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3.1 Location

The Site is located in Charlton, south east London, in the Royal Borough of Greenwich. It is situated adjacent to the junction of Bugsby Way and Anchor and Hope Lane approximately 350m north of Charlton Railway Station and 500 m south west of the Thames Barrier. It is located within the Charlton Riverside Opportunity Area and Strategic Development Location.

The two adjacent sites referred to as Plot A (northern plot) and Plot B (southern plot) cover an area of approximately 2.52ha. They are bound to the west by Anchor and Hope Lane and residential cul de sac developments of Atlas Gardens and Derrick Gardens, and to the south, east and north by commercial/light industrial buildings.

The primary site access is from Anchor and Hope Lane.

Plot A includes a right of way which is retained and accommodated within the scheme.

Two narrow access routes connect Plot A with the Thames path to the north and to the west with Anchor and Hope lane situated between "Atlas Gardens" and "Derrick Gardens"

Site address

VIP Trading Estate and the VIP Industrial Estate Anchor and Hope Lane, London SE7 7TE.

Grid Reference

Ordnance Survey National Grid Reference 541110E, 178940N



Context-Site



Context - Charlton Riverside

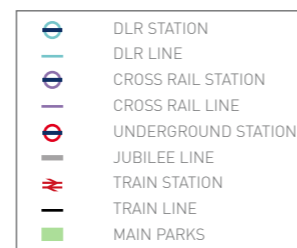
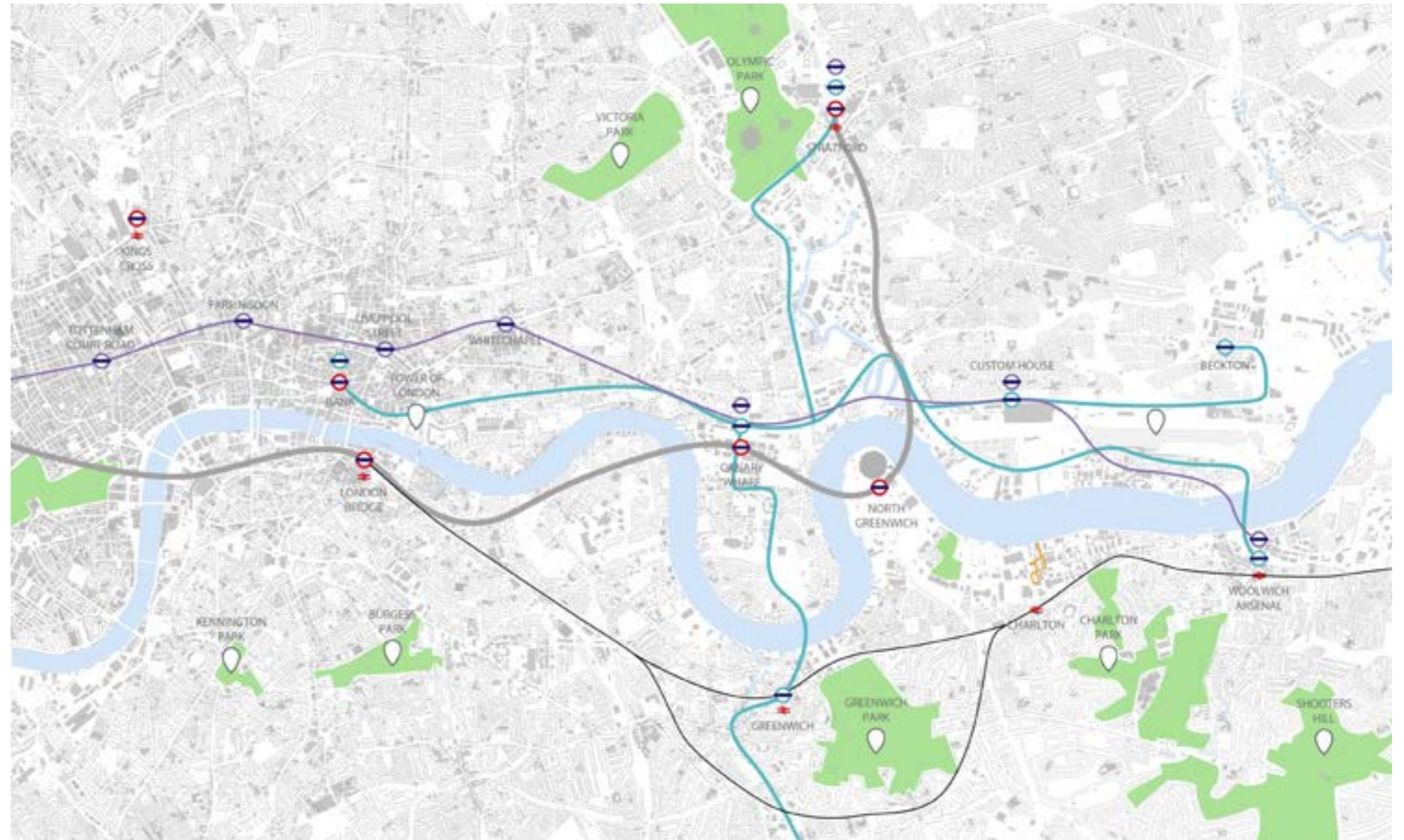
3.2 Transport and connectivity

