

Stakeholder mapping

The map to the right shows some of the organisations we've identified in the local area that might be interested in getting involved. Many local groups, organisations and businesses were identified at the outset of the project and informed about the process. This is a list that will grow and evolve just as the local area does - whether you are an individual or group or know someone who might be interested, please let us know.

INTEREST / ACTION GROUPS

- 1 Charlton Central Residents' Association
- 2 The Charlton Society
- 3 Charlton Riverside Action Group
- 4 Atlas Gardens Tenants & Residents Association
- 5 Derrick Gardens Tenants & Residents Association

EDUCATION

- 7 Royal Greenwich University Technical College
- 8 Fossdene Primary School
- 9 Windrush Primary School
- 10 Thorntree Primary School

PLACES OF WORSHIP

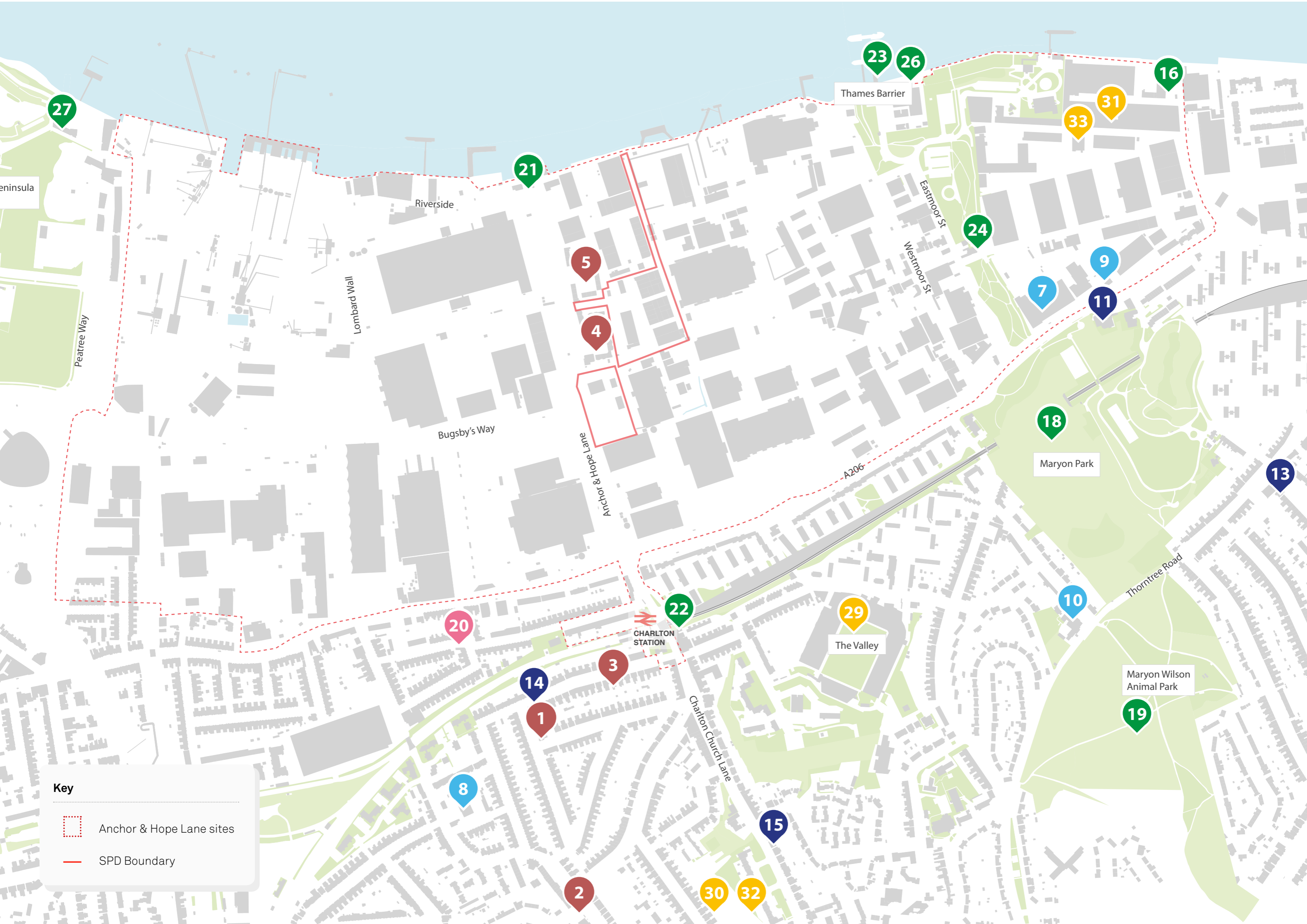
- 11 Lithuanian Christian Church
- 12 St Luke's Church
- 13 St Thomas Church
- 14 St Richard Church Centre
- 15 New Testament Church of God - Charlton Tabernacle

LOCAL AMENITIES / FACILITIES



- 16 Second Floor Art Studios
- 17 Charlton Park
- 18 Maryon Park
- 19 Maryon Wilson Animal Park
- 20 Change, grow, live Charity
- 21 Anchor and Hope Pub
- 22 The Antigallican Pub
- 23 Thames Barrier - Environmental Agency
- 24 Barrier Animal Care Clinic
- 25 Charlton House Community Centre
- 26 The View Cafe and Information Centre
- 27 The Greenwich Yacht Club
- 28 New Charlton Community Centre

SPORT & LEISURE

- 29 Charlton Athletic Football Club
- 30 South London Special Group
- 31 The Reach Climbing Club
- 32 Charlton Park Rugby Club
- 33 Chinese Performing Arts Centre



Key

-  Anchor & Hope Lane sites
-  SPD Boundary



Chapter 04

Stage 1: Findings

Gathering feedback

Between the 24th September and the 1st November 2016 we held a range of events to reach as many people as possible, sharing the Draft Proposals and discussing key topics of interest. Through these events comments were recorded to ensure views were represented. This chapter summarises the feedback received from:

- 29 individual feedback forms (in person and online)
- 102 'Big Ideas Map' comments
- 32 attendees at the resident workshops
- 14 'Walk & Talk' attendees
- Atlas and Derrick Gardens door-to-door discussions
- One -to-one meetings

Headline response

From 29 feedback forms asking people to rate their overall response to the Draft Proposals, feedback showed:

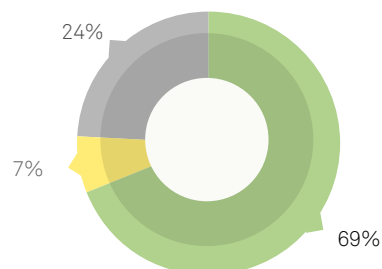
- 48% Positive
- 35% Neutral / no response
- 17% Negative

The exhibition

Q: Have you found this event useful?

69% of people, who left their feedback during the Draft Proposal exhibition felt that event was useful; 7% were partially satisfied. Comments included:

- Chance to see detailed proposals and talk to team.
- Good boards, well informed staff.
- Gives a chance to think in advance.
- Nice, informative and cooperative staff.
- Nice boards, team is available to chat, nice venue.
- Thank you for being honest about what's going on.
- Interesting to see what is planned.
- Presenters friendly, helpful and patient.
- Well presented info. Thanks!
- Information.



Key

- Yes
- Partially
- No answer

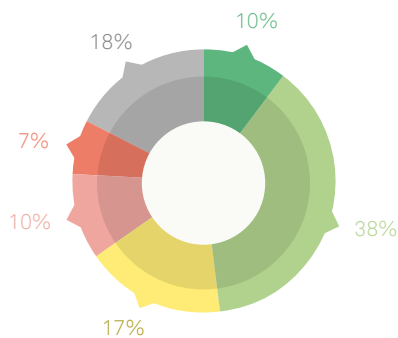
1. Feedback form

Q: Please rate the Draft Proposals across the following topic areas.

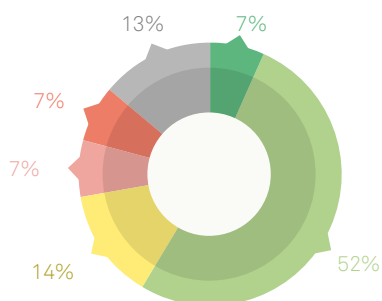
Alongside qualitative feedback, we asked attendees to rate their overall response to different aspects of the proposal; from 'really like' to 'really dislike'. The diagrams below show responses from 29 feedback forms, providing a high level indication of which aspects of the proposal were seen to be heading in the right direction and where there are concerns. Overall the proposals were received well, with some key areas of caution. Approximately half of the 'overall responses' were positive towards the proposals with the remaining half equally split between undecided, negative or no answers.

The principles behind the scheme, the uses proposed and the landscape design were all received very well, particularly the new park, public spaces and active uses proposed. The areas that were of most concern were the approach to building design and links and connections, where the impact of density on heights, local character and transport infrastructure were most referenced. Often these topics included a high proportion of undecided 'votes', suggesting more information is needed at the next stage to enable a more informed response. Further analysis of the topic areas is on pages 44 to 48.

