

Charlton Riverside Employment & Heritage Study

APRIL 2017

**Charlton Riverside Employment &
Heritage Study**

Revision B
18-04-2017

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We Made That
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April 2017

Published by

Royal Borough of Greenwich
The Woolwich Centre
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All photographs courtesy of Philipp Ebeling
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Unless otherwise indicated, the data for
this study is based on field and desk survey
work undertaken by We Made That, James
Hulme and the Royal Borough of Greenwich
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Charlton Riverside has long been a site of production and employment, supporting an historic industrial hub and now serving the needs of a growing capital city.

Today the area continues to support clusters of industrial, creative and retail activity and employment in London. This study takes a closer look at the type of businesses, buildings and jobs that make Charlton Riverside a productive place.

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1.

Charlton Riverside

Introduction

The Charlton Riverside employment activities and heritage scoping study aims to provide detailed and up-to-date information on the local economy in Charlton Riverside and a detailed analysis of the heritage assets in the area. The study will complement and inform the development of the emerging Charlton Riverside Supplementary Planning Document (SPD).

This study is comprised of two inter-related streams of inquiry: employment and heritage. These dual focuses have been considered in tandem and this report seeks to provide joined up and complementary recommendations to inform future policy and planning ambitions, while providing a high level of detail specific to both employment activities and heritage assets individually.

The employment activities study aims to reveal and make sense of the Charlton Riverside economy by recording all job generating uses (retail, office, industrial, health and education and other social/civic uses). This study will further inform strategies and policy for intensification and growth and support sustainable regeneration in these complex localities.

The heritage scoping study aims to deliver a finer grain understanding of the historic architectural character and morphology of the area, particularly in reference to its long history as an employment hub. This analysis seeks deliver an initial audit of heritage assets in the area and to reveal how opportunities and constraints related to heritage might influence the emerging SPD and developed through further heritage-based work.

Policy Context

Charlton Riverside is an Opportunity Area in the London Plan identified for mixed-use development and with significant capacity for jobs and new homes. RB Greenwich is in the process of developing a new Supplementary Planning Document (SPD) for Charlton Riverside which sets out a vision for a mixed-use development.

RB Greenwich wish to retain the area as a significant employment location and a large component of the SPD will be the intensification and rationalisation of the current employment areas in Charlton Riverside of which some are currently protected via a Strategic Industrial Location designation in the Core Strategy.

The borough also wishes to take full audit of the heritage assets and historic developments that have shaped Charlton Riverside and which might inform the future character and morphology of the wider area, whether through masterplanning exercises or targeted heritage policies and designations. At present the site does not contain, nor abut, any of the adopted RB Greenwich Conservation Areas and in consequence does not benefit from any change management strategy, beyond the emergent Charlton Riverside Supplementary Planning Document.

It is within this context that this dual-focus study has sought to better understand nuances of employment activities and heritage asset in Charlton Riverside. Information from this study will provide an evidence base for the new SPD as well as future policies in relation to local employment and heritage in the area.

Study Site

The employment and heritage study area lies on the south bank of the Thames with just over a mile's length of riverfront, at a point east of the Greenwich Peninsula where the river straightens from its double curve around the peninsula into a straight channel known as Woolwich Reach. The study area is a quadrilateral bounded on the north by the Thames, the east by Angerstein's Wharf (Aggregate Terminal) and connecting railway, the west by Warspite Road and the south by Woolwich Road. Because of its relatively late date of development, the area is commonly referred to as "New Charlton", being a later development within the parish boundaries of the historic village around the church on the hill.

The site contains several significant local landmarks, and in the Thames Barrier an engineering structure of regional (and national) significance. The Barrier's main control buildings, visitor centre, café and embanked esplanade are all within the study area, and a landscaped ribbon park (Barrier Gardens) developed contemporaneously (in the early 1980s) runs across the site north to south. This is one of the few green spaces and forms a break approximately three quarters of the way along the area's length. This small park forms a connection between the river and – on the other side of the wide and busy Woolwich Road – a series of local parks beginning with Maryon Wilson Park through which paths can be followed to Charlton village and beyond.

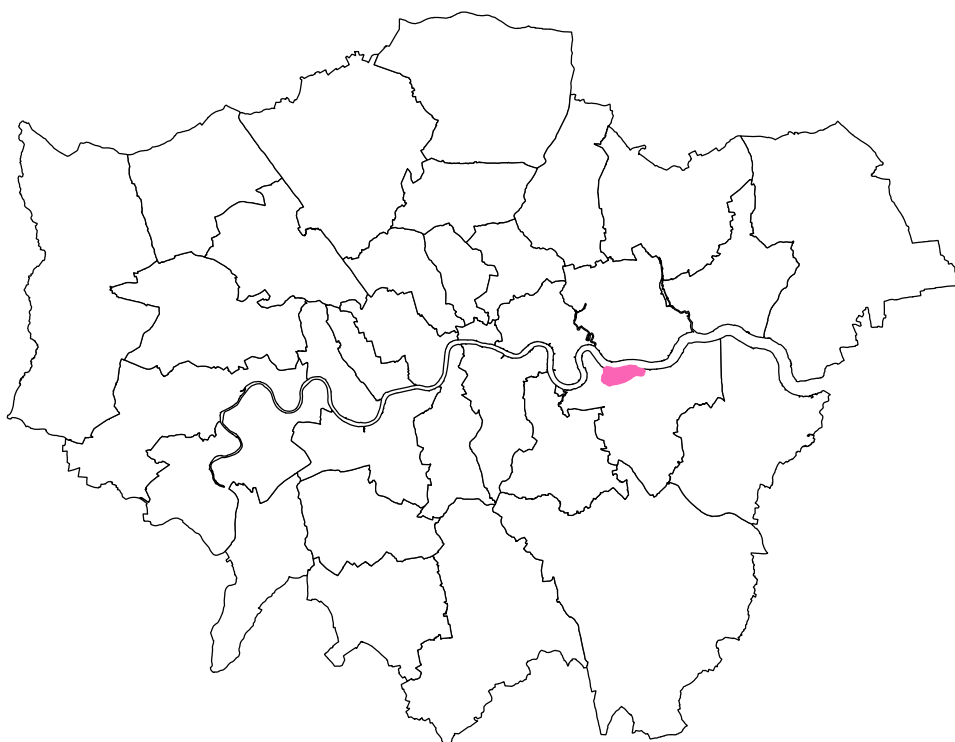


Fig 1. Location of study sites in RB of Greenwich within Greater London.

The other landscape feature of amenity value on site is the riverside walking/ cycling path by the Thames itself, which runs uninterrupted to the Barrier before being diverted inland for a short distance. The Barrier is the termination of the long distance Thames Path. The path rejoins the river beyond the river in the site of the former Woolwich Royal Naval Dockyard (beyond the study area).

Despite these leisure features, the area is largely defined, today, by industrial and “out of town” retail uses. The ballast wharves (Angerstein and Murphy’s) dominate the western side. As well as the utilisation of a rail connection the operators also use an intensive lorry operation to take materials in and out for 22 hours a day (approximately 1 lorry a minute turns into the terminal from Bugsby’s way). The same access road also serves the large Sainsbury’s Distribution Centre that has operated here since the early 1970s. This very heavily trafficked and busy part of the site is adjacent to a relatively recent arterial road (dating from the 1980s) that forms a direct link from the Blackwall Tunnel to Woolwich and the A2.

South of this road (Bugsby’s Way) the predominant use is out of town style retail including ASDA, a new joint Sainsburys/ M&S, and numerous smaller chain stores. Large car parks serving each store largely define the urban landscape. To the east, the arterial road turns south along an ancient road alignment, Anchor & Hope Lane, to reach Woolwich Road. East of Anchor & Hope Lane the site is almost exclusively industrial usage. A small group of houses on Anchor & Hope lane remains as a legacy of former industrial employment (see below).

The eastern end of the site contains its most significant architectural heritage, largely composed in a group to the north east corner. Now named the Westminster Trading Estate, the group of late 19th and early 20th century buildings represents the legacy of one of the area’s biggest former industries and employers, the Siemens Telegraph Cable Works. From 1863 until 1967 the Charlton site of this international engineering business focussed on a wide range of telecommunications, and was at the forefront of communications technology throughout this time, including during both World Wars. This area forms the focus of the latter part of the heritage study due to the extent of surviving assets.

Charlton Riverside today: industrial context

In 2015, RB Greenwich was the site of around 3.3% of London’s total industrial land. The borough is host to around 244ha of designated industrial land, with a vacancy rate of 7.7%, which falls in line with London average (7.8%). From 2001-2010, the borough has seen the release of a significant proportion of its designated industrial land, although release in the last five years has been moderate in comparison with this earlier period. Charlton Riverside itself is a predominantly industrial area, with considerable sites of Strategic Industrial Location (SIL) designation; Charlton Riverside East, an Industrial Business Park (IBP) and Charlton Riverside West, a Preferred Industrial Location (PIL). Charlton Riverside comprises a mix of industrial and warehousing uses, including three active safeguarded wharves used for the processing and trans-shipment of aggregates. 2010¹ industrial land mapping

1 AECOM (URS), 2010 Industrial Land Baseline Study

of the area highlighted a number of non-industrial sites, principally in retail or trade counter use, are recorded as lying within the SIL boundary.

The 2015 London Industrial Land Supply and Economy Study noted that,

“Whilst the presence of these uses within the SIL were not new, there was evidence of a cumulative change effect where the presence of one non-industrial occupier was used as a basis for applications for change of use at neighbouring sites. Through its 2006 Unitary Development Plan, the council undertook to revise the boundary of the SIL to exclude the area to the south of Bugsby’s Way where these non-industrial uses proliferated.”

Post-2006 the presence of retail and trade counter occupiers continued to increase within the remaining SIL area, with planning application refusals for such change of use being overturned on appeal in some cases. Through consultation in the council’s 2012 Employment Land Study (ELS), it was noted that these redevelopments contributed to owners of neighbouring sites not maintaining these or offering only short-term leases owing to the aspirational or ‘hope value’ effect that the changes of use created.

In 2013 the boundary of the SIL was revised following an appraisal of the capacity of the SIL undertaken in the 2012 ELS. This revision sought to exclude non-industrial occupiers and release land occupied by low value uses or subject to poor access and servicing. The remaining SIL area is focused on protecting land in-use by the three operational safeguarded wharves, with

the exclave portion of the SIL lying to the east of Eastmoor Street / Unity Way being expanded to include better quality previously non-designated adjacent industrial sites, several of which contained higher value creative and digital occupiers.

The intention of this process of re-definition of industrial land designations has been to introduce non-industrial uses in a more orderly process than previously, in a way which does not undermine the functionality of the remaining well-used sites, despite the overall reduction in capacity the area has experienced.

The primary research into employment uses in the chapter that follows further illuminates both this process of shrinking stock of protected industrial land, as well as how industrial land designations are in some instances enveloping employment uses from a wider range of sectors than SIL is traditionally intended for.

Current industrial trends in London

With the release of industrial land at a rate almost three times that of the Supplementary Planning Guidance (SPG) target rate of release, London is currently experiencing a tightening of its industrial employment capacities. The most recent review of London’s industrial land supply suggests that within timespan of the next London Plan it may be appropriate to switch from a strategy of industrial land release to one of retention². In the context of these growing pressures on industrial land, it is prescient to note that Charlton Riverside is adjacent to other riverside areas which are

2 London Industrial Land Supply and Economy Study, 2015. GLA

undergoing or have undergone considerable transformation, notably Greenwich Peninsula and Woolwich / Royal Arsenal.

In terms of employment, London has seen an increase in employment densities on industrial land over the past five years, potentially suggesting intensification of use and changing patterns of manufacturing production processes. Crucially, there are a number of industrial activities directly serving London's population, including logistics and retail warehousing, printers, food manufacturing and specialist equipment hire, which are dependant on sites proximate to the city and will need to expand accordingly as the city's population continues to grow.

Manufacturing continues to evolve, with emerging trends showing smaller firms replacing larger companies, increasing the diversity and complexity of employment activity on industrial sites. London's industrial land illustrates the growth of industrial/manufacturing niches, including artisanal manufacturing, the production of luxury goods, and smaller food and drink manufacturers. Clusters of industrial land across the city are the sites of an emerging pattern of sectors that are sensitive to their (central) London location. These business rely on access to a skilled workforce, established London industries (e.g. fashion) and other creative sector/design links within central London. As a result, remaining industrial land in inner London is increasingly coveted by wide range of occupiers for whom it is not practical to locate in outside of London.

London's industrial property has been one of the strongest performing sectors of the UK property market, in terms of rental growth

and total returns, whether on short, medium or long term basis³. A key contributor has been diminishing level of supply. One third of industrial land in London is owned by property companies and there is a trend to buying stock with a plan for medium to long term redevelopment for alternative use. Property trends have also suggested growth in shared amenities/workspace, with businesses (both industrial and office-based) showing increasing willingness to take up shared workspace, facilities and servicing.

Industrial occupier take-up in 2015 in London was 5.6 million sqft (over 500,000sqm), moderately below the five-year annual average⁴. The 'mid-box' sector (50,000- 99,000sqft / 4,500-9,300sqm) has seen the strongest growth, accounting for 21% of the total take up. London has also seen an increasing demand for modern uses for industrial space from catering to digital business to trade counter uses, all of which continue to shape the form and function of London's industrial land stock.

Key



Strategic Industrial Location (SIL)

3 Lambert Smith Hampton, 2016. Industrial and Logistics Market 2016: Tracking Developments
4 ibid.



Fig 2. Study-wide boundary and industrial land designations in 2010.



Fig 3. Study-wide boundary and industrial land designations in 2015.



2.

Employment in Charlton Riverside

Methodology

The employment activities study makes use of a mix of qualitative and quantitative research methods to provide a careful and nuanced understanding of how the different sites of employment in Charlton Riverside operate.

The study builds upon previous employment research and employment land review work in the borough. While these previous studies have largely made use of desk-based business and employment estimation methods, this study aimed to collate the most up-to-date and accurate business activity information through on-site primary research. While the findings reveal a dense and well-occupied employment area, this study should be understood as a snapshot in time, capturing uses and premises in operating in late 2016.

The total study area is 127 ha, made up of a series of industrial, retail and creative uses neighbouring each other along the corridor formed by the riverside and Woolwich Road. For the purpose of this research, the study area has been divided into four sub-areas which loosely share particular characteristics.

The research and analysis informing the study took place across three stages, detailed below.

Observational research and data gathering
Given the varied and dense industrial character of some of the study sub-areas, with few public facing businesses or easily identifiable clusters of activity types, information was gathered using a door-to-door assessment and accompanying

structured interviews. Given the typically lower level of end-user interaction, industrial-type businesses can have limited online presence and purely desk-based research is likely to miss the exact scope and breadth of businesses on site, despite these businesses being integral to the character of the area and important contributors to local economy. Every business or employment use on the site has been mapped by a team of researchers, and the following data collected via observational study:

- Employment activity
- Building type
- Employment on site
- Site condition
- Servicing & accessibility

In addition to the data gathered during site visits, businesses were allocated a Standard Industrial Category (SIC) code based on its primary business activity. These codes were used, in conjunction with on-the-ground knowledge of operations to group businesses into 'business activity' categories, which have been used to analyse the prevalence of different sectors across the study sites and as the basis of comparison with other industrial sites in London.

Additionally, each building within the study boundaries was assigned a building type, based on estimated age, associated yard and parking space and business use, in order to better classify and understand the built form and urban fabric that host the range of businesses across the study site. Alongside this more quantitative audit, researchers carried out a number of longer interviews with some businesses (around 10% of total

businesses). These interviews collected more detailed information on the number of employees, customer and supplier locations, as well as more qualitative information on individual business aspirations.

GIS mapping & data analysis

Data gathered from these research streams has been entered into a central database and analysed using GIS mapping software to build up a picture of business activities, building types, employment densities and footprint ratios across sites. Employment density was calculated using known and estimated employment numbers for every business located within the boundaries of each individual business premises. Estimated employment numbers were based on building type, size and business activity. Vacancy rates have been calculated on the basis of available/lettable premises that are currently vacant across the study site. These figures do not include structurally unsound premises or buildings awaiting redevelopment which, although currently empty or emptying of employment uses, are not available as stock to accommodate business churn.

Alongside the quantitative audit and longer interviews carried out, a more generalised assessment of employment sites was developed, looking at the quality and condition of buildings and neighbouring environment, ease of vehicle and pedestrian movement, and the quality of public realm. Although business activity and building type classifications are useful in providing detailed building-level analysis of the site, they are limited in their ability to uncover the relevant geographies contributing to the local economy. This assessment forms the basis of 'site type' analysis, allowing for a

more geographic analysis of the Charlton Riverside economy, grouping together businesses and buildings into coherent sites. The site type classification introduces a level of analysis which offers additional insight into the constitution of the study area.