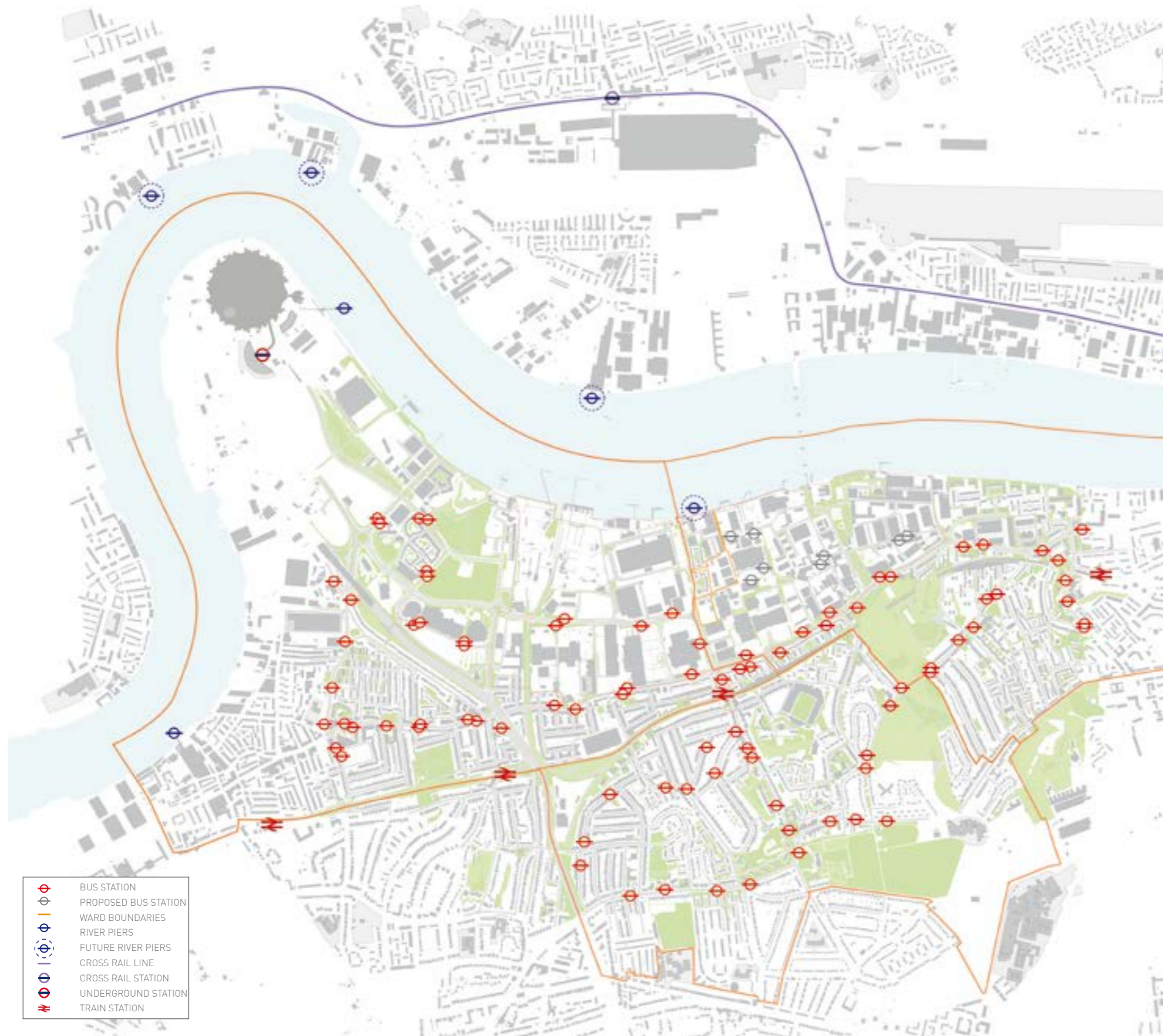
The site sits within a predominately industrial area located between Woolwich Road (A206) and the southern bank of the River Thames. The main access to the site is from Anchor & Hope Lane which runs between Woolwich Road and Bugsby's Way. The site consists of two main areas with a strip connecting to Anchor & Hope Lane to the west and another to the Thames Path to the north.

The site is currently well located in respect of public transport and is in a good to moderate accessible location with an average PTAL rating of 4 across the site. Charlton mainline rail station is located approximately 350m south of the site. Five bus routes are within easy access of the site with bus stops on Bugsby's Way, Anchor & Hope Lane and Woolwich Road. There are also suitable pedestrian and cycle routes in the vicinity of the site which connect important destinations including National Cycle Network Route 1 which runs along the Thames Path.

The proposed development is the first phase of Charlton Riversides transformation into a new urban quarter. It is expected that regeneration will significantly improve accessibility through enhancements to bus and river services to support Masterplan proposals.

Please also refer to the Transport Assessment for further detail.





Public transport routes- Charlton

Public transport

Charlton Station is located approximately 350m (a 3 to 4 minute walk) south of the site. Trains serving this station run between London and Kent and are operated by Southeastern. There are around 8 trains per hour in each direction during weekday peak times.

