlton Riverside has a series of interesting and historic features but the amenities are too sparse to attract casual visitors along its full length on foot. Vehicular access is limited and - at present - this contributes to a quiet and sense of remoteness unusual in most parts of London. Leisure activity tends to be confined to the Anchor & Hope, its riverside garden and the foreshore here. Large numbers of cyclists do use the full length of the riverfront as a safe, off-road, option.

The linear nature of the path could potentially be ameliorated by bringing into use the historic jetties as viewing platforms or catering opportunities. The position of some jetties, such as that at Thames Wharf by the Barrier, would lend themselves to imaginative new leisure uses.

At Corys, the firm's 144 year history on the site is evidenced by a series of fascinating structures - a row of no less than nine boat building and repair sheds, all more than 100 years old, line the bank of the Thames, with associated jetties and mooring projecting into the river. The value of this large group has gone largely unnoticed in historic assessment, perhaps because so little of it is evident from the roadway. The historic links between this firm and the attractive groupings of houses in Atlas and Derrick Gardens around the corner are not identified in any on site interpretation and this should be remedied.

Compared to its historic heyday in the Nineteenth Century, the contemporary Thames is very lightly used by shipping. There is capacity to bring back historic ships to potentially animate the riverside

and provide visitor focus; such proposals might also incorporate the old jetties.

The existence of historic shipbuilding and repair capacity at Corys might itself make Charlton a suitable place for heritage based river attractions. Meanwhile, more could be done to improve the amenity value of the area between Corys, the Anchor & Hope, and Atlas & Derrick Gardens, which all have historical links with one another. With the likelihood that adjacent sites may be subject to early change in the Charlton Riverside Masterplan, the adoption of a Conservation Area is recommended here as a mechanism for managing change.

Character area 3: Steam Factory

Outside the masterplan area boundary but included in the historic scoping study is the Steam Factory group of buildings. These constitute several of the few remaining features of the formerly extensive Woolwich Royal Naval Dockyard. Further features, including the Dry Docks, Clock House and Gates, were incorporated into a Borough housing scheme in the 1960s/70s.

The Steam Factory group was at that time in the ownership of the Royal Arsenal Co Operative Society who used them as part of its manufacturing operation for many years from 1927 as “Commonwealth Buildings”.

The group’s architectural quality and historic significance - this was the first naval establishment for the installation and repair of steam engines on boats - means that it has been listed Grade 2. The range along Rushton Road is the earliest part, an Erecting Shop dating from 1838 - about



Interior of Erecting Shop



Former Apprentice School



Former police station



Smithery exterior

a third of this, at the eastern end, was demolished before listing took place.

Expansion of the steam factory took place to the south - the Foundry (E) and Smithery (W) were added in 1846. Other buildings completed the factory but of these only the chimney, to which other parts connected by underground flues, survives.

Externally, the buildings form an impressive group, but maintenance and conservation of original features is patchy. The Smithery and western end of the Foundry are in sympathetic ownership of a print business which has undertaken incremental maintenance and refurbishment, including the replacement of windows with sympathetic new units and bright external paintwork. Other parts of the complex are in storage or light industrial use, with little evidence of recent maintenance, and up to a third of the Erecting Shop has been empty for several years with consequent signs of disrepair.

Internally, the condition is again variable. Roof coverings are universally replaced, but roof trusses appear to be original with some interesting variations in style in the Smithery and Foundry. There is an elegant row of cast iron columns supporting the roof of the Foundry down its centre, these have been recently refurbished and painted at the eastern end, though infill breeze blocks have been introduced to make two separate industrial units.

The two main flanks of the Erecting Shop are divided by blind brick arcades, external entrance arches are wholly or partly bricked up and new windows introduced where floors have been inserted towards the centre. The whole Factory was once

linked through a connecting block with tall arches to all three parts - this feature is seen from the south side, although altered. At the time of construction, tall roofs had been incorporated to accommodate travelling cranes around the factory. Floors introduced at different times in the Smithery and through the central part of the Erecting Shops have altered the character of these once lofty spaces.

Adjacent to the Steam Factory, the Police Station and Eastern Dockyard Gates (1846) are also listed Grade 2. Both appear to be substantially as built, the gates remain the access point to the complex from Woolwich Road and the Police Station has housed artists studios for many years since the departure of the Cooperative. Opposite, the Apprentice School built at a similar date (1849) is realised in a more Gothic idiom than the formally classical police house, which befits its current use as the chapel of the Cooperative Funeral Care premises. (This is the last remnant of the site's once thriving mutual society activity.)

The Greenwich Heritage Archive contains a full photographic record of the National Cooperative Society Exhibition held at Commonwealth Buildings in 1927, which attracted visitors from around the country. It is potentially an oversight that the Apprentice School is not included in the group's listing, and this should be reconsidered by Historic England.



Rear of the former police station



North side of the Erecting Shop

Steam Factory assessment

The Steam Factory forms a strong group of buildings of similar date, built by a military commissioner to the highest architectural standards, with a range of complementary features (principally the use of expressive arches and stone dressings) and unified by a palette of stock brick and stone details. While not subject to any current threat, parts of the complex are empty or in poor repair, while others have been substantially altered. Other owner/occupiers are maintaining their property to a high standard, however, and rising property values locally may support more considered upgrading in the future.

With a range of ownerships, it seems unlikely that the complex will be afforded refurbishment and repair in a unified way in the short term. It could be that original or sympathetic treatments are undertaken incrementally to enhance or restore early features, such as entrances, roofs and windows.

More research is needed into the original condition of the buildings and their architecture for guidance on correct repair to be meaningful, however, but higher value uses may increase the possibility of higher quality repairs and correct materials being employed. While the early history of the buildings is captured in Naval records, there remains a second period of significance during the tenure of the Royal Arsenal Cooperative Society.

At a time when there is growing interest in the history of mutualism in the UK, more research into this important - locally led - story may contribute to understanding and appreciation of this group of buildings.

The Apprentice School along with the continuation of the Dockyard boundary wall (c.1833) - round to Warspite early paving and kerbstones, and lengths of metal railway from the once extensive dockyard rail system, should be included in a revised and expanded listing description.

Other heritage features

Street Pattern & Infrastructure

The area benefits from the retention of most of its historic street network even where older buildings have disappeared. The evidence of old maps means these can be identified as:

Pre-Industrial

- Anchor & Hope Lane (formerly the Great Manor Way)
- Stones Driveway (formerly Middle Manor Way)
- Hardens Manorway
- Lombards Wall
- Warspite Road (formerly Trinity Street)
- Woolwich Road

Nineteenth Century

- Herringham Street (formerly North Street)
- Westmoor Street (formerly West Street)
- Eastmoor Street (formerly East Street)
- Cross Street
- Riverside (footway)
- Harrington Road
- Bowater Road (formerly Marsh Street)

Twentieth Century

- Yateley Street
- Siemens Road
- Westfield Street

Except in the case of Bowater Road, existence of strong building frontages and definition of streets is poor. Street widths away from the widened Woolwich Road and Anchor & Hope Lanes appear to be as built and remain of a “local street” scale.

The story of Charlton Riverside is not only one of roads and paths but also wharfs for river traffic and railways. The wharfs have been considered as part of the riverside. Railways were an important part of the

development of the area from the 1840s with the arrival of the Glendon Sand & Ballast line.