Case studies

Following on from this quantitative data collection, five businesses have been chosen as case studies to further explore their functionality and experience of operating from Charlton Riverside, as well as to better understand their working environment and details of their physical premises. The selection represents the various types of employment activities and premises that exist in the area, and look to make tangible the more data driven insights offered by the analysis. Using detailed profiles and photography of individual businesses, these case studies work to further illustrate the character of each of the study's sub-areas and their underlying importance as an employment sites.

Business and employment overview

Overall, the Charlton Riverside study site is well-occupied and dense site of employment. This site is home to almost 350 businesses, which together provide around 5,600 jobs.

At 94 employees/ha, Charlton Riverside presents a dense site of employment, particularly in relation to densities for industrial land across London which averages at 69 employees/ha. This higher density figure reflects both the infiltration of retail and amenity uses onto the western edge of site, as well as the continued employment opportunities accommodated by dense industrial-type uses in the centre of the site. The strong concentration of artist and small business studios clustered on the eastern edge of the site further contributes to this density.

Key sectors in terms of employment are retail and manufacturing, which provide 19% and 14% of total jobs on site respectively. These sectors are followed by services (13%), construction (12%) and arts & culture (10%) which also contribute substantially as employment providers in the area. While both retail and services are more traditional sources of denser employment sites, the high proportion of jobs in both construction-related sectors and arts and culture reflect two distinct specialisms of the Charlton Riverside area.

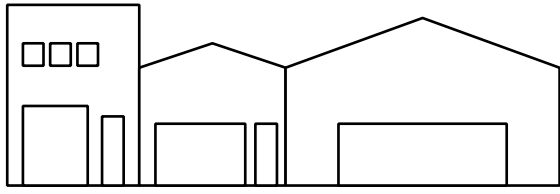
In terms of the distribution of businesses site-wide, manufacturing (18%), vehicle repair and maintenance activities (13%) and services (13%) are most concentrated, in combination accounting for almost half of the total number of businesses on site.

Construction activities also account for a fair share of the distribution of businesses, but these are less prominent at 9%.

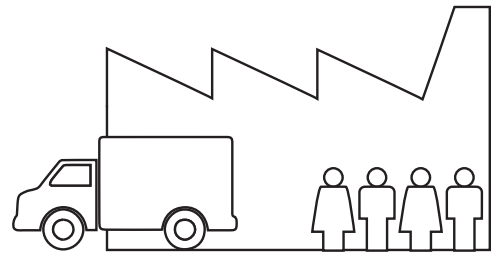
Construction-related activities are also the most dominant in terms of premises size and space-hungry operations. Construction activities occupy 29% of the study area's floorspace, with retail (12%), services (10%) and manufacturing (10%) following. This figure is largely swayed by the large production activities ongoing on the wharf sites in the study area, including cement and aggregate processing and production. These are by nature land-hungry activities which require outdoor yard space, 24/7 delivery and servicing access and large land parcels for raw processing activities.

In late 2016, Charlton Riverside is the site of very low vacancy, with available floorspace only totalling 2.5% - well below the London-wide guideline frictional vacancy rate of 5%. This figure can be understood as a signal of the strong strategic location of the site as a place for London-serving industry, as well as indicative of the lower levels of investment into refurbishment or development of industrial premises given the future uncertainties over planning ambitions for the site.

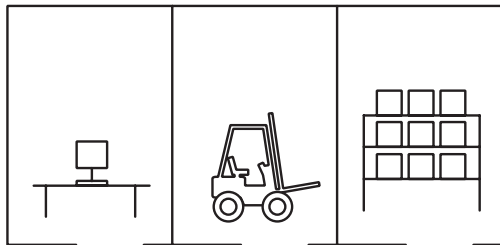
Quality of premises and sites vary across the study area, with most industrial premises constructed post-1945 but little evidence of investment into new industrial premises. Speculative development is largely limited to retail and leisure uses. The character and quality of each sub-area is informed not only by the building stock it contains, but also by the activities accommodated and their related access and servicing needs.



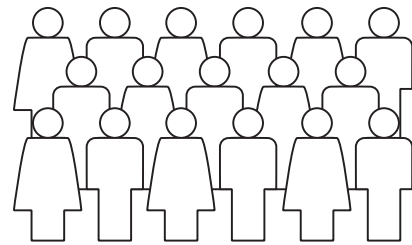
348 businesses



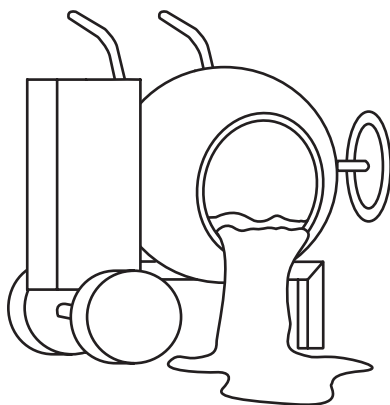
5,600 jobs



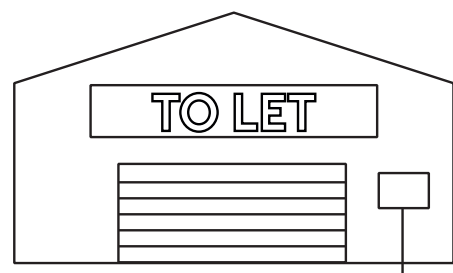
600,000 sqm
employment space



94 employees
per hectare



3.7m tonnes of concrete &
aggregate produced annually



2.5% floorspace
vacancy

Business activities

Figures 5, 6 & 7 show the breakdown of total businesses, employment and floorspace by business activity. Figure 14 on page 28 maps out these same activity sectors across the study area.

The top activity sector in terms of spatial prevalence is construction, accounting for 25% of total employment floorspace. It is followed by retail and manufacturing, which respectively account for 12% and 10% of total employment.

Retail accounts for the largest proportion of overall employment across the site, with 19% of total employment on site. The manufacturing industry is the second largest employer across the Charlton riverside site with 14% of total employment. Other important employment sectors that make up the Charlton Riverside area are services, construction, and arts and culture, with respectively 13%, 12% and 10% of total employment. Figure 14 on page 28 identifies clustering of buildings ‘In Multiple Occupation’, the majority of which fall within the arts and culture sector, but also encompass small manufacturing businesses.

The relationship between share of total businesses, employment and floorspace in the construction industry highlights the particular space hungry nature of the construction businesses on site; construction accounts for 9% of total businesses and 25% of total floorspace. around them.

Manufacturing overall shows a more constant distribution across its share of businesses, employment and floorspace. The

manufacturing industry accounts for 18% of total businesses on site, 14% of total employment and 10% of floorspace.

Figures 8-12 on the following pages offer further analysis of the site’s key activity sectors: manufacturing, retail, construction & services.



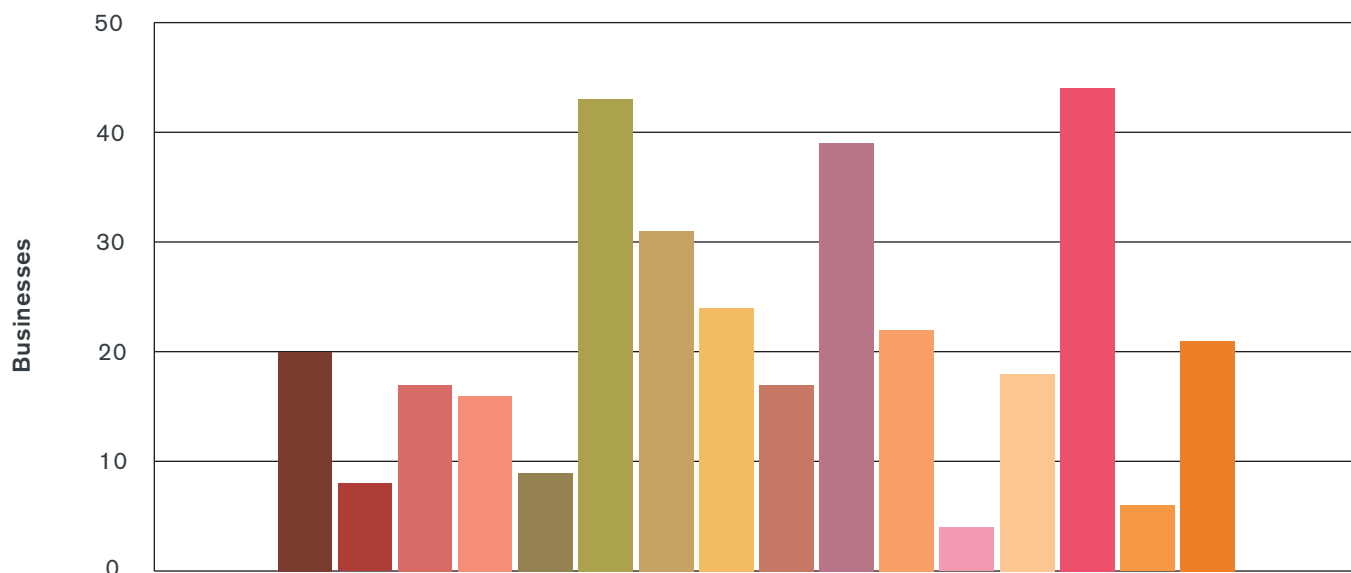


Fig 4. Distribution of total businesses by business activity

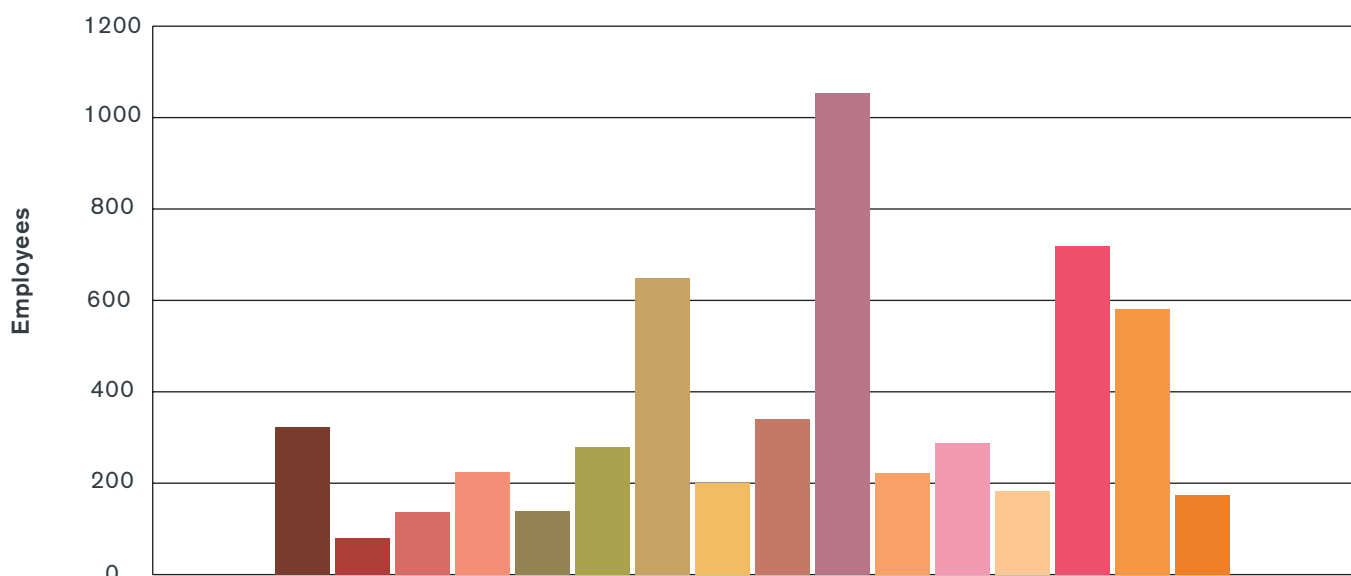


Fig 5. Distribution of total employment by business activity

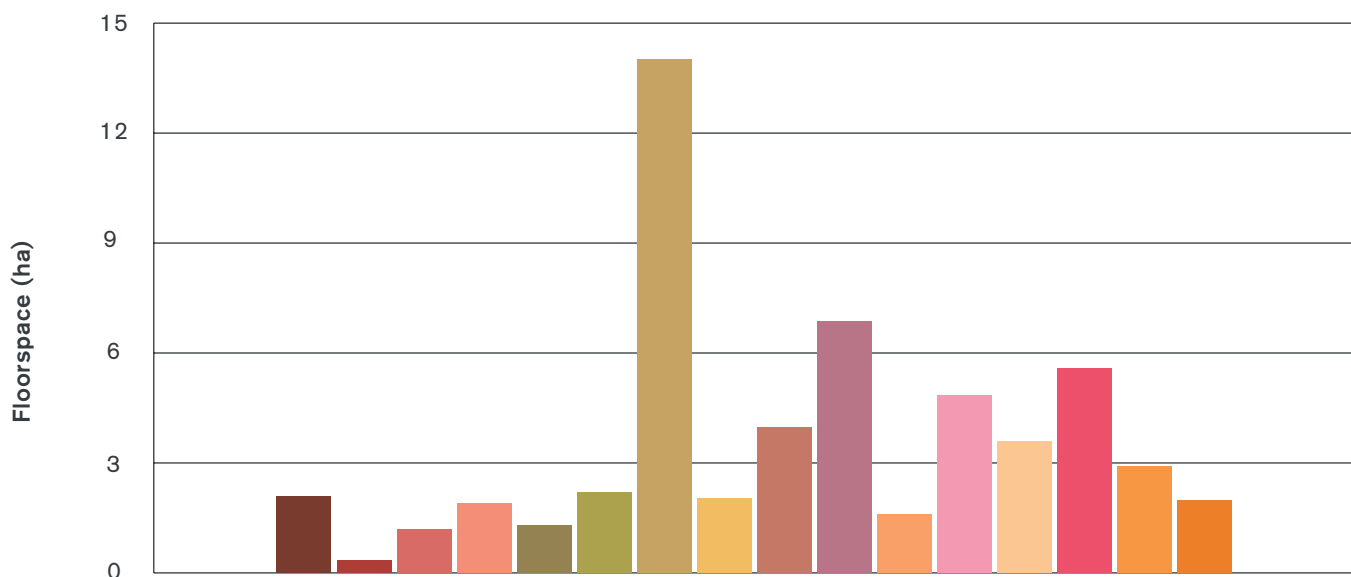


Fig 6. Distribution of total floorspace (ha) by business activity

Key sector: Manufacturing

The manufacturing industry accounts for 18% of total businesses on site, 14% of total employment and 10% of floorspace within the Charlton Riverside study area. As the business activity mapping on page 28 shows, the majority of the manufacturing sector is concentrated in the eastern edge of the study area.

The manufacturing sector as a whole can be further broken down into sub-categories, as shown in figure 7 opposite. The manufacturing of metals and machinery sub-sector is most significant in terms of employment; it accounts for 42% of all manufacturing jobs, which represents 6% of total employment within the study area. Businesses within this sub-sector include large-scale businesses such as Stone Foundries but also an array of smaller-scale, largely independent manufacturers of metal products. For example, Morco Blinds located along the Riverside, produces hand-built traditional awnings for Harrods and Fortnum & Mason.

Printing and publishing is another significant sub-category within the manufacturing sector. It accounts for 29% of manufacturing employment and 4% of total employment within the study area. These businesses include commercial printing and lithographic printing as well as graphics and signage. A large proportion of these businesses are located within subdivided pre-1945 industrial buildings at the eastern edge of the site, which are shared with other small manufacturers as well as businesses with the Arts and Culture sector.

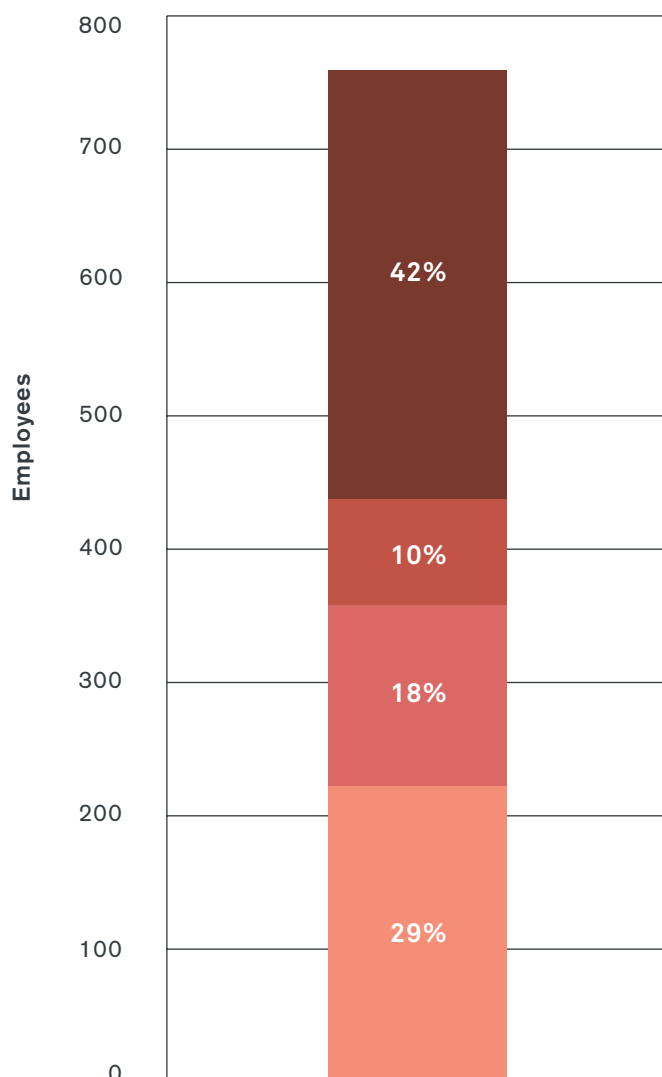


Fig 7. Distribution of total employment by manufacturing sub-category

Key

- Manufacturing: metals and machinery
- Manufacturing: food drink & catering
- Manufacturing: other
- Manufacturing: printing & publishing

Key sector: Arts and Culture

Premises and activities related to the arts and culture sector account for 10% of employment in Charlton Riverside. This specialism is a distinctive feature of the area, and although it is not uncommon for industrial areas to host artist studios and other creative production activities, the cluster at Charlton Riverside is the largest in any London's industrial areas.