The trains serve the London terminals of London Bridge (journey time of 17 minutes), London Waterloo East (26 minutes), London Charing Cross (33 minutes) and Cannon Street (24 minutes).

Interchange opportunities are available at the London terminals for London Underground services and further rail services. In addition, the passengers can interchange for DLR services at Lewisham and Greenwich stations, both have a journey of around 7 minutes from Charlton.

The nearest bus stop to the site is on the northern side of Bugsby Way, to the west of the roundabout with Anchor and Hope Lane (85m from the site boundary). This bus stop is served by bus routes 472 and 486 travelling south on Anchor and Hope Lane towards Queen Elizabeth Hospital or Woolwich. For services in the opposite direction, there are bus stops on the western side of Anchor and Hope Lane (170m) and on the southern side of Bugsby Way (250m).

Three additional bus routes (161, 177 and 180) are available on Woolwich Road located to the east of the junction with Anchor and Hope Lane, approximately 330m (a 3 to 4 minute walk) from the site.

In addition to the above services, the Woolwich Road bus stops are served by night bus N1 which operates between Thamesmead and Central London, with a frequency of 2 to 3 buses per hour in each direction.

Pedestrian routes

The most important pedestrian desire lines to a site are considered to be those which provide access to public transport services, local facilities and recreation areas. Within the vicinity of the site, public transport services are located to the south of the site and Greenwich Shopping Park is located to the west on Bugsby's Way. The Thames river path is located to the north and Maryon park is located further afield to the south east.

The train station and river path can be reached within 3 to 4 minutes and Maryon Park and Charlton village centre within a 10 minute walk.

The main access to the site is from Anchor and Hope Lane from the site's western edge.

It should be noted that there will be improvements to the pedestrian environment along Anchor and Hope Lane as part of the proposals, including improved pedestrian crossing facilities. Further improvements are also expected in the future as the remainder of the Charlton Riverside Opportunity Area is redeveloped.

Cycle routes

The local area is generally flat which helps to make cycling attractive as a mode of transport. Designated cycle routes are provided within close proximity of the site, which connects to the wider network across London.

The A206 Woolwich Road to the south of the site is a signed cycle route with marked on-street cycle routes in both directions. The Thames Path is located to the north of the site and forms part of the National Cycle Network (NCN) Route 1. This is an off-road route which provides access to North Greenwich to the northwest and towards Royal Arsenal to the east.

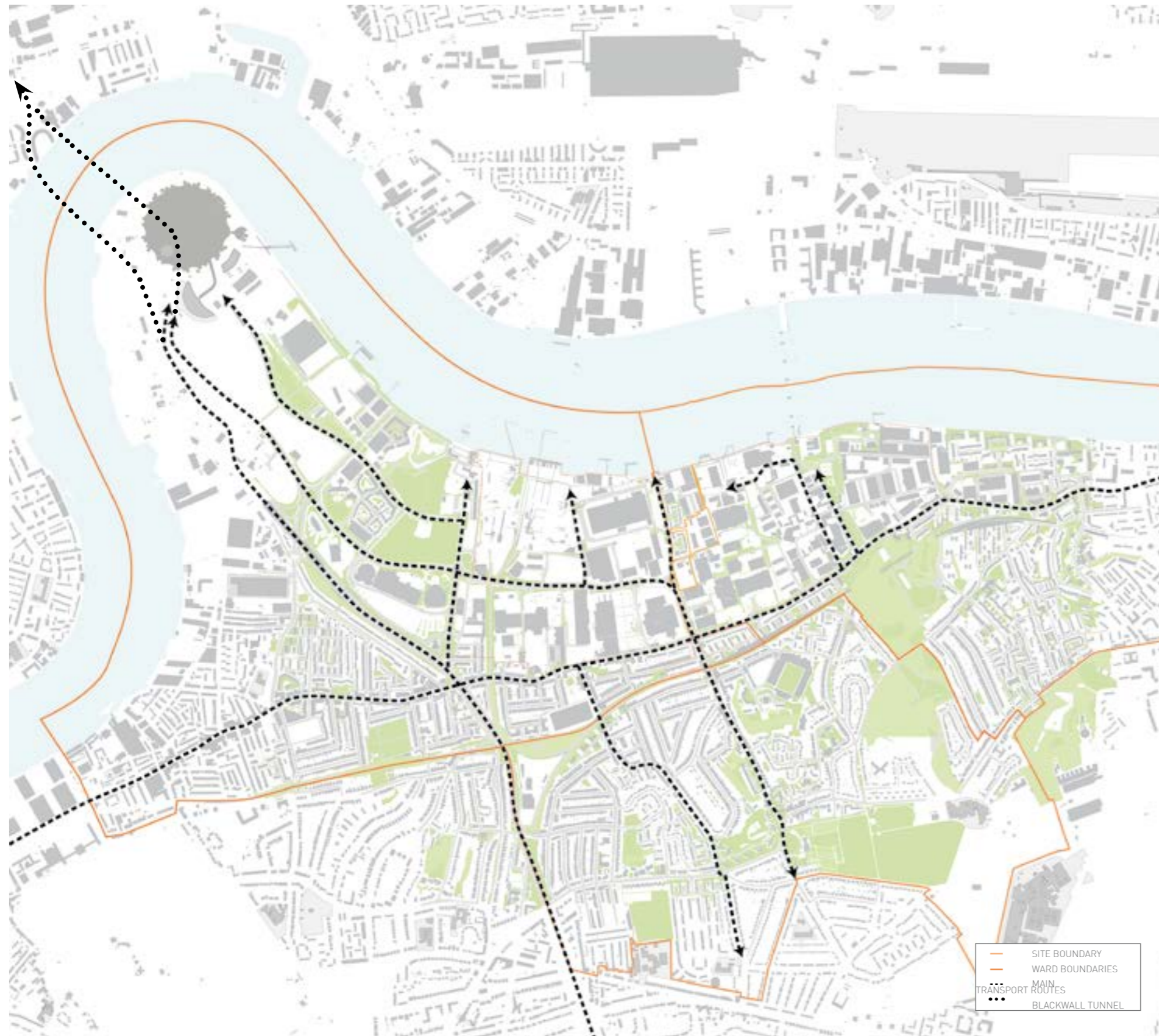
These cycle routes can be accessed from Anchor and Hope Lane. These provide good access to and from local residential areas and other local facilities. The local routes have adequate street lighting and signage to various local destinations.