The alignment of this railway can still be traced down the middle of the site. In part this was because of the adoption - in the 1920s - by the Charlton Ropeworks as a narrow gauge railway connecting the plant with a wharf on the river. In use until the 1960s, traces of this railway still



Rails set into Durham Wharf



UGB locomotive 'King', now preserved

exists at the centre of the site, along with a few fragments of the purpose built brick Ropeworks itself.

Almost nothing remains of the network of standard gauge railway that covered the western part of the site at one time (see historic maps); however, a fragment of railway exists set into the pavement at Durham Wharf. It is interesting to record that both the small locomotives operated by the United Glass Bottle Manufacturers were preserved after the works closure and are now at Preston Docks, Lancashire. The other odd rail survival on site are some tracks reportedly still in situ that were laid as part of the traverser off Penhall Road during the tram scrappage scene. Most remarkably of all, one or two of the temporary overhead gantry poles erected around the "Tramatorium" can still be seen on the entrance road to Stones Foundry.



Tramatorium Traction Pole



Tramatorium setup, 1950

Green spaces

The upper part of Anchor & Hope Lane and New Lydenburg Street benefit from street trees. Hardens Manorway has been absorbed into the Barrier Gardens. There were few planned green spaces in historic New Charlton, Atlas and Derrick Gardens being a notable exception. The largest green space, the Stones Sports Ground, was built over in the 1980s. The Barrier Gardens was introduced as part of the Thames Barrier plans on former housing sites between Hardens Manorway and East Street. The Gardens open up views of several historic buildings however and have created a new setting for their appreciation; including the east end of Bowater Road, the Lads of the Valley pub and the remains of the Victoria Inn on the corner of Woolwich Road and Eastmoor Street.

Lads of the Valley and Victoria Inns

Both these pubs originated in the 1850s but were rebuilt around 1900. The Lads of the Valley largely retains its external appearance (with new UPVC windows) and is now in use as a veterinary surgery. Its interior is understood to have been remodelled after extensive wartime bomb damage.



Charlton Riverside Ordnance Survey map, 1894



Charlton Riverside, 1910s



Charlton Riverside, 1960s



Fig 37. Movement routes pre-1800s



Fig 38. Movement routes 1800-1900s



Fig 39. Movement routes 1900s-1945

The Victoria was given a high quality new tiled facade by Truman's Brewery in 1910. This remains a landmark on Woolwich Road despite the fact that the pub interiors are fire damaged. The pub's design reflects the steep fall away in ground from Woolwich Road; this feature gave it large cellars beneath. It is the only remaining building that marks the former lines of both Eastmoor (East) Street and Woolwich Road, and gives any sense of the now lost, formerly intimate, streetscape of the area. In this respect it has significant townscape value.

The pub would be highly suitable for a facade retention scheme with new building behind. This would preserve the high quality tiling and brewer's advertisement as distinctive features visible from both the main road and the Barrier Gardens. Proposals to enhance the Gardens in the future would benefit from the retention of this pub on the prominent corner site as an eye-catching local landmark, making a distinctive contribution to the character of the new buildings that will frame the park. Lads of the Valley, sitting inside the Barrier



The Victoria - current condition

Gardens, also contributes to the character of the park and should be considered as an asset in any plans to expand or reorder the green space. Because of the quality of its facade and contribution to current and potential future townscape, the pub should be put on the RGB local list.

Views and landmarks

As a flat and low lying site, noteworthy views within the study area are relatively rare. Exceptions are the views along the riverside and across the river, especially the views from either side of the Thames Barrier and to the Tate & Lyle plant in Silvertown. There are interesting townscape views along Bowater Road where old industrial buildings tightly frame the relatively narrow street. The ballast tips, conveyors and frequently moored vessels at Angerstein Wharf offer compelling views of present day industry.

Views of the site from the higher ground of Charlton and Woolwich need to be considered in the context of potential future development; these include views down Charlton Lane, from the Maryon Parks and from Repository Road on Woolwich Common. It should be remembered that many private houses have direct views of the riverside from Charlton Village and the Slopes.

Stone Foundries

The Stones extension buildings ("Jubilee Buildings") appear to survive largely as built, though the main foundry shed has been reroofed in modern materials. The complex comprises a main factory shed fronted by a two storey office building with an articulated central entrance projected forward with a short brick tower. To the north of the main factory is a row of supporting buildings in a restrained Moderne idiom built of brick.

The complex appears intact as built and of a single date and may merit further research and site analysis.



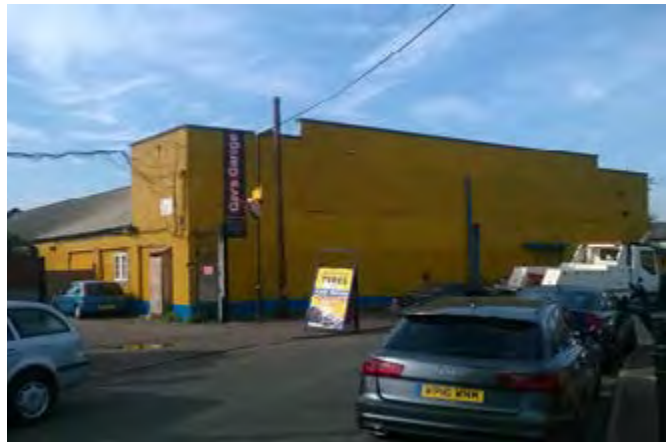
Stone Foundries

Flint Glass

The large new headquarters for Jorgensen & Johnson built in the mid 1960s still stands, in new uses, on the site between Herringham Road and Thames Wharf. It is an unremarkable example of office architecture of the period but has not been inspected internally and may have interesting or decorative features reflecting the manufacturing purpose for which it was built.

Beatalls

The purpose built headquarters of furniture maker Beatalls survives on Penhall Road (to which it in part gave its name). The building has lost its twin gable on the front elevation but may have early or interesting fittings (though extensively rebuilt after bomb damage).





Beatalls - current condition




Charlton Ropeworks

Charlton (latterly Bridon) Ropeworks closed in 1985. Despite the complete redevelopment of the lower southern part of the site, a significant number of buildings from the formerly extensive works still stand, and can be identified from plans showing the site's history. As the site

underwent significant expansion over the years, the extant buildings are not of a single date, reflecting the changing needs of the ropeworks in its different phases. All remain in a variety of manufacturing, repair or storage uses as an industrial estate. The remaining buildings are listed in the table that follows.