The arts and culture sector is typically located within shared and/or subdivided industrial buildings, across multiple floors, on the eastern edge of the study area as identified in figure 14 on page 28, identified as buildings in 'In Multiple Occupation'. As such, this sector is typically associated with high levels of employment density. The sector accounts for 33% of total employment, while occupying 22% of total employment floorspace, demonstrating a capacity for more intensive use of employment space. Across the site, the sector typically accounts for an average employment density of 200 employees/ha.

The presence of large artist studio provider Thames-Side Studios, contributes to this particular spatial configuration as well as to the general landscape of study area. Thames-Side Studios, located in pre-1945 and newly provided post-2005 industrial buildings on Harrington Way/Warspite Road, provides almost 500 individual studios. In addition to this provision, Art Hub provides around 40 studios across two buildings on Bowater Road and Commonwealth Studios on Woolwich Church Street provides around 25 studios for smaller-scale makers, designers and artists.

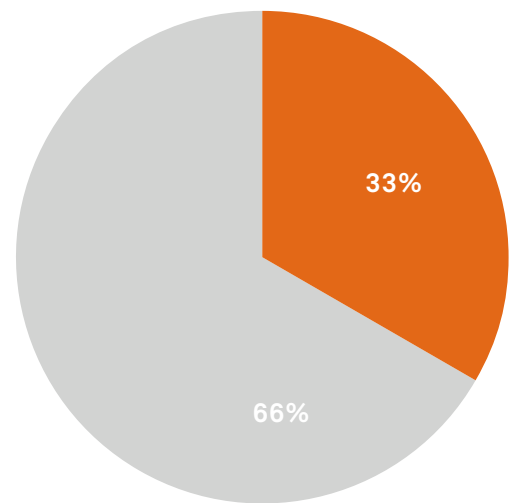


Fig 8. Distribution of total employment within the arts and culture sector

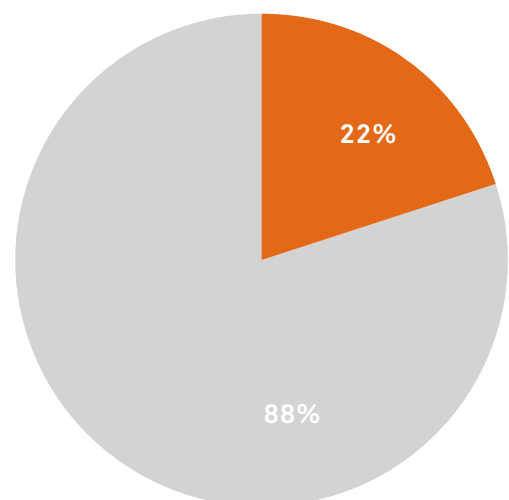


Fig 9. Distribution of total employment floorspace within the arts and culture

Key sector: Construction

Construction activities in Charlton Riverside account for 16% of employment and 29% of total floorspace.

Construction activities can be understood as being made up of two sub-categories; construction, which refers to traditional construction activities such as scaffolding, stone masonry, building contractors as well as aggregates processing and concrete mixing and construction-related retail, hire & wholesale, which includes trade counters, plant hire and building materials suppliers. The distribution of total employment and total floorspace within these construction categories is illustrated in figures 10 and 11.

Construction accounts for 25% of total floorspace due to the space-hungry nature of the businesses that compose this sector. Businesses such as Tarmac, Cemex and Day Aggregates located on the site's various wharves take up large amounts of open industrial land due to the scale of production activities. Over 3m tonnes of aggregates and cement are produced on site annually. Employment density within construction averages about 40 employees/ha.

Construction-related Retail, Hire & Wholesale activities have different spatial implication. They account for 4% of total employment and 4% of total floorspace on site. These trade counters and building material suppliers are often located within industrial estates.

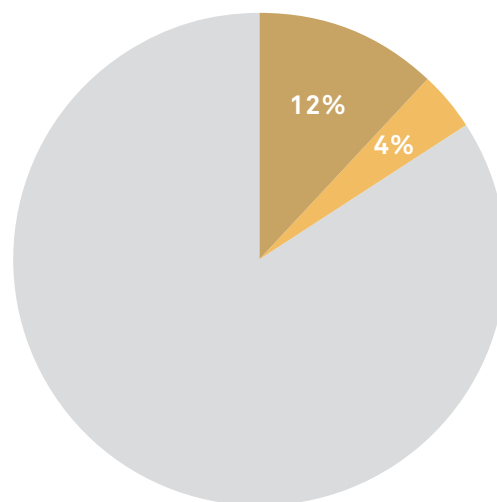


Fig 10. Distribution of total employment within the construction sector

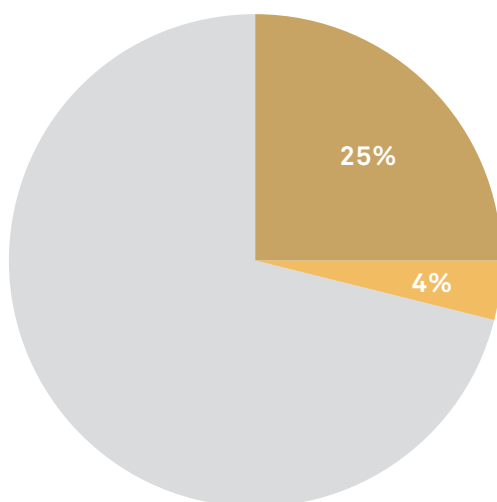





Fig 11. Distribution of total employment floorspace within the construction sector

Key

-  Construction
-  Construction-related retail, hire & sales
-  Other business activities

Key sector: Retail

The retail sector in Charlton Riverside accounts for 19% of total employment and most of the retailing activities are clustered along Bugsby’s Way, in the site’s various retail park developments.

The presence of key national retailers on site contributes to retail being a significant employment sector on site. The retail branch of Sainsbury’s alone accounts for 450 jobs. Spatially, retail activities in Charlton are associated with large-scale servicing yards as well as large-scale shared parking space. The footprint ratio of retail developments in Charlton is 0.28.

As such, although employment density of individual units is high, the density of the overall retail development sites drops significantly when accounting for ancillary servicing and parking.

Figure 12 below illustrates the difference between the total workspace area attributable to retailing activities when ancillary spaces are excluded and when they are included into calculations. Total floorspace occupied by retail in Charlton is around 7 hectares. When accounting for associated servicing and parking spaces, retail represents about 18 hectares. This in turn has a strong impact on employment density, which falls from 117 employees/hectares to 66 employees/ha.

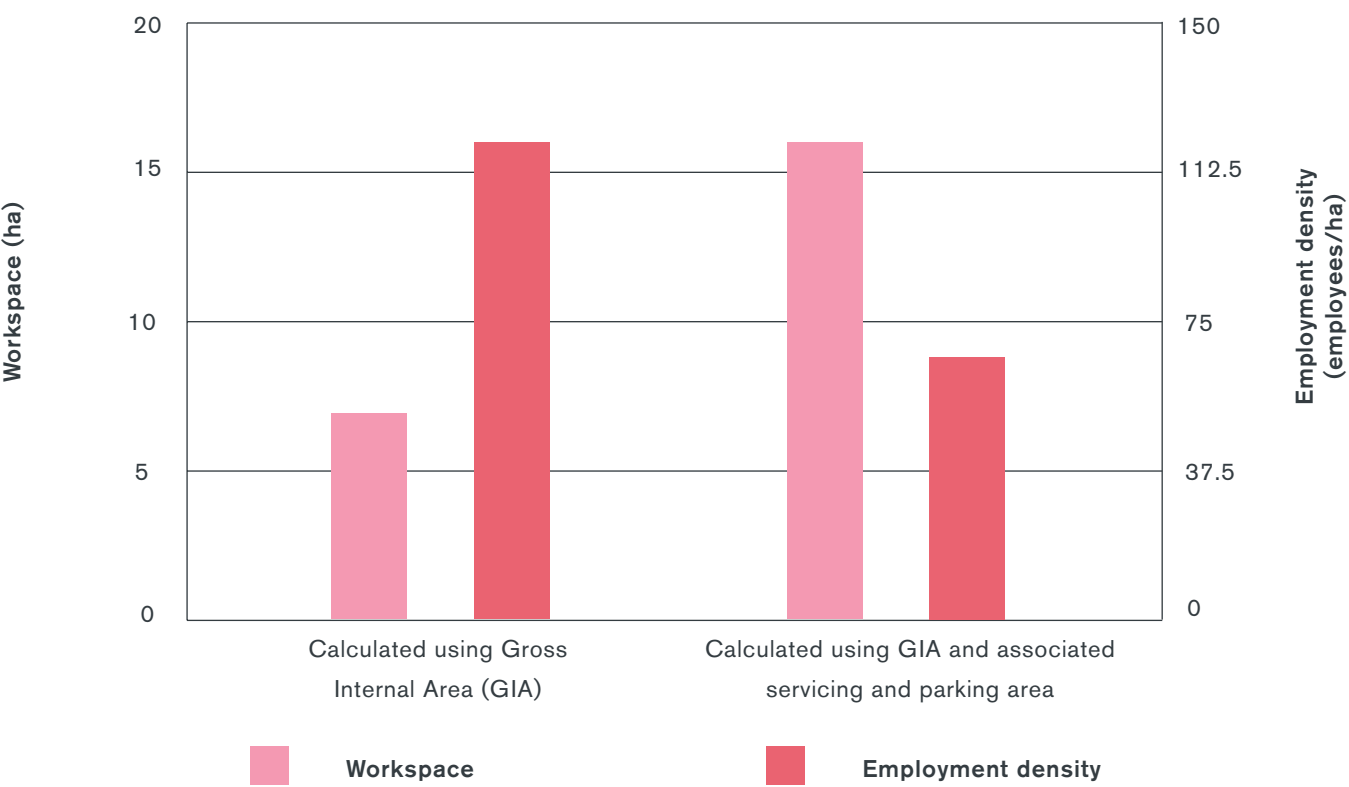


Fig 12. Distribution of floorspace and employment density within the retail sector

Key sectors: Services

The service sector in Charlton Riverside accounts for 13% of total businesses, 13% of total employment and 10% of floorspace.

The service sector can be further sub-divided in 4 categories which are services: education, services: public, services: professional and services: other.

Figure 13 shows the distribution of employment within the service sector. Most of the employment is accounted for by public services. It represents 54% of the jobs within the employment sector and 7% of total jobs on site.

The significance of the public services as an employment sector in Charlton is due to the presence of larger-scale employers such as the Environmental Agency, which runs the Thames Barrier site.

Educational services represent 18% of service-sector employment due to the presence of the Greenwich UTC and Windrush primary school on site.

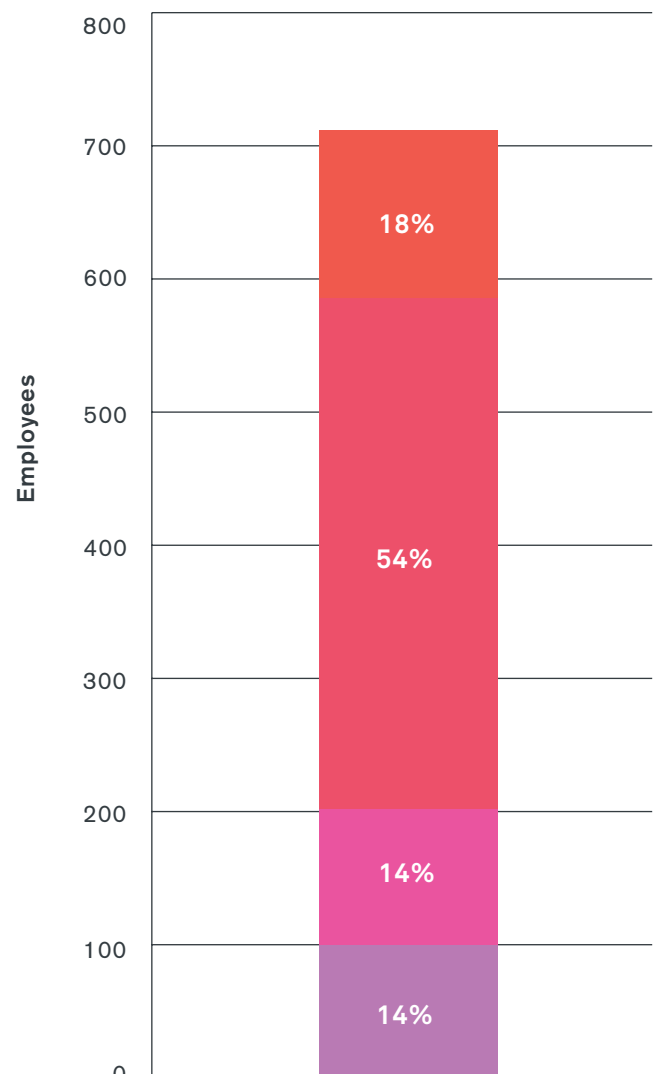


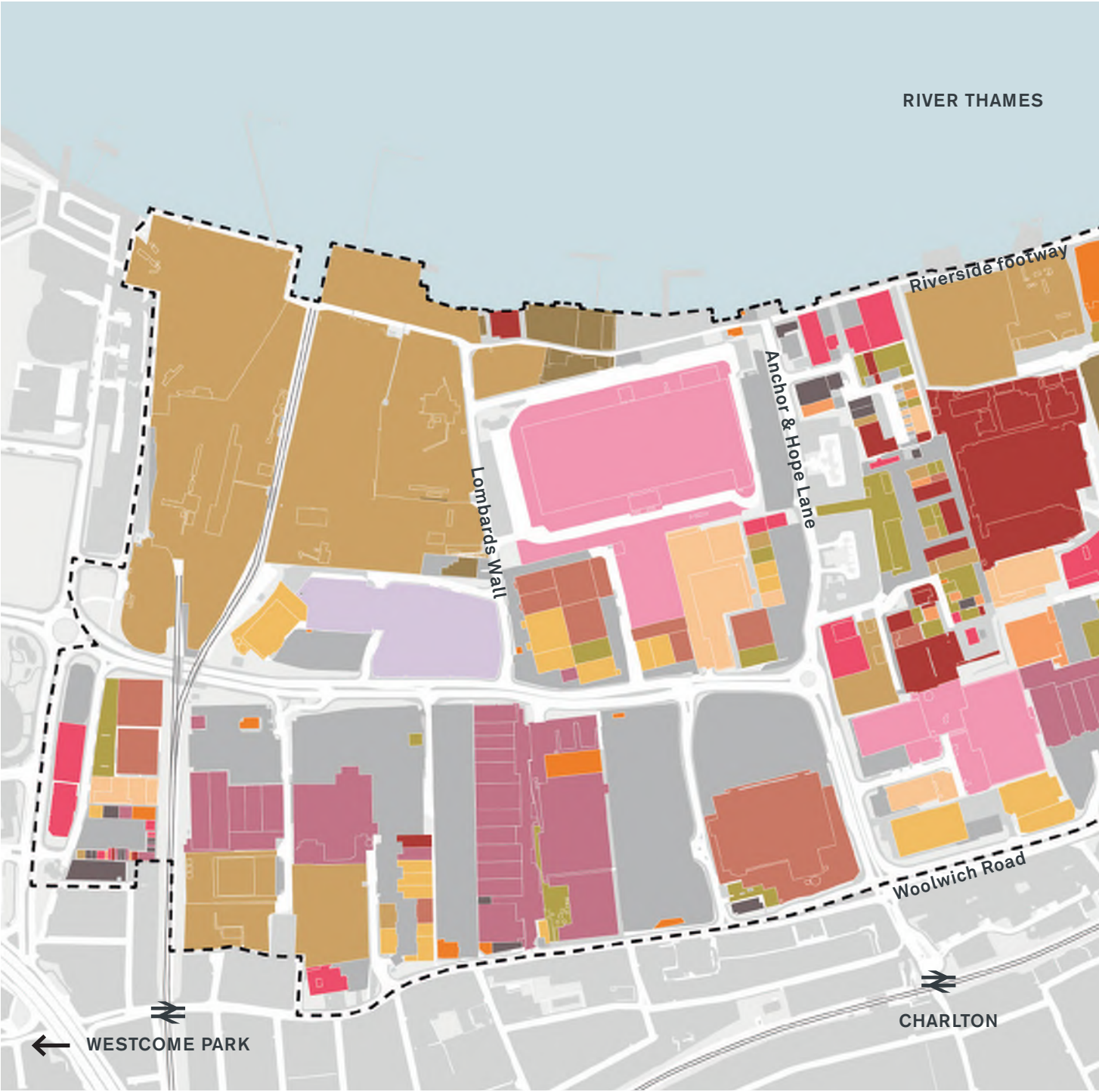
Fig 13. Distribution of total employment by service sector sub-category

