

# Appendix C - Baseline Condition

## C.1 Introduction

The wider area, within which Charlton Riverside is located, has seen a number of regeneration initiatives in recent years, some complete and others ongoing. To the west, significant development has already taken place at Greenwich Peninsula including the Greenwich Millennium Village, the O2 Arena and University of Greenwich; to the east, Royal Arsenal, Crossrail and Love Lane, in Woolwich Centre. On the opposite bank of the Thames, the Royal Docks area is being redeveloped as are new residential areas around the Thames Barrier Park, including Royal Wharf.

There is clearly increasing development momentum across the eastern part of London, with a number of larger sites, in particular, being promoted as having the potential for delivering significant numbers of new homes and jobs. The spatial arrangement, scale and relationships between and among these development opportunities is perhaps best captured by the City in the East initiative promoted by the Mayor of London. There are similarities, in terms of scale and, sometimes setting which link these opportunity sites, but each one has a very particular development history and context that sets it apart, in detail, from the other sites.

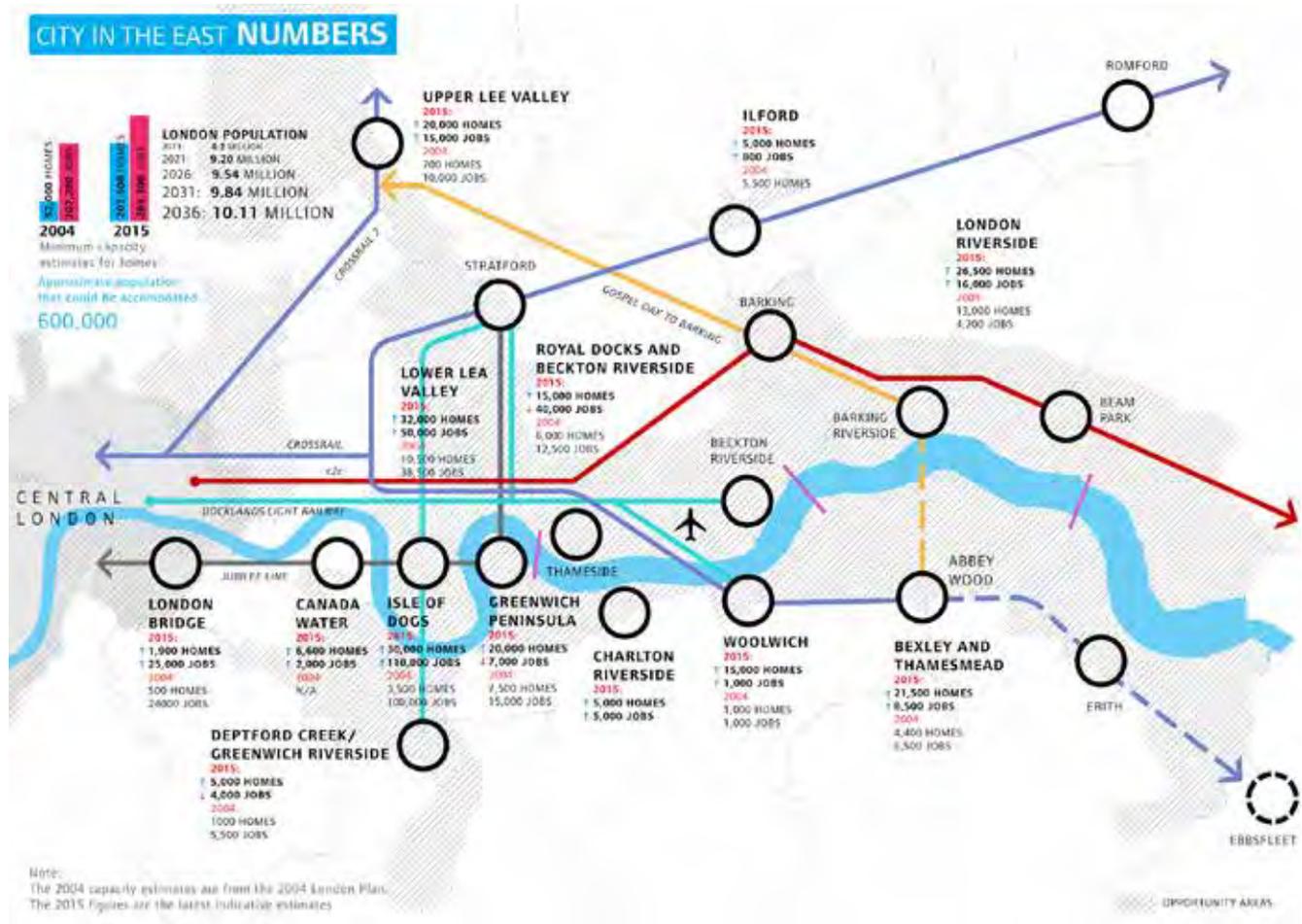


Figure C1: The City in the East (Mayor of London, 2015)



Some examples of development schemes recently completed or currently being delivered in Royal Greenwich

Understanding how Charlton Riverside has evolved over time, and mapping the existing physical context both in terms of its strengths and weaknesses, helps to better define the nature of the opportunity relating to development of this site, at scale.

## C.2 Development Context

Charlton Riverside comprises a relatively contiguous sequence of large development blocks given over, for the most part, to commercial and industrial land uses. It is bounded by the River Thames along its northern boundary and Woolwich Road (A206) the Charing Cross/Cannon Street rail line to the south. East-west movement along Woolwich Road and Bugsby's Way is relatively easy, albeit along routes whose scale and design makes for an environment that is not attractive to pedestrians or cyclists. The Thames Path passes along the southern bank of the river, but not always immediately adjacent to the river itself, as there are numerous breaks and deviations to the route. North-south routes, connecting the residential areas to the south, across the site and up to the river are more prevalent through the central and eastern part of the site.

To the south lies Charlton, an established and mixed residential neighbourhood located on the higher land rising away from the river. To the west, is Greenwich Peninsula, which has seen significant change over the last 20 years. To the east, lies Woolwich, with Woolwich Docks immediately adjacent and, beyond that Woolwich Town Centre and Woolwich Arsenal.



Some examples of the context for development at Charlton Riverside



### C.3 Historic Development

In addition to the baseline research undertaken for the SPD, a separate Heritage Study was prepared by We Made That, in the autumn of 2016. The Heritage Study identified a number of assets which merit some form of protection via designation and as a consequence, retention as part of the masterplan supporting the SPD.

The Heritage Study gives considerable detail on the historic development of Charlton Riverside, which spans the period from the 16th century up to today. In particular, the Heritage Study goes into some detail on the history of industry and commerce at Charlton Riverside. Since it first passed from being flood meadow and marshland, and until fairly recently, Charlton Riverside went through a process of increasing intensification of industrial activity that mirrored the position throughout London and, indeed, the rest of the UK, as the Industrial Revolution changed the landscape of the city.

With that in mind, it is worth noting that Figure B2, opposite, shows how Charlton Riverside has changed markedly since the 1870s (the first OS plan). From predominantly arable land and marshland with only limited industrial development on its eastern and western boundaries, and along the river, Charlton Riverside evolved, over the next hundred years or so, into a site characterised by mixed manufacturing and engineering with small pockets of housing, allotments and sports grounds. Much of the development of the site occurred from 1920 onwards, and was very much focused



View across Maryon Park to the Siemens Works (1905)



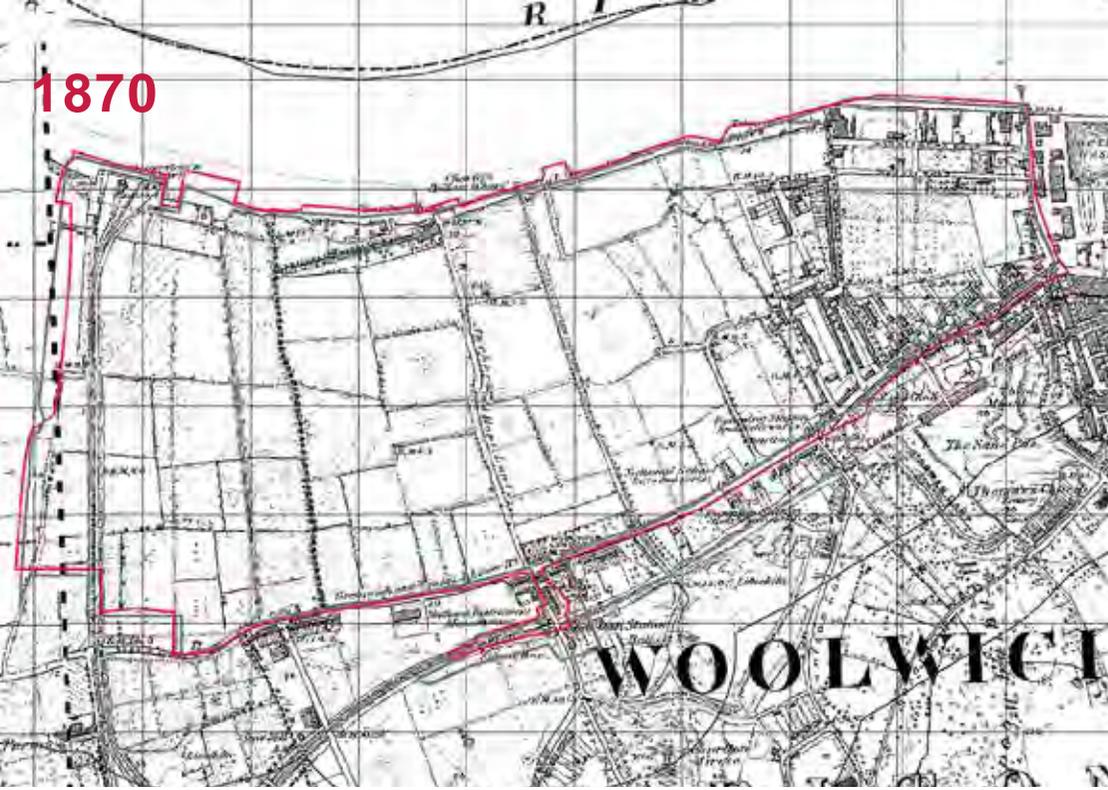
Siemens Building (1867)



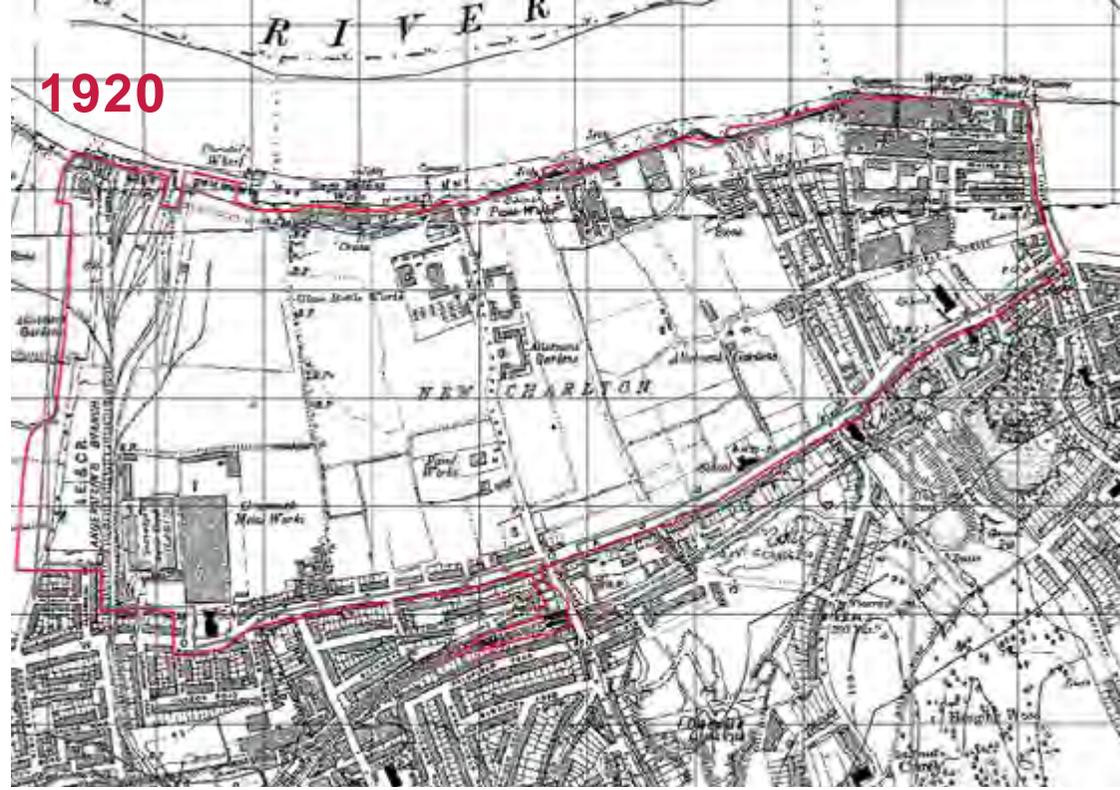
New Charlton (1947)

Figure C2: Historic map sequence for Charlton Riverside (opposite)

1870



1920



1962



2016



on industrial activity. Very little housing still exists today, with only Derrick and Atlas Gardens, which were built for staff working at Cory prior to 1920, remaining.

The plan opposite (Figure B3) is taken from the Heritage study and it shows the current position with respect to heritage assets, including listed buildings. Importantly, this plan also picks up on the persistence of some historic movement routes from the 18th century (and probably earlier). This network of historic routes has persisted through periods of change and intensification of use, and is sometimes evident in the modern street pattern, but often only hinted at by property and parcel boundaries. Some of these routes are public, while others are in private ownership, and many have been truncated by the insertion of buildings or re-directed to provide access to industrial plots.

### **Implications for masterplan**

The persistence and strength of the historic routes identified suggests there is scope for the masterplan for Charlton Riverside to use historic movement patterns as a key structuring element of the spatial plan underpinning the SPD. In addition, there is a collection of buildings in the north-east corner of the site (part of the Westminster Estate), which was formerly the Siemens factory. This site, if sensitively designed with appropriate responses from developers in terms of building massing, heights and the treatment of the public realm, could become a cultural and leisure hub for the wider development area.