<p>Copper mill (1938)</p> 	<p>Twin gabled shed, now "Davis Architectural" with new sheet cladding.</p>
<p>Former Boiler House (1937), Fitting Shop (1938/1950) and Carpenter's Shop (1961).</p> 	<p>These ancillary buildings stood the other side of the former ropeway in a group.</p>
<p>Canteen (1915)</p> 	<p>Brick built.</p>

<p>Hemp Store (c.1950)</p> 	<p>The original hemp store of 1920 was destroyed by fire, and a subsequent building is understood to have been bombed in the blitz. The replacement building takes the same site and dates from c.1950.</p>
<p>Manilla Mill (built 1914, extended 1937)</p> 	<p>The largest surviving buildings, now subdivided for different tenants. The Manilla Mills were erected at the northern end of the site, closest to the rail access from the riverside, where the ropeworks had its own wharf (understood to have been removed c.2015). The Manilla Mills were where raw fibres were prepared by combing machines, prior to the treatment and binding processes. The earlier part of the mill and the adjacent canteen are the only surviving buildings to date from the original construction of the works.</p>
<p>Laboratory (1976)</p>	<p>In the last 20 years of operation, the company (composed of British Ropes, Bridon Fibres and Plastics, and Bridon Wire) was increasingly dedicated to the development of man-made fibres for both marine and industrial applications, and had on site research facilities to this end.</p>

<p>Fenced off rail alignment of railway to River Thames</p> 	<p>Apart from the existant buildings, legacy remnants of the site's operation appear all over the site in the form of embedded rails from the company's narrow gauge railway system, which linked most of the buildings to the firm's dedicated wharf on the Thames. The route of this railway can still clearly be followed, as the alignment is fenced off and undeveloped. At one time, Stone Manganese Marine occupied the land on either side of this track, and had to seek permission from the ropeworks to cross from one part of their works to the other.</p>
<p>Remains of covered ropewalk (1914)</p> 	<p>As well as the embedded rail, and of perhaps even greater significance, the rails of the ropewalk itself, formerly covered and the longest ropewalk in Europe, remain partially exposed under tarmac. The trolleys using these rails were integral to the rope binding process, twisting multiple fibres into rope as they travelled from one end of the track to the other. As such, the remaining rails are of great interest as one of the few remaining traces of industrial processes at Charlton Riverside.</p>
<p>Line of Ropewalk roof visible at rear of copper mill</p> 	<p>The ridge and furrow roof formerly covering the ropewalk is now removed, making this feature harder to discern, but the line of production is still clear. The former roofline of the ropewalk is marked on the rear wall of the Copper Mill, with the white painted walls of the walk still in evidence.</p>

Woolwich Road (West)

The loss almost all the former historic character of the east end of Woolwich Road has already been discussed. The western end of Woolwich Road (in Charlton), between the junction of Church Lane and the Blackwall Tunnel Southern Approach roundabout, was not subject to road widening and still possesses some heritage character, though this has been severely compromised on the north side by the incremental expansion of the retail park. Historic features at this end of the road need to be recognised and considered for their future contribution to the regeneration of the area. The most significant of these are:

North side

Shop and adjoining house at corner of Lombard's Wall (369 & 371 Woolwich Road)
The shop (London & Kent Electrical Wholesalers Ltd.) stands on the corner of the former Lombard's Wall; it is therefore the only marker of one of the oldest movement routes in the area. Consistent with the reintroduction of Lombard's Wall as a route in the masterplan, we advise that this corner building and the house next door, the only remains of a longer terraced row, should be safeguarded by local listing.

East Greenwich Fire Station (325 Woolwich Road)

Built on the site of Lombard's Wall School, this is a very fine example of public sector design dating from 1985. It demonstrates popular architectural tropes of this period including projecting wings of glazed brick either side of a crisply detailed central shed for the tenders, the steelwork of the roof and doors an appropriate fire engine red. Should be considered for local listing as a high quality building of the period.



East Greenwich fire station

Holmwood Villas

Fragmentary remains of the GA Harveys entrance facade at the termination of the street.

Felltram Way

Named for the former General Manager of LCC Trams, ALC Fell, this was the main entrance to the LCC tram repair works built 1906 (demolished). Three houses on the east side formerly belonged to the works, and original stone setts are visible, with further historic paving and embedded tramlines and other features almost certainly remaining under the asphalt.

South side

Antigallican pub (428 Woolwich Road)

This was probably an 18th ale house on a slightly different site. The name comes from an anti French movement in the 18th, and - possibly - a wooden battleship of the same name. It was taken over by John McDonnell in 1984 having previously been leased by Charringtons to Hallam Co. of Bexleyheath. The pub is of particular local interest as its late Nineteenth Century included a house for a privately funded fire tender and adjoining

public lavatory - both firsts for the area. We understand the pub is subject to a current planning application for alterations which would potentially be of deleterious character. The pub appears on the Royal Borough's local list.

The Rose of Denmark pub
(296 Woolwich Road)

Interwar rebuilt of an earlier pub of same name, extensively rebuilt after damage in World War II

Pickwick pub
(246 Woolwich Road)

This began as the Roupell Arms beer house in 1830 and was rebuilt in 1862 to the form that remains today. It was named for the local landowning family (see History). In 1975 it was taken over by English Inns and Taverns and was renamed The Broom. It was renamed the Pickwick in 1978.

The south side of Woolwich Road at its western end still has consistent runs of two and three storey terraced housing fronting it, between the streets running off and up to Charlton Village.



The Antigallican pub



Pickwick pub



Rose of Denmark pub

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Fig 27. Other heritage features in Charlton Riverside



Key

 Streets & infrastructure

 View corridor

 Study area

 Green Spaces

1. Thames Barrier Gardens
2. Maryon Park
3. Ballast line railway alignment

 Notable buildings & landmarks

4. Tramatorium Traction Poles
5. Maybanks Jetty
6. Victoria Inn
7. Barrier Animal Clinic (formerly Lads of the Valley)
8. Stone Foundries (Jubilee Foundry)
9. Stones - Riverside House
10. Flint Glass Jetty



- | | |
|---|-------------------------------|
| 11. Beattalls | 18. Charlton Roperworks |
| 12. Woolwich Road traditional housing | 19. Angerstein branch railway |
| 13. G.A Harveys entrance | 20. Former AEG buildings |
| 14. Rose of Denmark pub | |
| 15. Pickwick pub (formerly Roupell Arms) | |
| 16. CxS Church (formerly Horse & Groom pub) | |
| 17. Former Commonwealth buildings | |



0 250m

Charlton Riverside vernacular

A study of historic precedent in Charlton, Woolwich & Greenwich offer almost infinite variations on local building types, styles and materials that might inform the character of building at Charlton Riverside. Below are some of the most familiar building styles and features that might be considered to represent a vernacular for Charlton. Examples are drawn from the masterplan study area or within a close distance of it.

Industrial-scale buildings

Charlton Riverside is host to a range of buildings of industrial age, scale and/or use. The industrial stock contributing to the Charlton vernacular varies from smaller-scale single-storey terraced industrial units to 4-7 storey large-scale industrial buildings.

The overall aesthetic is functional, with expressed structures and large windows in the case of bulkier industrial stock. There is a diversity of roof forms; from flat-pitch to saw-tooth. Interiors feature high ceilings and supporting column rows.

Materials on site include brick and concrete. Iron detailing is present on staircases, columns and windows across the site.



Ropeworks



34 Bowater Road



Mellish Industrial Estate



Bowater Road



Bowater Road



Former Steam Factory



15 Bowater Road



Bowater Road - interior



25 Bowater Road - interior



Foundry columns

Residential buildings

Residential buildings in Charlton Riverside offer a range of styles. Typical characteristics include 2-4 storey family housing and precedents include detached, paired or terraced arrangements.

Range of roof forms vary across the site and include pitched-roofs and half-pitched roofs. Range of styles feature colour-contrasting or painted brick, round bay window columns, etc.

Examples in Woodhill and Hillreach of early 19th century housing built in relation to neighbouring military institutions.

Examples within the Progress Estate of cottage-style architecture; with gables, pitched roofs to highlight specific roofscapes.



Derrick Gardens



Vaisey's wharf



Woodland Terrace



Woodhill, 1960s



Progress Estate



Woodhill



Hillreach



Woodhill



Howick Mansions

Characteristic Charlton Riverside features first include a range of key riverside assets. Of those, the Anchor & Hope pub, with its golden dome and location at the meeting point between the Riverside and the Anchor & Hope Lane, provides a strong example of a distinctive Charlton Riverside attribute.