RBG and Sustrans are currently working up the details of the Thames Path Quiet way scheme which will provide a quieter route to North Greenwich alongside the River Thames. This can be accessed at the northern end of Anchor and Hope Lane. Construction of the scheme commenced September 2016 and is expected to be completed prior to occupation of the proposed development.

In addition, Cycle Superhighway 4 is planned to be implemented between Woolwich and London Bridge, travelling along Woolwich Road. Phase 3 is between Greenwich and Woolwich but the delivery dates are not currently known at this stage.



Pedestrian and cycle routes



Highway network

Highway network

Site access is provided off Anchor and Hope Lane, via a private access road which can provide for two-way vehicle movements. An adjacent landowner has a right of access which will be maintained.

Anchor and Hope Lane is a wide, two-way carriageway, with sections of marked on-street parking on both sides. It meets Bugsby's Way to the south at a roundabout and continues south towards a signal controlled junction with the A206 Woolwich Road.

Bugsby's Way has two lanes in each direction and provides access to the west to Greenwich Shopping Park, Millennium Leisure Park, The O2 as well as the Blackwall Tunnel. The A206 Woolwich Road is aligned approximately east-west. It provides access to Woolwich to the east and the Greenwich Market to the west. It also provides an alternative route to the A102 Blackwall Tunnel Southern Approach.

Car clubs

There are two Car Club vehicles located to the south of Charlton Station, approximately 550m (a 5 to 7 minute walk) from the site on Sundorne Road. The next nearest Car Club vehicles are located on Peartree Way (1.1km from the site, 2 vehicles) and on Fairthorn Road (1.2m from the site, 2 vehicles). These additional vehicles are operated by Zipcar.

3.3 Site context

In its wider context, the site lies in an industrial area known as the Charlton Riverside area, which currently comprises a number of large and medium sized industrial and distribution buildings including the Stone Foundries facilities and Ropery Business Park directly to the east of the site. The exception is the residential cul de sac developments of Atlas and Derrick Gardens to the west. Surrounding uses beyond the boundaries of the Site consist mainly of light industrial and commercial uses, as well as wharf areas along the riverfront. The immediate area around the site currently presents an extremely poor frontage and thoroughfare/walking routes around the site are limited and unattractive.

The area is currently undergoing a significant level of change and it is expected that the nature and uses of adjacent sites and wider urban context will change as a consequence of the regeneration of the Charlton Riverside Opportunity Area.

Beyond this area, the context of the wider location includes Thames Barrier, The Millennium Dome at Greenwich Peninsula, Charlton Athletic Football Stadium, Charlton Town Centre and a number of parks / recreation grounds such as Maryon Park, Maryon Wilson Animal Park and Greenwich Peninsula Ecology Park.



Key:

- 1 Millennium Dome
- 2 Angerstein Wharf
- 3 Thames Barrier
- 4 Maryon Park
- 5 Greenwich Yacht club
- 6 Charlton Football stadium
- 7 Delafield Road
- 8 Greenwich Peninsula Ecology Park