Hope & Anchor Lane



Woolwich Road



Anchor and Hope public house



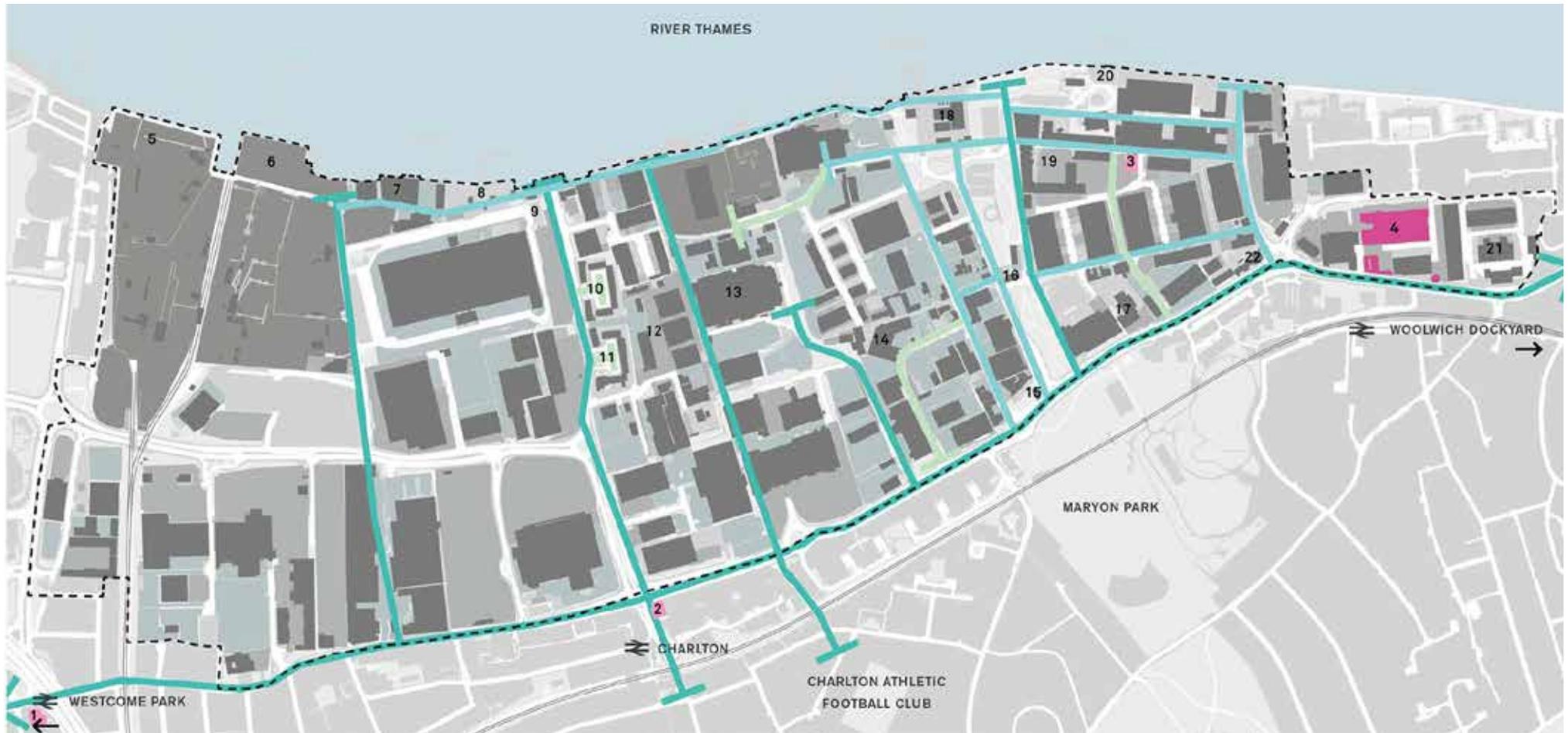
Cory's building



Former Siemens works



Stone Foundries



**Key**

- Study area boundary (for Heritage Asset Study)
- Listed heritage asset
- Locally listed asset
- Historic route (pre-1800)
- Historic route (1800-1900)
- Historic route (1900-1945)

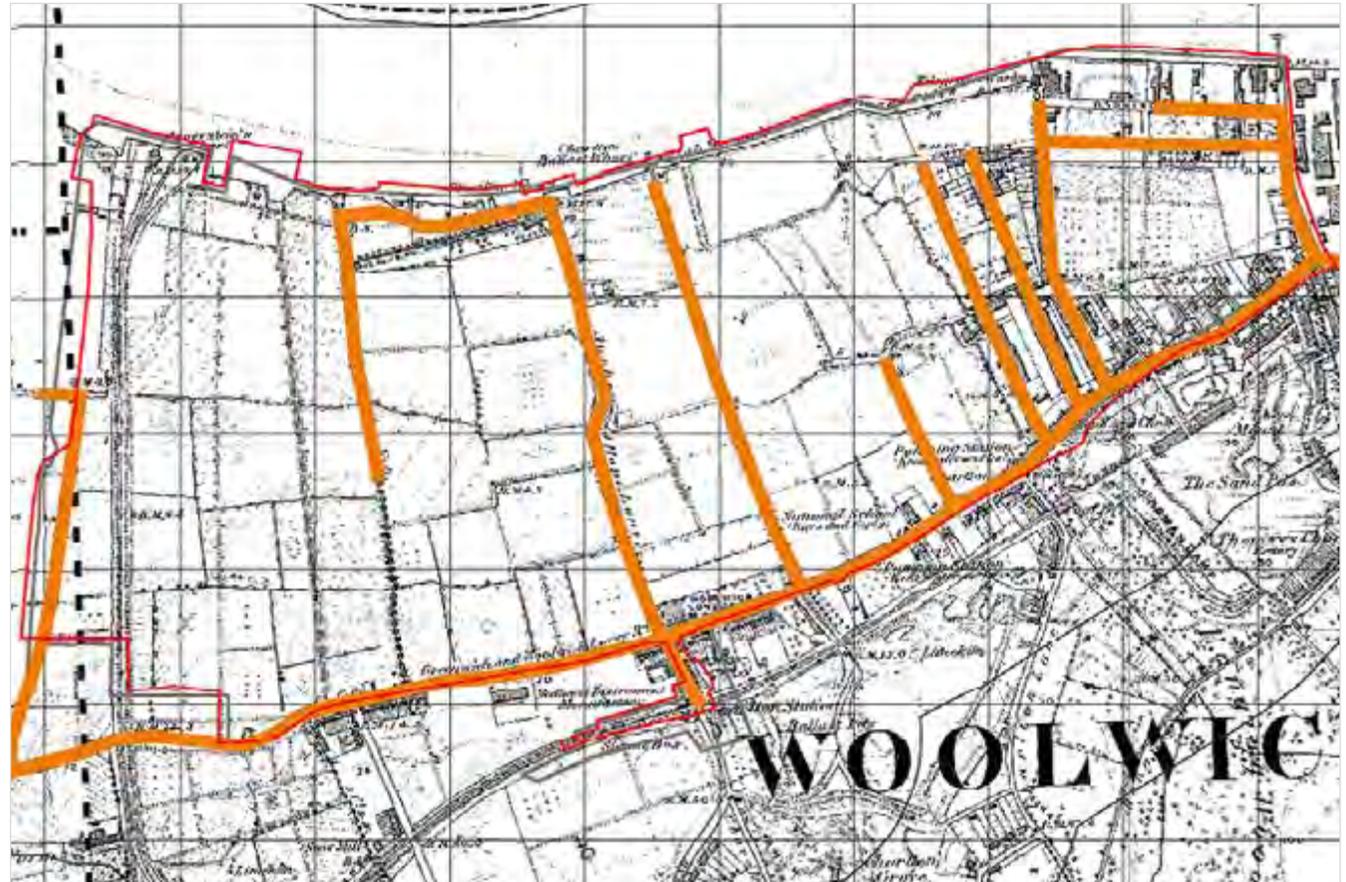
- 1. Angerstein Arms
- 2. The Antigalican
- 3. 17-19 Bowater Road
- 4. Commonwealth buildings (Steam Factory)
- 5. Angerstein Wharf
- 6. Murphy's Wharf
- 7. Corys
- 8. Durham Wharf
- 9. Anchor & Hope
- 10. Derrick Gardens
- 11. Atlas Gardens
- 12. Ropeworks
- 13. Stones Foundry
- 14. Beatalls
- 15. The Victoria
- 16. Barrier Animal Clinic (Lads of the Valley)
- 17. Windrush Primary (Maryon Park School)
- 18. Thames Barrier complex
- 19. Bowater Road buildings (Siemens)
- 20. Longs Wharf
- 21. Woolwich Dockyard Industrial Estate
- 22. Howick Arms & Howick Mansions

Figure C3: Existing heritage assets at Charlton Riverside (from the Charlton Riverside Employment and Heritage Study, 2016)

## C.4 Movement and Access

Charlton Riverside is not as well connected into the wider movement network as other parts of Royal Greenwich. The key connections are via Woolwich Road, which links the site with Woolwich to the east, and Greenwich and Greenwich Peninsula to the west. However, at present the area is undermined by a high volume of lorry movements associated with the aggregate wharves and the Sainsbury's distribution centre on Lombard Wall. Both Bugsby's Way and Woolwich Road are heavily trafficked and these act as significant barriers to pedestrian movement. Within the site, the two key routes are Bugsy's Way/Anchor and Hope Lane and Woolwich Road. From these principal roads, a number of secondary routes permeate through the site, although these are often fragmented, sometimes in private ownership and do not inter-connect or provide through route. Buses provide connections to the Jubilee Line at North Greenwich in the west and Woolwich Arsenal station and DLR in the east (and a new Crossrail Station in 2018). Charlton railway station to the south of Woolwich Road will provide the main public transport access in terms of travel to/from Central London and is expected to benefit from Crossrail freeing up train capacity during peak periods.

There are no strategic cycle routes at this time, although there are plans to extend Cycle Superhighway 4 from along Woolwich Road to Woolwich Town Centre. There are important pedestrian routes along the river (Thames



### Key

-  Site boundary
-  Historic routes extant in 2017

Figure C4: Historic routes and current structure

Path) and connecting into the wider open space network (the Green Chain) via Maryon Park, although at present, pedestrians have to navigate across the busy Woolwich Road to access Maryon Park via a staggered crossing.

There is potential to introduce a Thames Clipper Stop, which would provide an alternative means of accessing Central London, Docklands and other points along the river.

**Implications for masterplan**

Improving east-west connections across the site and integrating Charlton Riverside into the wider road and public transport network is essential, as well as linking Eastmoor Street Park more directly to Maryon Park. Routes through the site must also be improved, particularly to encourage people to walk and cycle through it. The riverside sites are less accessible by public transport compared with those nearest Charlton station which may mitigate against higher density development, however, this may well be a positive in terms of providing a wider mix of homes, particularly family housing.

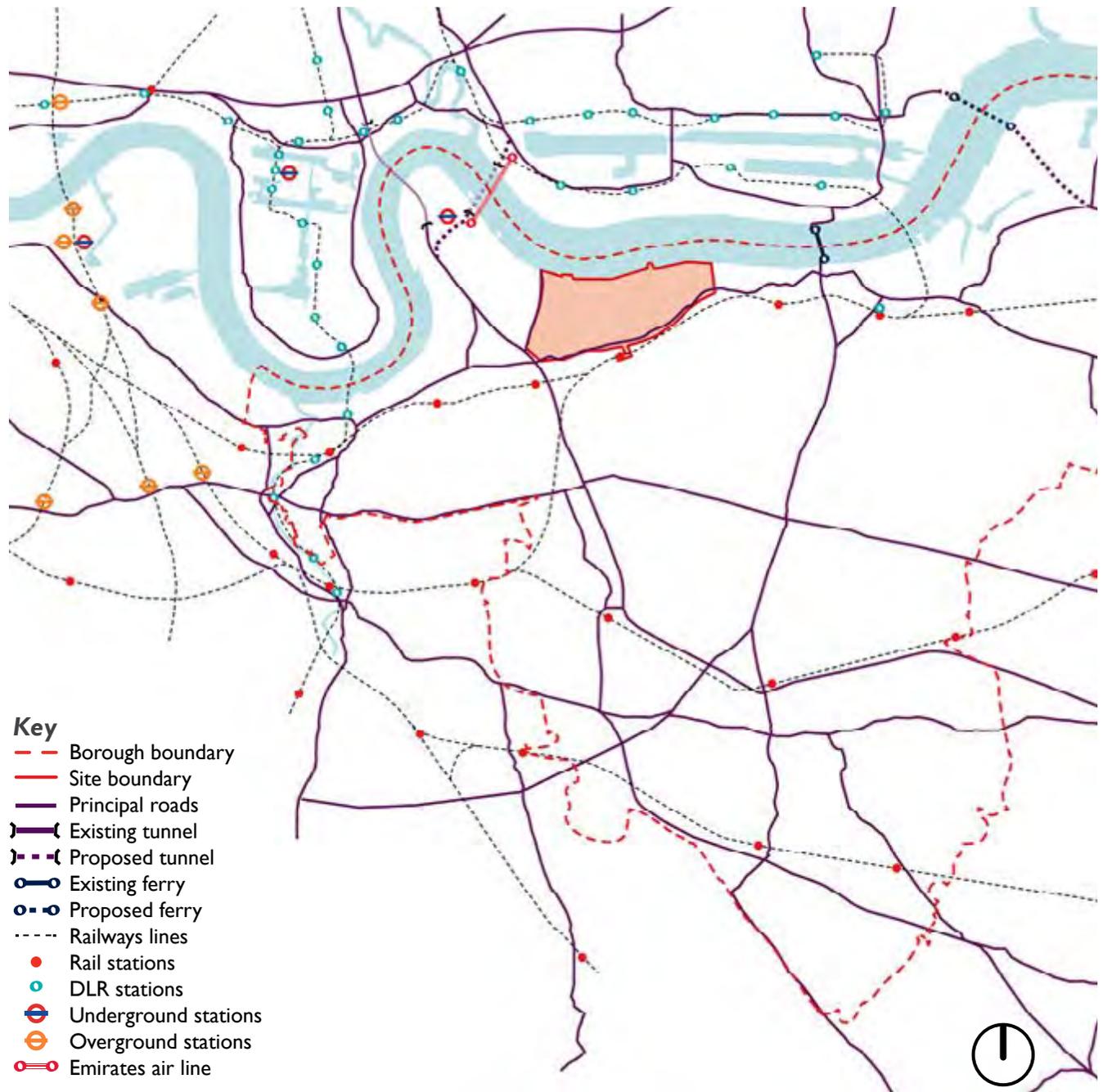


Figure C5: Strategic Movement Network

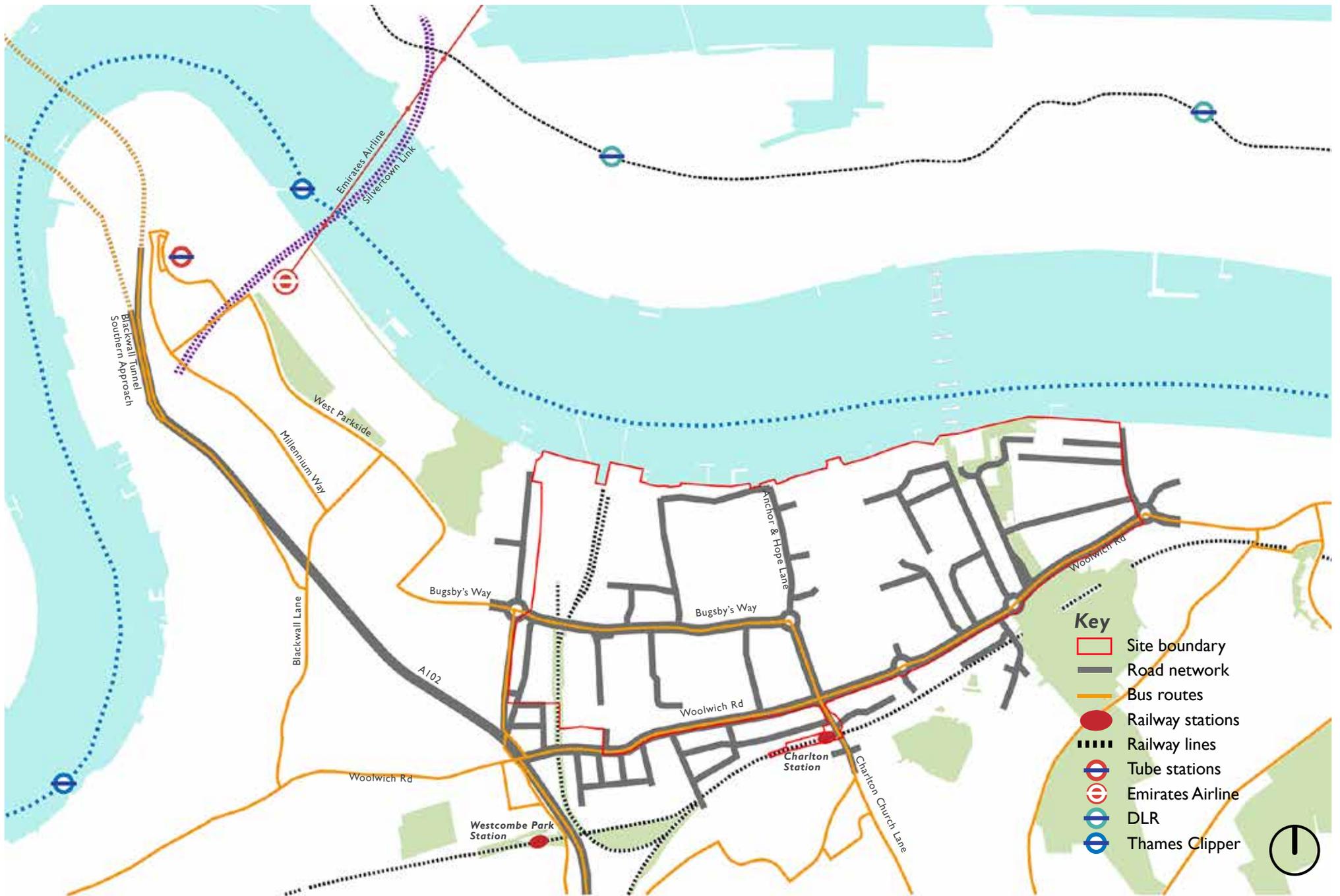
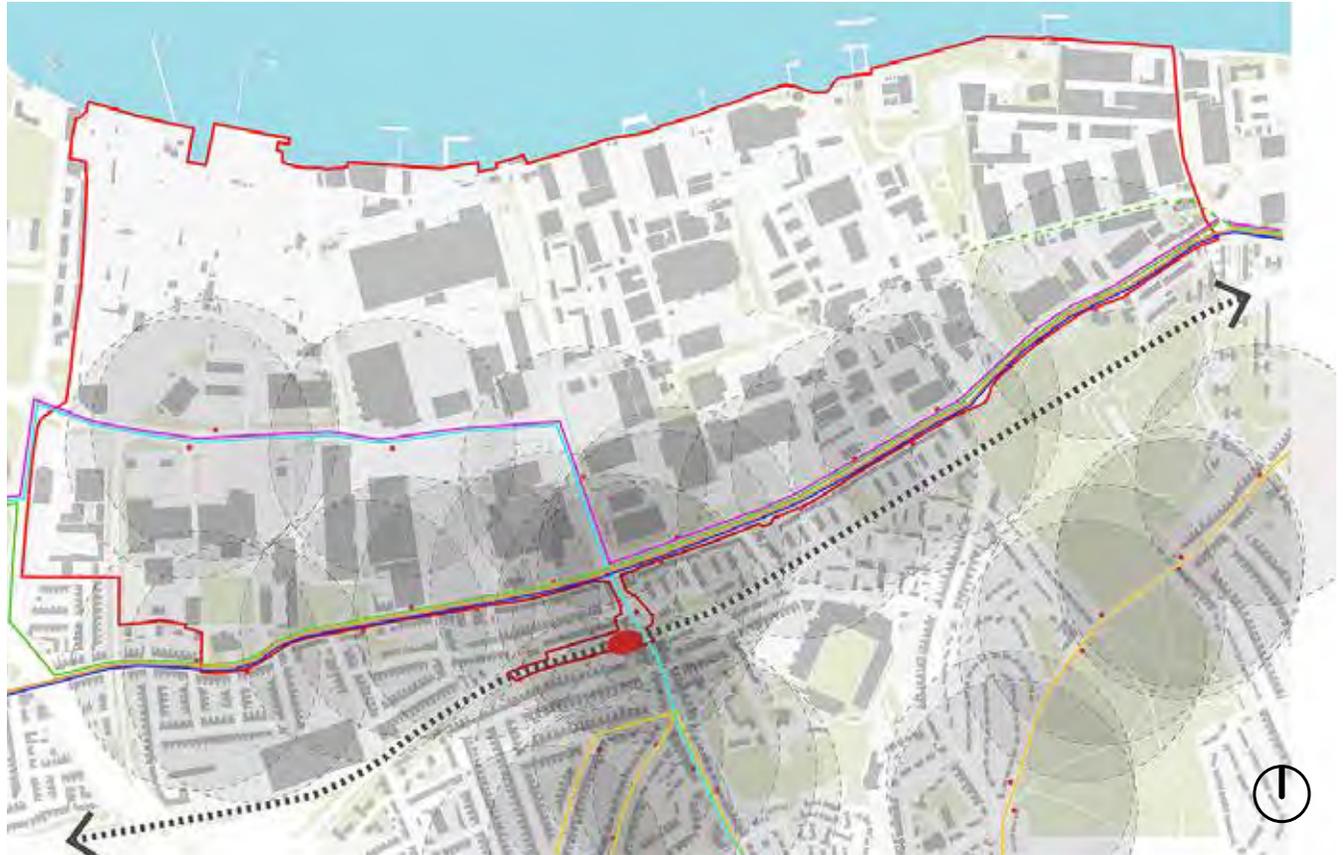