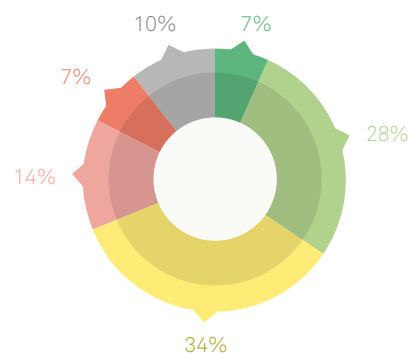
Overall response



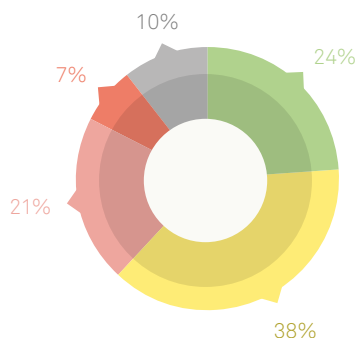
Design principles



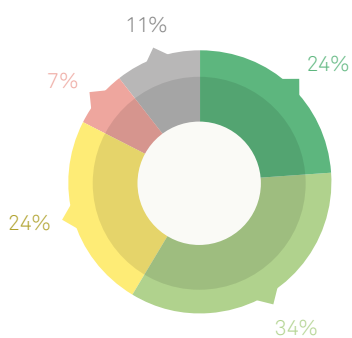
Links & connections - site opportunities



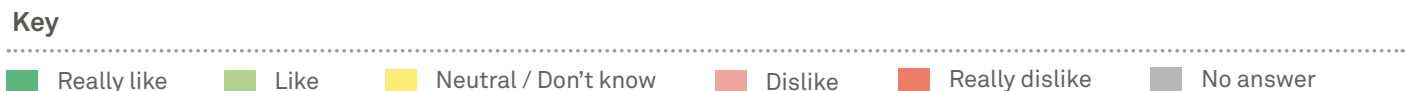
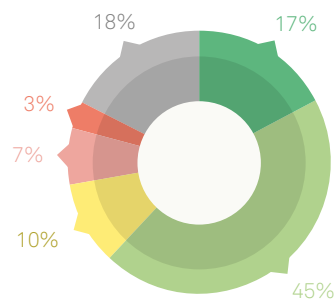
Approach to building design



Landscape design



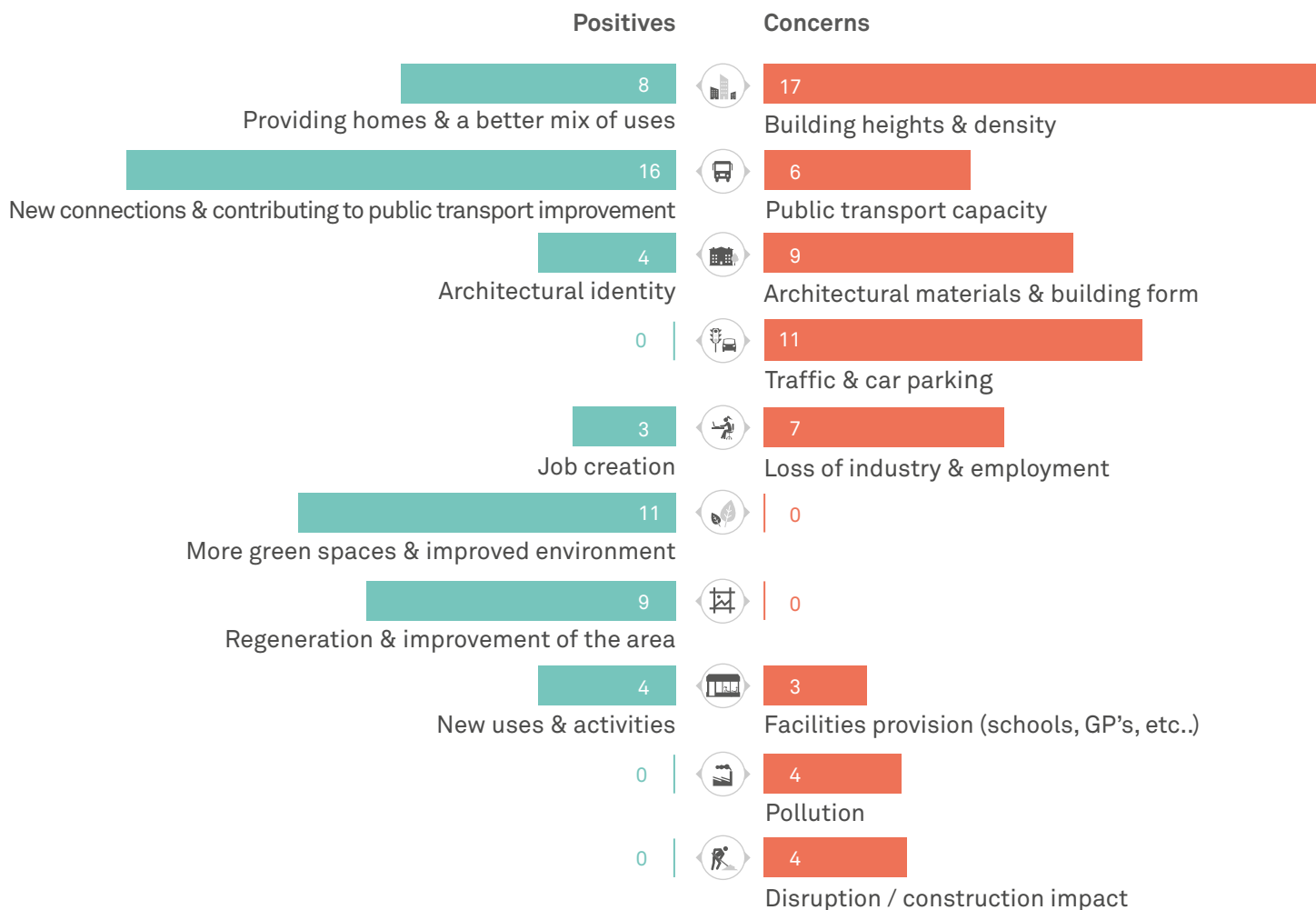
Use & activity



Q: Please tell us more about your thoughts in response to the Draft Proposals; what do you like and do you have any ideas, suggestions or concerns?

To understand why different aspects of the proposals were received well or not, we asked people to expand further on their priorities through written feedback - both positive and negative. All responses were analysed comment by comment and 126 comments were received in total. The diagrams below illustrate these, separated by the nature of the comments - positive (57 comments) or concern (69 comments).

As may be expected, these present similar tendencies to the previous question and key concerns are naturally most commented upon. It also highlights positivity for improving the experience of the area, the riverside, better pedestrian / cycle connections and potential transport improvements through development. Additional concerns to those highlighted on the previous page include link to loss of industry, pollution, social infrastructure and construction impact. A more detailed analysis is on pages 44 to 48.



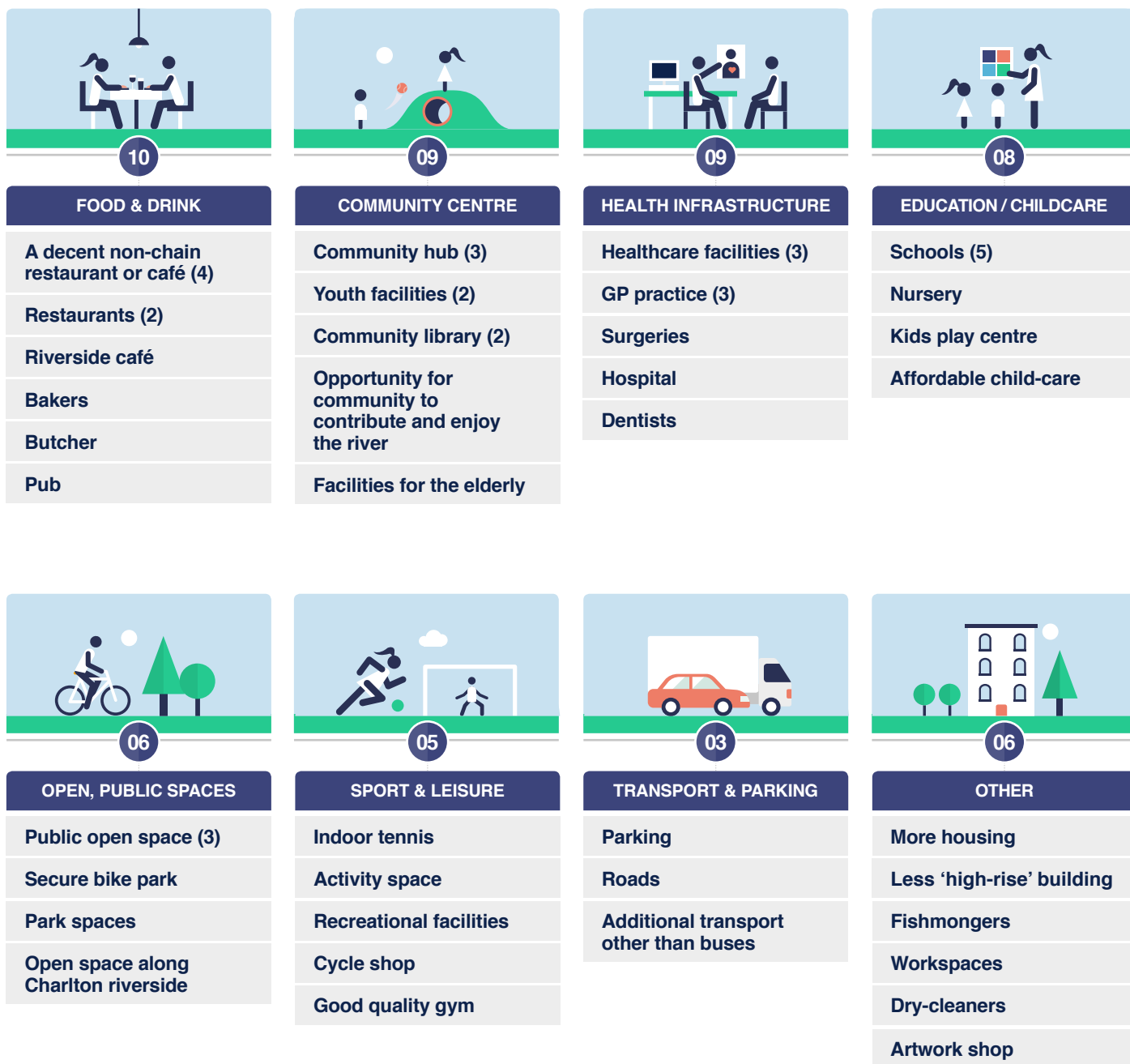
Q: What outcome(s) would make you consider the Anchor & Hope Lane sites a success?