Key

■	Education services
■	Public services
■	Professional services
■	Other services

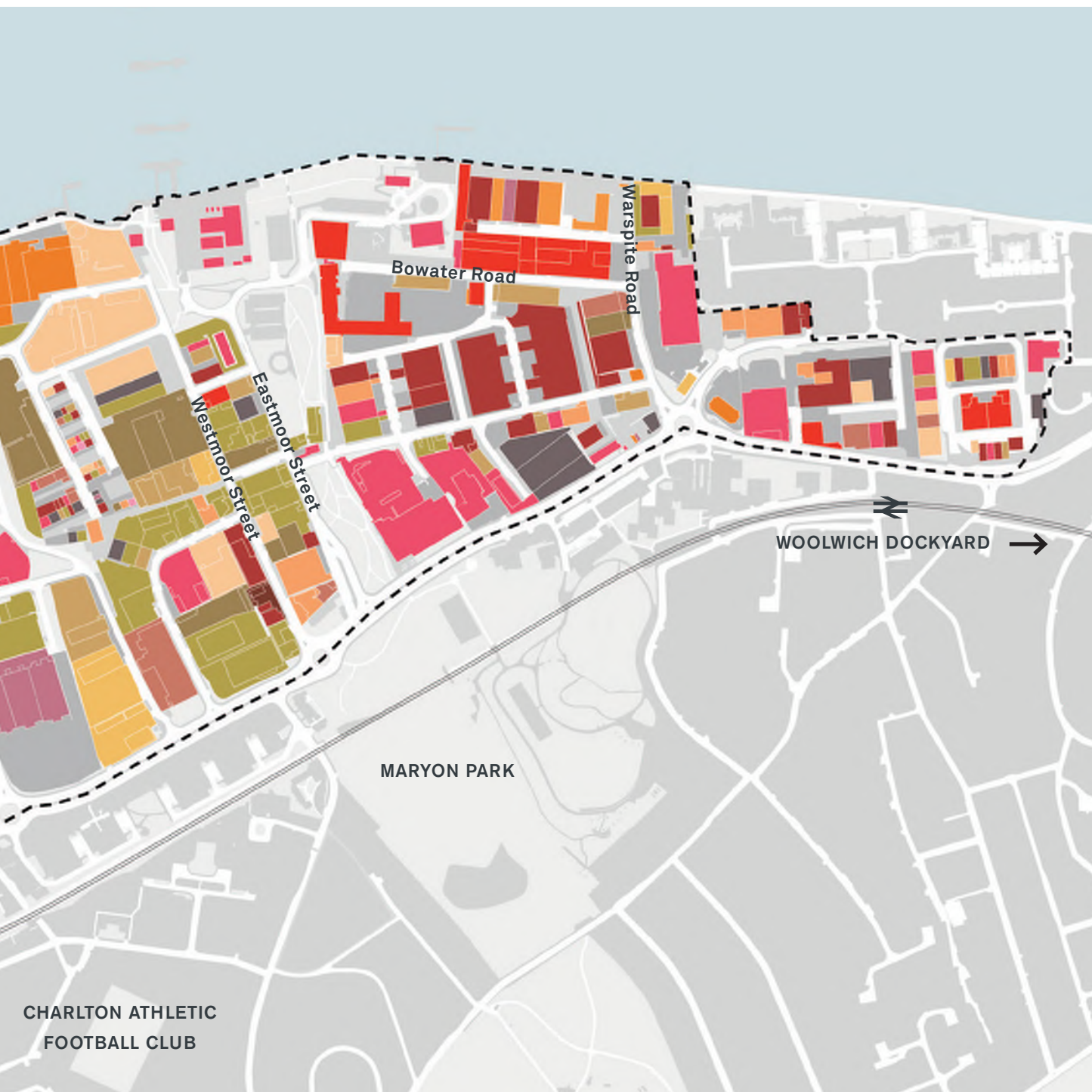
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Fig 14. Business activities across Charlton Riverside



Key

	Manufacturing		Retail		Restaurants, Leisure & Faith
	Utilities		Wholesale Warehousing		In Multiple Occupation
	Vehicle Sale, Repair and Hire		Retail Warehousing		Vacant
	Construction		Transportation and Logistics		Study area
	Wholesale		Services		



0

250m

Building types

Considered together, industrial buildings account for 55% of the total floorspace and yard space accounts for 24% of total employment floorspace. The remaining floorspace includes retail development at 14% of total employment floorspace and other, office and shop totalling the last 7%.

The division of industrial building types into age groups accounts for the variation in stock within the industrial building category but also acts as a timeline allowing to identify potential heritage assets as well as relatively recent development and investment. Most of the employment floorspace is housed in post-45 industrial buildings (28% of total floorspace). The post-2000 industrial buildings are largely accounted for by the recent development of the Sainsbury's distribution centre, the Charlton Gate industrial estate and a number of other standalone warehouses distributed across the site. A clustering of pre-45 industrial buildings can be found on the eastern end, where a lot of the site's built heritage assets can be found. There is one identified bespoke industrial or utilities premise on site, the Thames Barrier site. This building designation is typically associated with self-contained compounds with high level of security and fencing due to the nature of the activity on site. The majority of employment floorspace is made-up of post-45 industrial buildings, which are largely found across the site's various industrial estates.

The prevalence of yard space as a typology in Charlton is largely related to the presence of the wharves and surrounding construction sites, which as previously mentioned,

account for a significant proportion of employment and employment floorspace. A much smaller proportion of the site's overall yard spaces is made up of the clustering of vehicle repair and maintenance yards along Eastmoor and Westmoor Street.

The site's average footprint ratio shows that across Charlton Riverside, buildings on average only account for up to 48% of total land area. However, this value varies greatly across the site. The most western study sites feature a much lower average footprint ratio 0.21, which is accounted for by the presence of open industrial land, and retail development with large associated parking and servicing.

Figure 16 shows the distribution of building types by floorspace including parking and working yards (ie yards used in relation to the building's business activity). Working yards account for 16% of the total floorspace. This proportion is made up by larger-scale servicing areas, for instance around the Sainsbury's Thameside distribution centre, smaller-scale servicing areas related to individual warehouses in industrial estates as well as smaller-scale yards accommodating storage of materials or product in the case of manufacturing or construction businesses.

There is also a large provision of parking in the overall study area, with 17% of total floorspace. This is accounted for by the larger-scale shared parking spaces along Bugsby's way, smaller-scale shared parking on industrial estates and smaller-scale private parking associated with individual businesses.

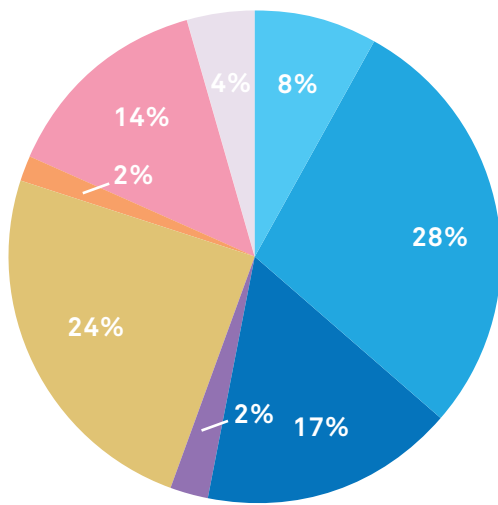


Fig 15. Distribution of total employment floorspace by building type

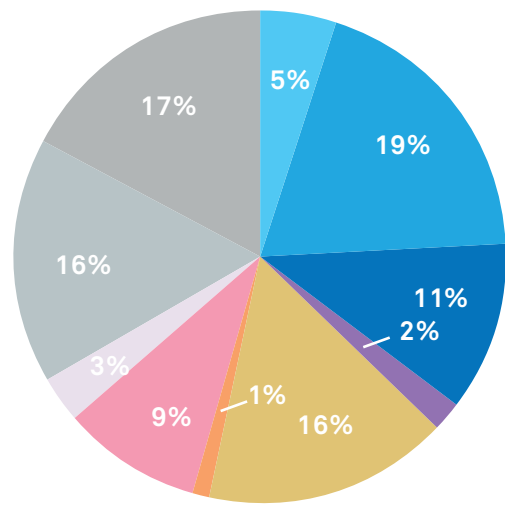


Fig 16. Distribution of total employment floorspace by building type including working yards and parking

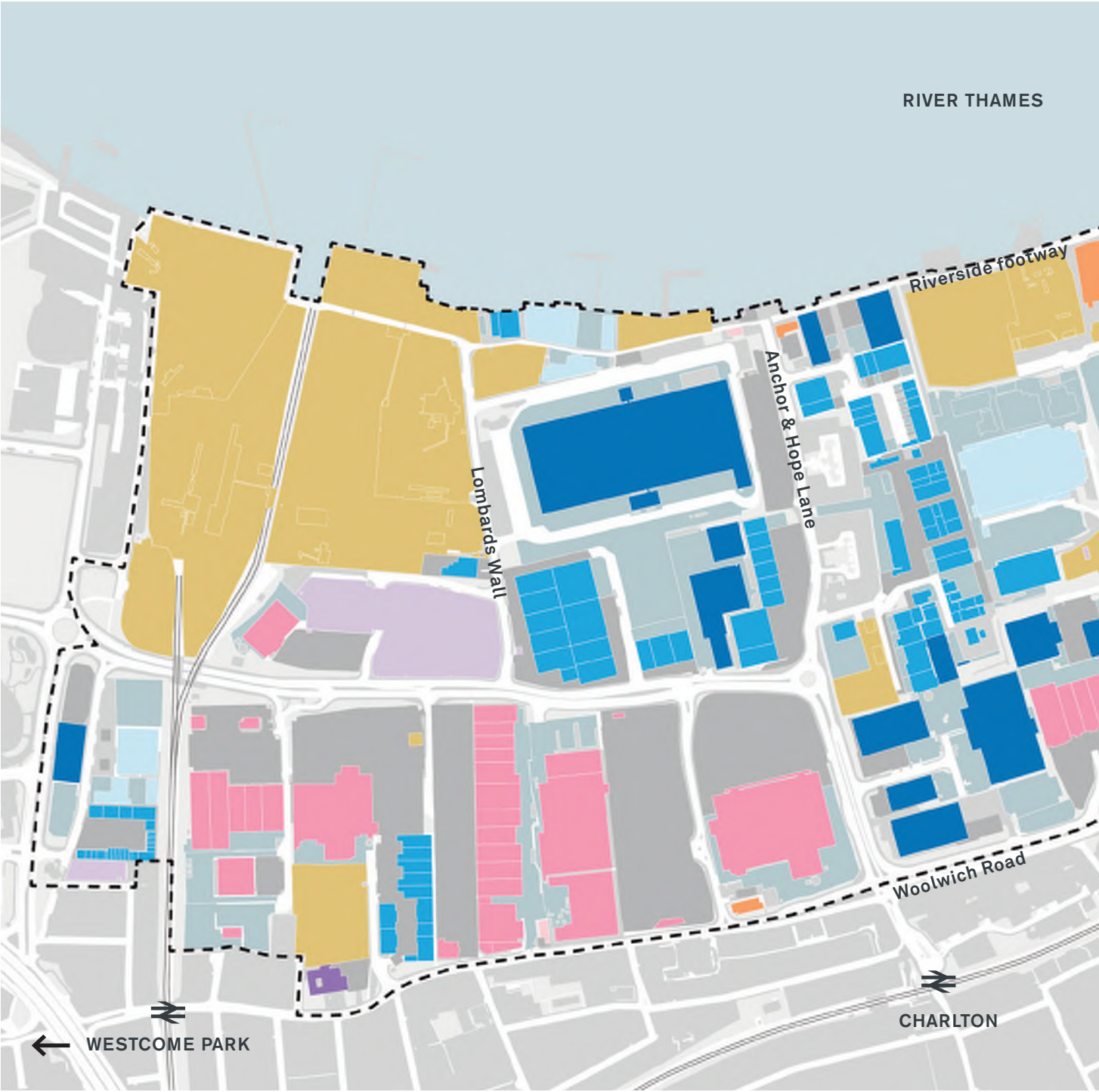
Key

■	Industrial building (Pre-1945)
■	Industrial building (1945-1995)
■	Industrial building (post-2005)
■	Bespoke industrial or utilities premises
■	Yard Space
■	Office Space
■	Retail Park
■	Shop
■	Other











Key

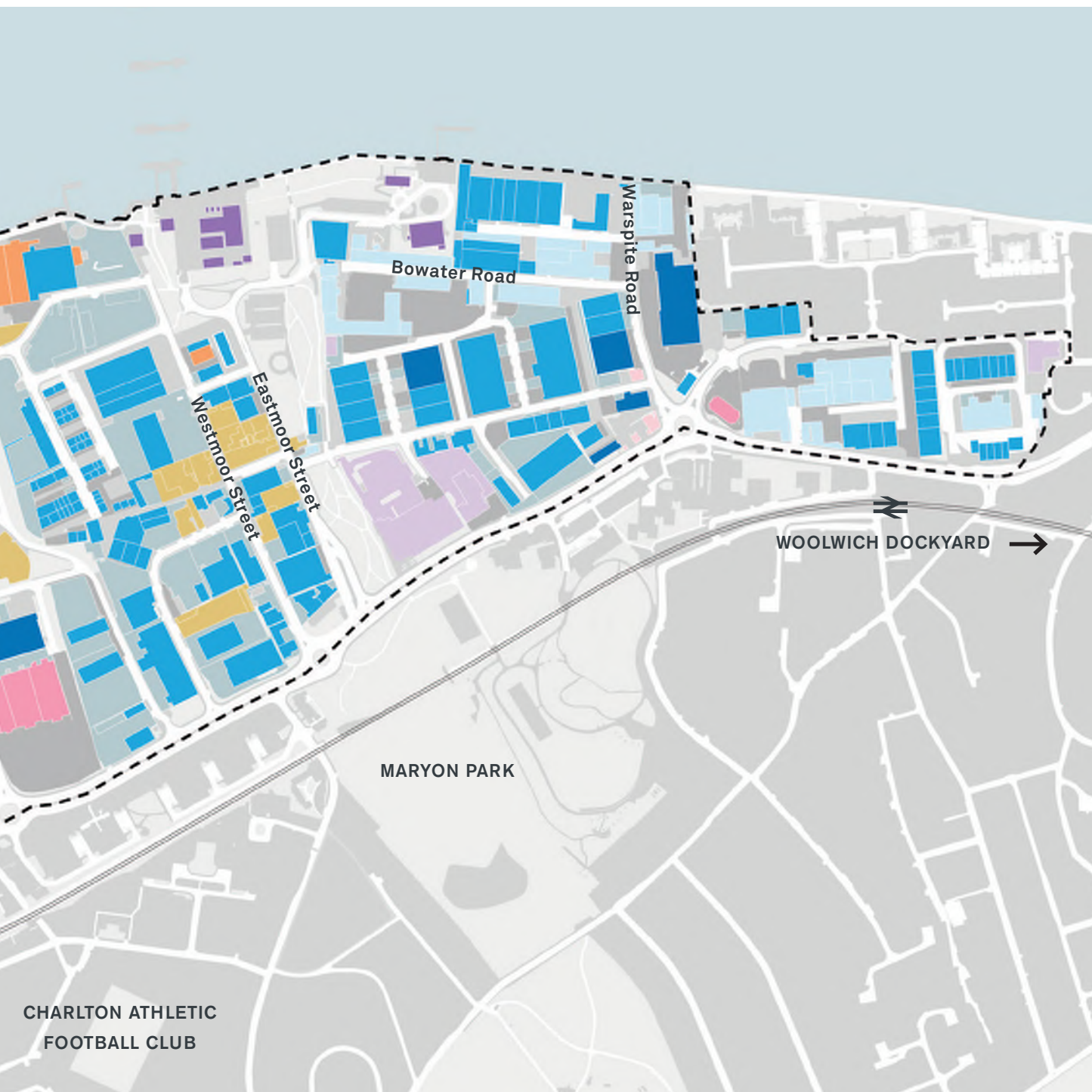
■	Industrial building (Pre-1945)
■	Industrial building (1945-1995)
■	Industrial building (post-2005)
■	Bespoke industrial or utilities premises
■	Yard Space
■	Office Space
■	Retail Park
■	Shop
■	Other
■	Working yard
■	Parking

Fig 17. Building types across Charlton Riverside



Key

	Industrial building (Pre-1945)		Office Space
	Industrial building (1945-1995)		Retail Park
	Industrial building (post-2005)		Shop
	Bespoke industrial or utilities premises		Other
	Yard Space		Study area



0

250m



Workspace size

The Charlton Riverside area shows a wide range of individual workspace size units across the building typologies that form the site's overall building stock. Figure 18 alongside shows the distribution of building type and unit size occupied by individual businesses by floorspace.