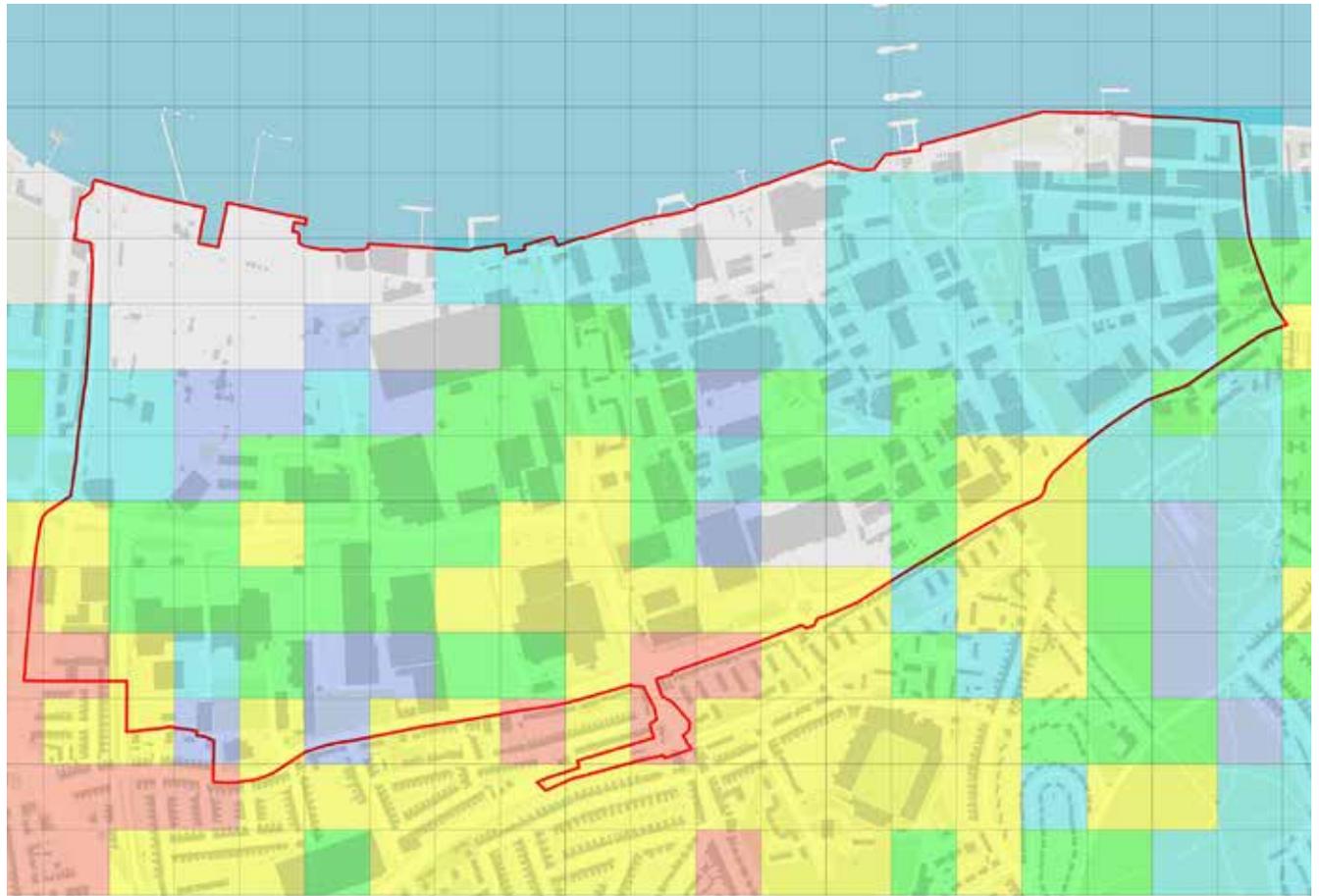
Figure B6: Local Transport Network



**Key**

- |   |               |   |                      |
|---|---------------|---|----------------------|
|  | Site boundary |  | Thames Path          |
|  | 161 bus route |  | Green Chain          |
|  | 177 bus route |  | Thames Clipper Route |
|  | 180 bus route |  | Thames Clipper Pier  |
|  | 472 bus route |  | Charlton station     |
|  | 486 bus route |  | Railway line         |
|   |               |  | 400m bus catchment   |

Figure B7: Public Transport and PTAL



**Key**

	Site boundary		3
	0		4
	1a		5
	1b		6a
	2		6b

PTAL (public transport accessibility level) measures the level of access to different modes of public transport, within a specified geographical area. In London, a higher PTAL usually means there is potential for higher density of development.

Figure C8: Proposed revised PTAL

## C.5 Land Use

Charlton Riverside is occupied, almost entirely, by non-residential uses, with concentrations of related or complementary uses in different parts of the site.

There are groupings of wholesale and retail uses in the south-western corner of the site, and also along Woolwich Road and the Bugsby's Way, which contain a wide range of different types of outlet.

The north western corner of the site is given over almost exclusively to minerals sites, which have occupied that location since the mid-19th century.

To the east of Anchor and Hope Lane in the central part of the site, there is a rich mix of uses across the full range of commercial and industrial use classes, with everything from large scale logistics, through advanced manufacturing to small scale service and light industrial uses.

The eastern end of the site supports a range of commercial uses, but is also the focus for a large number of creative industries and nationally important infrastructure related to the Thames Barrier.

### Implications for masterplan:

There are some parts of Charlton Riverside that will continue in non-residential usage as a consequence of planning designations and the strategic importance of the activities pursued in that part of the site. Managing these retained land uses will be an important consideration for masterplan and any future development proposals in this area.



### Key

	Site boundary		D1 class use (education, community)		Mixed A class with some B class uses
	A class uses (retail/food & drink/professional services)		Sui generis (mix of fire station, Thames Barrier and others)		Mixed B class with some A class uses
	B class uses (business/industry/storage & distribution)		Mixed C3 and A class uses		Mixed C3 and B class uses
	C1 class use (hotel)		Mixed C1 Hotel with some A class uses		
	C3 class use (residential)				

Figure C9: Land Use

## C.6 Economic Activity

A joint Charlton Riverside Employment and Heritage Study was commissioned by Royal Greenwich to provide more detailed analysis of these key components of Charlton Riverside.

Within the broad land use categories, there is a rich mix of economic activity at Charlton Riverside, as shown in Figure B8, which is taken from the Employment and Heritage Study (prepared by We Made That). The variety of activity (by type and scale) is exemplified by large enterprises such as the Sainsbury's distribution centre and Stone Foundries, mixed in with medium and small-scale units providing accommodation for a range of businesses including creative industries, music studios, niche food and drink suppliers and service providers. In total, there are some 348 different businesses on site providing approximately 5,600 jobs (a mix of full- and part-time) spread across all the sectors.

The study area has a higher density of jobs per hectare (94 employees/hectare) when compared with London as a whole (69 employees/hectare). This is, in part, a consequence of the introduction of retail of retail and amenity uses into parts of the site, but also the persistence of dense, industrial uses in the centre of the site.

Retail (19%), manufacturing (14%), services (13%), construction (12%) and arts and culture (10%) are the most important employers. Construction (including the aggregates wharves) is the most extensive land use occupying 25% of the site.



Retail outlets, Bugsby's Way



Aggregates processing at Angerstein Wharf



Sainsbury's distribution centre



Mixed wholesale/retail



Light industrial units at Westminster Estate



Stone Foundries



**Key**

Study area boundary (for Employment Study)	Wholesale	Services
Manufacturing	Retail	Restaurants, leisure and faith
Utilities	Wholesale warehousing	In multiple occupation
Vehicle sales, repair and hire	Retail warehousing	Vacant
Construction	Transportation and logistics	

Figure C10: Economic activity at Charlton Riverside (from the Charlton Riverside Employment and Heritage Study, 2016)

## Key Sectors

**Retail:** accounts for 19% of the employment on site. It includes a number of national retailers, occupying large footprints as well as a range of medium and smaller enterprises. The overall density of employment within the retail areas (66 employees per hectare) is lower than the site wide average because many of the retail outlets are large floorplate sites, with significant servicing and surface car parking areas, giving a relatively low plot ratio (proportion of floorspace to the actual site) of 0.28.

**Manufacturing:** accounts for 14% of the employment on site, 18% of business and 10% of floorspace. The manufacture of metals and machinery is the largest component within this sector (42%), and includes businesses such as Stone Foundries as well as a host of smaller, largely independent enterprises. The other major component of manufacturing is printing and publishing (29%), with a concentration of activity in the eastern part of the site, often located in a mix of modern and post-1945 sub-divided units.

**Construction:** accounts for 16% of the employment on site, 9% of business and 29% of floorspace. This sector encompasses a range of activities including aggregates handling, masonry, building contractors, trade counters, and building suppliers. The land take required for construction activities is extensive, partly as a consequence of the land required for the various aggregates industries, which process over 3.7 million

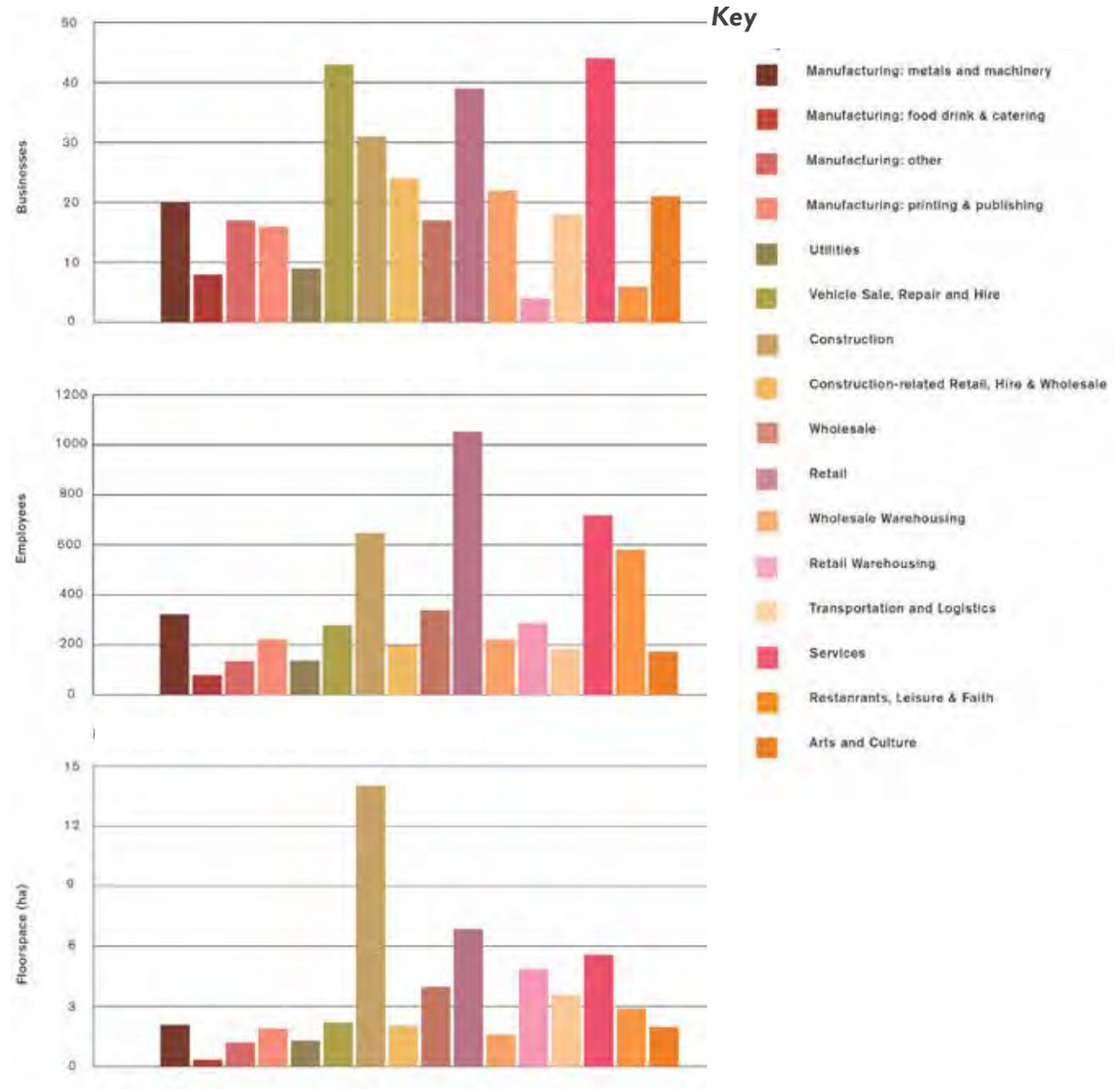


Figure C11: Distribution of business by type, employees & floorspace (from the Charlton Riverside Employment and Heritage Study, 2016)