The diagram below categorises the responses to this question into key ambitions for the site.



Q: What type of community facilities and services are lacking in the area?

The diagrams below summarises the different responses received, categorised by topic.



00 = total number of comments per topic.

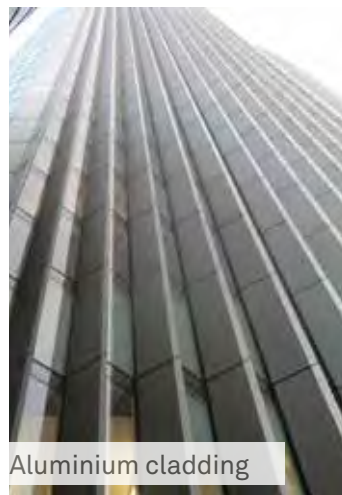
Q: Please let us know your views on the emerging identity of the proposed buildings and landscape. Do you have any good or bad examples to reference?

To get a better understanding of people's thoughts on the emerging identity and design, we asked for any good or bad examples to refer to. Out of 14 examples, we received 7 good and 7 bad references. North Greenwich development was commented on 4 times as a bad reference. Attendees commented on buildings heights and lack of character and relationship to the area. There was also a dislike for metal cladding. Good examples referred to included King's Cross as a successful example of integration, the high quality of New London Housing Vernacular and Royal Arsenal Riverside development in Woolwich. The use of wood at Greenwich Millennium Village was also referenced positively, however there were separate conversations concerned about the durability of wood.

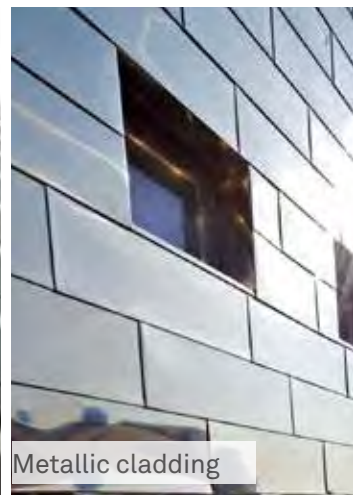
Bad examples



North Greenwich development



Aluminium cladding



Metallic cladding

Good examples



GMV wooden materials



King's Cross



Royal Arsenal Riverside



New London Housing Vernacular



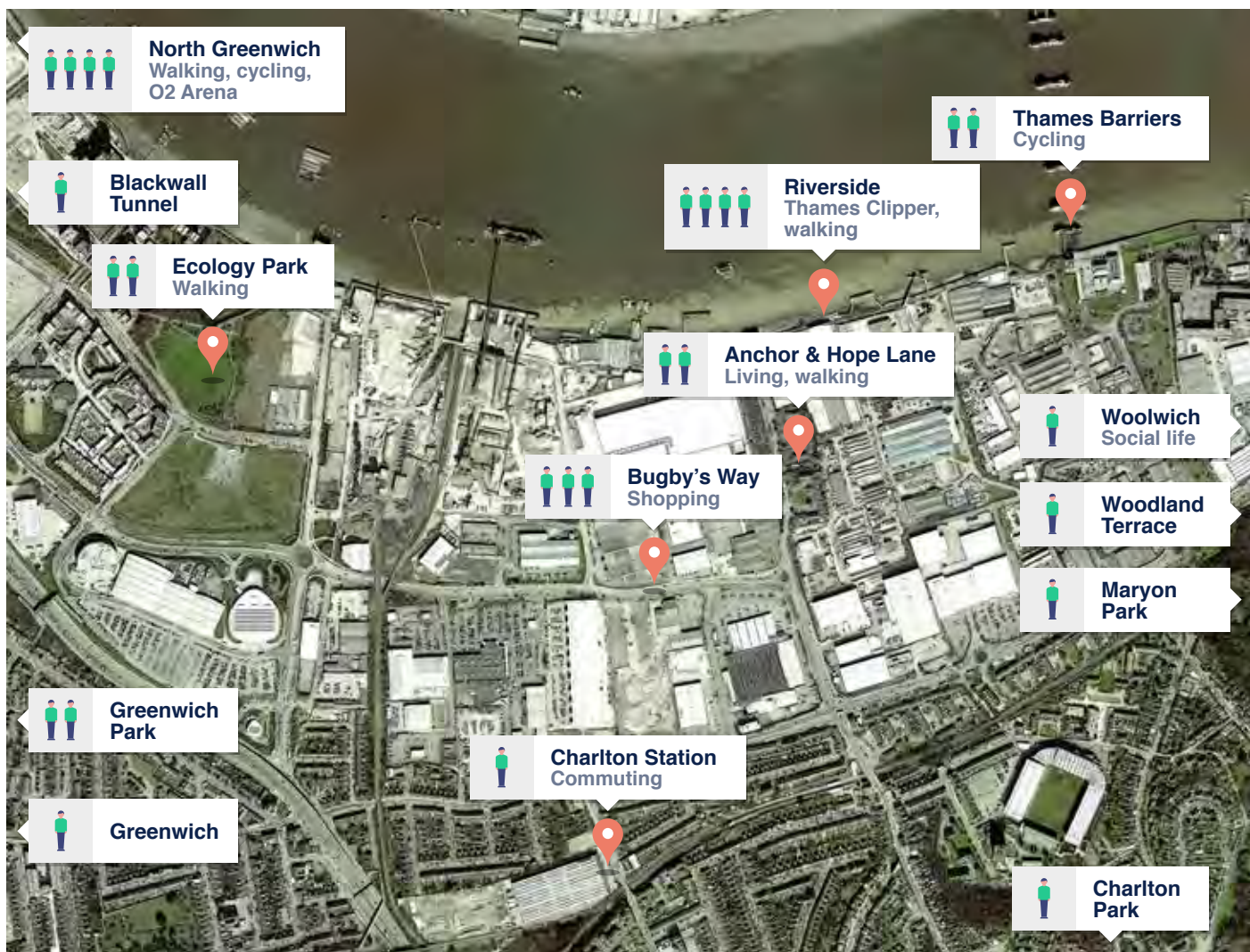
Protected industrial wharves on the river's edge

2. Big Ideas Mapping

Q: a) Destinations: What places do you enjoy and value, even if you only go there occasionally?

b) Everyday activities: Where do you go and what do you use locally on a regular basis?

We had an aerial map on display the Draft Proposal exhibition, where we asked people to let us know about key local destinations and everyday activities. The map below shows the locations that people told us about, indicating the number of people who made the same suggestion and any activities people said they did in that area.



Q: Let us know what you love, would like to change and dislike in existing area.

We also asked people to share what they love, dislike and would change about the existing area. The diagram below summarises the type of comments received for each, showing how many time each was commented upon.



3. Residents engagement

Workshop

A dedicated residents workshop was held on 8th October to introduce the proposal more fully and discuss key areas of interest.

There were 32 attendees and the agenda was jointly developed with Atlas and Derrick Gardens TRA as an interactive workshop to reflect key topics raised by the TRA including:

- Mix of uses - landscape
- Mix of uses - facilities
- Architectural approach
- Environment, integration and community benefits
- Construction liaison

However, at the session, there was a reluctance to give feedback on these areas and a preference to discuss principles. Therefore focus turned to a Q&A session around key concerns and five worksheets were completed.

Many topics of discussion reflect feedback concerns raised through the wider consultation and are summarised on pages 44 to 48. Minutes from the session are included in the appendices. The key areas of discussion included:

- Buildings heights and potential overshadowing.
- The cumulative impacts of increased density in the wider regeneration area (transport, social infrastructure and building heights).
- 'Real' affordability of homes.
- A desire to discuss the design principles in more depth and understand how the Anchor and Hope Lane sites connect with emerging policy and a joined-up approach for the area.

Door-to-door

As they are the closest residents to the site, we wanted to ensure every household in Atlas and Derrick Gardens had the opportunity to be fully informed and express their individual views.

To this end, on Saturday 22nd October we went door-to-door and had the exhibition boards available should people wish to talk through these. If nobody was in we left a note to explain why we were door-knocking and provided contact details.

An overview of discussions is below and feedback has been incorporated on pages 44 to 48:

Positives

- Positivity for redevelopment of the area and new housing provision.
- Creation of a new park.
- Improved links to the riverside and improved link between the two crescents.
- Appreciation of the in-depth consultation process.

Concerns

- Concern about the buildings heights, particularly those adjacent to existing houses and potential overshadowing / overlooking.
- Homes suitable for families and elderly people.
- Construction impact - including both disruption and structural impact.
- Physical and social infrastructure capacity for an increased population.

Questions / suggestions

- Information on construction and timelines.
- Include play facilities and 'useful' shops / services.
- Regulate building activities to minimise disruption.
- More information on wider transport improvements is useful.

4. One to one meetings

From the outset of the project, we have offered one-to-one meetings with a range of local groups, organisations and facilities, including:

- Atlas & Derrick Gardens Residents Association
- Charlton Central Residents Association
- The Charlton Society
- Charlton Parkside Community Hub
- Friends of Maryon and Maryon Wilson Parks
- Royal Greenwich University Technical Collage
- Windrush Primary School
- Second Floor Studios & Arts
- Charlton Athletic Community Trust

These were opportunities to introduce the project more fully, understand a range of local views and discuss how we can best engage the community going forward.

To date Atlas & Derrick Gardens TRA and the Charlton Society have met with us. Rockwell have also had discussions with Second Floor Studios and Arts. Meetings will continue through the consultation process and beyond the planning application. Below is a summary of some of the key discussions across the meetings. More detailed feedback is compiled on pages 44 to 48:

Overall

- General agreement that the area would benefit from redevelopment. There is felt to be a number of good approaches in the proposals but caution about some aspects.
- Having a clear link and joined-up approach with emerging policy is important. Density is one of the more controversial issues.