The graph uncovers the relationship between age and size where older industrial stock tends to be composed of smaller units and where most recent stock takes up larger units. The average size of individual units for industrial buildings (pre-1945) is about 780sqm whereas the average size of industrial buildings (post-2005) is 3560sqm. The average unit size across all typologies is 842sqm and as such, pre-1945 individual units tend to be below site average, and post-2005 largely above site average. Retail units also account for some of the site's largest workspaces as individual units average around 1691sqm.

The most prevalent building typology across the site as shown in Figure 9 is industrial buildings (post-45), which represents 17% of overall employment floorspace. This typology's individual units average 540sqm. The composition of the post-45 building stock is therefore characterised by a large amount of small individual units spread across the site's various industrial estates. This contrast with the post-2005 stock, which is composed of a smaller number of large-scale units.

The majority of pre-1945 buildings are subdivided and shared between a large number of individual businesses and therefore although individual unit sizes are

small, the overall building is much larger. For instance, the pre-1945 building hosting the Commonwealth studios along Woolwich Church street covers a total of 5304sqm and hosts 6 businesses in individual units averaging 663sqm.

Figure 19 overleaf maps out the workspace size units throughout the study area. The site's smallest units (<250sqm) are concentrated at the centre of the site but are also found on western and eastern extremities. The two largest individual workspaces on site are the Sainsbury's Thameside Distribution Centre along Lombard Wall and the Makro along Gallions Road.

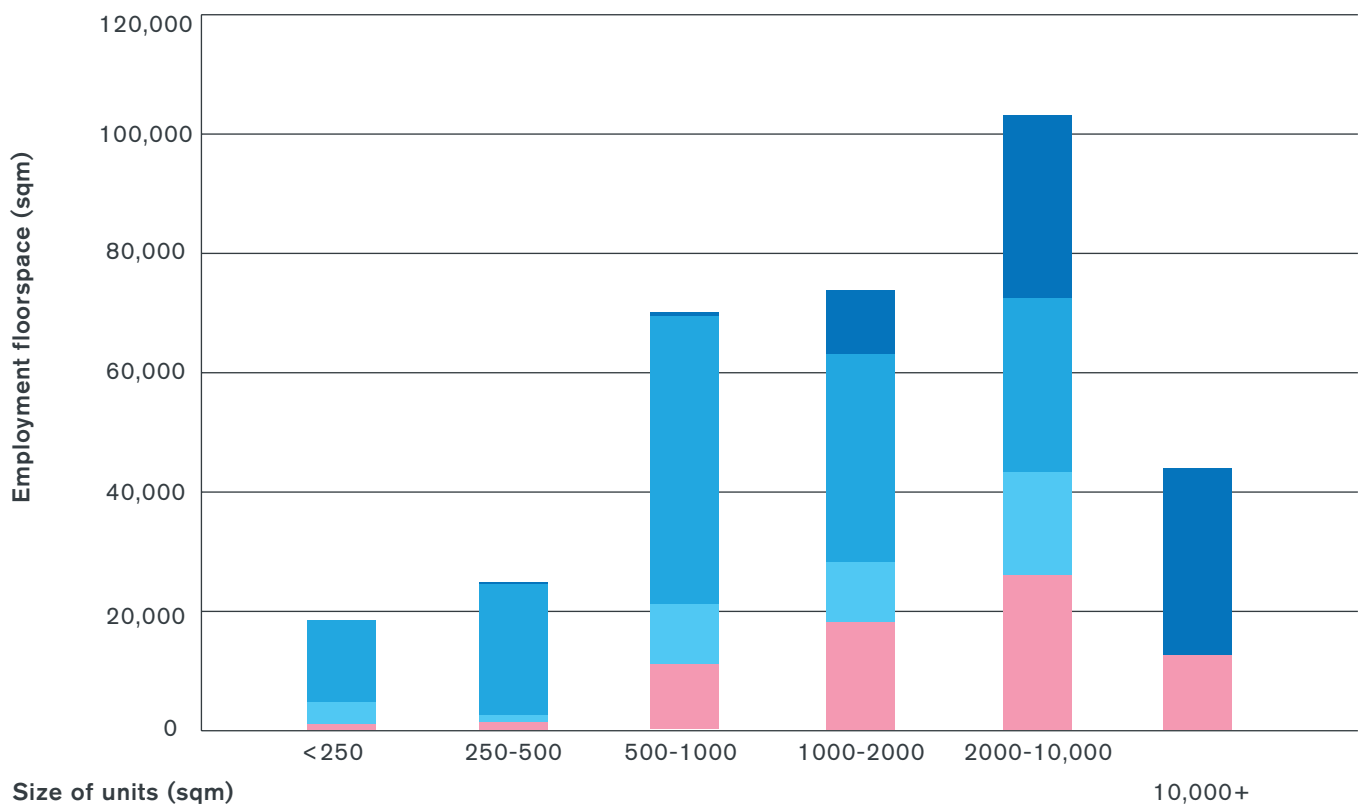


Fig 18. Distribution of building type and unit size (sqm) by floorspace

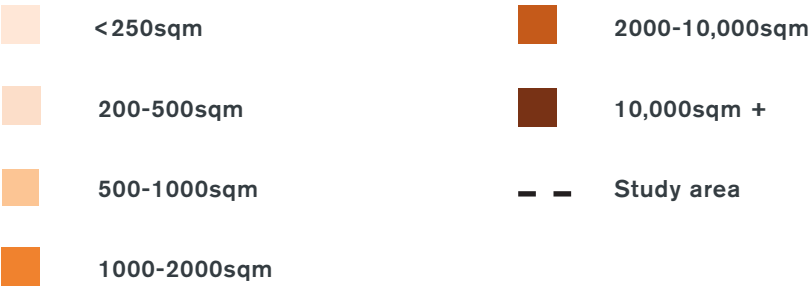
Key

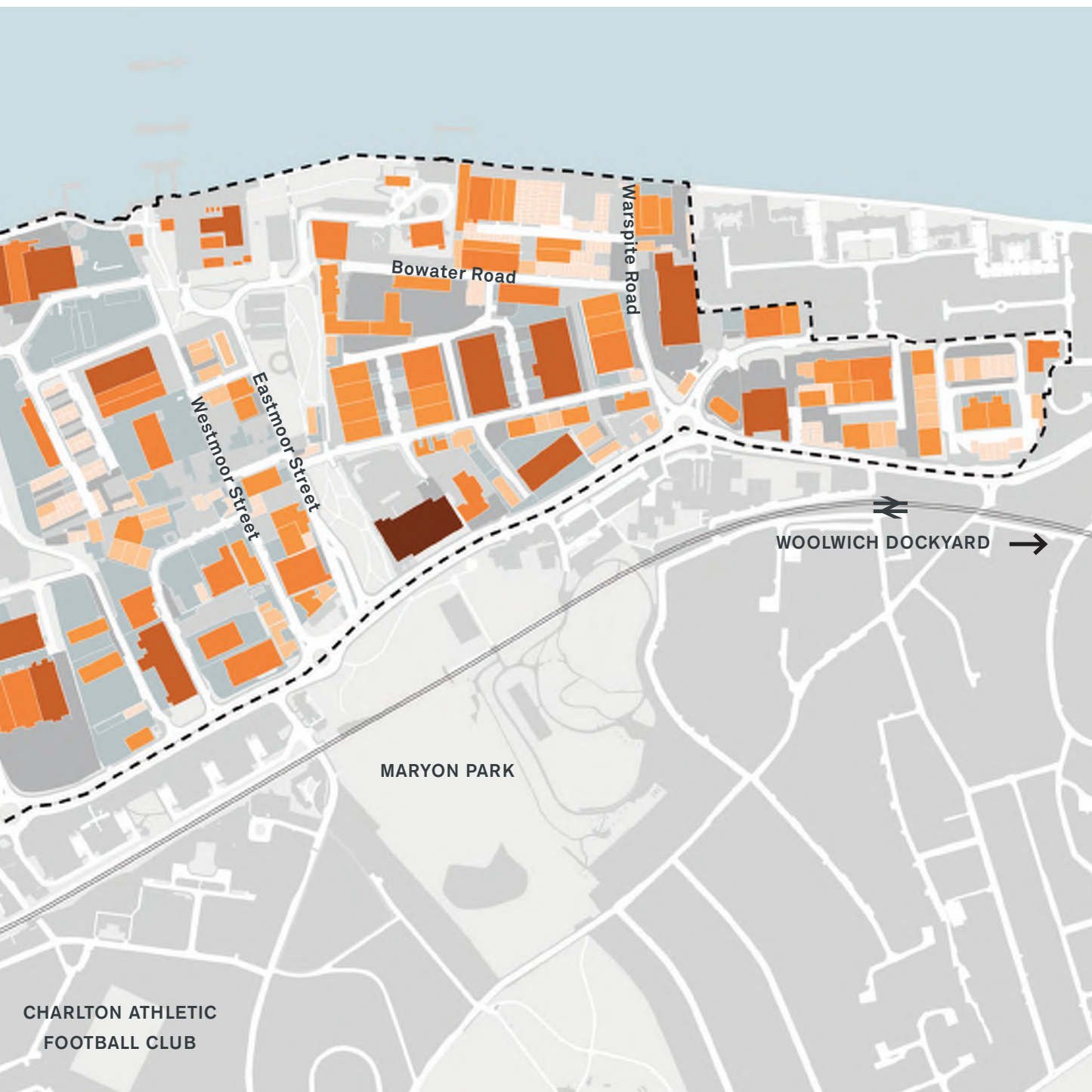


Fig 19. Distribution of workspace sizes across Charlton Riverside



Key





0

250m

Employment density

Employment density mapped in Figure 20 is a geographical representation of employment density per individual workspace unit.

As such, it shows very precisely the variations in employment density across the study area. The representation of employment density per workspace unit is possible due to the accuracy of employment data gathered from each individual unit.

The highest levels of employment density can be found clustered at various locations across the study area but significantly, at the eastern edge of the site.

Further analysis of employment density per building type shows that pre-1945 industrial stock tends to host the densest employment activities, at an average of 145 employees/ha. This is followed by post-1945 industrial, at 97 employees/ha and post-2005 industrial stock at 74 employees/ha.

High density of pre-1945 industrial buildings in Charlton can be attributed to the fact that this typology tends to be subdivided in smaller workspace units hosting a wide range of businesses.

The retail developments along Bugsby's Way also show a clustering of high employment density. Analysis of employment densities across building types show that retail units in Charlton Riverside have an employment density averaging at 117 employees/ha. The fact that Charlton Riverside features a number of key national retailers such as Marks and Spencer, Sainsbury's and Asda contributes to the high employment density

within retail units on site, as these individual businesses usually have a large number of employees and some businesses operate 24/7.

Clusters of low employment density in Charlton Riverside overlap with the wharf sites and surrounding open industrial land, reiterating the space-hungry nature of the construction activities on site.

Figure 21 represents employment density across Charlton Riverside when both parking spaces and working yards are accounted for. In this representation, employment density is not distributed across individual business workspace, but rather by areas that present similar spatial characteristics. This allows to distinguish the sites presenting certain spatial characteristics that contribute to lowering overall employment density.

As shown in figure 16, p.31, associated parking space and working yards in Charlton Riverside account for a significant share of total workspace; when accounted for, parking and working yards account for 17% and 16% respectively of total workspace on site. Certain activities such as retail, wholesale, retail warehousing and wholesale warehousing are supported by large-scale servicing areas to accommodate for high volumes of goods moving in and out of the site as well as large-scale shared parking spaces to accommodate the influx of customers.

For instance, when looking at the concentration of retail activities along Bugsby's Way, even though individual businesses might harbour high employment density levels, the spatial make-up of the site, with its large-scale servicing and

parking provision translates into much lower site-wide employment density levels.

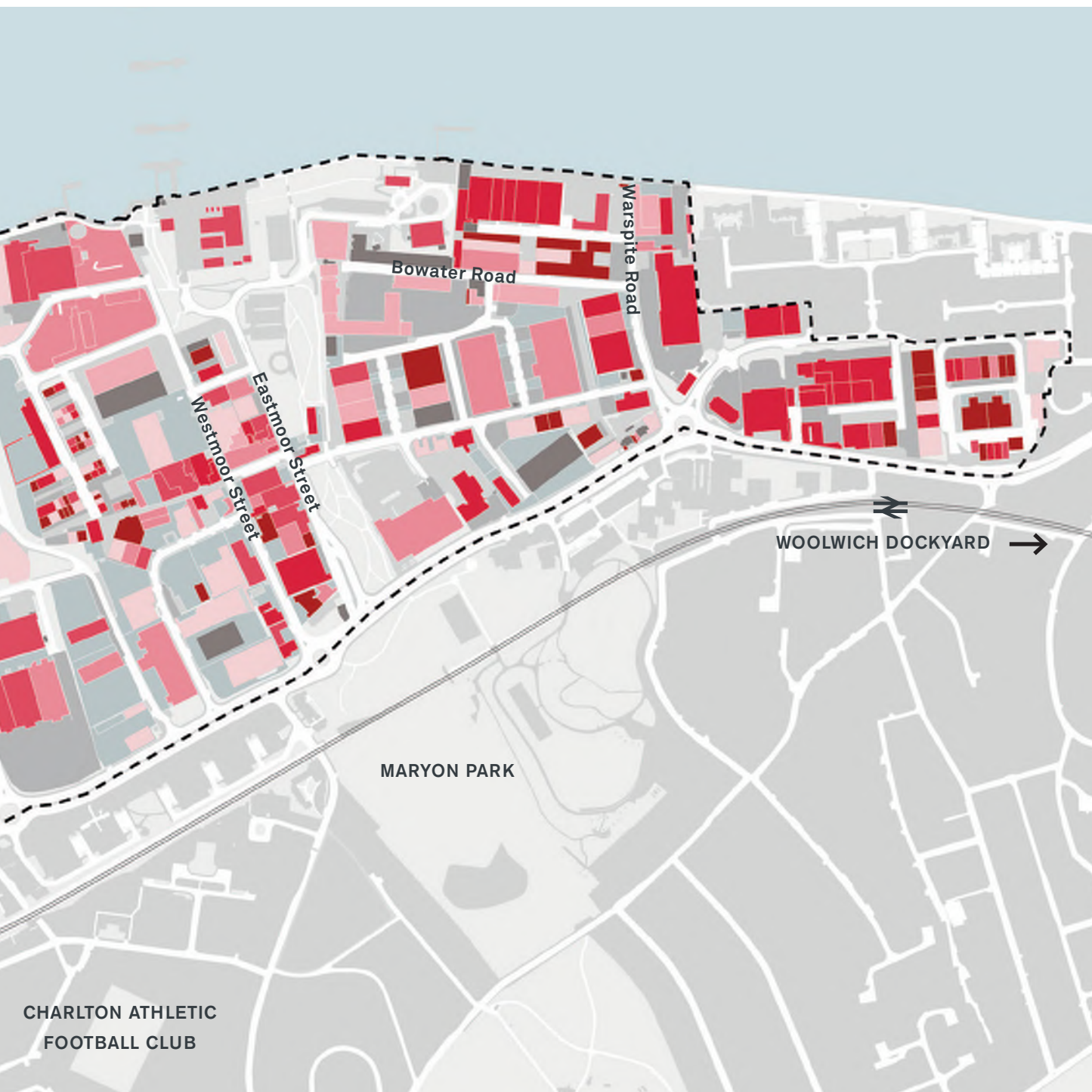
On the eastern edge of the study area, high employment density at the individual workspace level translates into high employment density for individual sites, even when accounting for associated yard and parking spaces. This again relates to the overall typologies and spatial configurations of these individual sites. As shown on Figure 17 on page 32, the eastern edge of the study area shows a concentration of pre-1945 industrial buildings. These buildings are shared between a number of businesses housed in smaller subdivided units. The scale of associated yard spaces is also much smaller. Individual businesses often share servicing and parking provision.