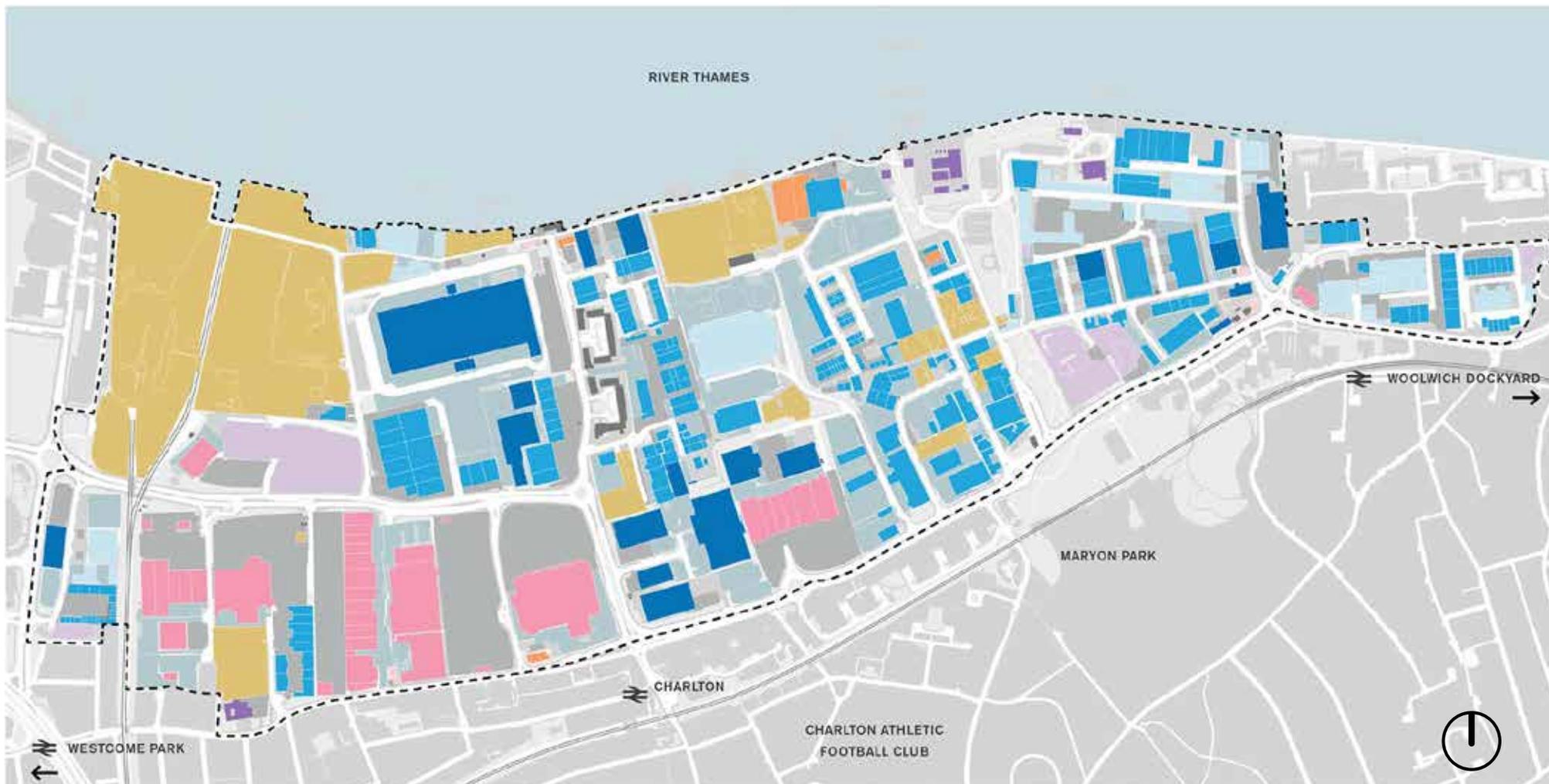
tonnes of aggregate and concrete per annum. Employment density for the various construction and construction related industries is low, at 40 employees per hectare.

**Services:** accounts for 13% of the employment on site, 13% of business and 10% of floorspace. This sector includes education, public services, professional services and a host of other activities that do not fit with any of the other main sectors. Public services relate mainly to the Environment Agency's presence at the Thames Barrier, while Greenwich UTC and Windrush School account for the education sector jobs.

### Building Types

Most of the employment uses are located within buildings constructed post-1945, with the most modern buildings accommodating Sainsbury's (wholesale and retail) Charlton Gate industrial estate and a number of other standalone warehouses. There is a large proportion of the site given over to yard space, but much of this relates to the aggregates wharves, otherwise yards tend to be smaller and relate to specific uses such as vehicle servicing. Surface car parking also accounts for a significant land take within the site. Typically, the average plot ratio across the site is 0.48 (the ratio of total floorspace as a proportion of the development parcel area). This is an average, however, and some parts of the site are much lower (as low as 0.21) as a consequence for the large, extensive yards and surface parking uses within plots.





**Key**

- |  |                                       |                     |
|--|---------------------------------------|---------------------|
| Study area boundary (for Employment Study) | Bespoke industrial/utilities premises | Shop                |
| Industrial buildings (pre-1945)            | Yard space                            | Other               |
| Industrial buildings (1945-1995)           | Office space                          | Surface car parking |
| Industrial buildings (post-2005)           | Retail park                           |                     |

Figure C12: Building types (from the Charlton Riverside Employment and Heritage Study, 2016)



**Key**

- Study area boundary (for Employment Study)
- < 250 sqm
- 200-500 sqm
- 500-1,000 sqm
- 1,000-2,000 sqm
- 2,000-10,000 sqm
- > 10,000 sqm

Figure C13: Work space size at Charlton Riverside (from the Charlton Riverside Employment and Heritage Study, 2016)

### **Size of Business Premises**

Work spaces vary greatly in size across Charlton Riverside, but there would appear to be a correlation between the age of the premises and its size. Buildings built before 1945 have an average size of 780 sqm, while the average size of buildings built post-2005 is 3,560 sqm.

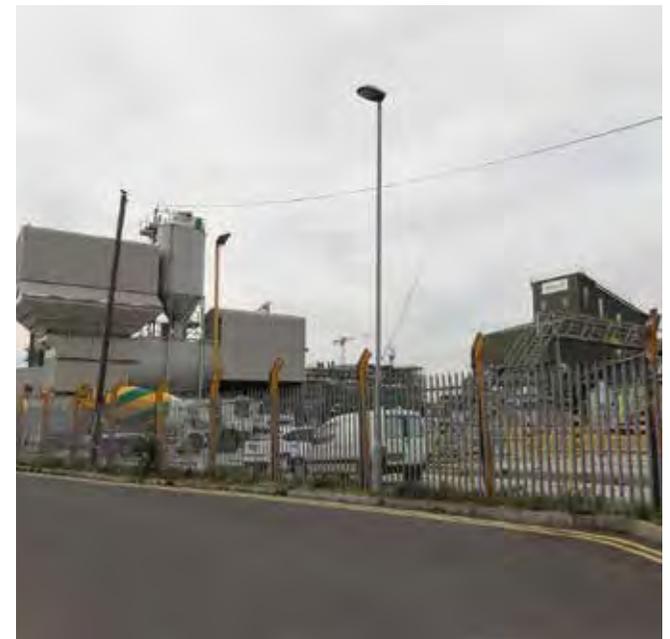
The larger, more modern buildings are often dedicated to retail or wholesale use, while the smaller, older buildings are more mixed, in terms of their usage, with a greater likelihood of their being industrial.

Smaller units, with the concomitant greater mix of activities, are concentrated in the centre of the site, with the larger units located in the core retail and wholesale areas (to the south and west).

### **Types of Employment Site**

In the central and eastern parts of the site, denser industrial activities predominate, while on the western side of the site open industrial land and retail sites are more common.

The dense industrial sites and industrial estates, together, account for 73% of businesses and 45% of jobs at Charlton Riverside, with a mix of small and medium scale enterprises predominating in these areas. Retail provides 11% of the business enterprises, but 23% of the jobs, reflecting the presence of larger, national retailers with significant numbers of staff (e.g., Sainsbury's, close





**Key**

- |  |                              |                    |
|--|------------------------------|--------------------|
| Study area boundary (for Employment Study) | Retail park                  | Under construction |
| Standalone warehouse                       | High street                  | Vacant land        |
| Industrial estate                          | Office                       | Other              |
| Dense industrial                           | Bespoke industrial/utilities |                    |
| Open industrial land                       | Community use                |                    |

Figure C14: Types of employment site at Charlton Riverside (from the Charlton Riverside Employment and Heritage Study, 2016)

to Woolwich Road, has approximately 450 staff). Standalone warehousing and open industrial land, being less intensive in their use of land, have a higher floor space (14% and 21%, respectively), but provide fewer jobs (15% and 10%).

### **Implications for masterplan**

Charlton Riverside is a relatively densely populated employment location (94 jobs per hectare) with low levels of vacancy (2.5%, at the time of writing). It is clear that it is a popular and successful employment location. The diverse mix of commercial activity and buildings has always been part of the character of Charlton Riverside and retaining this character, in some form or another, while introducing a significant component of residential uses, is central to the vision for the area's future.

It is important that the SPD offers clear direction as to the future location and, where possible, type of employment opportunities envisaged for Charlton Riverside.

There are a number of existing sectors of employment (creative industries, retail, community, etc.) and a mix of smaller more flexible work spaces which offer a template for the type of commercial and industrial activity which might be either retained or delivered as part of truly mixed-use development proposals across Charlton Riverside. The potential for existing uses to contribute to place making and the physical character of Charlton Riverside. More public-facing aspects to these activities

(food and drink production, leisure, creative arts) would help to animate spaces and provide destinations and interest for visitors and residents alike.

The relatively recent introduction of significant retail uses at Charlton Riverside has served to undermine the character and coherence of the area, while contributing to its ongoing economic vitality. A more intensive model of retail provision, one predicated on serving local needs and more tightly defined hinterland, and delivered as part of a genuinely mixed-use development form should be a priority at Charlton Riverside.

The heritage assets towards the north-east corner of the site offer some clues as to the ways in which a vibrant mix of uses might be accommodated in individual buildings. The flexibility of use and accommodation offered in this part of Charlton Riverside should be retained, making this location both a natural employment hub, but also an example of mixed use, including residential, which might inform development opportunities elsewhere on site.

The vision for Charlton Riverside envisages the range and mix of employment opportunity changing, over time, to offer a greater proportion of more highly skilled jobs, which in turn are higher value added and bring more to the wider economies of Royal Greenwich and London. The aim is that Charlton Riverside should also reflect, and take advantage of, relationships with the many higher and further educational institutions in Royal Greenwich. A more flexible, adaptable

and 'mixable' suite of industrial premises would allow for such a change, as it would continue to support the existing mix of uses, while offering a range of floorplates, work spaces and contexts for newer industries and activities. Employment space which offers a less austere, monocultural industrial landscape with a greater mix of amenities, services, leisure opportunities open space and residential provision, will be fundamental to achieving this outcome.

## C.7 Urban Form and Grain

The urban grain of Charlton Riverside - the pattern of development blocks and the buildings which sit within those blocks - is best described as 'coarse', meaning that it is characterised by large buildings sitting in large plots with significant amounts of open land surrounding the buildings. There are a number of very large parcels, with few roads (public or private) and very little public open space to help distinguish between one parcel and the next (see Figure 4.9 and 4.10, opposite).

There are quite distinct character areas within Charlton Riverside, each with its own particular spatial arrangement that differentiates it from other parts of this very large site.

### *South West Retail Quarter*

This large tract of land sandwiched between Bugsby's Way and the western section of Woolwich Road is occupied almost entirely by large, out-of-town style retail outlets. These have their own very specific urban form with large footprint buildings, housing one or more retail units, set back from the road and surrounded by large expanses of surface level car parking. There is little in the way of active frontage to streets and, although the parking areas are notionally accessible to pedestrians and permeable, they are not public realm in the true sense.

### *North West Minerals Quarter*

This part of the site has been used for minerals processing and trans-shipment since the mid-19th



#### Key

 Site boundary

Figure C15: Existing figure ground

century. It comprises one large 'superblock' with frontage onto the River Thames and Bugsby's Way (for a very short length). It is essentially inward looking, with large open spaces given over to minerals storage and processing, with few buildings or structures, other than those required for processing, storage or administration. There is little, if any, active frontage and the whole block is to some extent wrapped and buffered by other commercial parcels to the south and west. To the west, there is a very immediate and complex relationship with the eastern end of Greenwich Millennium Village, where new residential development on Peartree Way overlooks Angerstein Wharf (this residential development is outside the SPD study area).

**Mixed Industrial Core**

Again, this part of the site is characterised by a superblock which is for the most part, one single, continuous and impermeable development block. Within this superblock, there are a number of individual parcels each with its own access (sometimes shared) onto the main movement network. Building footprints tend to be medium to large in scale, although many of the buildings are subdivided and support a number of occupiers and uses. There is a lot of open land around buildings which serves a variety of functions - internal circulation, parking, servicing and storage. There is some element of active frontage, at least along the eastern edge, closer to Eastmoor Street Park (formerly Barrier Park), but the nature of the activities pursued in these



Figure C16:: Existing character areas

areas means that the level of activity is relatively low and pedestrian footfall is low (car repairs, wholesale, office supplies, etc.).

The southern part of this character area has a number of retail and wholesale uses, where the pattern of development is more like that found in the South West Retail Quarter.

### **Wholesale/Logistics**

This large parcel comprises a large Sainsbury's logistics depot and some relatively smaller wholesale and trade retail units. As with other parts of the site the plot ratio of gross development area to overall parcel size is relatively low. There is little or no permeability through the site in any direction and little in the way of active, positive street frontage by any of the buildings or uses on site.

### **Westminster Estate**

This area is also characterised by what amounts to a single, large block of development. Although there are roads penetrating this site and running east-west, they are private roads which are controlled at one or both ends, thus restricting through movement of pedestrians. Building footprints are medium to large, with a variety of ages and construction methods attesting to this area having the greatest heritage interest (with the Siemens buildings and others, especially towards the northern part of the estate, having survived). There is a greater sense of enclosure within this part of Charlton Riverside, especially towards the river, where the urban grain feels and looks much finer and less coarse than other parts



Former Siemens buildings



The Victoria, former pub on Woolwich Road



Thames Path looking towards Angerstein Wharf



Atlas Gardens



The Antigallican pub, Woolwich Road



Thames Barrier

of Charlton Riverside. The historic development pattern has been retained here to a greater extent than elsewhere, even when new buildings have replaced older development due to single ownership of this large estate.

There is a greater degree of active frontage in this part of Charlton Riverside and there is potential for this to be enhanced. The mix of activities in this part of the site derives in part, from the built form being more flexible, cheaper and better able to provide the type of environment that small scale, start up and creative industries in particular, require. The presence of these industries along with the retained historic built fabric, in turn, creates a particular sense of place, which reinforces the notion that this is a different sort of place to the other commercial areas at Charlton Riverside.

### ***Implications for masterplan***

There is an opportunity to create a finer grain of development, with smaller plot sizes set within a network of streets and thoroughfares to create a more human-scale, walkable neighbourhood. Much of the historic development pattern was predicated on large-scale industrial activity, which was superimposed on the older landscape character, but even this has itself been replaced by modern development forms and uses, especially in the southern and western parts of the wider Charlton Riverside site. Where the historic pattern of development does still exist in some shape or form - such as within the Westminster Estate, there is potentially considerable benefit

to be gained from retaining and integrating these areas into the wider masterplan proposals.

## **C.8 Built Fabric**

As a consequence of much of the industrial activity which once characterised Charlton Riverside having been replaced by other uses, much of the historic built fabric has also been lost and replaced with a variety of more modern built forms, including brick and steel industrial and warehouse sheds, steel and glass retail outlets and prefabricated temporary commercial structures that have often survived longer than their intended design life.

Interspersed among these new structures there are a number of buildings that have survived from different periods of development at Charlton Riverside. These 'hidden gems' include Victorian industrial buildings (Siemens buildings) and schools (Windrush), 1930s offices (Stone Foundries), inter-war north-lit, brick built industrial structures (including the core of the Royal Greenwich UTC).