Construction impact

- Potential construction impact was a worry, with a number of requests to minimise this and to work with residents throughout the process.

Transport & traffic

- Concerns about the traffic impact of an increased population and scepticism about wider improvements and 'promises' that have been broken in the past.
- Concerns about air quality as a result of traffic and/or construction impact.
- Mixed views on parking levels. It was asked if the eastern side of Anchor and Hope Lane could be a residents' parking.
- Support for river transport at Charlton.

Building form & identity

- Agreement that the buildings should step down towards the existing houses as well as support for the private gardens, but worry about potential reduction of light / overlooking.
- Concerns about the impact of the highest block on views from 'Charlton Hill' and on the character of the area.
- Desire to know more about the detailed designs.

Heritage & incorporating industry

- Further reflection of the area's heritage would be valued.
- Consider options to help retain diversity of employment in the area. It is positive that Rockwell have been speaking with Second Floor Studios.

Community & ownership

- There is desire for ongoing involvement and collaboration.
- It was questioned who the community will be. An 'invested' community is important - discourage buy-to-let and provide opportunities for local people to buy / rent.
- Use of community / leisure facilities would be valued by neighbouring residents.
- Improvements to the existing two crescents and Anchor and Hope Lane were well received.

5. Walk & Talks

On 29th October and 1st November 2016 we held two Walk & Talk sessions with local residents.

Fourteen participants guided the Soundings team around the local area in order to provide examples of what they considered to be good or poor development. References were also made to things that residents valued in the area.

We outlined potential routes to look at the proposals in-context of the riverside and new developments on the peninsula; and also busy roadways at peak-hour traffic times.

In both cases, the groups chose to take the riverside walk to new developments along the peninsula and Millennium Village area. The second group of residents also looked at the Anchor & Hope Lane site and the potential relationship to existing residential properties.

Following the walk & talks the groups convened at the Greenwich Yacht Club to discuss key areas of interest and look at the exhibition for those who wished.

Discussions at these follow-on sessions predominantly reflected the key issues raised throughout the wider consultation, and as such these have been incorporated in the key themes feedback on pages 44 to 48.

Pages 42 and 43 focus on the local references discussed during the walk & talks. These are marked on the map to the right and a summary of associated comments is below:

Local references - positive

- Housing along Bessemer Place: comment that the family homes at lower levels with the tall building set back gave a more human scale at street level, which in turn helped retain character along the river walk.
- Housing along Greenroof Way (including Edison, Cottrell, Kilby and Becquerel Court): perimeter-blocks with small front gardens were felt to give a human-scale to the development.

Local references - negative

- New development along Pear Tree Way: Frequently referenced as a poor example of development in the area. Comments criticised the building scale and massing, especially along the riverside due to plain façades (and small windows) fronting onto the river, as well as a lack of variety in scale.
- Pear Tree Way, green space: Comments felt this was 'not very inviting or good for children to play in'. There was a general feeling that this space was too constrained between buildings.
- Greenwich Millennium Village centre: this was felt to be a poor example of public space that felt underused despite the amenities.
- General access to public transport and Charlton Station were mentioned as amenities that needed improvement, largely due to the current service being seen as at capacity.

Local assets

- During the walk & talks a number of places or landmarks were referenced by participants. These were either places to safeguard or aspects of the local vernacular to take into account.
- The unique character of the riverside and industrial heritage were often raised as something new development should respect and draw inspiration from.
- References were also made to good examples of local facilities and social environments such as the Anchor and Hope Pub, the Thames Barrier Park, Greenwich Yacht Club and Cory's Barge Repair.

Site neighbours

- During the second walk and talk there were also discussions to understand the scale and location of the proposals in relation to existing residents.
- Strong concerns were raised regarding the buildings nearest existing homes, noting the proximity and concerns about potential impacts on light, views and overlooking / privacy.



Key themes

Pages 44 to 48 provide a topic by topic summary of the key themes emerging throughout this stage of consultation. This incorporates the most discussed feedback from all open questions across all events.

Design principles & a joined-up approach

- There was a mix of local views from different perspectives. Ranging from neighbouring residents whose focus was the immediate impact; to wider interest groups whose suggestions were often linked to ensuring a joined-up approach with the wider regeneration area.
- Overall, the design principles were well received. It was felt that there were good intentions with the proposals, however reassurance was needed that they would manifest as described - not change without consultation, as well as a desire to see any other options considered.
- Improving the experience of the area and adding green space to what was felt to be an underused and neglected area was considered positively.
- The cumulative impact of density in the Opportunity Area, particularly on transport and height, was a key concern, with more information on the impact of this scheme is needed, as well as a joined-up strategy for addressing impacts in the wider area.
- It was questioned how the scheme can come forward ahead of a revised masterplan for the wider regeneration area, and that the proposals were premature.
- The principles of aligning with the emerging masterplan revisions were received positively in principle, but reassurance is needed.
- More information on how the scheme joins up with the wider area and RBG's strategy for the area would be beneficial in the next stage of consultation.



Draft Proposal exhibition September 2016

Architecture, heights & density



Density, scale & new homes

- Building heights and density of the proposals was one of the most discussed topics.
- Many of the concerns raised were linked to the potential impacts of density on building height, transport and social infrastructure (schools and healthcare). This was often discussed in the context of a future scenario considering the cumulative impact of all developments in the wider Opportunity Area. Please see specific sections for discussions on building form (p45), transport (p46) and social infrastructure (p47).
- With regards to building height, there were a significant number of concerns that the scale is too large. However there were also comments that recognised the need for housing and welcomed it in this area.
- Inclusion of affordable housing and UK marketing were expressed as key issues to ensure the development is of real benefit to the local area (and London).
- Provision for public open space was valued and there was recognition that there was a balance with building heights to provide this.



Building form & location

- The principle of stepping building heights down towards the neighbouring houses was received well, but there were concerns that these were still too high and in close proximity which may impact on light, views and overlooking for neighbouring properties. More information is needed to understand this.
- The tallest building generated concerns linked to the character of the area, associations with density, setting a precedent for future tall development and impact on views to the river.
- Yet, there were comments that if there has to be a taller building then this was a preferable location for it - on a key junction and furthest away from existing homes.
- There were also comments that a landmark at the end of Bugsby's Way could be positive for the area, as long as it is architecturally beautiful - something that people can be proud of.
- There was a suggestion for perimeter blocks with private courtyards, but most comments were in favour of the permeable public space proposed.



Architectural identity

- There is a desire to see the architectural identity respond more to the heritage of the local area, although it was noted that this can be done in a modern way. Importantly, not making the same mistakes as some of the architecture on the Greenwich Peninsula - ensuring it is high quality architecture that will stand the test of time.
- There were a range of views on the architectural identity.
 - Some felt the proposals were attractive and modern and that the use of different materials at different heights gave it variety and character.
 - Others were concerned that the glass façades were out of context with the character of the area and that it was too contemporary.
- Generally the use of brick was supported. There were some requests for a softer palette to be considered including the use of wood. However there were also concerns about the durability of wood.
- Inclusion of private gardens backing onto the existing gardens was received well.

Movement & connections



Public transport

- Transport was one of the most discussed topics. Feedback reported existing issues at Charlton Station (delayed / cancelled trains) and although it was noted that bus connections are good, they are often overcrowded or delayed during peak hours.
- In this context, there was concern about how the area would cope with an increased population. There is a need to understand the specific impacts of this project through the transport assessments when they are completed.
- To address potential issues, the principle of future improvements to public transport through development was supported. Although a robust plan with TfL and Royal Greenwich is needed to provide reassurance that this would be followed-through.
- There was particular support for promoting a river taxi at Charlton Riverside and increased bus routes.
- There was also a comment that a TfL franchise of the line through Charlton Station could bring real transport improvement.



Traffic, parking & air quality

- Similarly to public transport, existing issues with road capacity were raised and there is a desire to see an overall transport plan to accommodate future population increase.
- With regards to the Anchor and Hope Lane site, further information on the projected number of cars and impact at the next stage will help an informed discussion.
- There were mixed views on car parking. Some wanted more parking, to avoid potential for 'parking overspill' into the neighbouring area, whereas some wanted less car-parking to discourage any additional traffic. On balance, the proposed 0.3 cars per unit was seen as a good mid-way point.
- Currently, residents have issues parking on Anchor and Hope Lane which has no restrictions. There is a request for the eastern side of the road to become a Controlled Parking Zone.
- Traffic links to a concern about the impact on air quality, which is currently high. It was also noted that the increased green space and change of use may be beneficial. Again, further information is needed on this topic as it is available.



Walking & cycling connections

- New pedestrian and cycle priority connections through a currently industrial, impermeable area were very well received.
- Particularly the additional connection to the river's edge and opening up the green-link with Anchor and Hope Lane (between Atlas and Derrick Gardens)
- It was felt to be positive and sensitive that the new connection to Anchor and Hope Lane is pedestrian and cycle focused with only vehicular access for emergency and service vehicles.
- It was also considered positive that the proposals link-up with the wider-plan for a cycle-route to run north of the A206.

Public space, activities and facilities



Green spaces & environment

- Feedback was positive that green space and environment was a key consideration from the outset.
- Provision of green public spaces is currently felt to be lacking north of the A206 and proposals for this were a good thing for the area.
- Immediate local residents, in particular, also felt that door-step access to a local green space would be beneficial to them and for children who are not currently well provided for.
- It was also welcomed that the public spaces appear to be active and over looked - with further calls to be creative with public space.
- There were a small number of questions or concerns including:
 - How has wildlife habitat been incorporated?
 - What is the approach to sustainability?
 - How will it feel active and used -not 'manicured and empty'.
 - How will it be used / feel in the winter?
 - Concern that too many routes through will mean spaces are not properly defined.