The riverside is punctuated by further functional features, which altogether form a landscape specific to the Charlton Riverside.

Charlton Riverside is also defined by its string of prominent corners. The Barrier Animal Clinic, Victoria Inn and Howick Arms all stand at crossroads and feature strong angled facades.

A thread running across these Charlton-defining buildings are the ornamental high-levels and stucco features. Overall, these features also provide long-views across the site, whether it be across the river or across the Woolwich Road.



Hope & Anchor Pub



Thames Wharf



20th Century Functional: Royal Dockyard Estate Pavilion



Barrier Animal Clinic



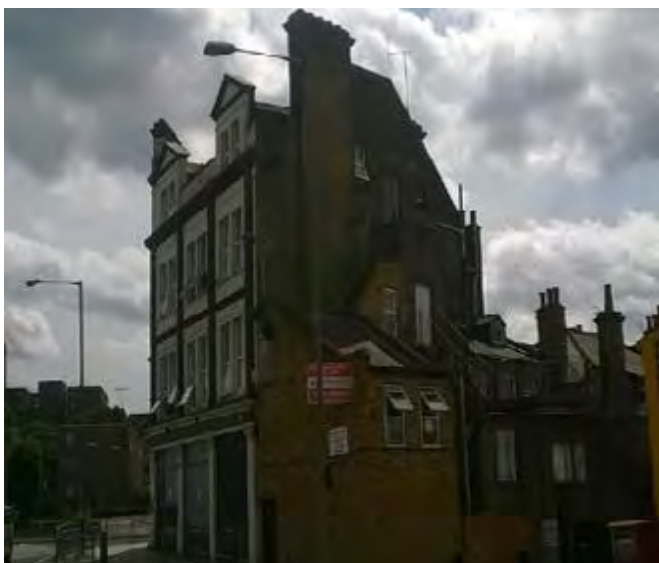
Stucco material example: White Horse



Victoria Inn



Ornamental high-levels: The Antigallican pub



Howick Arms



NO PARKING

4.

Conclusions & Recommendations

Employment recommendations

1. Charlton Riverside is a dense and well-occupied site of employment

This study reveals Charlton Riverside to be a dense site of employment, at 94 employees/ha (higher than the 68employee/ha average across London's industrial land). Retail and amenity uses onto the western edge of site, the continued employment opportunities accommodated by dense industrial-type uses in the centre of the site and the strong concentration of artist and small business studios clustered on the eastern edge of the site all contribute to this density.

The area's low vacancy rate, only totalling 2.5% of the total stock, can be understood as a signal of the strong strategic location and of likely future demand. Evidence collected through business interviews and case studies reveal an embedded business base, with the majority of sampled businesses operating on site from 10 years or more. Reported rent levels of around £9/sqft/annum across the site support feedback from businesses that Charlton Riverside provides an attractive 'value for money' industrial location. Very few businesses surveyed report intention to move off-site within the next year, and narratives around doing business in the area are generally positive and recognise the value of their location. Locational advantages in terms of access to transport networks and customer bases are the top advantage identified by businesses of locating at Charlton Riverside.

Employment activities in Charlton Riverside should be considered an asset to the borough and should be valued accordingly in any future redevelopment plans, SPD documents and policy-making for the area.

2. A clear direction of travel is needed regarding future ambitions for employment in Charlton Riverside.

There is uncertainty among businesses, employers and landowners as to the future of employment uses in Charlton Riverside. This lack of confidence can be seen to be driving lower levels of investment into refurbishment or development of employment premises, lower maintenance of premises and of sites as well as prompting businesses to leave the area, and the borough pre-emptively.

A clear ambition for employment in Charlton Riverside is needed which addresses the types of employment activities envisioned for the site, and where these activities might be accommodated. The forthcoming RB Greenwich Economic Development Strategy will work to inform the borough's direction of travel over the next 5-10 years, and as such, findings from this report should inform that piece of work, both as a piece of localised employment evidence, but also as an indication of the wider value of industrial and creative workspace which has applicability to other parts of the borough.

In support of this strategy, the borough should also look to establish and maintain more consistent communications with businesses in Charlton Riverside. Case study interviews with businesses revealed a desire for more responsive and regular channels of communication with the local authority in order to communicate current developments and future ambitions, both in terms of premises and facilities, as well as skills development and employment opportunities.

3. Build on and intensify Charlton Riverside's existing mixable uses.

The area's current employment profile reveals a range of employment activities on site which are compatible with mixed-used redevelopment. Both in terms of prevalent sector activities (services, retail, creative) and of workspace typologies (smaller units), the employment profile of Charlton Riverside suggests that many current uses are 'mixable' – more so than other key industrial locations studied in London. Particular employment activities and workspace types are most amenable to provision as part or alongside new housing provision, and these opportunities should be closely considered in the future development of the area. Key workspace types to consider for 'mix' which would help to retain the current employment specialism and strengths of the area include light industrial spaces, artist and maker studios, retail trade counter-type spaces, and offices space.

4. Charlton Riverside's heritage assets should be flagship sites for employment in the area.

Currently, heritage assets along the eastern edge of the study site are accommodating a vibrant range of employment activities, often mixed within individual buildings. The character of these buildings, their flexibility to accommodate a range of uses and the current mix of manufacturing, creative, food & drink and services offer a clear precedent in terms of a natural employment hub(s).

These buildings provide the strongest example of shared and mixed-use employment space across the site. This cluster (Bowater Road, the Commonwealth Buildings and Woolwich Dockyard Industrial Estate) should be promoted as a flagship for

the character of the area and the capacity of currently under-occupied heritage assets to be brought back into employment use should be strongly promoted.

5. Given the prevalence of non-industrial activities on the site, there is an argument to protect and provide for industrial uses.

An infiltration of retail uses and creative activities onto traditionally industrial employment sites have affected the economic profile of the area, and particular attention is needed to consider how industrial employment is addressed in the future. Currently, the area's SIL designated land used to accommodate and protect a range of non-industrial activities (especially creative uses) and while these are undoubtedly valuable, they should not be understood as a substitute for industrial-type activities.

There is an argument to be made for accommodating industrial-type businesses and jobs in the area, both to support a diverse local economy, and to continue to benefit from Charlton Riverside's strategic location which supports London-serving activities. These include employment activities in food & drink manufacturing, metal manufacturing, printing related services, bespoke design & fabrication services, some retail wholesale and logistics, as well as vehicle maintenance & repair services. Evidence collected through business interviews suggested that both retail and manufacturing activities provide local employment opportunities and account for a considerable quantum of local jobs and should therefore be appropriately supported in line with RB Greenwich's local employment targets and ambitions.

6. Support creative, construction & metal-related manufacturing sectors.

Charlton Riverside exhibits particular concentrations of businesses and jobs in both the construction and creative sector. As a London-wide growth sector and a local hub, creative activities in the area should be nurtured and supported to grow on the site. Construction and construction-related activities are also well-represented, are London-serving and provide a source of good local jobs as should be supported to remain in the area. Drawing a strong link to the area's employment heritage, metal manufacturing continued to operate in a particular concentration in Charlton Riverside and the sectors skilled employment offering and heritage links should be supported to remain in the area.