### ***Implications for masterplan***

The majority of buildings in Charlton Riverside were designed and built for a very specific use - industrial - and at a time where specificity of use and built form were very much the fashion. The floor plans, internal spaces, construction grid, building heights (and probably substructures) and relationship with existing and potential new streets, public spaces and mixed-use development would all suggest that the more modern industrial

buildings are generally incapable of conversion to other uses and, therefore, would be unlikely to be retained. Where commercial/industrial use continues, there may still be a case for renewal of some buildings (if they are at the end of their serviceable lives for example), or the construction of new, different and potentially more flexible and intensive form of commercial buildings.

Some of the older buildings, however, have the potential for re-use, and every opportunity to do so should be given careful consideration. There are some buildings, either because of the nature of the structure or the location of the building within the masterplan area, where the presumption will be for retention and re-use, rather than demolition and replacement. This might cause localised difficulties in some development parcels, but the longer-term benefits of retaining characterful, historic buildings in key locations within the site are manifold and should be realised, wherever possible.

## C.9 Townscape

The existing townscape of Charlton Riverside (by which we mean the visual appearance of the streets and buildings in combination) is best described as mixed commercial/industrial. Functionality is often more important than the creation of beautiful streets and the way in which buildings, streets and open spaces relate very much to the mix of commercial activity and their day-to-day requirements.

The three main routes - the eastern section of Woolwich Road, Bugsby's Way and the bottom half of Anchor and Hope Lane - are all major urban routes, which have been duelled and are designed to carry large volumes of traffic. The streetscape is one dominated by transport infrastructure with a sense of openness and lack of enclosure that is to the detriment of the townscape.

Within the site, the majority of the townscape reflects the prevailing uses and the period in which development occurred. In the Westminster Estate, for example, the historic development in the northern section demonstrates a more ordered and rigorous townscape, with buildings being of a scale appropriate to the street width, and presenting frontage onto the streets and squares which they frame. Immediately to the south, more modern development, in a form designed to provide for mixed industrial uses, is much more utilitarian and less concerned with addressing the street in any formal, constructive way.

In the central part of the site, other than along Anchor and Hope Lane and Woolwich Road, the



streets tend to be framed by low-rise industrial and commercial buildings that rarely address the street and parcels often have a range of secure boundaries that prevent any meaningful connection between street and development parcel. In addition, during working hours, there is a lot of ad hoc car parking, allied to numerous vehicle movements into and out of the various business premises, that create a cluttered, almost chaotic environment that has little in the way of any special character.

To either side of Bugsby's Way, the combination of out-of-town and big box retail, combined with logistics and wholesale outlets, each having either large expanses of car parking or yard space creates a very loose urban form that tends to be anonymous and lacking any real sense of place.

The River Thames frontage is arguably the site's strongest asset with a series of fabulous views along the working river towards the Greenwich Peninsula, Canary Wharf and Central London. The presence of the iconic Thames Barrier means that the site already has a London-wide landmark, and the site also benefits from direct connections with Maryon Park and London's South East Green Chain at its eastern end. Whilst the northern edge of the site enjoys riverside views, the Woolwich Road creates a harsher environment along the southern edge, effectively cutting off Charlton Riverside from the rest of Charlton.

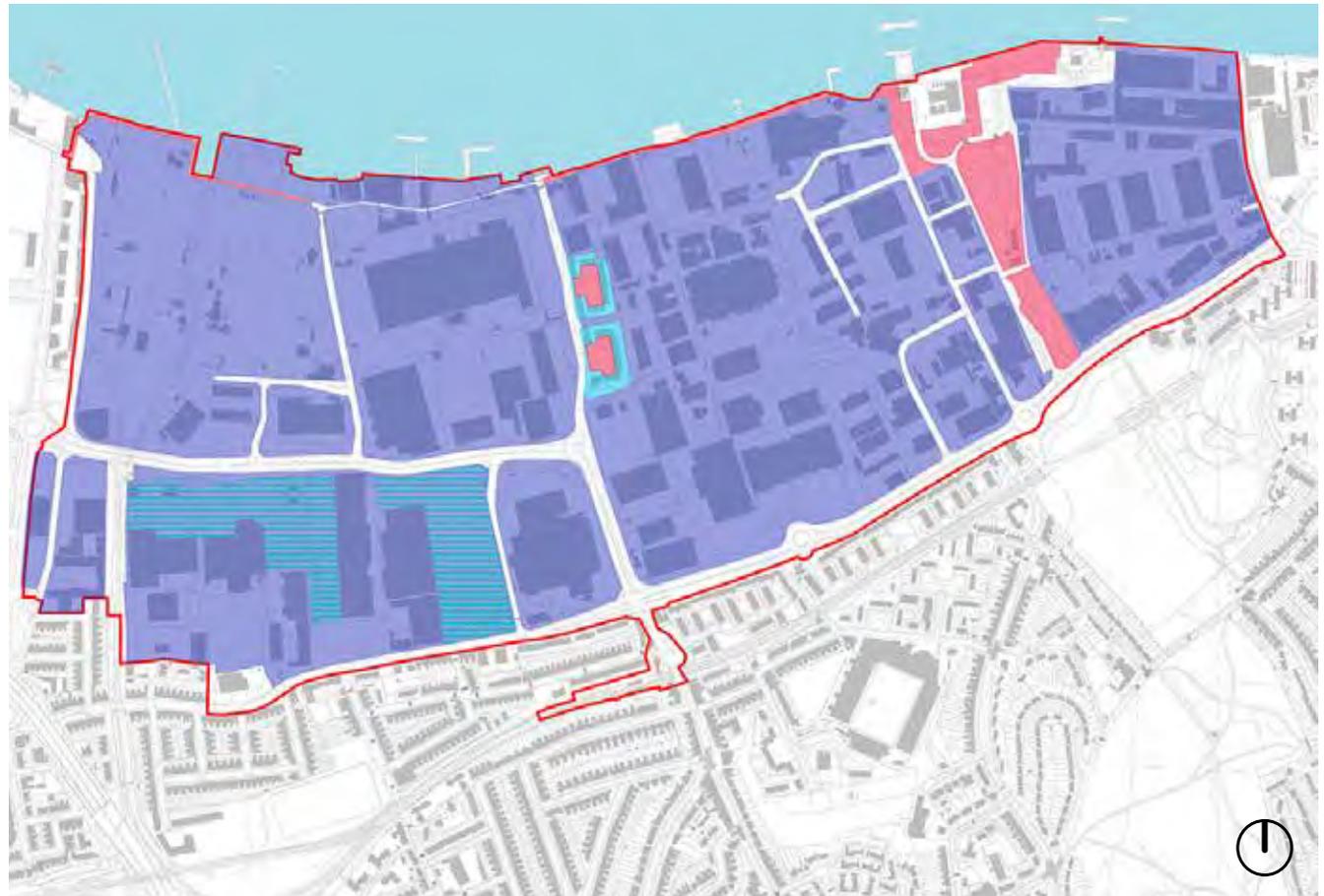


### Implications for the masterplan

There is an opportunity at Charlton Riverside for a development model based on the establishment of a network of streets with development parcels populated by buildings that face onto and actively engage with those streets. By doing so, a more human-scale, walkable neighbourhood could be delivered, one that is not only attractive and characterful, but also legible and accessible.

The creation of townscape that reflects the Charlton Riverside's proposed status as a new, mixed-use neighbourhood is an important consideration for the SPD and associated masterplan. The retention and integration of significant employment land within a wider mix of uses, including residential, requires development principles that address issues relating to the scale of streets and the associated development framing those streets, active frontages and flexibility of ground floor spaces and the vertical and horizontal mix of uses.

The design and ongoing management of the public realm will also be important to questions of townscape and place-making.



#### Key

- Site boundary
- Public realm
- Semi-public
- Private commercial
- Private residential

Figure C17: Public and private realm

## C.10 Building Heights and Massing

Many of the buildings at Charlton Riverside are in industrial or commercial use, designed and constructed specifically for that purpose. Their height and massing reflects this use and the typologies that are typically employed for industrial buildings. Many of the buildings are medium to large footprint, single storey constructions often brick and steel or steel cladding. Some buildings have an expanded ground floor to accommodate very specific activities, making them, in effect, two storey buildings. There are few tall buildings except for isolated examples such as the Sainsbury's warehouse, the Thames Barrier operations building and some of the Siemens Works buildings on the western edge of the Westminster Estate. There are a couple of structures in the minerals wharves which are the equivalent of eight storeys and above, but these tend to be located towards the centre of the site, with little or no context (save for the new residential development along Horn Lane).

### *Implications for the masterplan*

Given the potential for many of the existing commercial and industrial buildings to be replaced either by new mixed-use development or more intensive and denser commercial development, the existing heights and massing are not necessarily major considerations for new development. There will be locations however, where those buildings which are most likely to be retained on site - for example the residential

blocks on Anchor and Hope Lane or along Woolwich Road - will need to be considered in the design of any new, adjacent residential development. Generally, however, across the site, the height and massing of new development will depend more on issues of character, townscape and the Royal Borough's ambitions for Charlton Riverside as a focus for family-housing led development.

Charlton Riverside is identified in the Core Strategy as a location where tall buildings may be appropriate, subject to the delivery of appropriate levels of transport infrastructure and due consideration of existing historic assets and distinctive character features. The Core Strategy notes that tall buildings are one model for achieving higher densities and allowing the potential of sites to be optimised, hence their often being located in town centres and near to major transport interchanges, which benefit from higher PTAL levels. It also notes that tall buildings are not the only model and that appropriate levels of density can be achieved by lower-rise development.

Charlton Riverside is not a designated town centre, nor does it have a major transport interchange or high levels of PTAL. While this SPD envisages improvements to public transport provision and enhanced pedestrian connections across the site, it is not considered likely that there will be a step-change in the levels of public transport, be it rail or bus, which would drastically improve the PTAL at Charlton

Riverside. The density levels which might be considered appropriate for an urban, non-town centre site, with low or medium PTAL and a context of low rise residential development, where such context exists, would suggest that low-to-medium rise, high density development is appropriate at Charlton Riverside.

In terms of development context, where there are adjacencies that require consideration, such as, for example, relationships with existing residential development, the existing built form tends to be in the order of two or three storeys. For that reason low-to-medium rise, high density development is the preferred model for Charlton Riverside.

The Royal Borough has set a target of 50% of housing delivered at Charlton Riverside being classified as family housing (i.e. 3 -4 bedrooms, whether it be a house, maisonette or apartment). There is a growing body of evidence<sup>16</sup> from the UK and elsewhere, that family housing does not fit well with the tall building model of development. This is another reason why a low-to-medium rise, high density form of development is proposed at Charlton Riverside.

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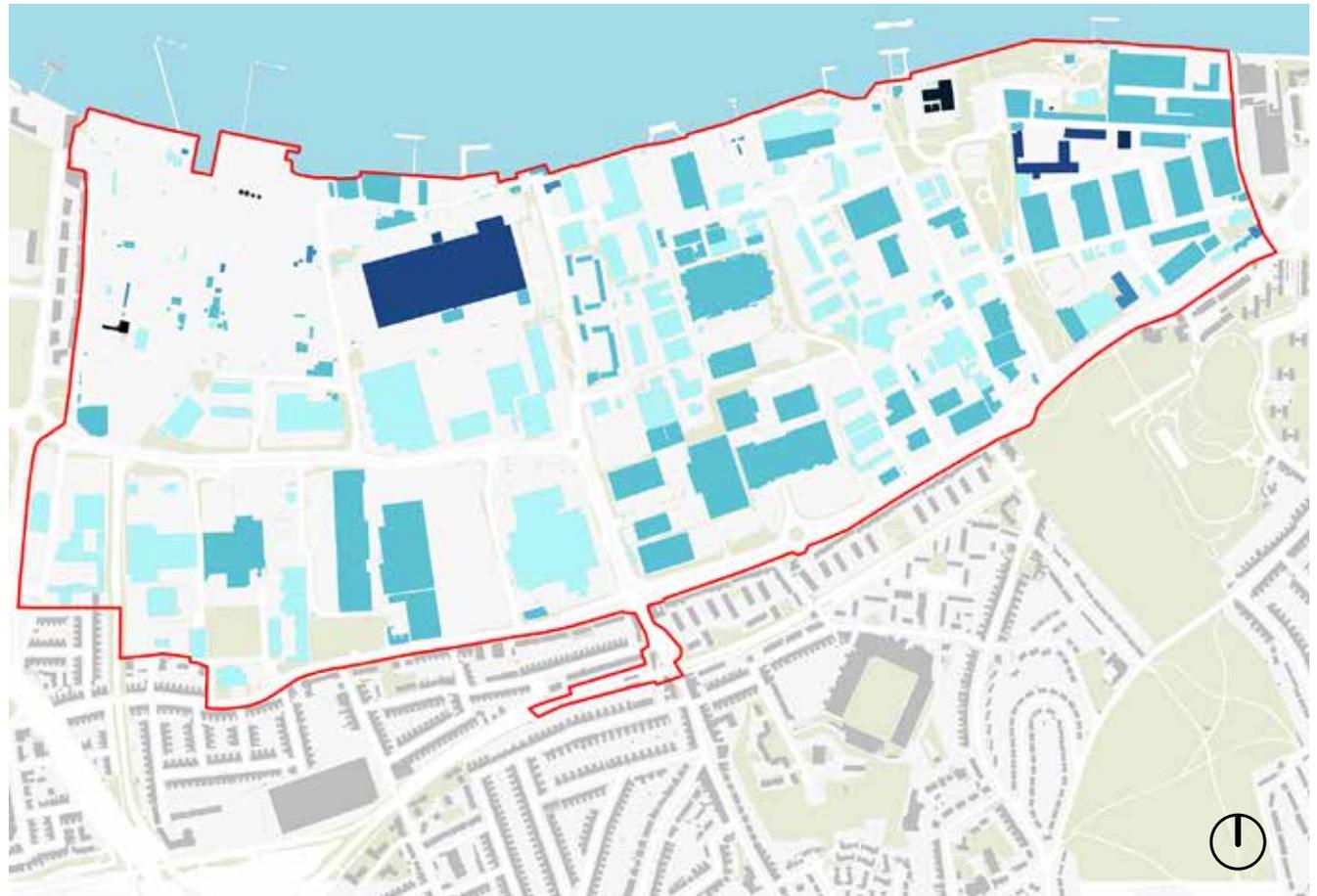
<sup>16</sup> Policy Exchange, Create Streets, 2013



Windrush School



Sainsbury's logistics building



**Key**

	Site boundary		4 - 5 storeys
	1 - 2 storeys		4 - 6 storeys
	2 - 3 storeys		4 - 8 storeys
	3 - 4 storeys		
	3 - 5 storeys		

Figure C18: Existing building heights



Structures on Angerstein Wharf



Thames Barrier Control



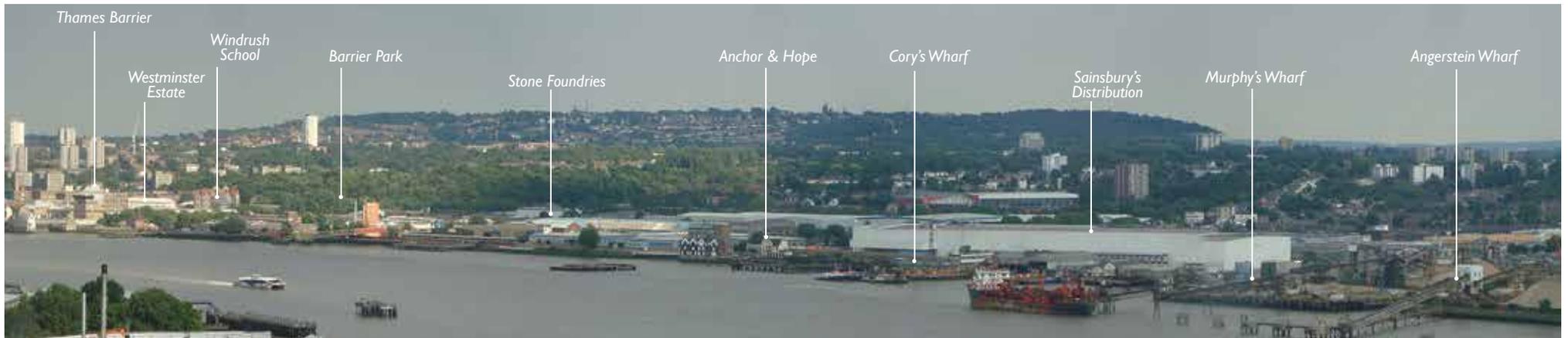
Office building, Anchor and Hope Lane



Siemens buildings



Atlas and Derrick Gardens



## C.11 Open Space

Historically, even up to the period immediately before World War II, there was considerable open space at Charlton Riverside, despite the presence of significant industrial development. Since the 1950s, almost all of the open space was lost to commercial or industrial development, so that today, Charlton Riverside has limited green infrastructure, although there is significant open space across the rest of Royal Greenwich. Currently, provision in the site is limited to the open space adjacent to the Thames Barrier and Eastmoor Street Park (formerly Barrier Park) immediately to the south. This provides a visual connection over Woolwich Road to Maryon Park which leads south towards Maryon Wilson and Charlton Parks and Woolwich Common, part of the South East London Green Chain, a strategic network of open spaces that permeates through the wider area.