Activities, facilities & social infrastructure

- Inclusion of active ground floor uses was supported, especially the nursery and café space.
- A mix of uses is considered good. It was questioned how retail and business space would be attractive to businesses and remain occupied.
- It was questioned if meeting spaces and leisure facilities could be used by the wider community - in particular existing site neighbours.
- Linked to the cumulative impact of development, there were concerns about the potential impact on health and education. It was questioned if additional facilities would be provided. In addition to this, specific suggestions for the types of facilities included:
 - Childcare / nursery
 - Community space linked to river / outdoors
 - Cafes / restaurant
 - Public toilet near place for families
 - Activities for both old and young.
 - Useful, everyday shops



Improvement of the area & riverside

- There were a number of general comments that felt the proposals would make the area a more enjoyable place to be. There is a sense that it has been neglected and that many areas are underused.
- Improvements to Anchor and Hope Lane and the public space at Atlas and Derrick Gardens were also welcomed, with calls for ongoing resident involvement in these.
- There is an ambition for the area to be somewhere that people are attracted to; and a place where the existing and new communities can grow together. Enabling physical connections and transport improvements is seen as an important part of this.
- There were questions about how the development will feel in its early stages when it is the first to come forward in a largely industrial area.
- An 'invested' community is important. Providing family homes, homes for the elderly, discouraging buy to let and providing opportunity for local people to buy / rent were considered key factors.

Other key topics



Employment

- Linked in part to the site, and in part to the wider regeneration of the area, there was concern about the loss of local industry. Particularly independent businesses and trades with a unique skill or arts offer. There was a request to look at the wider business strategy and how existing key business assets could be incorporated.
- Also, to consider how the site can contribute to an area that retains diverse, affordable and useful businesses and services. This is an existing asset and creating an active place where businesses want to be would be positive for the local economy.
- It was questioned if construction over the next three to seven years would include the use of local companies / labour / apprentices from local collages?



Construction impact

- The impact of construction was a particular concern for neighbouring residents.
- An ongoing construction liaison, with a 24 hour contact was felt to be vital. Key points included:
 - Minimise dust, dirt and noise during the build.
 - Regulate hours of construction (not into the night).
 - Dedicate parking for deliveries and contractors.
 - Monitor and mitigate any structural impact.
 - Ensure regulations are properly enforced.
 - Adopt the Considerate Contractors Scheme.
- Residents have had previous negative experiences with Sainsbury's and are keen to avoid this.
- It was also questioned:
 - How will contamination be dealt with?
 - Will it be a phased construction?
 - Will Rockwell definitely be able to develop the car-park area 'between the two sites'?



Maintenance & safety

- It was questioned how the public spaces and buildings will be maintained and managed. Further understanding on this would be useful. Linked comments included:
 - Will there be a Housing Association?
 - How will the residential blocks be accessed?
 - There was one concern that the inclusion of green space would make it difficult to maintain.
- There was one concern that more people may mean antisocial behaviour, however, the majority of comments were positive that public spaces will be over looked and better lit, feeling that this will improve safety.
- Subsidence and flooding were noted as key issues to consider.
- There are some specific issues for existing residents neighbouring the site and it was asked if these can be remedied by Rockwell.

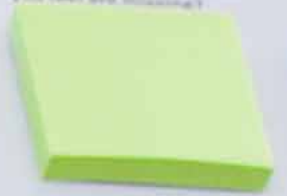
Let us know what you...

Love

What do you value locally and is an existing positive contribution to the area?

Would change

Are there any existing aspects of the area that you would like to see improved or things that you feel are missing?



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THAMES BARRIER

STONELAKE RECREATION PARK

STONE LAKE RECREATION PARK

MARYON PARK

ANCHOR & HOPE LANE

A206

CHARLTON

THE VALLEY, CHARLTON ATHLETIC FC

MARY WILSON PARK

CHARLTON CHURCH LANE



A pedestrian and cycle route is opened up in a currently impermeable area.
 A new route to / from the riverside.
 The Truck Algae parking area is turned into a new green-link with Anchor & Hope Lane.

greenspaces

- South-side access open.
- New landscaped urban environment provides high-quality recreation.
- Evenly distributed, including waterways and 3 new parks.

A range of new homes

- 875 new homes in a range of sizes - including approx. 1/3 split between 1 beds, 2 beds and 3+ beds.
- Affordability across incomes, including affordable housing.
- UK first sales on all homes.



Building scale & density

- The majority of buildings are between 2-4 stories tall, with a few 5-6 stories.
- High quality design and materials, including a mix of brick and concrete.
- Buildings are integrated with a mix of green spaces and landscaping.

A joined-up approach

- Design proposals are coordinated with existing and planned infrastructure.

Local benefit

- The proposals are designed to improve the local environment and provide a range of benefits for the community.

Headline summary of the proposals at Final Proposal exhibition November 2016

Chapter 05

Stage 2: Findings

Gathering feedback

On the 24th and 27th November 2016 we held two drop-in exhibitions to share the Final Proposals. The exhibition also included responses to key questions raised in the Draft Masterplan consultation.

All attendees were asked to complete a feedback form to share their views on the final proposals; and there were also quick-comments cards for those who did not wish to complete a feedback form. This chapter presents the feedback received from:

- 58 event attendees
- 26 feedback forms
- 2 quick comments

Headline response

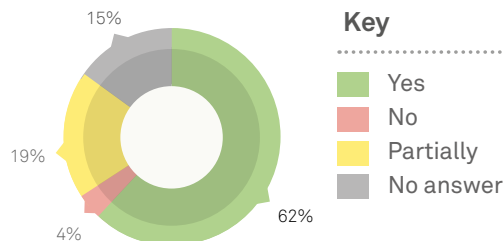
From 26 feedback forms asking people to rate their overall response to the Draft Proposals, feedback showed:

- 12% Positive
- 31% Neutral / no response
- 57% Negative

The exhibition

Q: Have you found this event useful?

Of those who left their feedback during the exhibition, 16 felt the event was useful; 5 were partially satisfied and 1 person answered that the event was not useful.



A number of comments related to the proposals and these have been reflected in the wider analysis. A summary of comments relating to the consultation includes:

- Useful to see the proposals, get an overall picture and clarify what's being discussed
- Opportunity to have questions answered
- Helpful and knowledgeable team
- Useful to see visuals and get a sense of what it will be like
- Suggestions for improvement included one comment for each of the following: Hold event in Charlton; Give CCRA their own screenings (n.b. dedicated meetings offered); Start again with local issues to the fore; Visibility of entrance and signage.



1. Feedback form

Q: Please rate the Final Proposals across the topic areas.

Alongside qualitative feedback, we asked attendees to rate their response to different aspects of the proposals. The diagrams to the right show responses from 26 feedback forms, providing an indication of which aspects of the proposal were seen to be heading in the right direction and where there are concerns or objections.

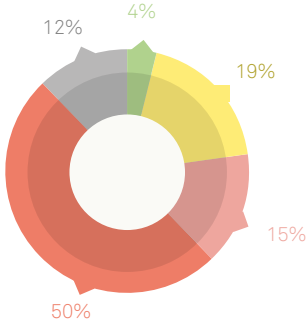
Similar trends were shown across all the topic areas, on average about 40% of all answers were ‘neutral / don’t know’ or gave no response, indicating that there are many who are yet to be convinced one way or another on individual aspects of the scheme and/or did not want to provide levels of support / concern.

Approximately half of responses are negative with these being most weighted towards ‘getting around’, ‘scale & density’ and ‘design & identity’. This reflects the areas of concerns raised in qualitative feedback.

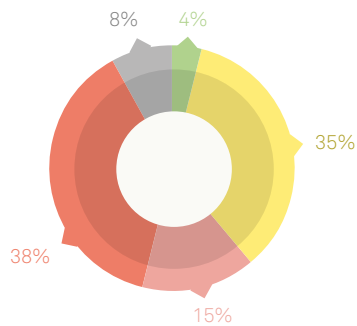
However, as heights remained similar to the Draft Proposals, feedback was more focused on this in the final consultation. Often, it was an overriding issue that negated other aspects that were initially received very positively. Giving rise to objections across different aspects of the scheme (e.g. landscape which was initially received very well).

Building design

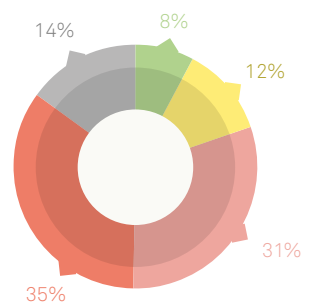
Scale & density



Design identity

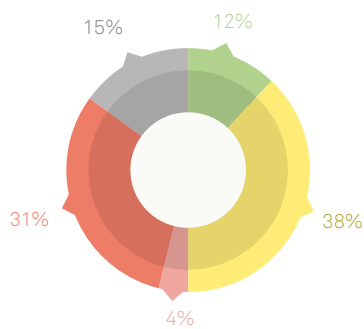


Getting around

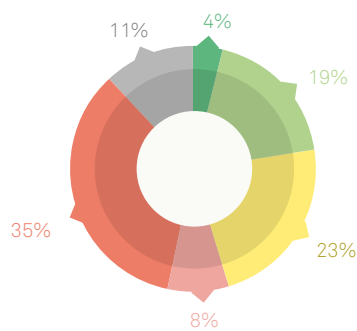


Landscape design

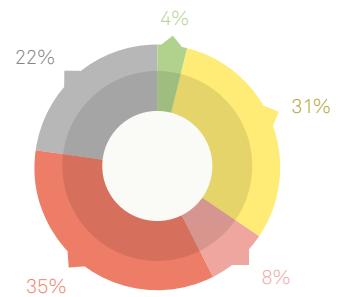
Streets, spaces & landscape



Environment & ecology

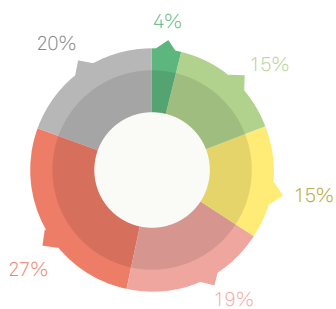


Planning, construction & beyond

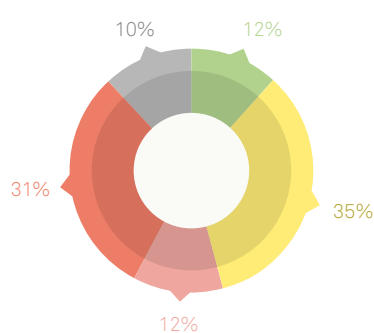


Use & activity

Activities, facilities & infrastructure



A place to live



Key

- Really like
- Like
- Neutral / Don't know
- Dislike
- Really dislike
- No answer



New public green spaces

- New public green spaces will be provided in the new development to improve the quality of life for residents.
- A new public green space will be provided in the new development to improve the quality of life for residents.
- A new public green space will be provided in the new development to improve the quality of life for residents.