7. Re-thinking retail activities

The relatively recent introduction of retail activities into the area can be understood to have undermined the coherence of Charlton Riverside as a strategic site of industrial land. Despite this, retail activities do provide a considerable number of steady, primarily local, jobs which, like construction, provide valuable routes into employment for the local labour market. Although this contribution to the Charlton Riverside economy should not be under-estimated, retail operations are particularly space-hungry and opportunities for future intensification and mixed-use provision should be carefully considered in any future development. It should also be noted that the logistics sector, particularly those operations serving online retail orders, achieve higher employment densities through a lower skilled workforce, and as technologies used in national depots become more viable for these smaller scale logistics operations, there is likely to be

an eventual drop in the number of people employed on site in these activities.

8. Current activities on site have potential for place-making contributions in future development.

A number of employment activities, including food & drink production, small-scale manufacturing and makers, and leisure uses have the potential to be integrated into the future development of Charlton Riverside as amenity and place-making features. A more public-facing features (front-end retail spaces, showrooms, open workshops) of these uses in future development could allow current industrial-type uses to contribute to the character of future developments, while retaining some of the key economic strengths of the area.

In line with these place-making contributions, qualitative questioning with sampled businesses revealed a widely-held desire for improved public realm, local amenities, parking provision and signposting in Charlton Riverside in order to better support staff and customer relationships, signalling a recognition that businesses would be supportive of physical improvements to the area.

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Heritage recommendations

It is clear that the Charlton Riverside area, in general, has not enjoyed sufficient research into its history, particularly its built environment legacy. With the participation of a number of experts in particular research fields, this report has redressed the balance and identified numerous features of historic value, while also recording some significant losses. With the changes to the area anticipated by the forthcoming masterplan, it is imperative that the few remaining legacy buildings, street patterns and other features identified in this report receive consideration and - where merited - rigorous protection. As already described, the surviving buildings tell stories that are variously of local, national, and - particularly pertaining to the telecommunications and wartime narratives - international significance. The following recommendations outline how these features might contribute to the future planning and townscape of Charlton Riverside.

In consequence of the underrepresentation of Charlton Riverside in the statutory list, and the early date of this list's publication (1973), a number of buildings are proposed for consideration for national listing. The Royal Borough of Greenwich is urged to consider these as a matter of urgency and the need to make representations to Historic England, in light of the fact that planning applications for change of use and/or demolition have already been made or are in preparation. Equally, where threatened buildings are unlikely to merit statutory listing, the Royal Borough should update their local list to include the recommended assets in each character area.

In anticipation of the quantum of

redevelopment anticipated, the following measures are proposed as a minimum for the safeguarding, retention and enhancement of remaining heritage features. Additionally, the Royal Borough should require development proposals coming forward to undertake research and make clear heritage statements on particular sites that identify the way that the site's history will be recognised and meaningfully optimised in new development proposals.

1. The Thames Barrier and Bowater Road Conservation Area, with associated national and local listings

The Royal Borough should consider the designation of the identified group of buildings, streets, and green space (see above) on Bowater Road, Warspite Road, Woolwich Road, Steam Factory, Thames Barrier and Barrier Gardens as a Conservation Area. This would help the enhancement of significant assets and support the positive guidance of new development to be appropriate in scale and sympathetic in appearance and character..

The group of buildings around Bowater Road, including the adjoining Thames Barrier and its landscaped surroundings and subordinate buildings, and a more dispersed range of associated buildings down Warspite Road, Woolwich Road and Barrier Gardens, should be considered as a single conservation area. The strength of the urban grouping around Bowater Road is particularly clear, and the imminent reopening of Bowater Road to Harden's Manor Way (presently gated) will present an interesting and pleasant contrast with the Barrier Gardens adjacent. The Bowater/Harrington Road buildings present a unity in their relatively tall heights, the often high

quality of their detailing, and - moreover - the long and well documented narrative that links them through the hundred year history of Siemens on the site. These buildings make a positive contribution through their strong urban form, close, grouping, the unity of their materials, and their historic association.

The more dispersed historic buildings along Warspite Road and Woolwich Road contribute to the broader narrative of the area's industrial history. These are - the GPO Cable Works, the former Derby Arms pub (now St.Claire's), the Lord Howick pub, and Howick Mansions, the former Siemens Canteen and Labour & Welfare Buildings, the Maryon Park School (now Windrush Primary School), the White Horse pub, the Victoria Inn, and former Lads of the Village pub (now Barrier Animal Care Clinic).

As well as being testament to the area's past, many of the buildings in the proposed CA by helping to define a strong urban form; being sited on corner plots or otherwise contributing to an active street frontage. This is particularly true on Woolwich Road, where the Lord Howick pub, Howick Mansions, and White Horse pub still bravely face onto the former high street, now mutilated by traffic improvements. Separated by a large new road junction and drive in retail unit, the Steam Factory group of buildings should be included in the proposed CA because of their recognised heritage value, attractive architecture and relative completeness.

The dual carriageway Woolwich Road is the principle negative contributor to the CA. Traffic volumes, noise and speed compromise appreciation of all the heritage

assets along the south side of the proposed area, in particular the Lord Howick/Howick Mansion group, which stand beside a busy roundabout, and the Steam Factory group. While there is (currently) no indication that the Woolwich Road will be downgrading, it is currently the subject of potential traffic calming proposals that may positively affect the modal hierarchy.

As prominent landmarks on a major movement route, the Howick group, Victoria Inn, White Horse pub, and Steam Factory group should, in particular, be considered as priorities for their potential to "signpost" changes to Charlton Riverside through the restoration and enhancement of their heritage features. The Royal Borough could consider planning conditions on early phases of development at Charlton Riverside to facilitate their restoration/ enhancement.

Inclusion of the Thames Barrier, its landscaped surroundings and the contemporaneous Barrier Gardens in the CA would recognise the importance of this world famous engineering structure, support the better integration of the Barrier and associated landscape as a local and regional leisure facility (two long distance footpaths start at this point) and ultimately create a larger, richer, and more varied Conservation Area with considerable appeal for existing and new residents and visitors. Barrier Gardens could be reordered to create better sightlines from the Woolwich Road end to the Thames Barrier and extant Siemens buildings, but this needs to be the subject of further study. The Victoria Inn, once restored, could be an excellent landmark signposting the park and Barrier beyond.

Fig 28. Thames Barrier & Bowater Road Conservation Area

Key

- Listed heritage assets
 - 1. Commonwealth buildings (incl. former steam factory)
- Locally listed heritage assets
 - 2. 17-21 Bowater Road
- Proposed listed heritage assets
 - 3. Thames Barrier complex
 - 4. 26, 20, 18 Bowater Road
 - 5. 8-10 Bowater Road & Mellish House
 - 6. GPO Cable Depot
 - 7. Windrush Primary (formerly Maryon Park School)
 - 8. Former Apprentice School
 - 9. Warspite Road Wall
- Proposed locally listed heritage assets
 - 10. 34 Bowater Road
 - 11. 37 Bowater Road
 - 12. 25 Bowater Road
 - 13. 15 Bowater Road
 - 14. Trinity Wharf
 - 15. Howick Pub & Howick Mansions
 - 16. Victoria Inn
- Additional positive heritage features
 - 17. Siemens Canteen
 - 18. Siemens Labour & Welfare building
 - 19. White Horse Pub
 - 20. Lithuanian Church
 - 21. Barrier Animal Centre (Former Lads of the Village Pub)
 - 22. Barrier Gardens
- Study area





Building Designations

The pre-Twentieth Century Siemens buildings, including all those on the north side of Bowater Road and Mellish House on south side of Harrington Road (now Way) and - additionally - the GPO Cable Depot on east side Warspite Road, should be considered for national listing by Historic England. Considerations should include their group value, their date and their contribution to a narrative of international telecommunications that is relevant to the wider narrative of industries on the downriver Thames. The earliest of the taller buildings on Bowater Road (37 Bowater Road) is additionally of interest for being one of the first concrete framed industrial buildings in London at its date (1911).