Fig 20. Employment densities by floorspace across Charlton Riverside



Key

	0-39 employees/ha		120-199 employees/ha
	40-79 employees/ha		200+ employees/ha
	80-119 employees/ha		Study area

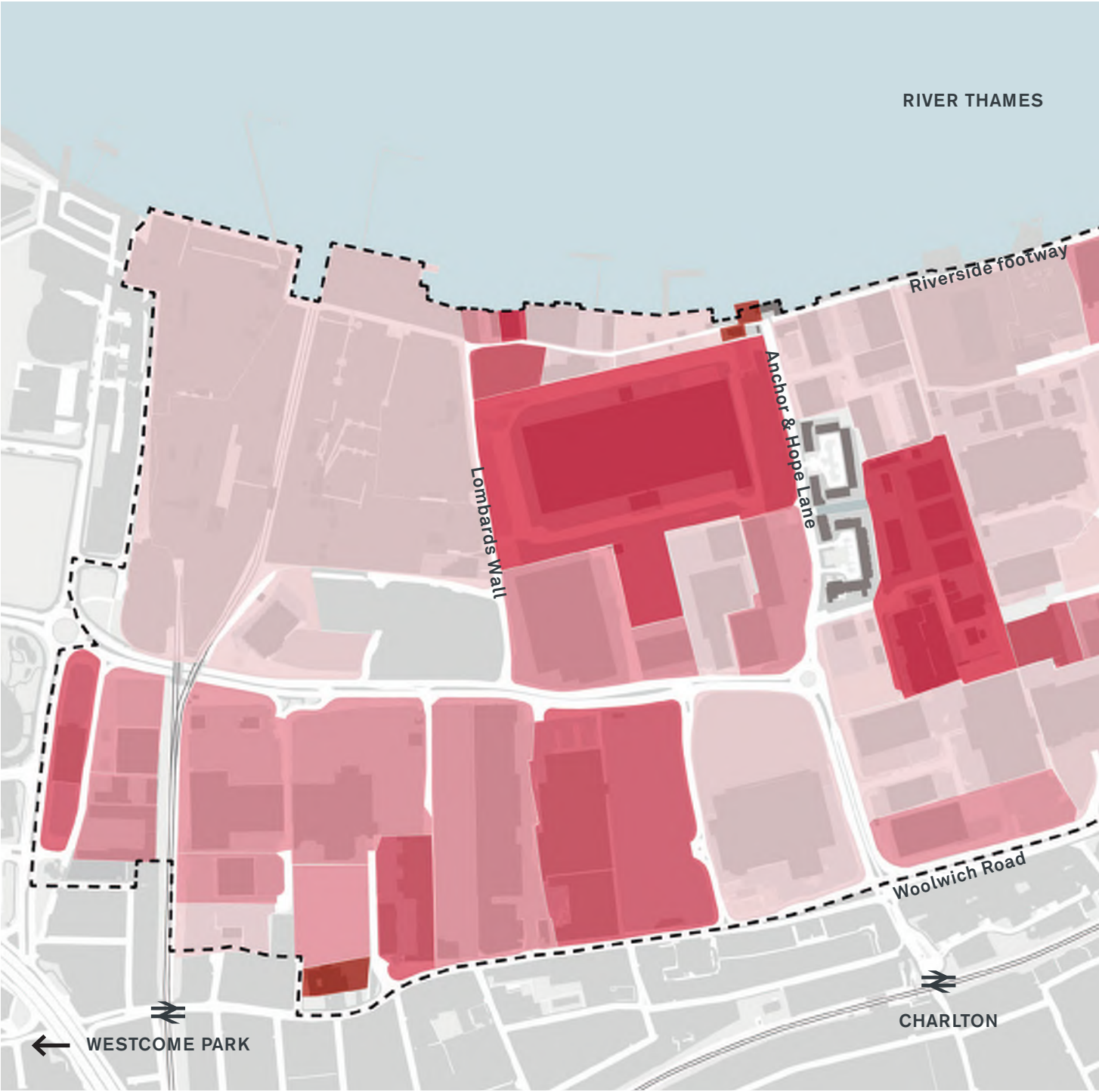


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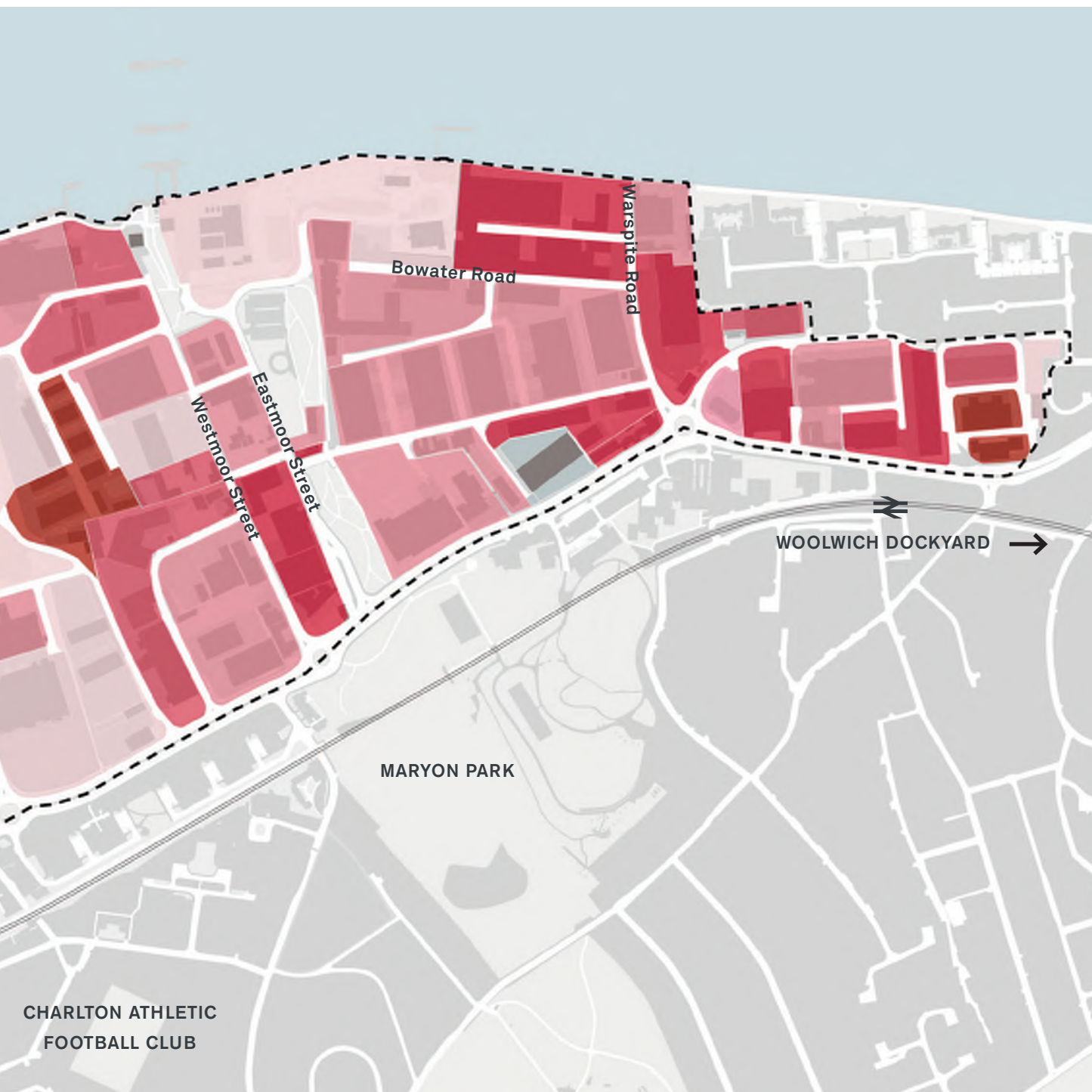


Fig 21. Employment densities by site area across Charlton Riverside



Key

0-39 employees/ha	120-199 employees/ha
40-79 employees/ha	200+ employees/ha
80-119 employees/ha	Study area



0

250m



Site types

The site type classification introduces a level of analysis which offers additional insight into the constitution of the study area. Although business activity and building type classifications are useful in providing detailed building-level analysis of the site, they are limited in their ability to uncover the relevant geographies contributing to the Charlton Riverside economy.

Grouping together various buildings into coherent identifiable sites allows for a more cohesive analysis of the makeup of the Charlton Riverside economy. The following site types were identified from an initial desk based review of over one hundred employment sites then placed within twelve categories. The resulting maps, graphs and analysis illustrate the geographic distribution of different sites and detail their contrasting characteristics. The twelve identified site types are defined as follows:

Standalone Warehouses

Large warehouses occupied by a single business, typically with gated access to private large external yard space and car parking.

Dense Industrial

Older stock of industrial units which have been subdivided and re-purposed over a number of years. Unit sizes vary, although typically there is little to no external yard space and / or formal parking provision.

Industrial Estates

Terrace warehouse units occupied by multiple businesses, accessed off of a shared yard space. Typically unit sizes are smaller than in standalone warehouses.

Open Industrial Land

Large open space with only a few built structures.

Retail Park

Large, single storey retail sheds. Can be distinguished by the large amount of customer parking that sprawls out for the warehouses.

Business Park

Typically provide a large number of small office units within a single building. Parking is generally provided, although this does not cater for large-scale loading and unloading.

Office

Large office space typically hosting single or multiple businesses in its premises

Bespoke Industrial or Utilities

Purpose-built industrial buildings or utilities sites for uses such as waste management or power supply plant and associated yard space.

Petrol Station

Petrol Station includes the associated parking space and small retail unit.

Under Construction

Entire site under construction, typically demolishing of existing building stock.

Other

Varied range of units that remain unclassified typically due to the singularity of the structures. Examples in the North East Enfield industrial cluster include mobile food trucks as well as hotels.

Vacant Land

Land which is currently unused, and has few

or no built structure on it.

Mapping these site types reveals a patchwork of different types of industrial premises and land clusters, ranging from modern single-user warehouses, managed industrial estates and office space, through to older industrial stock and open industrial land parcels often used for construction-related purposes. The character, economies, and issues facing these sites are considerably different, and are further explored on the following pages.

The table that follows sets out a broad overview of the twelve site types, highlighting their share of overall employment space, average footprint ratio (the proportion of overall employment land taken up by internal floorspace), share of the area's overall businesses and employment, as well as average employment densities. The latter is particularly important as it allows for an initial analysis of how efficiently various types of floorspace are being used in Charlton Riverside. An employment density map has been produced using the boundaries as established by the site type mapping.



Site type: Standalone Warehouse



Site type: Dense Industrial



Site type: Industrial Estates





Site type: Open Industrial Land



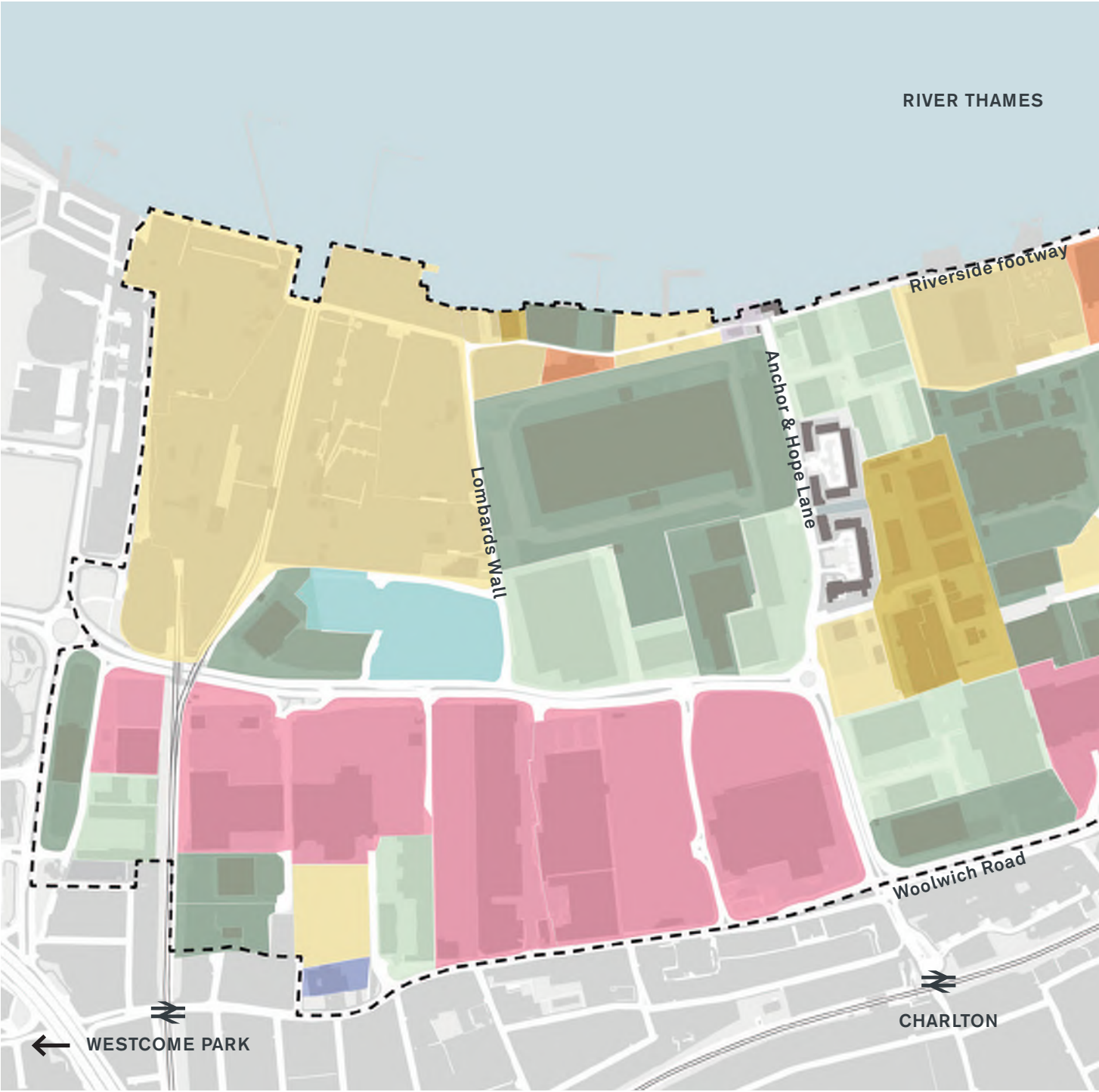
Site type: Retail Park



Site type: Bespoke Industrial or Utilities

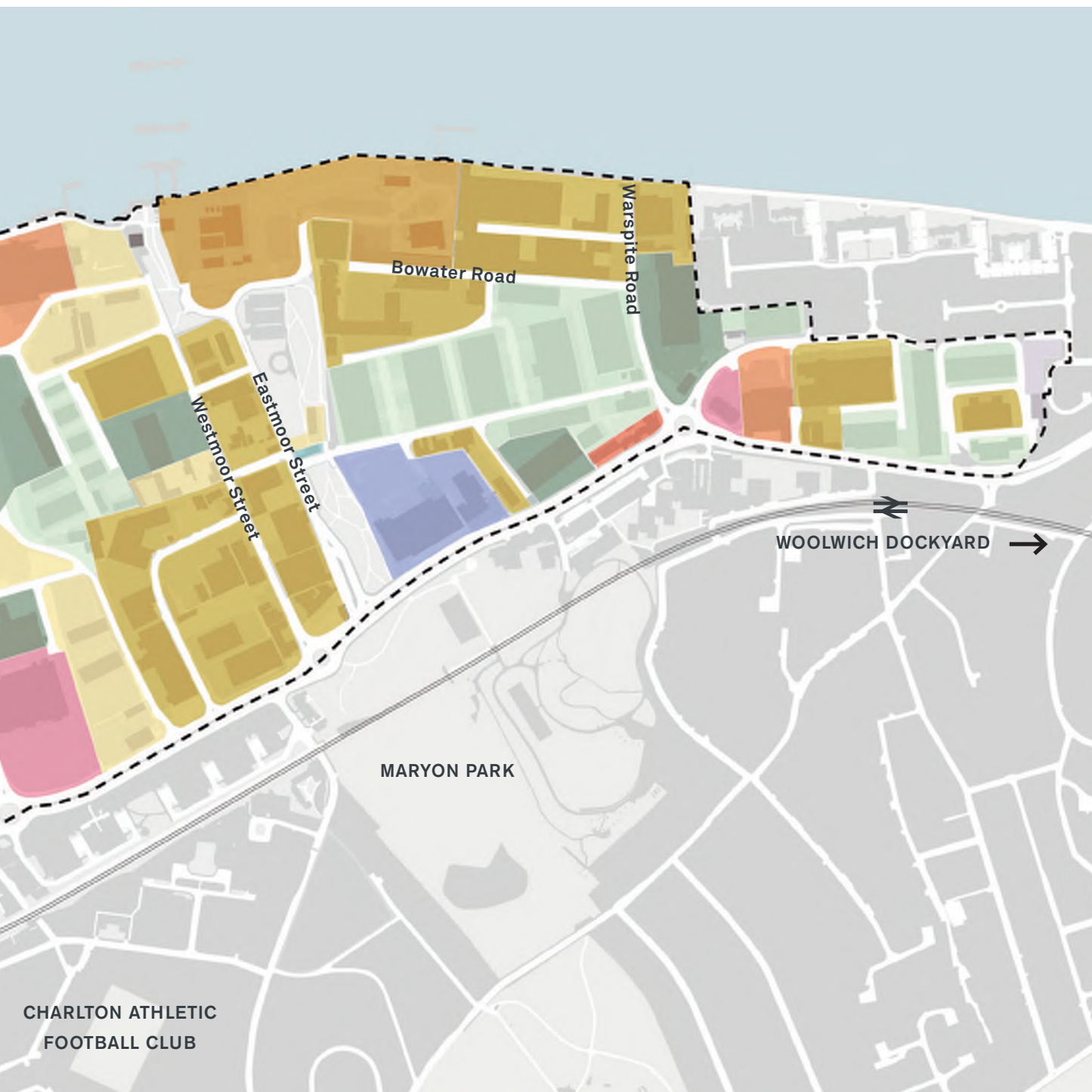


Fig 22. Site types in Charlton Riverside



Key

	Standalone Warehouse		High Street		Vacant Land
	Industrial Estate		Office		Other
	Dense Industrial		Bespoke Industrial or Utilities		Study area
	Open Industrial Land		Community Use		
	Retail Park		Under construction		



Through the site type classification, the overall study site appears as a highly geographical composition of similar and contrasting economies.