Integrated routes

- New walking routes will be provided in the new development to improve the quality of life for residents.
- New walking routes will be provided in the new development to improve the quality of life for residents.
- New walking routes will be provided in the new development to improve the quality of life for residents.

New facilities

- New facilities will be provided in the new development to improve the quality of life for residents.
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A place for families

- A place for families will be provided in the new development to improve the quality of life for residents.
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A range of new homes

- A range of new homes will be provided in the new development to improve the quality of life for residents.
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Transport & movement

- Transport & movement will be provided in the new development to improve the quality of life for residents.
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Building scale & density

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Project timescale

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HEADLINE

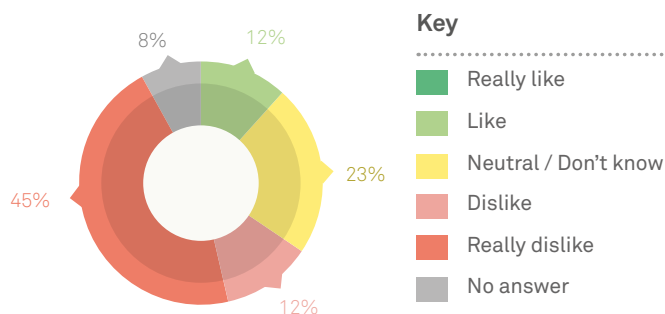
Q: Please rate your overall response to the Final Proposals updates and explain why.

We also asked attendees to provide an 'overall rating' for the proposals (from 'really like' to 'really dislike').

Alongside this, we asked attendees what they thought worked best in the proposals and if they had any key concerns. All responses have been analysed comment by comment and 75 comments were received in total. The diagrams below illustrate these, separated by the nature of the comment, between positive (23 comments) and concern (52 comments).

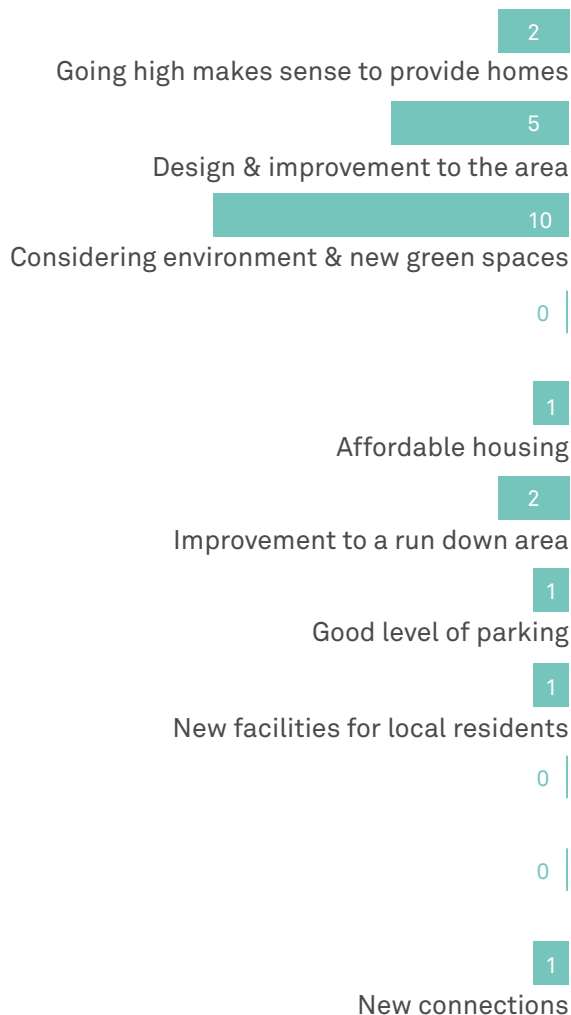
A more detailed analysis is on pages 58 to 60.

Overall response

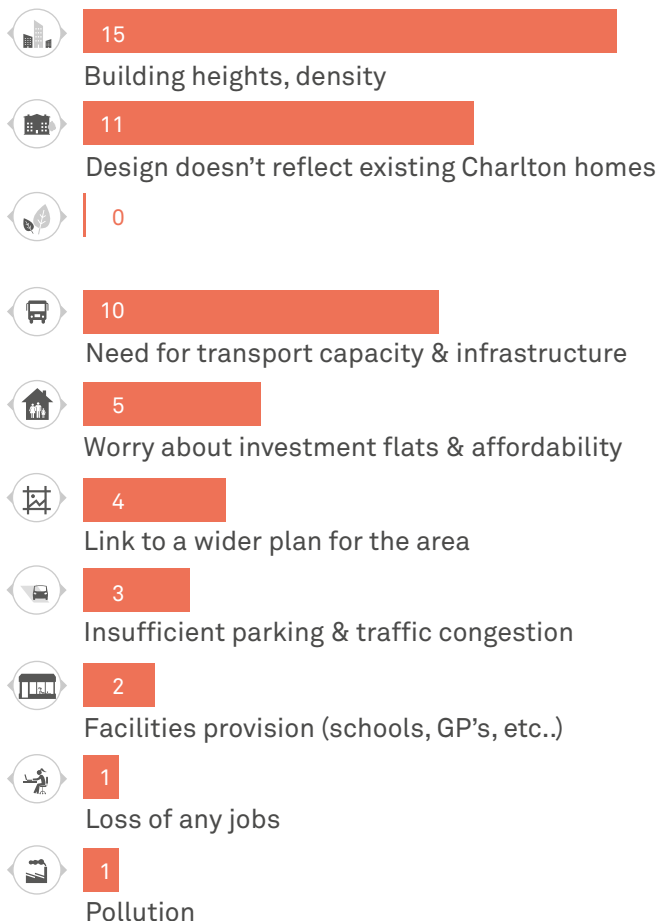


- Key**
- Really like
 - Like
 - Neutral / Don't know
 - Dislike
 - Really dislike
 - No answer

Successful areas of the scheme



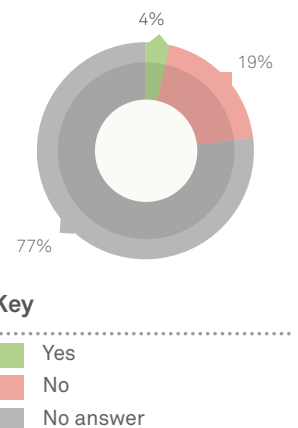
Areas of concerns



Q: If you have expressed concerns previously, have they been satisfactorily responded to?

This question received 8 responses. 5 people commented that their prior concerns hadn't been satisfactorily responded to, primarily this related to the retained building heights and density. 1 person felt that the issues had been acknowledged, but that definite answers weren't given at this stage.

Other comments included a suggestion to keep the community well informed and one noting that this was their first written input, as a number of people boycotted the previous sheets.



Q: Do you have any questions for Rockwell, or the design team?

Over half of the responses to this question were comments emphasising objections / concerns to the scheme, with requests to start again / lower buildings, deliver 'streets and houses' and questioning who would live in the new homes. Additional questions asked included:

- The definition of affordable homes.
- Can there be alternatives with lower heights and density.
- An explanation of Rockwell ownership.
- Construction waste strategy.
- Request to wait until the SPD is published.

Q: Are you interested in continuing to be involved?

All participants indicated that they would like to be involved in future consultation and engagement. People selected from a range of methods of involvement and the responses are shown below.

- 17 I'd like to be kept up to date and informed of ongoing activities.
- 10 I live nearby and would be interested in being part of any construction discussions.
- 10 I live nearby and would be interested in being part of discussions about landscape improvements to Anchor and Hope Lane / Atlas and Derrick Gardens
- 7 I'm part of a local organisation and would like to be involved in any future discussions.

Distribution of height



- Principles
- Building heights lower at the edges, near to existing or future neighbours, rising to slender tall buildings at the centre
 - An exception to the landmark marking on Anchor
 - no general gap between buildings to maximise light that can pass into and the site

Key views

As part of preparing the planning application to assess the visual impact of the proposals from a range of local and strategic views. Below are a selection of wire-frame or rendered views from a range of locations including those highlighted in the consultation.





2. Key themes

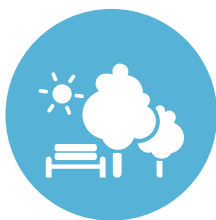
Pages 58 to 60 provide a topic by topic summary of the key themes emerging throughout this stage of consultation. This incorporates the most discussed feedback from all open questions on each aspect of the scheme and overall response.

Scale & density

- Scale and density was the most discussed topic. It was an overriding issue for some and often dominated discussion across all aspects of the scheme.
- Comments were that the proposals are too tall or too dense. Some comments referenced heights across the scheme and some were specific to the tallest building.
- As the heights remained similar to the Draft Proposals, there was disappointment that they had not been reduced following initial concerns.
- Key issues raised in connection with the scale and density included:
 - Impact of an increased population on transport and social infrastructure.
 - Proximity of buildings.
 - Diversion from the 2012 SPD.
 - Impact on views.
 - The desire to see low rise houses with gardens as is existing in the area.