Overall, the site has limited ecological value but there are two SINCs located on site, the Westcombe Park Railsides south of Angerstein's Wharf and Eastmoor Street Park. The former is not publicly accessible; the latter contains widespread habitats such as amenity grassland and scattered trees. There is also a Site of Special Scientific Interest (SSSI) which occupies the western half of Maryon Park (Gilbert's Pit), outside of the SPD area.

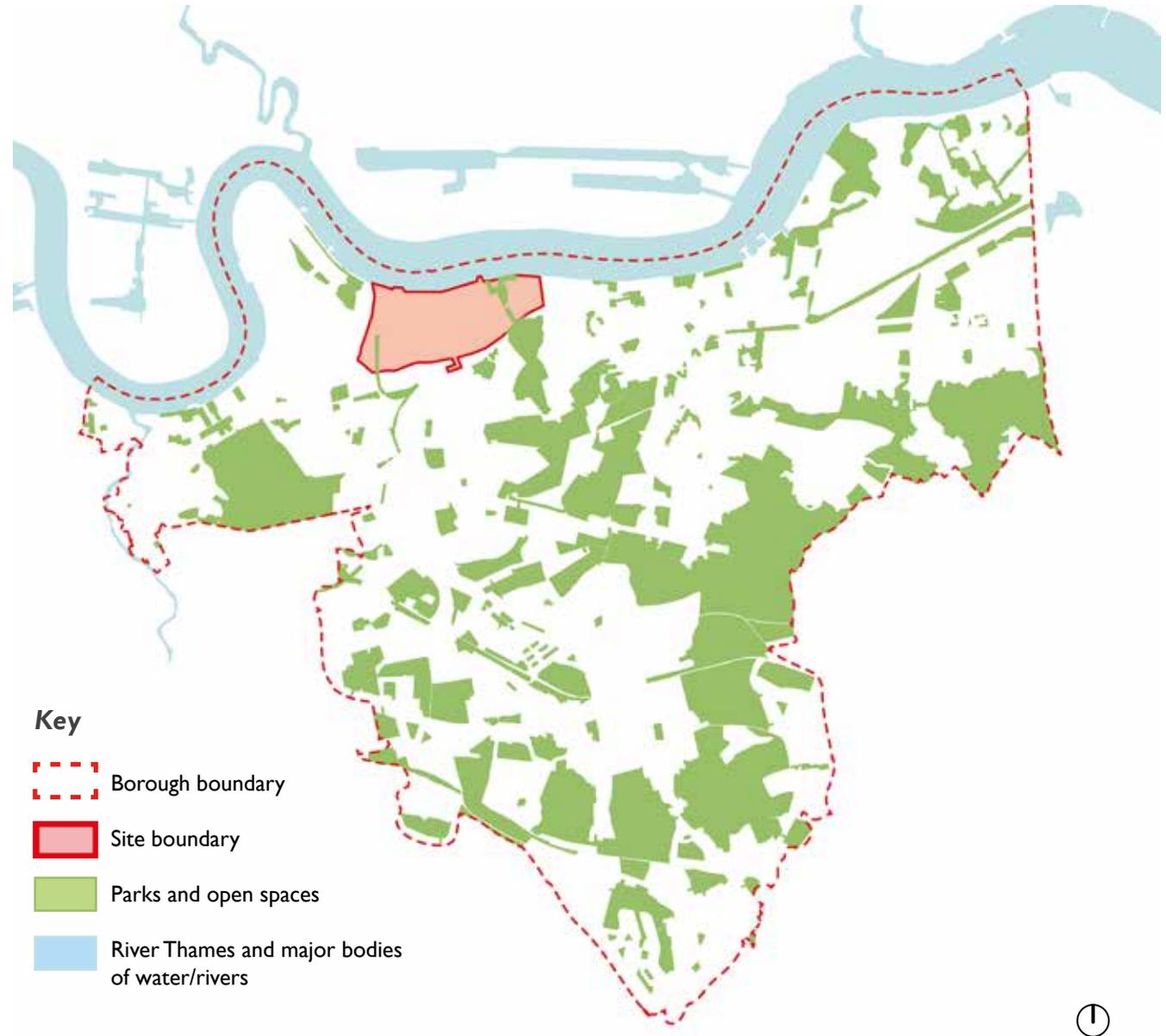
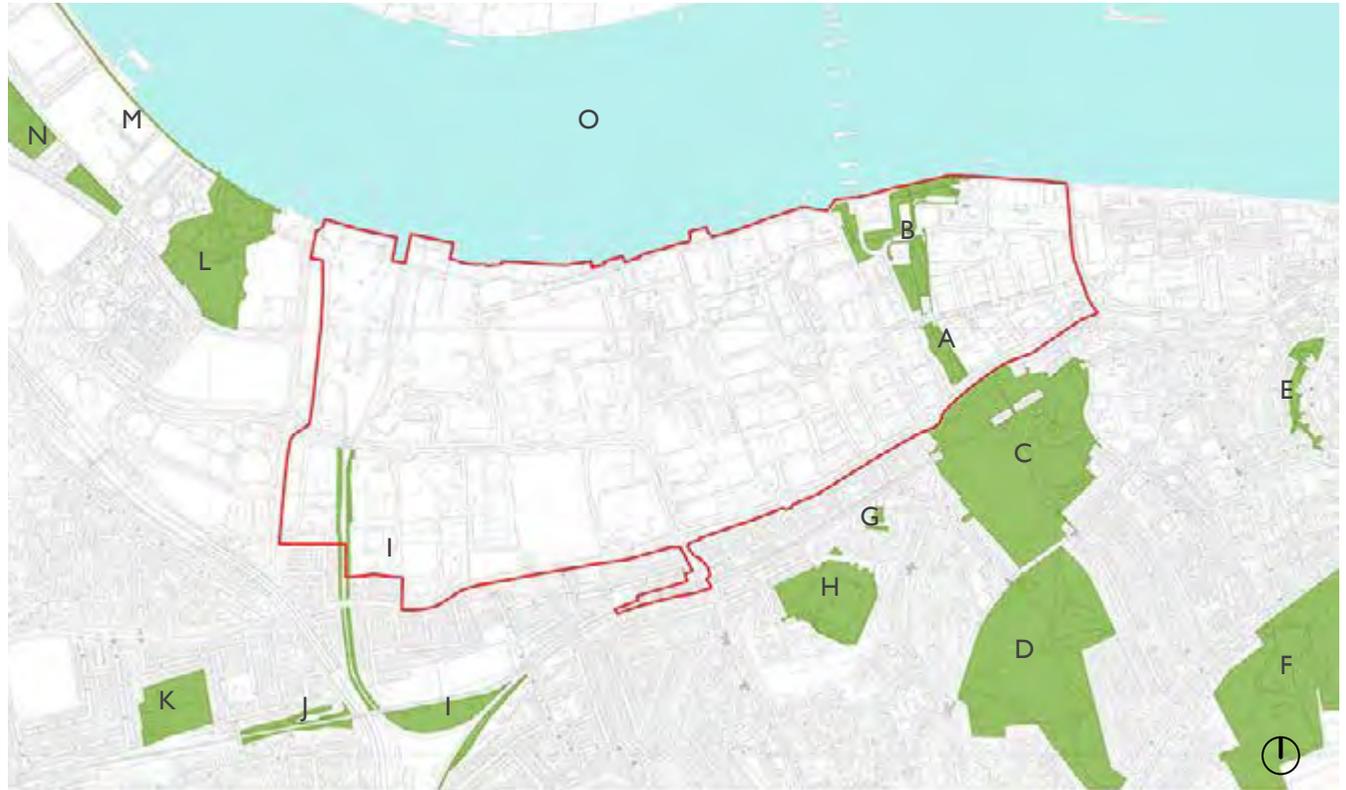


Figure C19: Public open space in the Royal Borough of Greenwich

### Implications for masterplan

There are opportunities to increase the quantity, quality and types of open space in Charlton Riverside through its redevelopment with private gardens, tree-lined streets, and public parks and squares. This will have a number of environmental benefits such as encouraging biodiversity with a range of habitats for different species and providing shade, shelter and cooling with trees; social benefits by improving public health; and economic benefits by creating attractive places in which people choose to live, work and visit. There are also opportunities to downgrade Woolwich Road to reduce the amount of traffic it carries and therefore reduce pollutants, and new residential development will be separated from the safeguarded wharves by means of buffers provided by new workspace. Creation of walkable neighbourhoods and the provision of attractive cycling and walking routes will also help to promote low emission travel behaviour.



### Key

- |   |  |   |   |
|---|--|---|---|
| A | Barrier Park (small local park/open space)                   | I | Westcombe Park RAILSIDES (natural/semi-natural urban green space) |
| B | Thames Barrier/Eastmoor Street Park (local park)             | J | Station Crescent (natural/semi-natural urban green space)         |
| C | Maryon Park (local park)                                     | K | East Greenwich Pleasance (local park)                             |
| D | Maryon Wilson Park (local park)                              | L | Ecology Park & Southern Park (local park)                         |
| E | Samuel Street (amenity green park)                           | M | Peninsula Riverside Walkway (linear open space/green corridor)    |
| F | Repository Woods (amenity green park)                        | N | Central Park (local park)   |
| G | Harvey Gardens (amenity green park)                          | O | River Thames  |
| H | Charlton Athletic FC (private outdoor sports/playing fields) |   |   |

Figure C20: Public open space at Charlton Riverside

## **C.12 Environment**

Operations at Murphy's Wharf, especially at night, generate high noise levels and air quality monitoring locations along Woolwich Road are shown to have high nitrous oxide (NO<sub>2</sub>) concentrations due to traffic levels.

Charlton Riverside has had a variety of industrial uses since the mid-1800s and recent ground investigations for various planning applications (which cover 15% of the area) have confirmed the presence of elevated levels of contaminants including metals, such as lead, and chemical compounds derived from fossil fuels. To allow the delivery of residential development on the site, there will be a need to address potential risk to human health during the design and construction phases of the planning process.

There is also a risk attached to the continued minerals operations in the west of the site, at Angerstein and Murphy's Wharves and, also, at Riverside Wharf. Introducing residential development in close proximity to such uses would require careful and, potentially expensive, high-performance and maintenance technical solutions to mitigate any negative effects.

### ***Implications for masterplan***

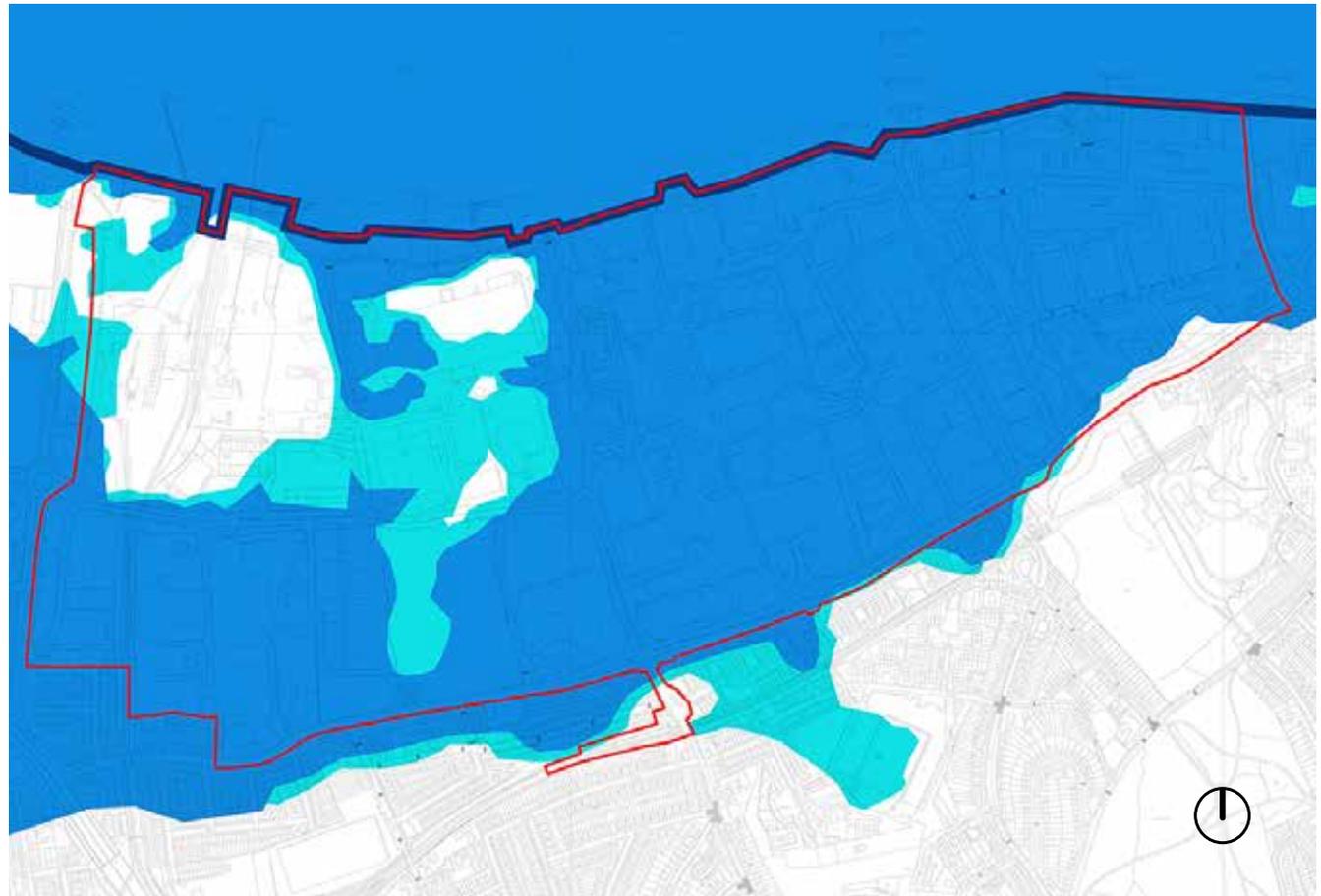
The development concept will need to consider options for addressing any potential risks in respect of environmental quality, which may well have an impact on the spatial distribution of uses across Charlton Riverside.

### C.13 Flood Risk and Topography

The SPD area is relatively flat and low lying, with relatively higher land located in the north west corner - it is not clear whether this higher land is natural or made ground associated with the minerals activities. Typically, ground levels vary between 5 and 15m AOD, with isolated high and low spots creating local variations that might provide interest in terms of townscape. The higher land, beyond the site to the south and south east reflects the more stable historic river banks behind the Woolwich Road.

In terms of flooding, the key issue for the site is that much of the site is located in Flood Zone 3 which is the zone of highest risk. The site is afforded protection by the combined effect of the Thames Barrier and river wall defences but the residual risk of flood still needs to be considered in case of a breach, though the probability of this extreme event is very low.

There is also a risk of surface water flooding, as shown on Figure 4.17. This risk will need to be managed through the design process, for both the public realm/green infrastructure and at the building level. The Royal Borough has prepared detailed guidance for developers as to how development should manage flood risk (Developers Guide for Flood Risk, 2015) and there is also substantial guidance and best practice available from the Environment Agency.



#### Key

-  Flood Zone 2 (1 in 1,000 year)
-  Flood Zone 3 (1 in 100 year)
-  Flood defences

Figure C21: Flood Risk

### Implications for masterplan

Managing flood risk (from the Thames and surface water) will be a major consideration for any development proposals. For the purposes of this SPD, high level principles have been identified but detailed design proposals will be required from developers and these will have to be reviewed with the Royal Borough and the Environment Agency.