While Historic England are keeping a watching brief on the Barrier complex, a strategy for its protection in heritage terms has not yet been devised. The Royal Borough should liaise with Historic England and the Environment Agency about the designation of the Thames Flood Barrier and its associated curtilage. The groundbreaking significance of the Barrier as an engineering project of international importance, its singular design and appearance, and its contribution to London, should qualify it for consideration for listing at Grade 1 or Grade 2*. If listing the Barrier presents challenges to operational requirements up to the end of its working life (c.2070), a change management plan that supports conservation of its key features should be developed.

In recognition of its completeness, local significance and continued educational use, the Windrush Primary School (formerly Maryon Park School) should be statutorily listed. This would be consistent with the

fact that most LSB/SLB Board Schools across London are now listed for their leading role in the architectural, cultural and social history of the capital.

The Steam Factory/ Dockyard Police Station statutory listing needs to be reappraised to include in the list description the Dockyard Entrance Gates, the former Apprentice School, early paving, kerbstones, embedded railway lines and remains of the early Nineteenth Century Dockyard Wall to Woolwich Road and (despite interrupted) along Warspite Road.

The Lord Howick pub and Howick Mansions should be considered for local listing, in recognition of their local significance as a purpose built group for working people, longstanding local landmarks, and their active frontage to Woolwich Road, being the fragmentary remains of the lost townscape along this route. As previously state, both offer potential as statement buildings fronting new development to the rear. The pub's design is highly adaptable to new restaurant, retail or community purposes.

The Victoria Inn and Barrier Animal Care Clinic (formerly Lads of the Village pub) should be locally listed as landmarks contributing to the landscape value of Barrier Gardens, the Victoria for its high quality statement facade facing Woolwich Road. The Vet demonstrates the adaptive capacity of old pubs for new uses and the principle equally applies to the Victoria, which is well located to serve new a community or retail purpose in the new development.

2. Riverside Conservation Area with associated national and local listings

The Riverside area (Riverside and upper part of Anchor & Hope Lane) including the Corys Barge Works (Corys Environmental), Durham Wharf & Jetty, Anchor & Hope foreshore and pub, Vaizey's Wharf, Riverside House and Atlas & Derrick Gardens should be considered for Conservation Area designation. This small section of riverfront contains a wealth of historic features, none of them currently designated, and is already a popular local amenity and the most accessible point on the Thames within the study area. Designation as a Conservation Area would recognise the extant historic assets and should also prompt a consideration of the local character in proposals for new development.

In particular, the Royal Borough should consider the intimate scale of the streetscape at Riverside, and - especially - the height of new development here, as no building is currently higher than four storeys. Sites to which conditions on height might apply include the empty land to the south between Riverside and the Sainsbury's Distribution Depot, and the former car park behind Riverside House.

Atlas & Derrick Gardens are included because of their direct association with Corys and riverside industry, and their significance as a good example of model worker housing from the early Twentieth Century. The replacement of their windows does not significantly detract from their secluded character, which is nowadays enhanced by the mature trees in front and within the greens. The character of the dwellings and their green spaces is likely to be affected by any development of

significant scale or height to their east and south, and this should be a consideration in future planning applications.

The river frontage represents a major positive contributor to this part of Charlton, and is a key attractor for current residents, visitors and the direction of future development. The relative seclusion of the pub, houses, works and roadway are unusual and particularly characterful for inner London. These qualities should be respected and deferred to by new buildings.

The adjacent Sainsbury's Depot demonstrates how new development of an insensitive mass and height can easily swamp traditional buildings: its entrance and concrete abutments are a detracting presence on upper Anchor & Hope Lane opposite Atlas Gardens, but it is sufficiently set back to not impact the Riverside.

Building Designations

Upon inspection, Corys Barge Works (Corys Environmental) has a series of buildings of different dates which appear to cover its entire history on the site, dating back to the 1870s. The continued presence of the same boat builder/operator on the Thames on the same site for nearly 150 years is almost certainly unique. As described in the assessment, buildings date from three specific periods of development - the 1870s or 1880s, the 1910s and the 1950s/60s. The date of the earliest boat repair sheds, of wooden frame construction, requires further research but they can be confidently ascribed to the earliest period of the firm's operation on site. As such they merit consideration for statutory listing.

Fig 29. Riverside Conservation Area

Key

-  Proposed listed heritage asset
- 1. Corys
-  Proposed locally listed heritage asset
- 2. Anchor and Hope pub
- 3. Atlas & Derrick Gardens
-  Additional positive heritage features
- 4. Durham's Wharf & Jetty
- 5. Foreshore archeology
-  Proposed Conservation Area boundary
-  Study area





In the course of preparing this report, we have been appraised of an extant planning permission for the redevelopment of Corys' Charlton Barge Yard dating from 18th October 2013 and valid subject to commencement of work within three years. The permission involves the demolition of all the sheds of 1911 (containing boat slips) as the slipways are too narrow for current operational requirements (this was confirmed in conversation with Corys). It is not clear from the description of works whether Corys seek to demolish the sheds of earlier date with wooden frames. The 1960s office/mess building is scheduled for demolition.

In light of the uncertainty around the continued validity of this permission, the Royal Borough's planning team should, as a matter of urgency, assess whether the heritage protection of all or part of Corys Barge Works is achievable. The total demolition of the full range of boat sheds would be a loss of particular significance not only locally but in view of the poor survival rate of riverside heritage on the wider Thames. The potential loss of the majority of Corys works would also diminish the worth of creating a Riverside Conservation Area.

The Anchor & Hope pub should be considered for local listing as a local landmark, one of the main visual indicators of Charlton's Riverside, and for its historic place in the lives of local watermen and industrial workers.

Atlas & Derrick Gardens should be considered for local listing because of their significance to the narrative of Corys, a major local employer, and their contribution to the wider story of planned housing for workers in South East London.

The astonishing legacy of Castles Shipbreakers, in the historic timbers on the foreshore, represents another key heritage asset of the area. Measures should be taken to conserve historic artefacts from tidal movement, theft or damage, and a strategy for the interpretation of this site could make it one of a number of heritage led visitor attractions at Charlton Riverside.

3. Consider historic routes and infrastructure as priority spines for new development and green interventions.

The Royal Borough should consider how the masterplan can reflect and enhance the network of historic routes, paths, and green spaces that remain at Charlton Riverside, in many cases neglected and unacknowledged. These routes could form a highly appropriate, human scaled framework for new development, as they developed organically to satisfy need of access, usually by foot, across the entire site. The Royal Borough should use the network of identified historic routes as a priority in the siting and servicing of new development sites. As a first principle of planning policy, they should be respected and enhanced in preference to the creation of new routes on an arbitrary and imposed pattern.