Getting around

- The capacity of the existing transport and road network to cope with an increased population was one of the key concerns. This was often linked to the cumulative impact of the wider regeneration area and there were suggestions for a joined-up approach with TfL & RBG.
- A number of people were not accepting of the transport impact assessment summary. Further information on the methodology and wider transport improvements would be useful to ensure fully informed responses.
- It was noted that this is a strong opportunity to enhance pedestrian and cycling routes. Noting that a safe and welcoming link with Charlton Church Lane would be beneficial.
- As per stage one, views remain wide-ranging on parking; from car-free to more parking.
- Although outside the scope of this project, a potential river pier was felt to be a strong asset and something that the scheme should promote.
- It was also noted that going to central London via Woolwich is '2 zones' more expensive, which is a consideration when Crossrail comes into effect.



Street, spaces & landscape

- The proposals for new public green space were very well received.
- Citing the addition of new trees and planting, including a request that this is fully implemented and not scaled-back due to cost.
- New routes to the river and pedestrian priority were also considered of benefit.
- Some were not convinced that the space will work for community. Often wanting to see more open space and lower buildings.
- There was also a suggestion for lighting solutions that minimise light pollution.



Environment & ecology

- The approach to environment and ecology was generally received very well. Commenting that the efforts made were good and to ensure that these are delivered in the final scheme (not 'designed-out').
- There were also two comments to ensure that the Sustainable Urban Drainage strategy is effective, noting the high ground water level in the area.
- Pollution remains a concern in the area, given the existing high levels. There is a desire to further evidence the low environmental impact.
- Although there is significantly more wildlife habitat proposed, there were two comments that were concerned about the impact on any existing wildlife.
- Other comments questioned how habitats will fair in the long term. Also two comments on the roofs, one not liking greenery on the roofs, another to further address ecology water attenuation on the roofs.



Activities, facilities & social infrastructure

- Shops and cafés, particularly cafés, were received well. Noting that these should be open as early as possible, with a cautionary question about how to ensure these units will be occupied and not remain vacant as has been seen in other local developments.
- Making the gym, pool and meeting space available to existing neighbouring residents was received well, with one note to consider how this is integrated with the wider offer.
- Concerns primarily related to the ability for the social infrastructure (schools, GPs etc) to cope with an increased population. Often this was discussed in the context of the wider regeneration and there's a need to be reassured that there is a joined-up approach for the whole area.



A place to live

- More housing in the area was felt to be positive, citing improvements to the area which is currently felt to be run-down, noting anti-social behaviour and fly-tipping.
- Concerns focused on the affordability of homes - citing London-wide housing prices and requesting that the proportion of affordable homes is as high as possible.
- Some people were not convinced that the proposals will promote a sense of community - citing experiences of current developments on the Greenwich Peninsula.
- Rockwell has committed to a UK first sales approach. Nevertheless, fears remain that homes will be unoccupied as overseas investment properties and there were some requests for a local sales policy.



Design & identity

- There were a range of views on the design and identity. A number of comments were accepting of the design, noting reservations about tall buildings.
- Concerns were primarily linked to the tall buildings and use of glass, commenting that this wasn't linked to the existing character of the area.
- The use of brick on the lower buildings was received well and there were further suggestions to increase the use of 'softer' materials.
- The longevity of the design was questioned, with concerns that it may not last well. Further informed discussion and examples would be useful on this.
- There was also a comment welcoming representation of the river heritage in the landscape design.



Planning, construction & beyond

- The majority of comments here linked to the desire to see the proposals follow on from the revised SPD (Supplementary Planning Document) masterplan for the wider area to ensure a joined-up approach.
- There was a comment reiterating that potential disruption during construction is a concern.
- It was also questioned if there is a mechanism to invest CIL contributions back into the Charlton community.

Context - summary

Both RIG & GCA designate the wider Charlton Riverside area as a... to provide substantial housing to meet London-wide needs, employment... use of land. A summary of key planning policy targets includes:

Authority - London Plan

Homes and 1,000... land.

and what's (Ainger, ...
Riverside SPD

... homes (as part of RIG's
for 26,000 New Homes).

... quarter including
... small businesses,
... and employment.

Charlton Rail Station

Designing SPD revision

The Charlton Riverside SPD was adopted in 2012. Advice was instructed by RIG to prepare an updated masterplan earlier this year, however nothing has yet been published for consultation. RIG and the design team have had several meetings with RIG, GCA, CABE and TR, to ensure the proposals can just tick with the existing and emerging policy.

Timescales for the SPD are currently unknown and there is a need to begin to bring forward development and contribute to London housing targets in the near future. There is a policy imperative for development and a low-density outcome for the site will be a positive option of one that optimises the potential for new homes.



Masterplan scenario

of ensuring a co-ordinated approach to the area, the project team has... how the Rockwell area could integrate into a wider plan. Below... strategy and a potential masterplan scenario to consider how this... follow principles in the existing and emerging SPD. The key... element parcels align with ownership boundaries to help...

... that this has no formal status, however we have given... thinking that is happening in conjunction with the de...

Proposed development strategy

Proposed development strategy

Proposed development strategy

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Thames Side Studios, mural at the building on Harrington Way

Chapter 06

Developer responses

Responding to key issues

All the consultation findings are discussed directly with Rockwell and the project team. During the first stage of consultation we compiled a list of the most discussed issues and queries raised. In the second stage of consultation Rockwell provided responses to each of these questions.

These questions and responses are shown on pages 64 to 69 and were also displayed the Final Proposals exhibition.

Impact

Q. Why is density higher than the 2012 SPD (Supplementary Planning Document)? Can building heights be reduced?

Response from Rockwell: A design-led approach has been taken to arrive at the amount of development proposed on the Anchor and Hope Lane sites. This is underpinned by the objective to optimise housing potential, whilst carefully addressing a number of key considerations including: location of site in relation to public transport, need to achieve high quality design; overall contribution to place-making; daylight/sunlight; space standards (including size, layout, open space); and social infrastructure amongst other considerations.

The scheme has been rigorously tested to ensure that it does not result in any significantly adverse impacts with regards to townscape, environmental or infrastructure capacities.

Q. How will the cumulative impact of all developments in the wider regeneration area be assessed, and a strategy put in place?

Response from Rockwell: The Environmental Statement which will be submitted with the Anchor and Hope Lane sites planning application assesses the cumulative effect of the proposed development in conjunction with other permitted developments within the area across all assessment criteria such as transport, socio-economics flood risk and drainage, ecology and air quality to name a few. Mitigation is then proposed where it is required.

In future, the expectation is that other developments within the masterplan area will be accompanied by similar assessments, so the cumulative effect of all existing and permitted developments are taken into account and mitigated appropriately.

Q. What will the impact on views and light be for neighbouring residents? Also from 'Charlton Hill'?

Response from Rockwell: The exhibition board number 2 (see page 83) includes a series of thumbnail images showing the shadow path at intervals throughout the day. Throughout the exhibition we have also incorporated a number of local views to help indicate the how the buildings may appear from ground level, as well as views from the surrounding area.

The buildings have been deliberately stepped down towards existing neighbouring homes to retain light and outlook to residents, although it is anticipated that there will be impact to some existing neighbours who immediately back onto the site. The team will be happy to discuss this individually with any impacted neighbours upon request.

The planning application will be accompanied by an independent daylight/sunlight assessment. This will include measures of light levels and any impacts on a window by window basis, compared to the existing scenario. These are monitored by a set of guidelines that set acceptable levels of impact.

Character & identity

Q. How will the proposals impact air quality?

Response from Rockwell: As part of the planning application the Environmental Statement reviews the existing air quality and assesses any potential impacts on during both the construction phase and in the completed development. Dust during construction and air quality resulting from vehicle emissions are the main aspects that are likely to impact air quality. In summary, the assessment shows:

During the construction period there will be an overall reduction in traffic, compared to the current site use, therefore there will be no change to negligible impact resulting from vehicle emissions. The construction works are naturally likely to create a level of dust. In order to minimise any impacts there will be a range of on-site mitigation measures and monitoring.

In the completed development, the assessment shows that there will be negligible or no change to the existing air quality arising through vehicle emissions, site emissions or dust. The proposed development will not cause any new exceedances of the National Air Quality Objectives.

Q: Can the proposals respond more to local heritage?

Response from Rockwell: Research shows the site may have once been used for the production of ropes for ships and boats. The scheme includes a historic route to the river, which was likely used for transporting ropes and rigging to boats at the waters edge.

This interesting historical context has provided the inspiration for the landscape concept, using form and geometry that reflect its rope making past. As the design becomes more refined subtle detailing can help define a unique sense of place. Examples include: street furniture, lighting and signage; paving patterns and geometry of paths and planting; sculpture and public art; and water and play features.

Q: Can there be a 'softer' materials palette that uses less glass / metal cladding?

Response from Rockwell: The design team have included the use of brick and warm 'textured' materials at lower levels of the scheme. These are the areas where people will spend most time and be in close proximity to the buildings. At higher levels, the team feel the use of reflective materials is important to reflect the sky and landscape to minimise the visual impact of the taller buildings overall - giving a 'lighter' feel.

However, it is understood that there is a natural association with glass buildings and corporate environments. The team have drawn from some examples of glass used in residential areas, illustrating that cast glass and opaque glass mixed with usual glazing can provide very different design approach that creates more intimate environments.

Access & movement

Q: How will the proposals impact the existing traffic and transport network? Does this take into account other planned development?

Response from Rockwell: The transport assessment takes into account all nearby developments with planning permission.