In terms of topography, although the site demonstrates little in the way of significant topography and relief across its wider extent, there are localised areas where shallow depressions present an opportunity for some interesting interplay between levels, open space and built form



#### Key

 Site boundary

  
-5m 35m  
Topographic gradient (5m intervals)

 Wetland

 Water

Figure C22: Topography

## C.15 Utilities & Infrastructure

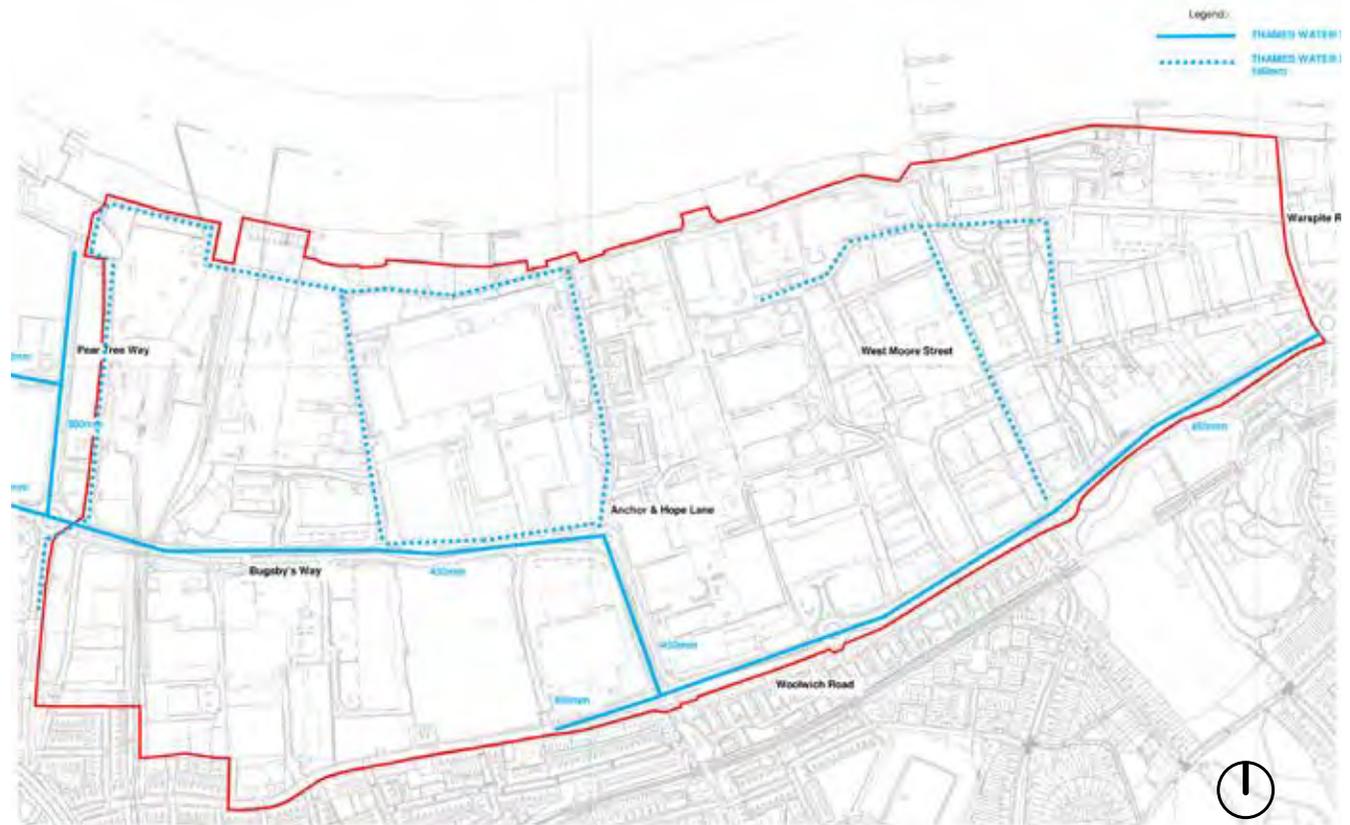
Charlton Riverside is served, in the main, by primary utilities running along Woolwich Road and Bugsby's Way.

In terms of electricity capacity, it is estimated that the current suite of sub-stations across the site can meet demand between 8.1-16.2MW, and there are plans for a new 132kV substation at Greenwich Peninsula, which may provide additional load.

A Thames Water trunk main runs through the site along Bugsby's Way, and this needs to be maintained through any development stages or could be diverted to fit with the revised site layout. In terms of gas and telecomms, there are clearly services extending from the primary routes into the various development parcels, but the detail of those services is not known.

### Implications for masterplan

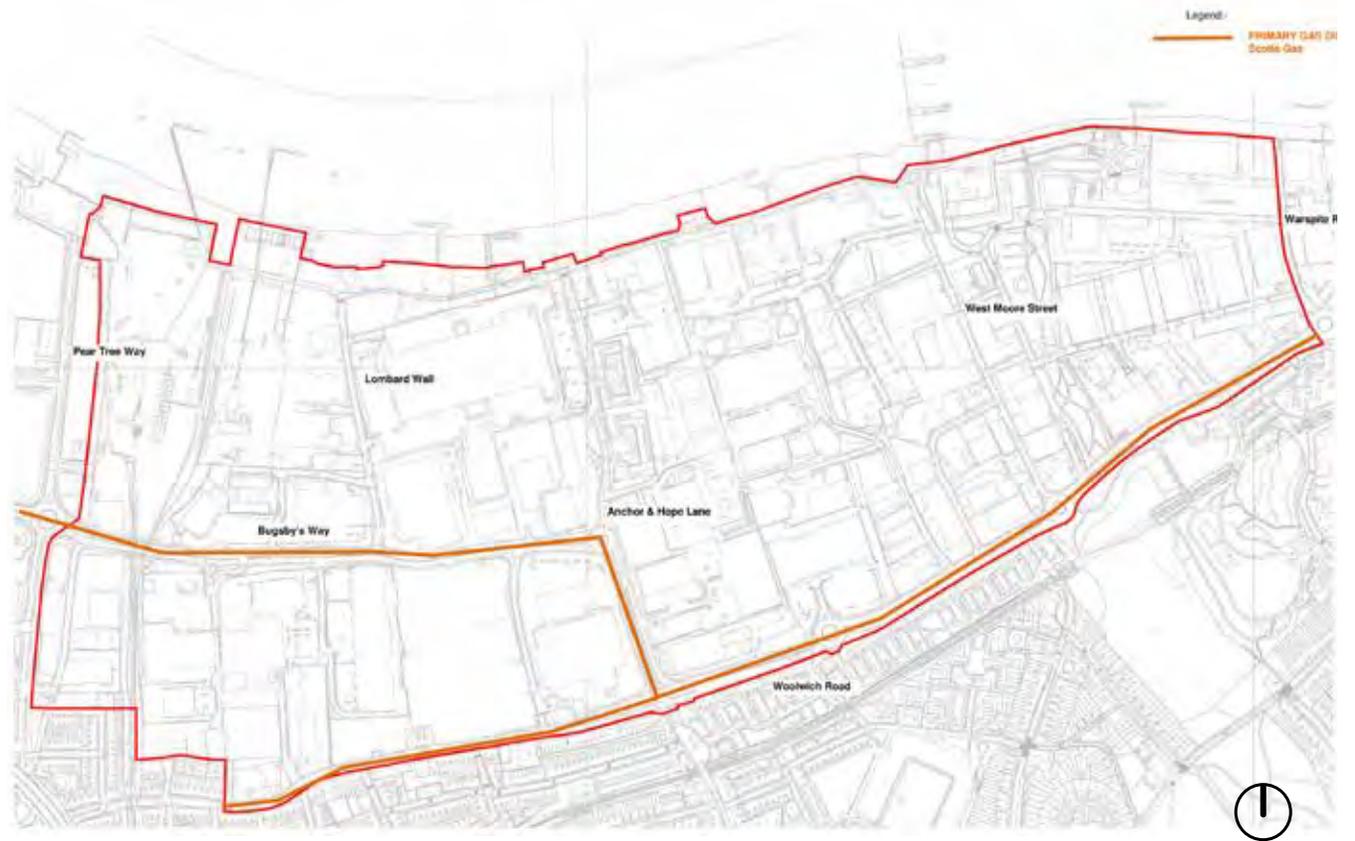
Charlton Riverside is already furnished with the full suite of utilities serving the mix of uses currently on site, although the exact detail in terms of some services is not clear. The demand placed on those services is likely to change, as a consequence of 3,500-5,000 new homes, plus a different mix of commercial activity, so upgrades will, in all probability, be required. In addition, a new urban structure, with a modified network of streets will require new or diverted services to be installed to service development parcels. More detailed studies will be required, as development proposals come forward, to ascertain the nature and extent of upgrades, diversions and modification required.