Land Use Diagram

3.4 Land use and existing buildings

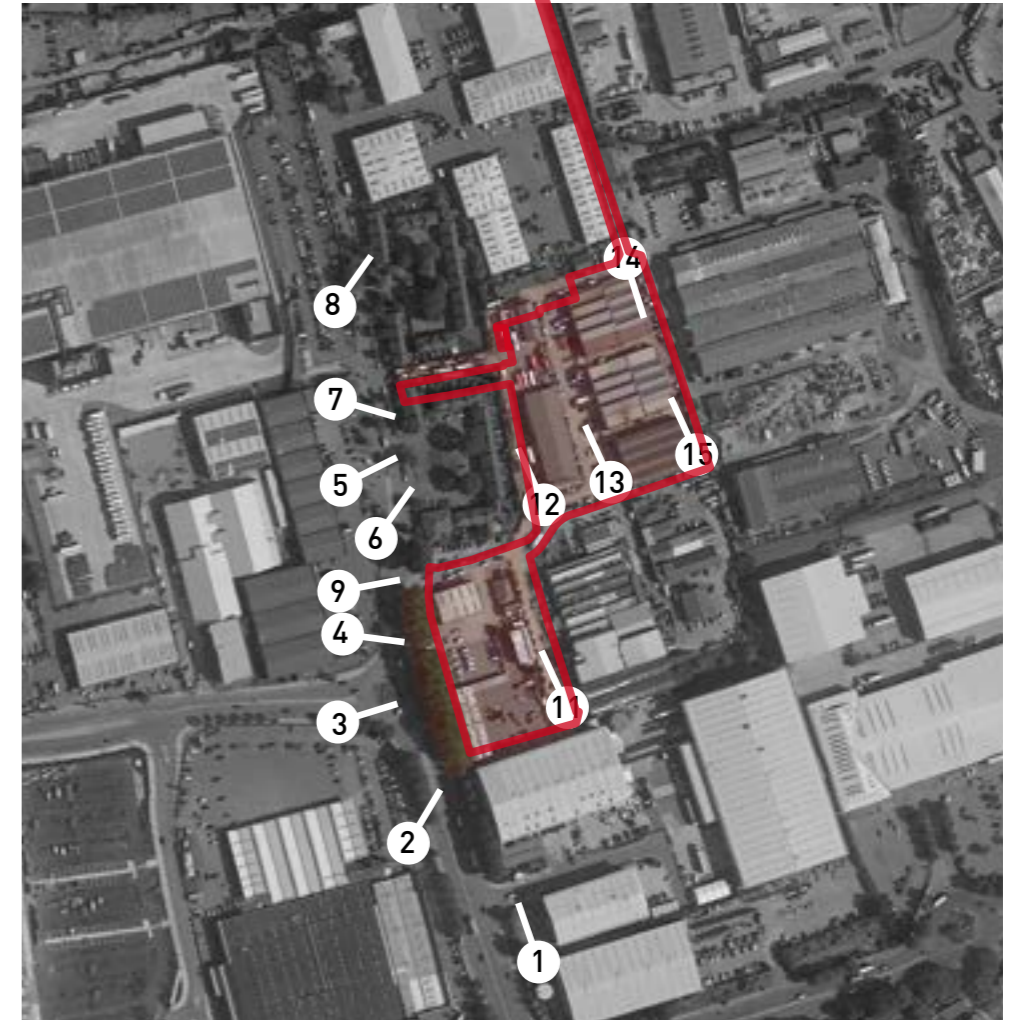
The application site currently comprises a number of industrial shed structures ranging in size with an industrial appearance, surrounded by hardstanding.

The access road from Anchor and Hope Lane currently serves existing buildings.

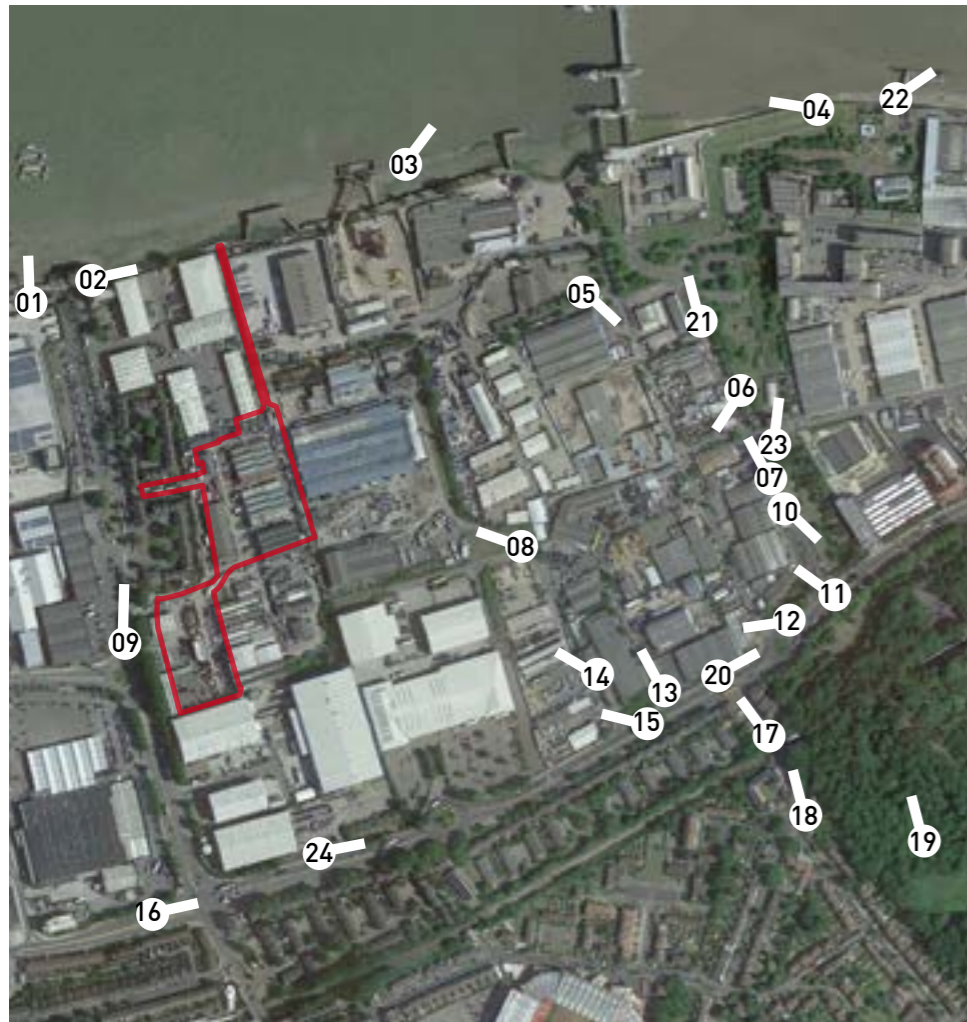
The area surrounding the buildings is currently used for parking and storage.