In summary, the transport assessment shows that 159 and 115 two-way vehicle trips (including servicing trips) will be generated in the AM and PM peak hours respectively. The impact is reduced when the vehicle trips associated with the existing site operations, which is around 40 two-way vehicles trips in the peak hours, are taken into account. This includes a reduction of the number of larger-scale vehicles currently accessing the site.

There is not expected to be any material impact on public transport modes. The trips generated equate to 6 additional passengers per bus during the peak hours and an average of 11 passengers per train in one direction during the peak hours.

As part of the planning agreement, Rockwell will make contributions to transport service providers to improve future services, as well as any site-specific mitigations necessary.

Q: Can the eastern side of Anchor and Hope Lane be a Controlled Parking Zone?

Response from Rockwell: A controlled parking zone on Anchor and Hope Lane is a possibility. This would be subject to public consultation and the views of residents and businesses would be sought in advance of it being implemented or not.

It would be the Council that would undertake the consultation and the implementation, as it is the currently adopted public highway.

Q: Who would provide a river-pier and how might this happen?

Response from Rockwell: A river service pier can be provided through a variety of means and funding mechanisms. As the Thames Path is currently a public route, the most appropriate mechanism is for funding to be raised through the overall Charlton Riverside Masterplan regeneration and for the pier to be constructed and owned by either TfL or MBNA Thames Clippers.

The project team have had initial discussions with MBNA Thames Clippers. Charlton is a location that they have highlighted for a future pier and it is expected to be integrated into the existing services between the O2 Arena and Woolwich.

Planning permission for the pier would need to be sought in advance of it being provided, in the same way as any other form of development. It would be essential for the future success and operation of a river service from a pier at Charlton that sufficient future potential passengers would be generated by the Charlton Riverside area to make the pier viable.

Employment & business

Q: Is there a business strategy? How can you be assured that business space would be attractive to businesses and remain occupied. Also, can any of the key local businesses be accommodated?

Response from Rockwell: The application will be accompanied by an Employment Study which investigates the ability for existing businesses to relocate within the borough and/or the inner east London market area and provides a clear justification of the suitability and benefits the new commercial spaces will bring.

With respect to the proposed floorspace, discussions have taken place with the Ethical Property Company, who have expressed an interest in working closely to ensure that the proposed commercial units will be occupied.

Q: During the construction, will you be using local companies / labour / apprentices?

Response from Rockwell: The construction of the proposed development would generate employment and a proportion of the construction employment is expected to be generated on-site, with the rest being elsewhere in the construction supply chain. It is estimated that over 250 full-time equivalent construction jobs would be created during the construction of the proposed development.

The construction works would have local benefits through construction training and targeting the local labour force. This would be achieved through employment and training initiatives.

Activities, facilities & social infrastructure

Q: Can the leisure facilities and/or meeting spaces be available to the wider community - particularly existing residents neighbouring the site.

Response from Rockwell: The gym, swimming pool and meeting spaces within the proposals are of a scale that is potentially suitable for the immediate neighbourhood, rather than a Borough-wide facility. As such, Rockwell exploring if these can be made available to the existing residents on Anchor & Hope Lane / Atlas and Derrick Gardens, as well as new residents in the scheme.

Q: Will there be social infrastructure facilities (particularly schools and GPs) to accommodate new residents in the wider regeneration area?

Response from Rockwell: The proposal includes ground floor community uses which have been designed to accommodate a range of uses, including healthcare facility and a nursery, amongst other options.

To support wider infrastructure in the Borough Rockwell will also make a financial CIL (Community Infrastructure Levy) contributions following grant of consent. This will be used by the Royal Borough of Greenwich for a variety of community infrastructure facilities including education, health/social services, community facilities, open space and transport, amongst others.

In addition, Rockwell are in discussions with the Royal Borough of Greenwich to discuss significant opportunities for education / health provision as part of the phase 2 sites.

Ecology & landscape

Q: How can we be reassured that the public spaces will be active and usable (not a ‘token manicured space’)?

Response from Rockwell: The extent of landscaped spaces proposed is a real positive and distinctive feature of the proposed development. How the landscape best serves the new and existing community has been a key consideration from the outset. The application proposes the concept of ‘Living Streets’, which is a design methodology specifically for urban areas. It places the emphasis on the pedestrian experience and creates more intimate spaces which connect at a personal scale. By having uses and amenities that will be used everyday at ground level, this aims to create a space that is actively inhabited by people, providing an opportunity for interactions and ‘meeting the neighbours’.

The scheme uses a semi natural style of planting, with areas of wetland, wildflower and woodland edge planting. These subtle variations in landscape style aim to create a strong sense of place and distinctive character areas to explore.

Q: Will you be making any improvements to the wider area?

Response from Rockwell: Improvements to the landscaping at Atlas and Derrick Gardens and Anchor and Hope Lane have been discussed in principle with local residents. This is something that Rockwell are seeking to discuss in further detail with adjacent residents to look at how these areas could be best improved and agree the scope of works.

As the space is owned and managed by the highways authority, a feasibility study and the necessary approvals will be required for any additional tree planting and key changes. Some early thoughts on these improvements are outlined to on exhibition board 3, see pages 84 and 85.

Q: How has wildlife habitat been considered and included in the proposals?

Response from Rockwell: The development presents the opportunity to deliver ecological enhancements for the benefit of local people and biodiversity. Existing trees will be retained within the proposed development and will be protected during construction.

New planting will comprise of native species of local provenance, including trees and shrubs appropriate to the local area. Wildflower grassland will be created within the site and on the rooftops of the buildings where practicable.

A SUDs (Sustainable Urban Drainage) network has been proposed. This includes surface water attenuation features which will be designed to be of value to wildlife. Sinuous and gently sloping planting margins should help facilitate an abundance of marginal and aquatic vegetation. A range of bat and bird boxes will also be incorporated.

Q: Are you including renewable energy / have an approach to sustainability?

Response from Rockwell: Specialist consultants have been appointed to develop the most appropriate approach to energy and sustainability. Proposals include an on-site heat network supplied by natural gas CHP (combined heat and power), together with energy efficient building design.

The London Plan requires emissions to be reduced by a minimum of 35% below the building regulations. However, the proposed energy strategy exceeds this by a further 13%, meaning emissions are reduced by 48%.

In addition to this an annual financial contribution will be made towards off-site sustainable energy to achieve Zero Carbon compliance.

Housing

Q: What are the different unit sizes and how much affordable housing will there be? Does this include family and elderly accommodation?

Response from Rockwell: An overview of the size and tenure of new homes can be found on board 8 (see page 87). This includes an approximately one-third split between studios/1 beds, 2 beds and 3+ beds. This means that just under one third of all the accommodation is considered family homes, plus another third that will provide two bedroomed apartments.

There are 30 homes with ground floor access and all units across the scheme are designed to Lifetime Homes standards.

Q: Will homes be marketed locally or UK first?

Response from Rockwell: Yes, any homes for sale will be marketed first and foremost in London and the UK. Rockwell will also work with a registered provider supported by the local Council as soon as practicable to manage and deliver the affordable housing.

Management & maintenance

Q: How will the public spaces and buildings be managed and maintained? Will there be a housing association?

Response from Rockwell: An estate management company will be set up to manage and maintain the market housing, all the public spaces and any aspects that require site-wide coordination. The affordable housing will be managed and maintained by a registered provider supported by the local Council.

Construction impact

Q: Will there be ongoing liaison with residents to inform the construction management plan? Will there be a 24 hour contact?

Response from Rockwell: Rockwell, together with the contractors, will put in place a strategy to communicate with the local community and other stakeholders throughout the construction process.

In advance of any construction work, Rockwell will develop a construction management plan, potentially setting up a construction liaison group to help inform local residents. All construction works will seek to be carried out in accordance with the Greenwich Code of Construction with the appropriate approval of the Council.

Q: Will structural integrity of adjacent buildings be monitored and impacts mitigated?

Response from Rockwell: Vibration monitoring will be conducted during early piling works, away from any affected property or buried utilities, to quantify the levels of vibration likely to be attained. This will inform an action plan that will be incorporated into the Construction Environment Management Plan to ensure that the adverse effects of subsequent piling work, if identified, are minimised across all works. Individual discussions will be carried out with neighbours as required.

An example of standard mitigation measures includes sequencing the piling programme so that a maximum of three piles would be installed at any one time within 10m of an neighbouring property or buried utility; with a break before continuing in that area. It is also anticipated that the piles will use continuous flight auger (CFA) / rotary bored piles (which have minimal vibration) or 'vibrationless' sheet piling techniques.



Residents Workshop October 2016

Chapter 07

Next steps

Next steps & recommendations

This report concludes the summary of findings and community involvement on the Anchor & Hope Lane sites.

Consultation will continue into 2017 as Rockwell develop proposals for the phase 2 sites (location shown on page 17). As well as further discussions linked to the Anchor and Hope Lane sites.

Below are a series of recommendations for consultation moving forward:

- Hold community engagement from the early stages of phase 2 design development, showing options or scenarios, if possible.
- If there is local appetite, consider setting up a community reference group to bring together a cross-section of local representatives to act as a sounding board for design development.
- Continue discussions with neighbouring residents on landscape improvements to Anchor and Hope Lane and Atlas / Derrick Gardens.
- Consider a Construction Liaison Group to involve neighbouring residents as the construction progresses and in discussions to inform the construction management plan.
- Hold phase 2 events at a location that is as near as possible to the sites under discussion.
- Consider consultation that joins-up with TfL and the GLA to discuss transport related issues and implications of an Opportunity Area.

The planning application

The planning application will be submitted in due course to the Royal Borough of Greenwich (RBG). Following this there will be a further round of Statutory Consultation, lead by RBG who will publicise all the final application documents.

Contact us

To ask any questions or to register for project updates, please contact Iain or Amanda at Soundings on:

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Please also look at the website for a resource of consultation materials.

🌐 www.charltonconversations.com