### Key

 Site boundary

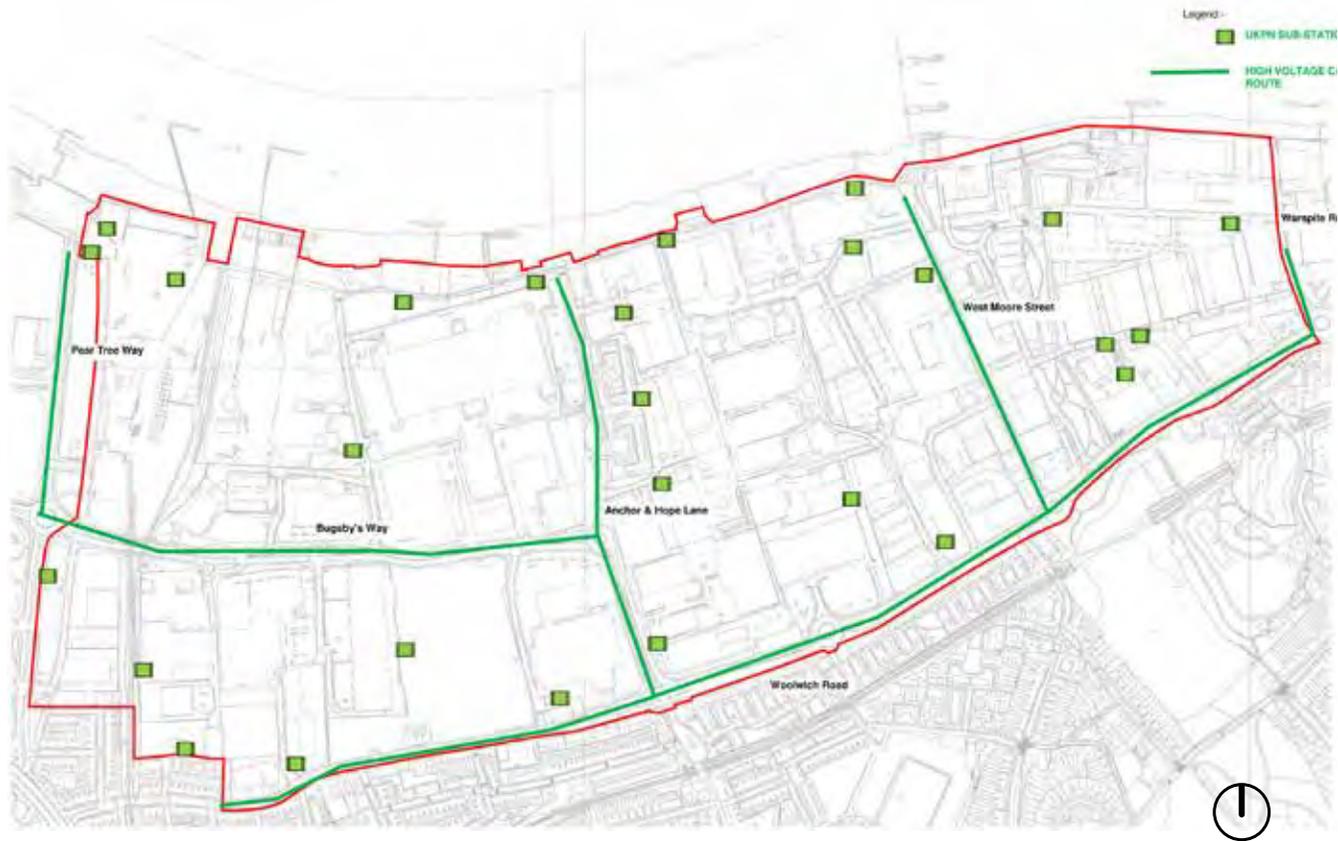
Figure C23: Water infrastructure



**Key**

Site boundary

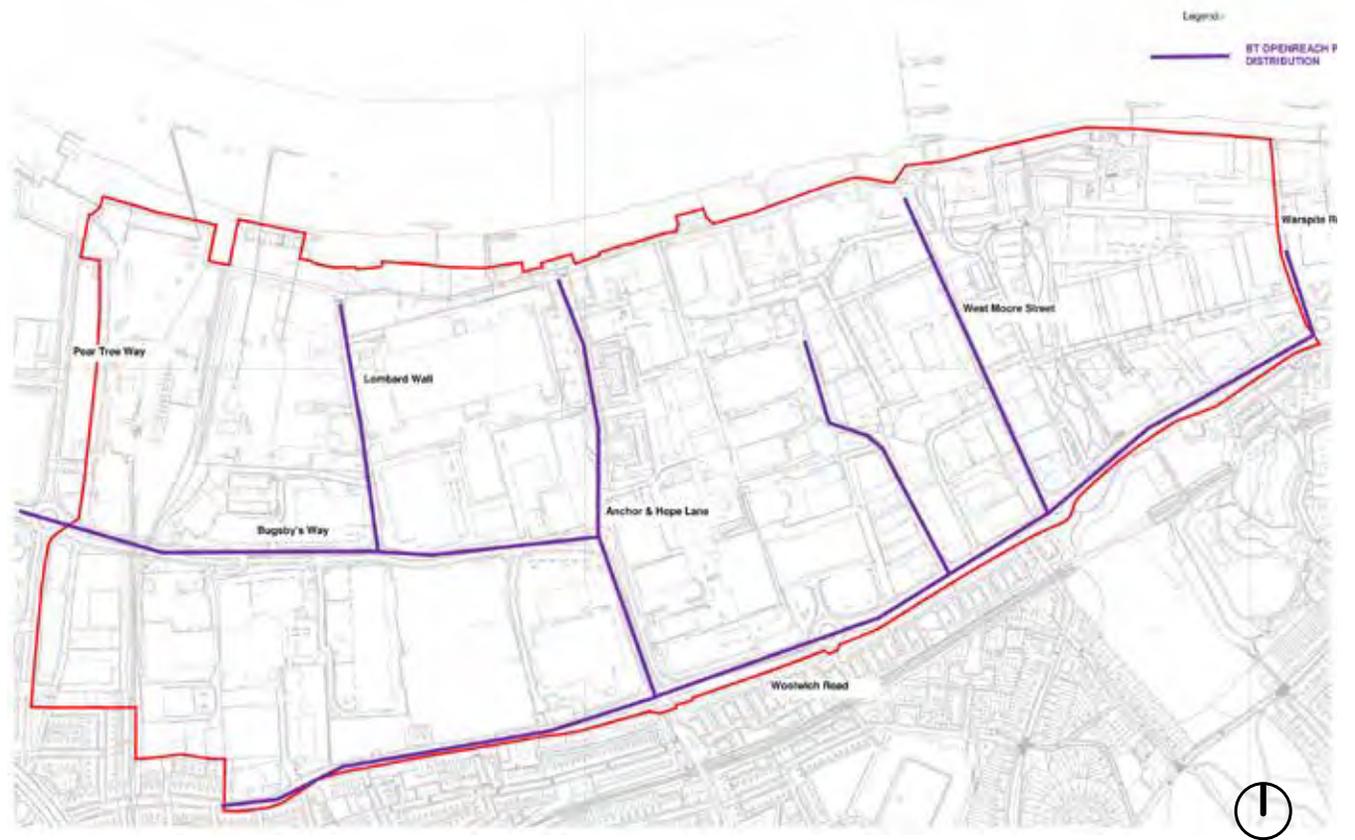
Figure C24: Gas infrastructure



**Key**

Site boundary

Figure C25 Electricity infrastructure



**Key**

Site boundary

Figure C26: Telecommunications infrastructure

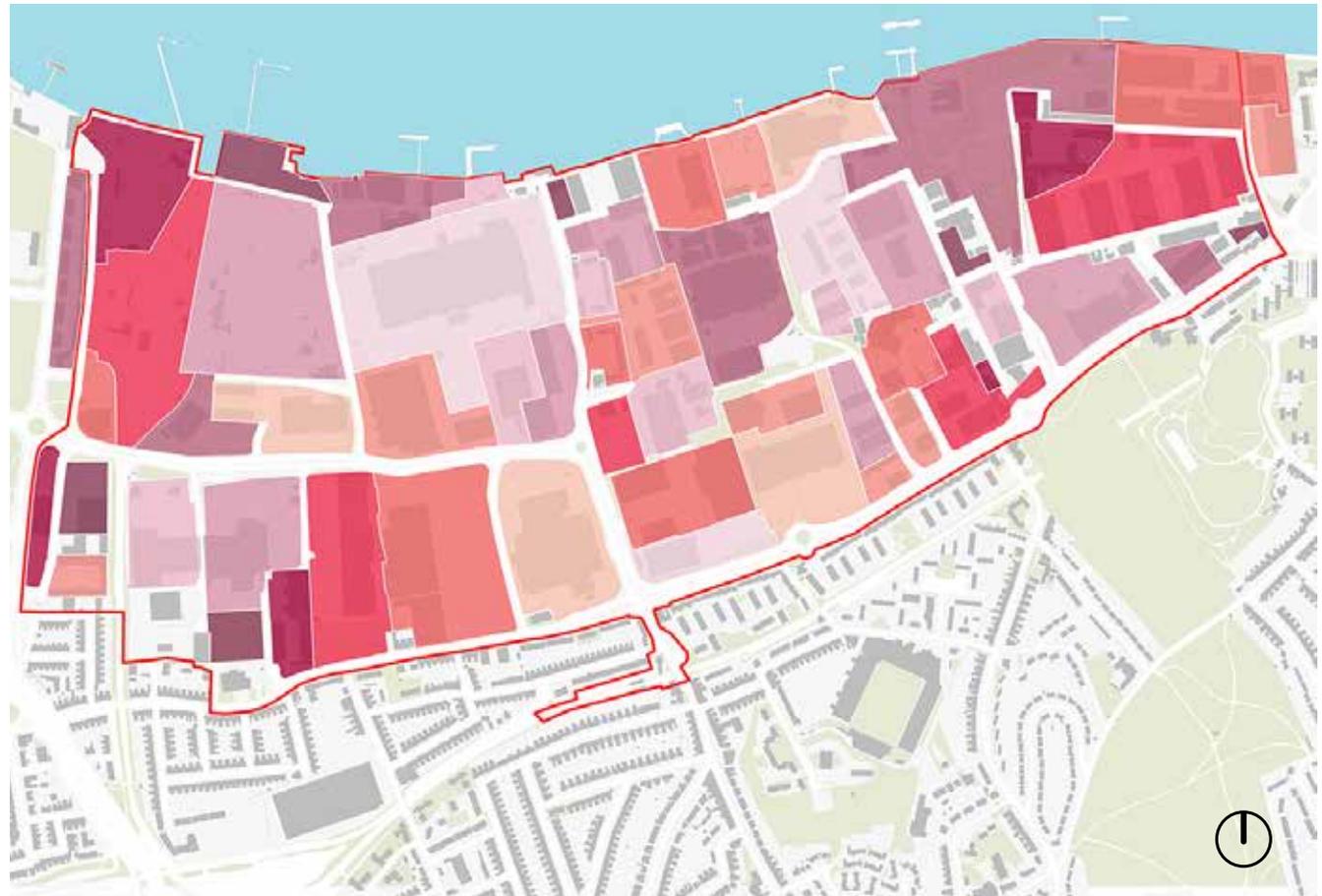
## C.16 Land Ownership

There is a complex pattern of land ownership across the site. The western half of the site includes uses which are likely to remain in the medium- to long-term; the wharves are protected by planning policies and the Sainsbury's distribution depot and some of the retail outlets have only recently been developed, are commercially successful and, therefore, likely to remain in use for some time.

In the central part of the site, east of Bugsby's Way, there is more of a mix of uses including the Stone Foundries site and a substantial data centre, but a number of landowners have already indicated either a willingness to relocate or redevelop. The Royal Borough has land interests in this area in the two residential areas at Atlas and Derrick Gardens and the adjacent Anchorage Point Industrial Estate. The eastern half of the site – particularly around Westmoor Street - has the greatest number of Royal Borough property assets and there are a number of other landowners who are interested in bringing forward development on their sites.

### *Implications for masterplan*

There is a clear opportunity for a substantial first phase of development to be delivered, potentially with the Royal Borough using its existing land holdings and working with other significant land interests in the eastern and central parts of the site. There is also scope for groups of landowners to work together to achieve more comprehensive development of larger parcels of land, which would potentially provide a benefit in terms of delivery and funding of key pieces of infrastructure, such as roads, open space and education.



### Key

 Site boundary

Figure C27:: Land ownerships (as of November 2016)

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# Appendix D - Stakeholder Engagement

## D.1 Introduction

The regulations relating to the preparation of Supplementary Planning Documents (SPD) requires a period of statutory consultation on a draft of the SPD, to allow all parties the opportunity to comment on the document<sup>17</sup>. This statutory consultation is open to anyone to comment.

In addition, it is also good practice to engage with key stakeholders while preparing the SPD, to garner the thoughts and observations of those with an intimate knowledge or interest in the site.

To that end, the Royal Borough carried out a process of pre-consultation engagement with a range of stakeholders, including:

- Greater London Authority (GLA);
- Transport for London (TfL);
- Environment Agency (EA);
- Internal workshops with relevant Royal Greenwich technical leads;
- Landowners;
- Occupiers and operators on site, and
- Civic societies and local interest groups

The list of potential stakeholders was drawn up by reference to the Royal Borough's database of

ownership and occupation within the study area and also its list of local interest groups, civic and amenity societies and other organisations with a thematic or geographical interest in the Royal Borough of Greenwich.

## D.2 Pre-consultation events

The pre-consultation consultation itself took place over the summer of 2016, and provided stakeholders with the opportunity to share their knowledge of the site, their concerns and aspirations in respect of the potential for significant development within the study area and their suggestions as to what the key issues might be for the SPD consultant team and the Royal Borough.

The engagement events included:

- Presentations using a series of information boards to explain the project (shown opposite);
- Question and answer sessions;
- Thematic workshops;
- One-to-one meetings with landowners;
- Drop-in sessions with landowners;
- Drop-in sessions with occupiers and operators, and
- Site visits with key stakeholders.

Stakeholders were invited to attend by letter, typically delivered a few weeks in advance to allow people to make preparations to attend.

## D.3 Emerging themes for consideration

A number of key themes were identified by stakeholders and these included:

- Retention of industry, including protecting strategic industrial activities on the wharves;
- Open space provision;
- Protection of the foreshore;
- The need to manage ongoing maintenance and improvement of flood defences;
- Education requirements;
- Public transport investment;
- Building heights and density;
- The need to modify the character of Woolwich Road to connect Charlton Riverside with Charlton;
- Potential content and focus of the SPD;
- Air quality issues (arising from traffic and the activity on the wharves);
- Flood risk, especially from surface water;
- Mix of land uses across site;
- Integration of technology and the need to allow for 'smart city' principles to infuse the development.

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<sup>17</sup> Statutory Instrument No. 767, HM Government, 2012

# Charlton Riverside SPD 1

## Introduction

The Royal Borough of Greenwich is a thriving, ever-growing former industrial city for almost 1000 years and is home to a rich and diverse history, culture, and heritage. The SPD provides a strategic framework for the future development of the area, ensuring that the character and heritage of the area is preserved and enhanced.

**Supporting strategic objectives**

- 1. To enhance the quality of life for residents and visitors.
- 2. To protect and enhance the natural and built environment.
- 3. To promote sustainable development and economic growth.



### Work to date

- 1. Strategic Framework
- 2. Local Development Framework
- 3. Neighbourhood Development Plan
- 4. SPD
- 5. SPD
- 6. SPD
- 7. SPD
- 8. SPD
- 9. SPD
- 10. SPD



Pre-engagement consultation  
Charlton Riverside SPD

# Charlton Riverside SPD 2

## Policy Context

### Site Location Plan 1945

The 1945 Site Location Plan shows the area's development in the immediate post-war period, highlighting the industrial and residential areas.



The 1945 Site Location Plan shows the area's development in the immediate post-war period, highlighting the industrial and residential areas.

### Local Strategy

The Local Strategy sets out the overall vision for the area, including the need to improve the environment and provide better services.



The Local Strategy sets out the overall vision for the area, including the need to improve the environment and provide better services.



Pre-engagement consultation  
Charlton Riverside SPD

# Charlton Riverside SPD 3

## Context 1

### Urban Development

- 1. Urban Development
- 2. Urban Development
- 3. Urban Development
- 4. Urban Development
- 5. Urban Development
- 6. Urban Development



### Scenic Profile

The Scenic Profile shows the visual quality of the area, highlighting the need to protect and enhance the landscape.



Pre-engagement consultation  
Charlton Riverside SPD

# Charlton Riverside SPD 4

## Context 2

### Strategic Framework

The Strategic Framework sets out the overall vision for the area, including the need to improve the environment and provide better services.



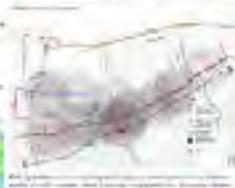
### Local Development Framework

The Local Development Framework sets out the overall vision for the area, including the need to improve the environment and provide better services.



### Public Transport

The Public Transport section discusses the need to improve the area's transport infrastructure, including the introduction of new bus routes and cycle lanes.



Pre-engagement consultation  
Charlton Riverside SPD

# Charlton Riverside SPD 5

## Context 3

### Strategic Framework

The Strategic Framework sets out the overall vision for the area, including the need to improve the environment and provide better services.



### Local Development Framework

The Local Development Framework sets out the overall vision for the area, including the need to improve the environment and provide better services.



### Public Transport

The Public Transport section discusses the need to improve the area's transport infrastructure, including the introduction of new bus routes and cycle lanes.



Pre-engagement consultation  
Charlton Riverside SPD

# Charlton Riverside SPD 6

## Key Constraints

### Soils

The Soils section discusses the need to protect and enhance the area's soil resources, including the introduction of new soil management practices.



### Food Risk & Topography

The Food Risk & Topography section discusses the need to protect and enhance the area's food security and landscape, including the introduction of new food production practices.



### Land Use

The Land Use section discusses the need to protect and enhance the area's land resources, including the introduction of new land use practices.

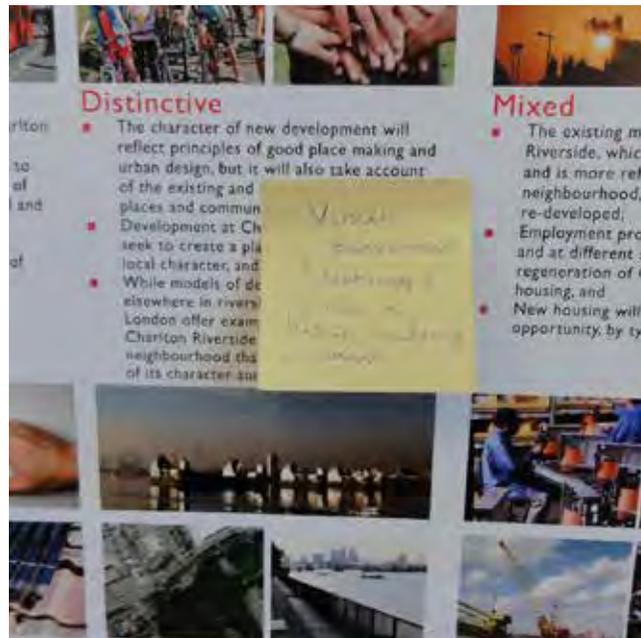


Pre-engagement consultation  
Charlton Riverside SPD



## D.4 Capturing comments

The SPD consultant team attended all events and kept a record of comments and inputs from all attendees. These were tabulated into a pre-consultation engagement summary and fed into the masterplan and SPD development process, wherever possible. In those instances where it was not possible, or considered inappropriate to modify the approach to either the masterplan or SPD in respect of specific comments from stakeholders, a design and/or planning rationale was offered by way explanation.



## D.5 Formal Consultation

Following the initial pre-consultation further work was carried out to build a greater evidence base for urban design, employment strategy and development of key transportation links.

After the re draft of the SPD was completed along with the commissioning of the Woolwich Road Study and the Employment and Heritage Study the Masterplanning team sought agreement from members to go out to formal consultation.

Planning regulations state a period of statutory public consultation must run for at least four weeks, however the formal public consultation period ran for seven weeks from the 22nd February - 12th April 2017 in which time any interested parties had the opportunity to comment on the Masterplan.

The consultation was advertised on the following social media platforms throughout the six week consultation period; Facebook and Twitter as well as on Greenwich Info paper and the Mercury. The Royal Borough contacted around 1,500 Stakeholders by email/post to alert them of the consultation commencing and the associated events we will be running. This includes our known list of businesses in the area, list of landowners in the area and the list of Planning Policy Consultees.

There were four drop in sessions for stakeholders; based throughout the Charlton Riverside Area and at a range of times (weekdays,

weekends and evenings). The following drop in sessions were held;

- Wednesday 8th Feb 2017 Charlton House, Charlton Road, SE7 8RE; 19:00–21:00
- Saturday 11th Feb 2017 Charlton Athletic, Floyd Road, SE7 8BL; 10:00-12:30
- Tuesday 7th March 2017 Charlton House, Charlton Road SE7 8RE; 13:00-15:00
- Tuesday 14th March 2017 Royal Greenwich Trust School, 765 Woolwich Rd, London SE7 8LJ 19:00 – 21:00

These events gave the opportunity to view a series of Public Display Boards and ask any necessary questions to a member of the master planning team.

All comments were reviewed and analysed as part of the consultation as a result some changes were made to the Charlton Riverside Masterplan SPD. These have been absorbed into this version of the SPD.

**Charlton Riverside SPD** 1

### Introduction

The River Thames and its banks are an important part of the local environment and offer a unique opportunity to enhance the quality of life for residents and visitors alike. This SPD aims to provide a framework for the development and management of the area, ensuring that the river and its banks are protected and enhanced for the benefit of all.

**Work in date**









**Public consultation**  
Charlton Riverside SPD

AECOM  
ROYAL DEPTFORD CANAL

**Charlton Riverside SPD** 2

### Policy Context

#### The London Plan 2015

The London Plan 2015 sets out the strategic vision for London, including the need to improve the quality of the environment and to enhance the river network. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Core Strategy

The Core Strategy sets out the strategic vision for the River Thames, including the need to improve the quality of the environment and to enhance the river network. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### City in the East

The City in the East plan sets out the strategic vision for the area, including the need to improve the quality of the environment and to enhance the river network. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Charlton Riverside SPD 131



**Public consultation**  
Charlton Riverside SPD

AECOM  
ROYAL DEPTFORD CANAL

**Charlton Riverside SPD** 3

### Context 1

#### Historic Environment and Economic Public Environment and Heritage Survey

The Historic Environment and Economic Public Environment and Heritage Survey provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Context 1

Context 1 provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Context 2

Context 2 provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Context 3

Context 3 provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.



**Public consultation**  
Charlton Riverside SPD

AECOM  
ROYAL DEPTFORD CANAL

**Charlton Riverside SPD** 4

### Context 2

#### Strength of the area

The Strength of the area provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Local Transport

Local Transport provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Public transport

Public transport provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.









**Public consultation**  
Charlton Riverside SPD

AECOM  
ROYAL DEPTFORD CANAL

**Charlton Riverside SPD** 5

### Context 3

#### Strong green infrastructure

Strong green infrastructure provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Local green infrastructure

Local green infrastructure provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.











**Public consultation**  
Charlton Riverside SPD

AECOM  
ROYAL DEPTFORD CANAL

**Charlton Riverside SPD** 6

### Key Constraints

#### Fluvial

Fluvial provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Fluvial Risk & Topography

Fluvial Risk & Topography provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.

#### Land Constraints

Land Constraints provides a detailed overview of the area, including the historic environment and the economic public environment. The SPD aims to contribute to these objectives by providing a framework for the development and management of the area.









**Public consultation**  
Charlton Riverside SPD

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