For reference, the historic routes have been identified in this report as:

- Lombards Wall
- Great Manor Way (Anchor & Hope Lane)
- Middle Manor Way (Stone Foundries Driveway)
- Harden's Manor Way
- "Four Streets" - West, East, Cross and North Street (Herringham Road)
- Bowater Road
- Harrington Road (Harrington Way)
- Trinity Road (Warspite Road)

- Riverside
- The Glendon Sand & Ballast Railway alignment

The former Ballast Railway is not currently a path or right of way, but should be considered for its potential to be a natural pedestrian route linking Charlton Valley and Ransom Walk to new development areas and the river. To support this role, it may be practicable to preserve a number of heritage features along the route, such as the embedded tracks of the Ropeworks railway and potentially selected Charlton Ropeworks buildings. Additionally, this would be a suitable place for interpretation of the former industry of the area, in the form of presentation material.

The line of the Charlton Storm Relief Drain needs to be considered as a current and potential future constraint on development, one which may potentially inform the green infrastructure strategy for the masterplan. The area's historic patterns of flooding and drainage require further analysis, and should be considered in the plan, particularly the layout and treatment of green spaces and water features.

4. Consideration of other key heritage assets outside of proposed Conservation Areas

Charlton Ropeworks

While it may not be practicable to retain all of the significant remains of the Charlton Ropeworks, the Royal Borough should consider whether individual buildings could contribute to a landscape or cultural strategy (see above). Additionally, development of the site over historic assets should include preservation by record as a planning

condition, together with the removal and conservation of artifacts where possible.

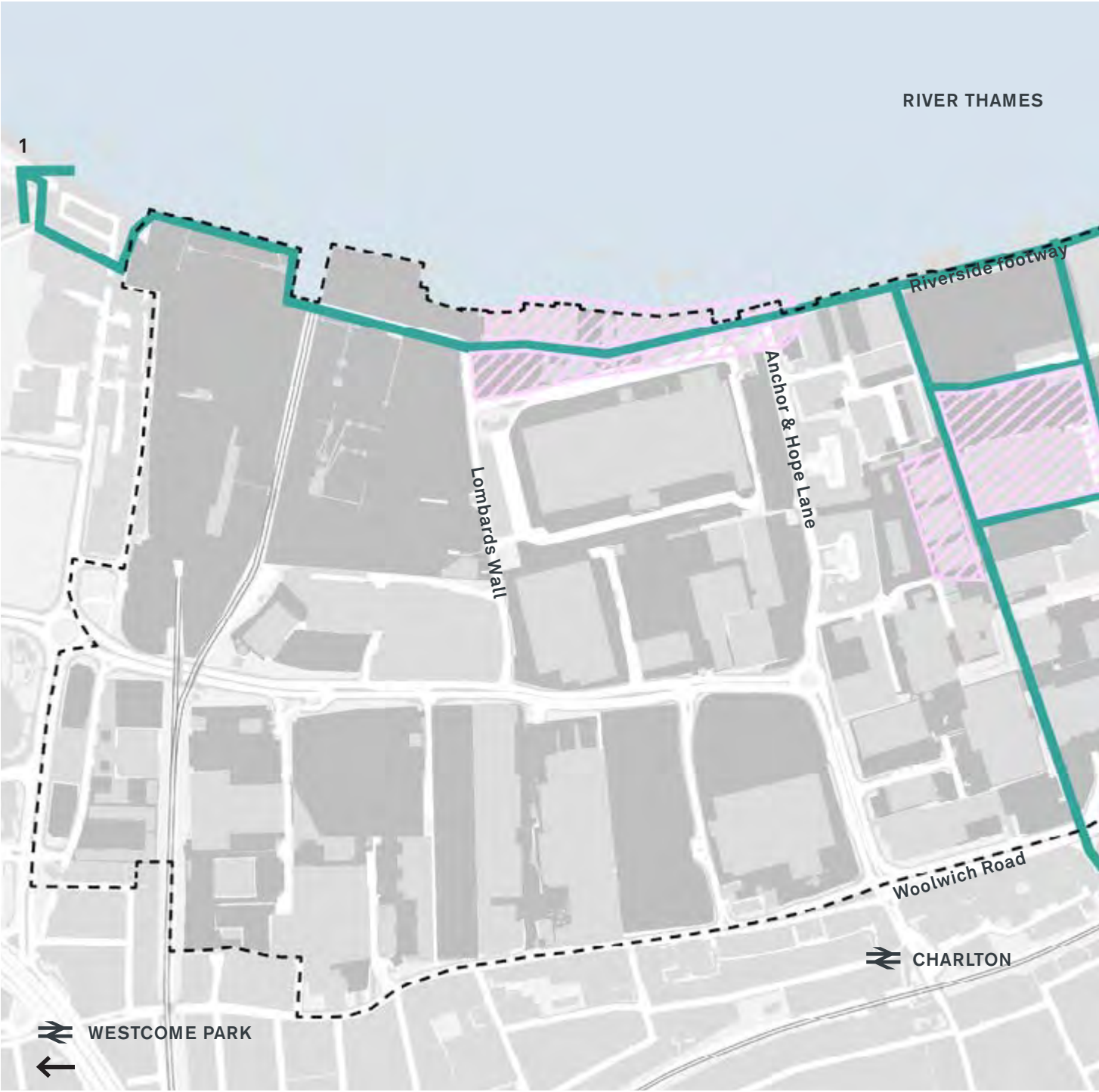
Stone Foundries

Depending on condition and intactness, the 1935 Jubilee Foundry complex should be considered for local listing. Further inspection should be carried out on the site to determine exact nature and condition of heritage assets on site before any planning decisions or masterplanning decisions related to the surrounding area are formalised.




Views

Views along the riverside, along Bowater Road, from Maryon and Maryon Wilson Parks, from Woolwich Common/Repository Road, from Silvertown and from Charlton Village should be considered in the dialogue about appropriate density and building height at Charlton Riverside.