The buildings are of poor appearance and lacking in architectural quality.

A row of existing mature trees subject to TPOs are located on the western boundary of Plot B, adjacent to Anchor and Hope Lane.



Site photos



Context photos

3.5 Site history

The Charlton Riverside area began as an agricultural area by the River Thames with some development along today's Woolwich Road and to the east by Woolwich Town Centre. Over time, industrial uses by the River Thames emerged and Charlton became established as the employment area present today.

In the second half of the nineteenth century, Charlton was still largely an agricultural area with fields covering most of the area. Some residential and industrial development had begun at this stage, mostly focused towards the eastern end of the area nearest Woolwich Town Centre and along the present-day Woolwich Road in the area of Charlton railway station.

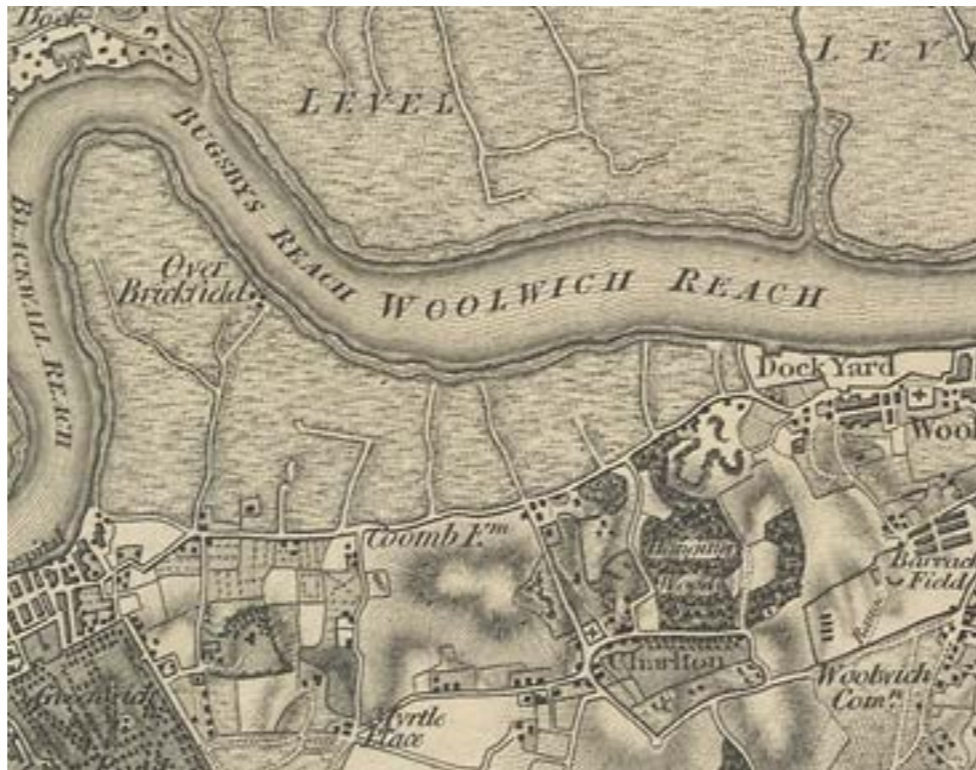
Three wharves along the River Thames were situated on the northern edge of the site: Angerstein's Wharf, Charlton Wharf and Charlton Ballast Wharf. Some sign of industrial activity beginning to emerge with the presence of the telegraph works to the east. A school and instrument factory were located along Woolwich Road.

Since then, residential development has increased particularly along Woolwich Road to the west, linking in with Woolwich Town Centre. Terraced housing was also found along Eastmoor and Westmoor Street, connecting Woolwich Road to the waterfront. The sand pit seen in 1870 was transformed into Maryon Park to support the increasing residential population in the area.

In terms of other land uses, whilst the core of 'New Charlton' remained largely agricultural at this stage, industrial development began to dominate the riverside with the barge building works, a rope manufactory, timber yard and silicate paint works all located on the riverside. The telegraph works along Bowater and Harrington Roads had expanded significantly by this stage. Over time, industrial land uses populated the agricultural fields seen in this historical map from 1894, resulting in the industrial dominance which is seen today.



Historical mapping 1937



Historical mapping 1805



Historical mapping 1902



View from Maryon Park



View from Maryon Park 1900

3.6 Conservation area

The site is not located within a conservation area.