Open industrial land and retail site types are clustered on the western edge of the site whereas larger sways of dense industrial can be found in the centre and eastern edge of the study area. Across the overall study area, the contrast between the standalone warehouses, dense industrial sites, and industrial estates uncovers a qualitative distinction to be made between sites that function highly independently, sites that function as a group of individual businesses, and sites where businesses share single subdivided premises.


The relationship between total share of businesses, employment and floorspace is illustrated in figures 23, 24, and 25. Industrial estates and dense industrial sites account for 36% and 37% of total businesses respectively and account for 28% and 17% of total employment floorspace. This is a reflection of the nature of sites, where dense industrial site types tend to have higher employment densities. It also reflects the fact that both of these sites types host a number of businesses, often of small to medium scale.

In contrast, retail developments house 11% of total businesses, but employ 23% of total employment over 14% of total employment floorspace. This relationship between share of businesses and share of employment reflects the fact that retail developments in Charlton include a number of larger-scale national retailers, which have large employment numbers.

Standalone warehouses also account for a small proportion of total businesses but a much larger share of employment and floorspace; this site type accounts for 4% of total businesses but employs 15% of total employment over 14% of total workspace.

Open industrial land accounts for 6% of total businesses, 10% of employment but over 21% of total floorspace, again reflecting the space hungry nature of the larger scale heavy industrial construction sites located on the wharves. Amongst industrial site types, open industrial land features the lowest level of employment density, at 40 employees/ha as shown on the adjacent table.

Key

	Standalone Warehouse
	Industrial Estate
	Dense Industrial
	Open Industrial Land
	Retail Park
	High Street
	Office
	Bespoke Industrial or Utilities
	Community Use
	Under Construction
	Other

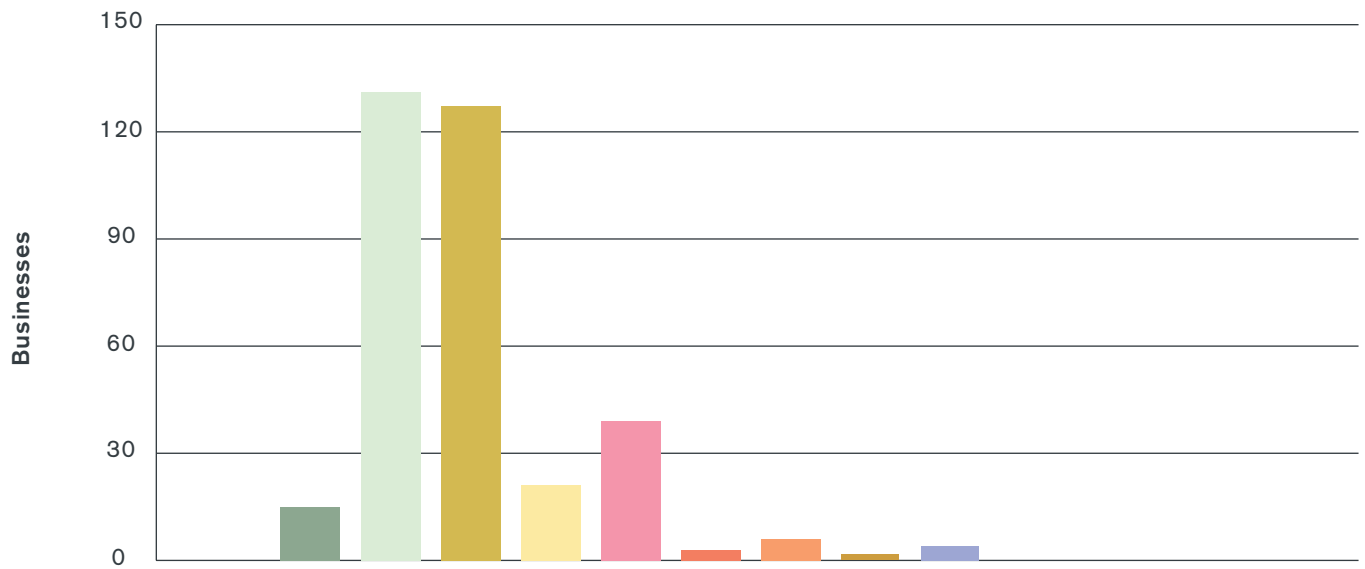


Fig 23. Distribution of total businesses by site type

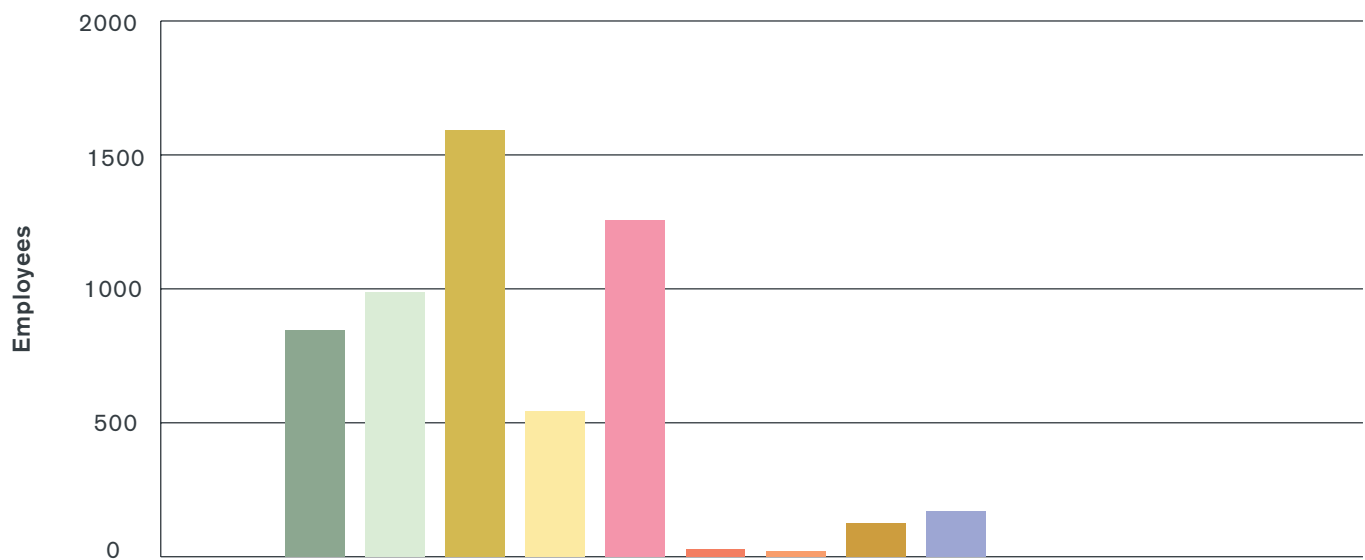


Fig 24. Distribution of total employment by site type

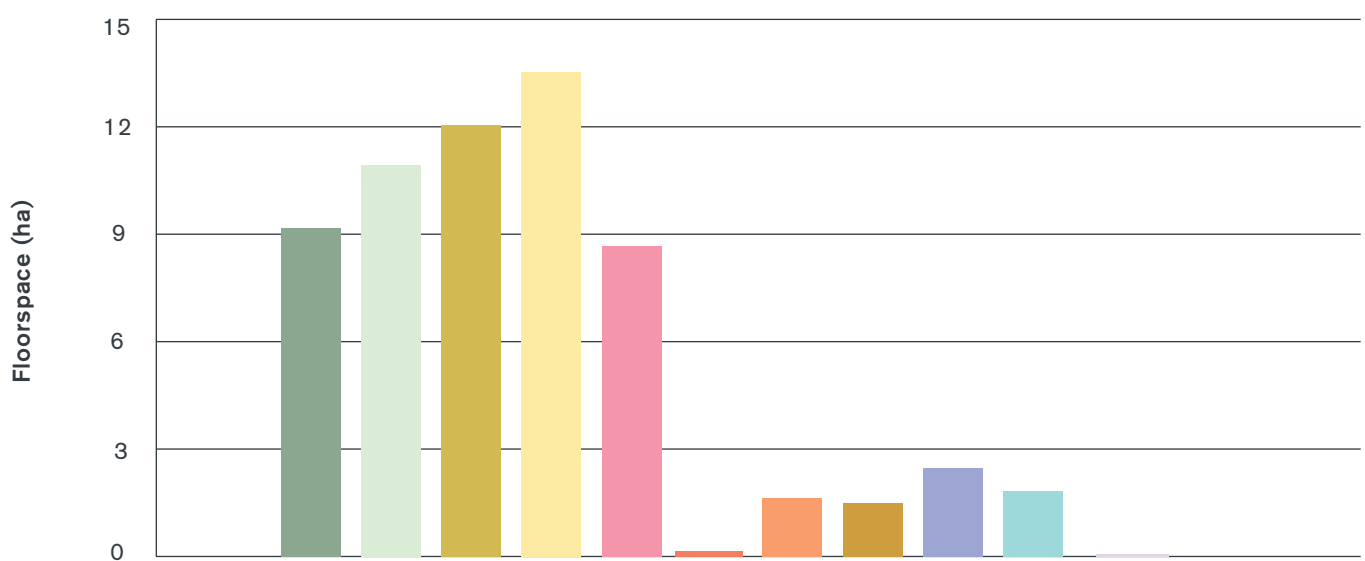


Fig 25. Distribution of total floorspace (ha) by site type

The table alongside offers a breakdown of individual site characteristics that can be used as comparatives. Within the industrial building stock, dense industrial sites shows the highest employment density at 132 employees/ha. Industrial estates show a density of 90 employees/ha. The varying employment density is reflective of the spatial configuration of each site type- where dense industrial sites house a large number of businesses and related staff in shared and smaller scale units where industrial estates tend to be configured as individual terraced warehouses hosting single businesses. It should be noted that the 'Total Jobs' associated with each site type refers to all jobs associated with the businesses in the type, while employment density is calculated using the number of people working on each site daily (i.e. accounts for part-time vs. full-time jobs).

The average footprint ratio gives an indication of how average building footprints vary according to site types. Standalone warehouses have a smaller footprint ratio due to the fact that they are usually associated with large yard spaces. Retail parks have lower average footprint ratios as the individual retail units are adjoined to large parking spaces to accommodate the influx of customers. In contrast, dense industrial employment sites have high average footprint ratios due to the absence or smaller scale of yard spaces associated with this type of older industrial building stock.

Most site types have low or no vacancy, with the highest vacancy rate found in the High Street site type. This high vacancy rate is due to a number of empty units along Woolwich road, near Warspite Road in an otherwise very under-represented site type.

Community uses is quite a prevalent site type in terms of overall floorspace and is accounted for by the Windrush primary school and the Royal Greenwich UTC. The prevalence of community use in the overall study area is a distinctive feature of the Charlton Riverside area.

Site Type	Total Businesses	Total Jobs	Total Floorspace (ha)	Employment Density (employees/hectare)	Average Footprint Ratio	Vacancy Rate
Standalone Warehouse	15	845	9	92	0.35	0%
Industrial Estate	131	986	11	90	0.51	5%
Dense Industrial	127	1590	12	132	0.65	3%
Open Industrial Land	21	540	13.5	40	0.07	0%
Retail Park	39	1255	8	117	0.28	0.5%
High Street	3	7	0.05	88	0.40	70%
Office	6	21	1	13	0.7	0%
Bespoke industrial or utilities	1	125	1.5	83	0.04	0%
Community Use	4	170	2.5	69	0.7	0%
Under Construction	0	0	4	0	/	100%
Other	3	4	0.05	51	0.25	0%
Vacant Land	0	0	0	0	/	100%

Study sites summary

Given some of the distinct employment clusters and building type distinctions across the wider study site, the area has been sub-divided into four sites for further detailed analysis. These sub-area sites align with the divisions suggested by RB Greenwich and used in previous mapping exercises.

Although Site 1 is home to the most recognisable concentration of industrial activity in the area, key clusters of creative uses, retail and smaller-scale industrial activities operate in proximity in Sites 2, 3 and 4 and all speak to how Charlton Riverside has developed and works today as a location for a variety of industrial-type uses.

Overall, Site 3 contains the highest proportion of the businesses across the total study area, but site 4 is the densest in terms of employment. This relates directly to the type of activities taking place in this site - particularly the number of artist and small business studios accommodated in some of the site's key heritage buildings. Site 1 is home to the largest industrial operations in Charlton Riverside, with a small number of businesses employing a considerable number of employees in space-hungry, yard-based activities.

Site 2 is gathers together the key retail functions in the site, including public-serving retail parks, large single-occupier retail development like M&S or Makro, as well as the large distribution centre for Sainsburys. This site is bisected by Bugsby's Way along which key bus routes, retail customer traffic and HGV movements from site 1 are accommodated.

Site 3 is the densest of the sub-areas in terms of the density of its built form. A patchwork of industrial buildings and yardspaces make up the site, with has the highest average footprint ratio of the four sub-areas, again highlighting the physical 'fullness' of the area. The site offers little opportunities for east-west thoroughfare and continues to host a regular HGV and van traffic which serve the numerous mid-size industrial estates located throughout the site.

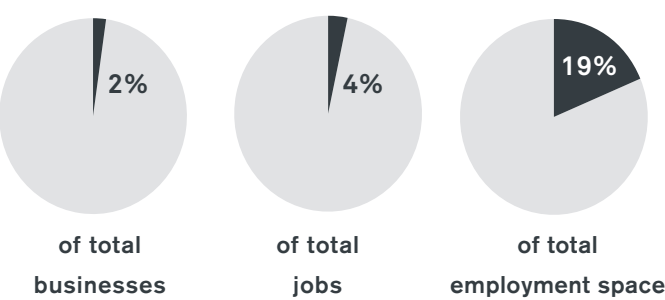
Site 4 is the site of the most prominent cluster of heritage buildings in the area. Clustered around Bowater Road and off Woolwich Church Street, these buildings are occupied by a mix of small studio units for artist, maker and small business uses, as well as by a concentration of printing activities. The site also includes the Thames Barrier operations site, strategically important Environment Agency land and a small linear park linking the barrier site down to Woolwich Road. The site is animated by educational uses including Windrush Primary School and the Royal Greenwich UTC.



Fig 26. Study site boundary and sub-divisions as used in the study

Employment Sites	Total Businesses	Total Employees	Total Employment Space (ha)	Employment Density (employees/ha)	Average Footprint Ratio	Vacancy Rate
Site 1: Wharves	8	205	10.7	18	0.02	0.0%
Site 2: Bugsby's Way	89	2,145	18.8	115	0.41	1.4%
Site 3: Stonelake, Ropery & Penhall	152	1,538	15.9	94	0.65	3.2%
Site 4: Mellish & Westminster	99	1,794	11.5	147	0.43	3.1%
Total	348	5,682	56.9	94	/	2.5%

Site 1: Wharves



Businesses:	8
Jobs:	205
Employment Space:	10.67ha
Employment Density:	18 employees/ha
Footprint Ratio:	0.02
Vacancy Rate:	0.0%

Site 1 is home to Charlton Riverside’s key wharf sites: Angerstein’s, Murphy’s, Riverside and Christie’s. Both Angerstein and Murphy’s Wharves are designated as ‘safeguarded wharf’ sites through both national and London Plan policies.

Employment activities
Operators on these safeguarded sites include Aggregate Industries (at Angerstein Wharf), Cemex (at Angerstein Wharf), Tarmac (at Murphy’s Wharf) and the Day Group (also at Murphy’s Wharf). Jointly the operators run a number of aggregate related industrial operations from the two safeguarded wharves. Largely activities processing to produce materials for construction, chiefly concrete and asphalt.

The Day Group also operates a construction and demolition waste recycling plant from its site, in addition to its concrete and processing plant. Over 3m tonnes of aggregates and recycled materials are produced between the four key operators on the wharf sites. Furthermore, the site

hosts Norris Skips (a recycling and material recovery facility) and some minor sites of wholesale retail serving the construction industry. The sub-area is also the site of the newest construction project across the whole study area - a large retail park development along Bugsby’s Way which will host uses similar to those in Greenwich Shopping Park. This newest infiltration of the public-facing retail uses sits starkly against those production-heavy wharf sites which neighbour the new development.