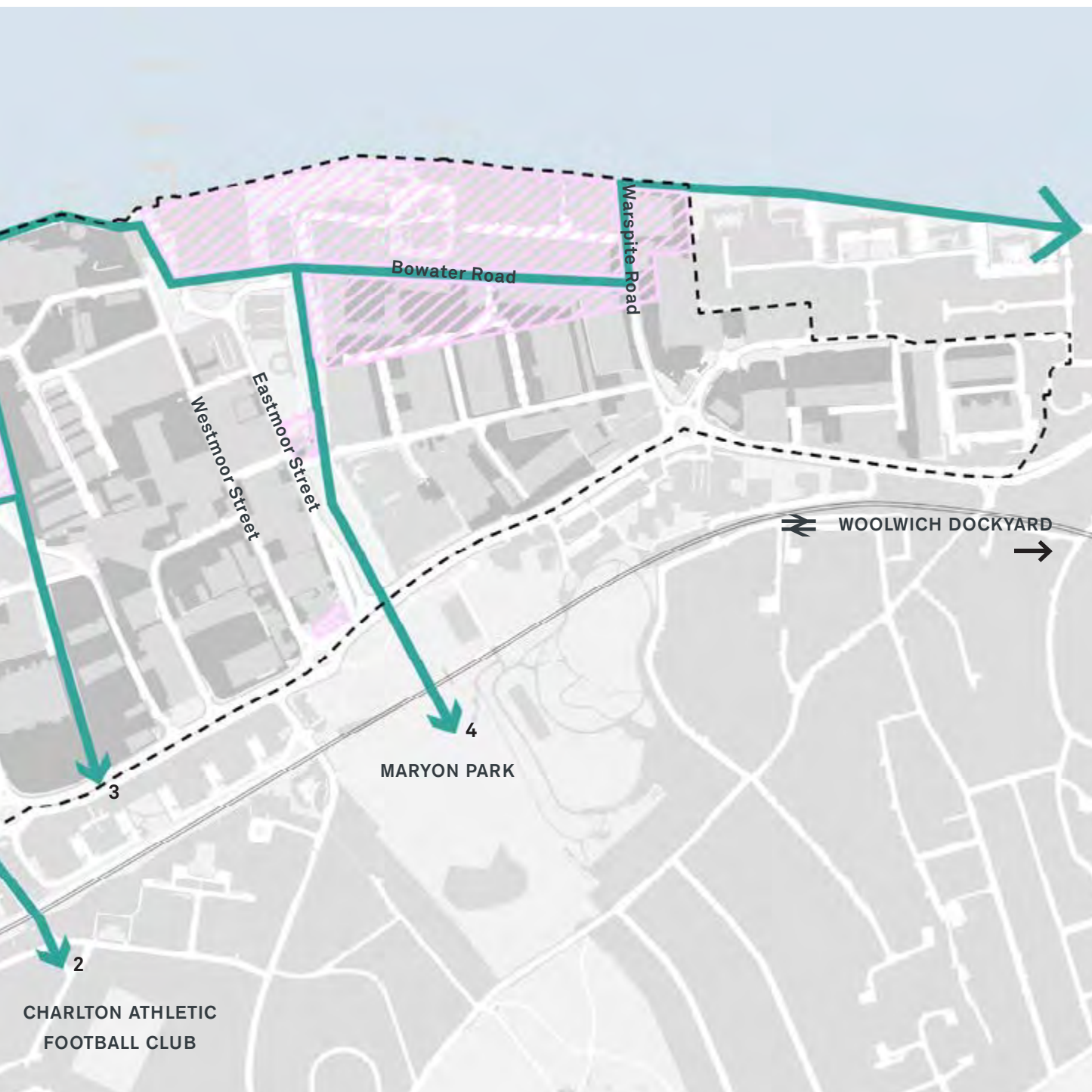
Fig 30. Historic routes informing future development



Key

-  Improved access to heritage assets
-  Key historic movement routes
-  Study area

- 1. Riverside route
- 2. Former Ballast Railway route
- 3. Line of Charlton Storm Relief Drain
- 4. Green Link



0

250m

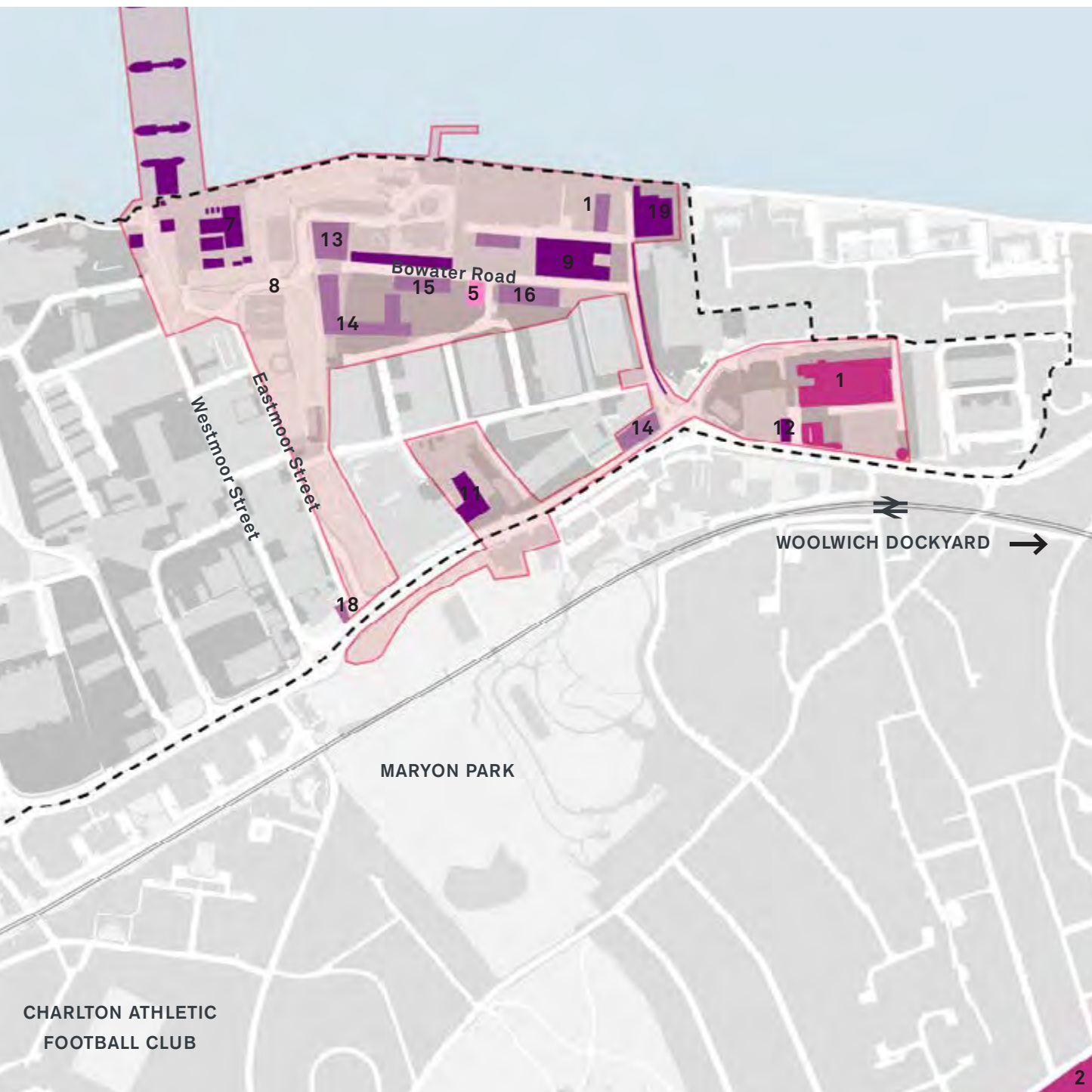


Fig 31. Recommended heritage designations



Key

Listed heritage asset	Proposed listed heritage asset	Proposed locally listed heritage asset
1. Commonwealth buildings (incl. former Steam Factory)	6. Corys	13. 34 Bowater Road
2. Repository Woods	7. Thames Barrier complex	14. 37 Bowater Road
	8. 26, 20, 18 Bowater Road	15. 25 Bowater Road
	9. 8-10 Bowater Road & Mellish House	16. 15 Bowater Road
	10. GPO Cable Depot	17. Trinity Wharf
	11. Windrush Primary (formerly Maryon Park School)	18. Howick Pub & Howick Mansions
	12. Former Apprentice School	19. Victoria Inn
		20. Stones Foundry (Jubilee Foundry)
Locally listed heritage asset		
3. Angerstein Arms		
4. The Antigallican		
5. 17-19 Bowater Road		



- 21. Atlas & Derrick Gardens
- 22. Anchor & Hope pub
- 23. East Dulwich Fire Station

- Proposed Conservation Area
- 24. Thames Barrier and Bowater Road Conservation Area
- 25. Riverside Conservation Area
- Study area



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