The nearest areas with conservation status is the Charlton Village Conservation area located about 2km to the south.

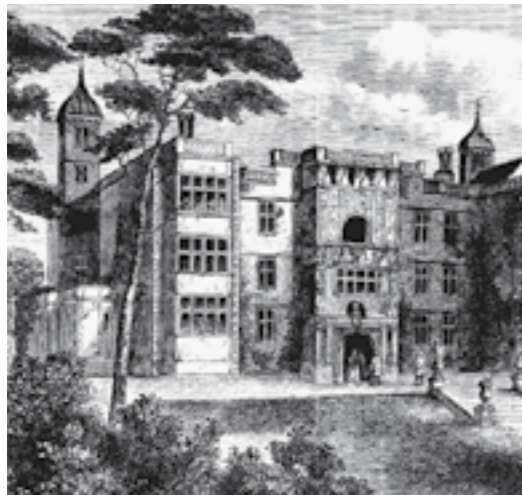
There are three safeguarded wharfs located within the wider context of the site with Angerstein and Murphy wharf to the north west and Riverside wharf to the north west.



Angerstein Wharf 1980



Charlton Riverside



Charlton House

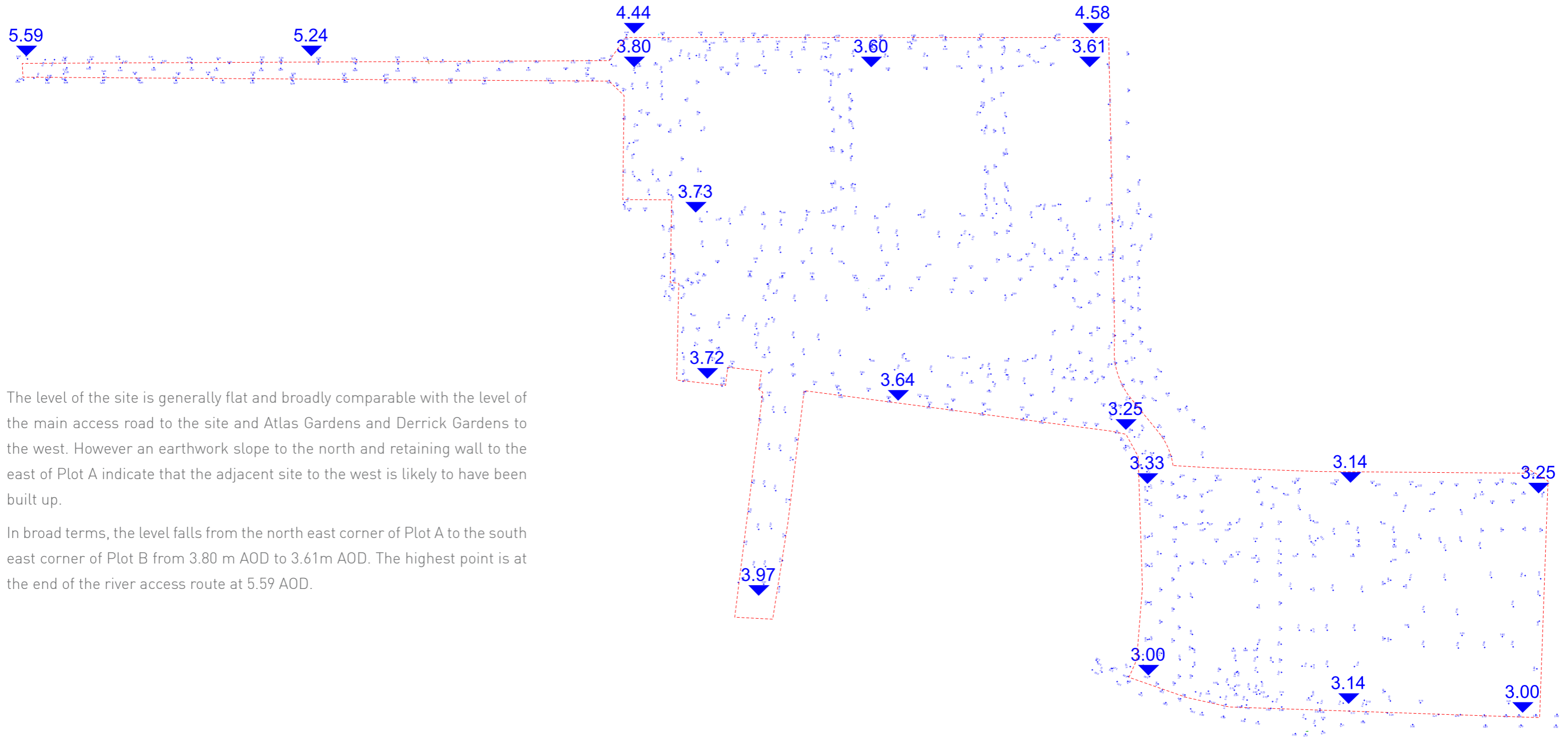


Charlton Village



Charlton

3.7 Topography

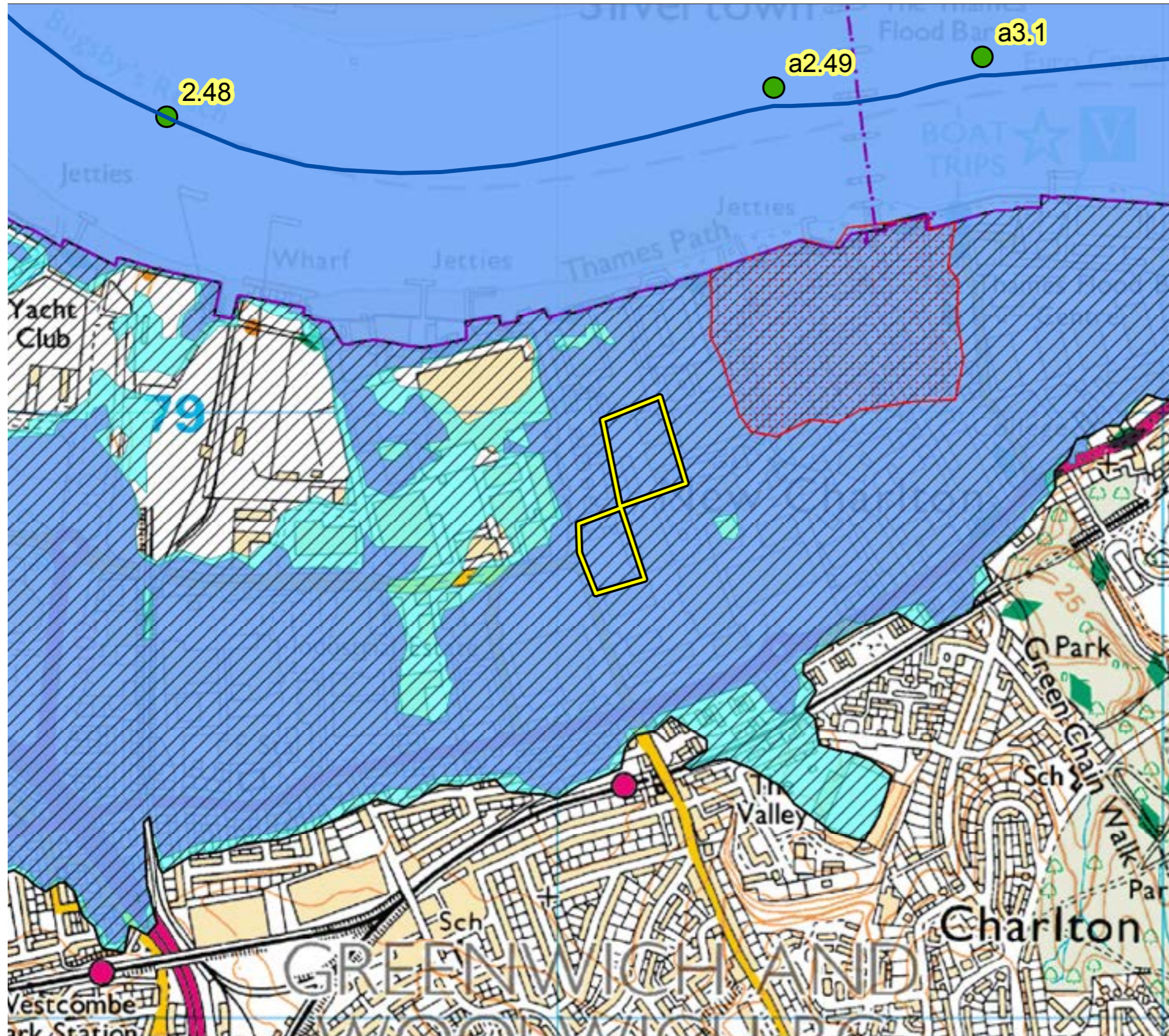


The level of the site is generally flat and broadly comparable with the level of the main access road to the site and Atlas Gardens and Derrick Gardens to the west. However an earthwork slope to the north and retaining wall to the east of Plot A indicate that the adjacent site to the west is likely to have been built up.

In broad terms, the level falls from the north east corner of Plot A to the south east corner of Plot B from 3.80 m AOD to 3.61m AOD. The highest point is at the end of the river access route at 5.59 AOD.

3.8 Flood plain

The site is located in defended Flood Zone 3 of the River Thames as shown on the latest Environment Agency Flood Zone Maps. Despite being located in Flood Zone 3 the site is fully defended against flooding from the River Thames by the Thames Barrier and linear defences along the river banks. Therefore the site will remain dry and fully functional throughout all tidal and fluvial events in the Thames with return periods of 1000 years and less. There is a residual risk of flooding in the event of a breach in the defences. This extremely unlikely scenario has been taken into consideration in the layout and design of the proposed development. A full Flood Risk Assessment (FRA) has been produced as part of the planning submission. All sources of flooding are considered. In addition, the FRA includes a detailed surface and foul water drainage strategy to ensure that runoff from the site is managed sustainably.



Legend

- Main Rivers
- Site
- TE2100 Model Nodes
- Flood Map - Defences
- Jan 1928 Flood Outline
- Areas Benefitting from Flood Defences
- Flood Storage Areas
- Flood Map - Flood Zone 3
- Flood Map - Flood Zone 2

Flood plain