Bugsy’s Way has typically acted as a ‘dividing line’ between the retail park type uses and the industrial activities which abut the river, but more recent developments are symbolic of a lack of integrity of industrial designations and signal unclear intentions for continued industrial-scale activities on the site long-term.

Construction-related sectors make up just over 90% of the employment on site 1, and occupy most of the employment floorspace in the site- a calculation which includes the open yard workspace provided by the wharf sites. Activities carried out on the wharf sites include processing, washing and recycling of material, concrete batching and production of asphalt. Material is transported both by river and via the railhead which serve the two wharves, as well as by road.

Site condition
Between them, the operators occupying the wharf sites generate around 700 vehicle movements per day. Some of the older industrial building stock on the site is of poor condition but generally the premises of wharf-site operators and the wholesale activities are well maintained.

Road-side conditions, signage, entry ways and boundary fencing contribute poorly to the overall site condition, particularly for smaller vehicles, cyclists and pedestrians. The Thames Path runs through the yard sites of these operators, which allows simultaneously for glimpses into heavier industrial uses, but can also produce unpleasant thoroughfare experiences as materials or offsets from the wharf sites sweep across the path.

Servicing & access

The 24/7 operations of most of the wharf-based operators means that this sub-area is one of the most prominent industrial production sites in the area. Wharf sites

have substantial infrastructure requirements and are serviced via river, rail and roads. Pedestrian access to both the industrial sites and as well as the wholesale activities is severely limited by the spatial and safety requirements of these particular activities, but is even further hampered by the road network which is dominated by HGV traffic.



Part of the safeguarded Murphy's Wharf sites alongside the Thames pedestrian and cycle path.

Case study business: Tarmac

Activity sector:	Construction
Jobs:	60
Size of premises:	3.90ha
Type of premises:	Yard space
Adjacent activities:	Construction, utilities, construction-related retail

Business Basics

- Tarmac plant located Murphy's wharf has the capacity to store up to 26,000 tonnes of aggregates on site.
- Currently one of the largest 'marine aggregate terminal' in Europe in terms of output.
- The site operates 24/7.

Tarmac is major building materials and construction company, which employs approximately 6,900 people across 400 sites all around the UK. Tarmac has a number of riverside operations at Northfleet, Charlton, Erith, Thurrock and Greenhithe. The Tarmac plant located on Murphy's Wharf operates mainly as storage for aggregates for the manufacture of road coating materials. The Tarmac plant also features an on-site concrete plant producing ready-mix concrete to supply neighbouring markets.

Customer and supplier networks

The supply networks are mainly internal; aggregates are received and distributed to and from Tarmac's various riverside operations. Altogether, the string of Tarmac's Thames sites distribute millions of tonnes of cement, marine-dredged sand and gravel, and crushed rock aggregate across London and the South East. The Charlton plant in particular distributes about 2 million tonnes of aggregate/concrete annually.

The Tarmac plant is connected by river, rail and road. Almost half of the ready-mix produced on site travels to customers by rail. The Charlton site is for instance connected by rail to King's Cross/St Pancras. The site's outputs are also distributed by Tarmac's HGV fleet, which access the site and are loaded up before going back out to other Tarmac plants as well as London and South East customer bases. Some customers access the site directly to collect outputs, driving in their own HGVs to be loaded up, although this occurs on a smaller scale.

Staffing

Operations on site run 24-hours, 7 days a week so staffing runs across day and night shifts. There are usually 9 employees on site during the day, and 6 during the night. As a whole, the Tarmac site employs about 60 people.

Doing business in Charlton Riverside

Location is a key aspect of Tarmac's operations in Charlton Riverside. Its position on the south side of the River Thames and near Blackwall tunnel gives it direct access to the London market, and more specifically central and east London. Tarmac has been located on Murphy's Wharf on a long-term lease which expires next decade. The scale of operations and locational advantages inform Tarmac's desire to remain on site and renew a long-term lease.

Tarmac has another plant in Charlton located on Riverside Wharf, which is responsible for the production of building materials. The Riverside Wharf Tarmac site also operates 24-hours a day, 7 days a week however both sites remain independent for each other in terms of staffing, equipment and production



The Tarmac plant operates as storage of aggregates and can hold up to 26,000 tonnes of aggregates on site.



The Tarmac open air industrial premises include a conveyor system to transfer and stock aggregates.

processes. The Riverside Wharf acts as a complement to the Murphy's Wharf site-providing increased production capacity to supply the South East and London markets.

introduction of 'buffer zones' and other considerations that might mitigate the friction between otherwise incompatible uses.

Premises

Tarmac's premises are located on Murphy's Wharf, which is a 'safeguarded wharf' and therefore the site enjoys policy projection from redevelopment into non-port use.

The majority of the site is used for the storage of aggregates; the premises have the capacity to hold up to 26,000 tonnes of aggregates. A conveyor system located above ground ensures the transport of aggregates across the site. Recent investment into a new rail loading facility has allowed to increase the capacity for distribution of outputs by rail.

Local links

Tarmac operates independently from other surrounding businesses, although its location on a safeguarded wharf and within a cluster of other construction activities is significant in terms of compatibility of uses as well shared business interests. Tarmac is located next to Aggregate Industries (at Angerstein Wharf), Cemex (at Angerstein Wharf) & Day Group (at Murphy's Wharf), which all and share similar concerns over the continued safeguarding of the wharf site and related activities.

Future prospects

Tarmac, in conjunction with the other aforementioned wharf site operators, have expressed concerns regarding the potential conflicts between current and new land uses. Their view is that residential uses and other noise sensitive uses should not be located in the vicinity without the

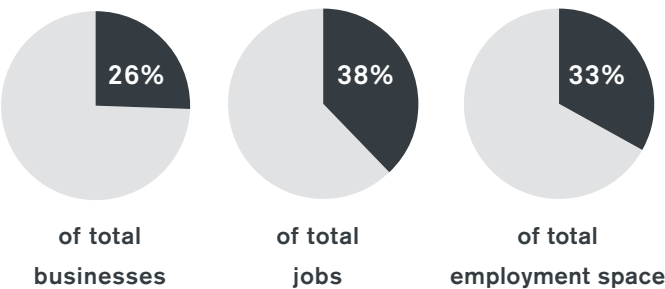


Tarmac HGVs travel onto the site to collect aggregates.



The 24-hour on-site operations employs a total of 60 employees, which rotate between day and night shifts.

Site 2: Bugsby's Way



Businesses:	89
Jobs:	2.145
Employment Space:	18.85ha
Employment Density:	115 employees/ha
Footprint Ratio:	0.41
Vacancy Rate:	1.4%

This sub-area contains the industrial activities to the north of Bugsby's Way as well as a cluster of retail activities in Brocklebank retail Park and Greenwich Shopping Park. The site also includes a cluster of smaller-scale industrial units along its western edge, as well as some larger yard-based employment activities.

Employment activities

This site is dense in its employment offering, but not in its built form. The average employment density across the site is 115 employees/ha, well above the London-wide industrial land average. This job density is partially accounted for by the concentration of larger retail units on the site which can support workforce in the vicinity of 100 people on site each day, as well as by the large Sainsburys distribution centre which accommodates between 300 and 400 employees a day.

A footprint ratio around 0.4 is illustrative of the large parking allocations tied to the retail activities in this sub-area, rather than

reflecting a large provision of working yard space associated to particular industrial employment activities.

Retail activities account for 45% of the total jobs across the sub-area and 30% of the total number of businesses on the site. Wholesale activities provide 13% of the jobs, and retail warehousing 11% - all of which work in conjunction with the public-facing retail activities to firmly characterise this site as one of retail and retail-servicing activities.

This is the most publicly visited and more recognisable of the sub-areas given the range of international and national retail brands it plays host to. Construction-related retail forms another retail offering in the area, making up 17% of total businesses, but only accounting for 5% of the area's total jobs.

Site condition

Much of Site 2 is comprised of retail park units which are relatively new and well-maintained with public-facing signage and parking provision. These sites remain difficult to navigate on foot given the scale of the retail parks or stand alone retail stores, although they are well-served by the key bus routes along Bugsby's Way. The newest retail and amenity developments facing onto Woolwich Road are of a good condition and benefit from a high degree of visibility from this key route.

Activities above Bugsy's Way are accommodated in large-scale warehouses, trade counter units, warehouse buildings and pre-1945 industrial sheds - most of which operate with some dedicated yardspace. These activities are accommodated in a

range of conditions - from the purpose-built Sainsbury's distribution centre which is well maintained, is clearly defined in its boundary and well-signed, to wholesale warehousing along Lombard Wall which is generally of a lower maintenance standard given the 'back of house' nature of these operations.

Retail park units are typically serviced via dedicated yard-spaces and servicing entrances which do not conflict with the customer access routes. Servicing is done through a combination of HGVs and van fleets, depending on the size of the retail operation.

Servicing & access

Larger wholesale and logistics uses above Bugsby's way are more heavily and regularly serviced and contribute to the concentration of vehicle movements along Lombard Wall and Bugsby's Way, along with the aggregate and concrete production activities on the wharf site. Pedestrian and cycle access along Lombard's wharf is compromised by this mix of heavier industrial and logistics uses sharing one strategic route



Large-scale wholesale, retail and associated parking spaces occupy large premises along Woolwich Road & Bugsby's Way.

Case study business: Sainsbury's Distribution Centre

Activity sector:	Retail warehousing
Jobs:	350
Size of premises:	5.736ha
Type of premises:	Post-2005 industrial building
Adjacent activities:	Wholesale, transport & logistics, construction-related retail

Business Basics

- Sainsburys distribution centre serving 181 stores around the South East.
- Operates 24/7, 364 days a year.
- Operating on the Charlton Riverside site for 25 years, under a long lease.

Customer & supplier networks

Logistics management company Wincanton operate this centre on behalf of Sainsburys. Sainsburys owns the building stock, vehicles and other assets on site, while Wincanton manages the human resourcing and operational logistics of the site. Wincanton itself operates 225 sites across the UK and manages around 17,000 employees across these sites.

The current centre was opened by then deputy Prime Minister Nick Clegg in July of 2013, following a £30m rebuild programme. The centre was previously run by DHL, but was fully re-built and re-staffed in 2012 following a change in management over to Wincanton. The centre is open 364 days of year, working to a 24-hour/7 days a week operational schedule.

The centre serves 181 Sainsburys Convenience stores across the South East

and London, including stores in Kent and Brighton. A sister depot in Greenford serves the north west London and surrounding regions. The centre holds around 1,500 product lines, in line with the range of the average Sainsburys Convenience stores. The centre picks and delivers around 120,000 cases a day, and delivers to every open of its 181 stores every day. In recent months the centre has also begun to receive 'cross stock' - product lines which are picked on other sites and which are added to stores delivery parcels at the Charlton site.

Deliveries are conducted between 8pm and 6am daily, with the centre employing around 225 drivers (125 directly and 100 agency drivers). 145 vehicles carry out the centre's deliveries, and an on-site fuel island and a contracted vehicle maintenance service are used to service this fleet.

The centre receives deliveries from suppliers daily, typically between 4am and 2pm. The centre's produce chamber receives deliveries each day, which are held for 4-5 hours before being sent out for delivery.

Staffing

Wincanton employs 400 people directly to work at the centre, as well as approximately 350 people through agencies. Given the nature of the shift work at the centre, on an average day the centre will have between 300-400 people working on site. Shifts start at 6am, 2pm, and 10pm. The transport office on site manages drivers and deliveries, and is generally busiest at 10pm.

The majority of staff (70%) drive to work, with few making use of public transport, especially given the 24-hour shift timings of the centre. It is estimated that 60% of the



Primary picking and storage space at the centre. The centre holds 1,500 product lines.



Transport office on site managing delivery operations and driver shifts.

centre's staff live within 2-3 miles of the site, 30% live 3-10 miles away and 10% live over 10 miles away. Some staff take up to 1.5 hours to get to site for night shifts.

Wincanton made use of the Woolwich Job Centre when the centre re-opened, conducting 500 interviews in three weeks. One of the planning conditions attached to the site is a 40% local employment obligation. Pickers undergo relatively little training, making use of an on-person electronic notification and instruction system to carry out picking tasks.

Doing business in Charlton

Wincanton considers the transport networks, particularly access to the Blackwall Tunnel, as one of the key strengths of the centre's location. This strength is often compromised by traffic congestion. Local public transport links and RB Greenwich support networks for staff are seen as other strengths of operating in the Charlton Riverside area.

The centre's key business links are with other Sainsburys distribution sites, rather than with any neighbouring businesses or more localised suppliers. The centre does not deliver to the large Sainsburys store on Woolwich Road as it is classified as a Superstore rather than a Convenience store.

The centre has a good, although minimal, working relationship with RB Greenwich council, with most contact relating to planning obligations and typical council services.

Premises

With a floorplate totalling 250,000sqft, the centre is a fully composite site, hosting ambient, chiller and freezer sections. The freezer unit is the smallest in the building,

running at -25 degrees C. The building has retractable sub-divisions which can be used to reconfigure internal arrangement of the building as needed, although this hasn't been necessary since opening.

Outbound deliveries take place between 8pm and 4am and inbound between 6am and 2pm - typically involving larger HGVs. The centre also carries out daily waste collection from the stores it serves, including plastic, cardboard and bread waste which is recycled or treated off site through contractors.

Future Prospects

The centre is currently four years into a new fifty year lease. Wincanton and Sainsburys are looking to incorporate more on site in terms of servicing and deliveries - including things like an on-site vehicle maintenance unit and collecting stock directly from suppliers instead of relying on third-party hauliers as is current the case.

The centre built to serve 200 stores, and is almost operating at capacity. Wincanton is expecting employment on site to increase slightly over the coming year as the centre fills up its existing capacity. The current store platform that the centre services is not expected to change in the near future, despite shifts within Sainsburys to test different store formats.

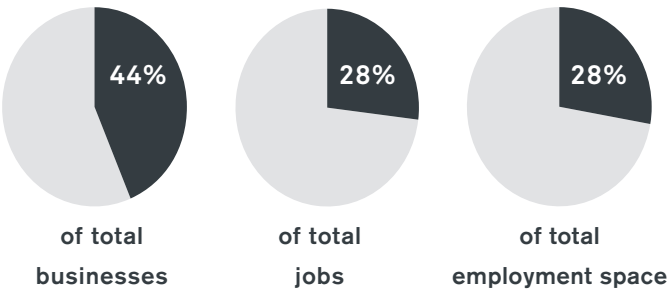


Some of the centre's 145 vehicles loading up for daily deliveries.



The centre's on-site canteen.

Site 3: Stonelake, Ropery & Penhall



Businesses:	152
Jobs:	1,538
Employment Space:	115.92 ha
Employment Density:	94 employees/ha
Footprint Ratio:	0.40
Vacancy Rate:	3.2%

Site 3 is the densest of the four sub-areas in terms of its built form and number of businesses. Over 150 businesses are located in this site, accommodated across a range of industrial estate sites including Lombard and Meridian Trading Estates, Stone Foundries, Ropery Business Park, Stonelake Retail Park and Lydenburg and Ashleigh Industrial Estates.

The site-wide footprint ratio is the highest of the four sub-areas- reflecting a more tightly packed site which smaller associated yard and parking spaces. The site also contains Greenwich Wharf which is still in use by Tarmac as an industrial wharf site.

Employment activities

In terms of total business distribution, vehicle sales and maintenance activities dominate- accounting for almost a quarter of all businesses in the site. This concentration accounts for around 17% of the total jobs located on the site, while metal-related manufacturing provides 18% of the site-wide jobs. Stone Foundries is a key employer on

the site, with a long-standing heritage in the Charlton Riverside area. Vehicle sales and repair activities across the site range from typical MOT and tyre sale activities to specialised maintenance sites for Range Rover and a speciality car auction house. Wholesale warehousing is also prominent on the site, as are construction-related activities - both of which account for 11% of the employment on site respectively.

Site condition

Overall, Site 3 hosts older industrial stock, 'scruffier' yard uses and a complex conglomeration of managed industrial estates, all of which contribute to impression of the area as 'lower quality industrial uses' (as noted in previous surveys of the area).

Many of the premises along Penhall Road and Eastmoor Street appear to have evolved organically over time through different yard and industrial building configurations, while wide range of managed industrial estates offer more coherent and standardised industrial units, ranging in size from less than 25m² units typically used for storage or office activities, to mid-sized units which accommodate more processing and production uses, including construction services, equipment repair and architectural fabrication.

Vehicle sales, repair and maintenance activities are often carried out in older industrial stock and in associated yard spaces. Wholesale warehousing also tends to be accommodated in older industrial stock as these activities have little need for public-facing frontages or particularly high-spec premises. Towards the western edge of the sub-area, the building stock generally becomes better maintained and

includes some newer provision of industrial units, including the RB Greenwich-owned Charlton Gate Business Park.

Servicing & access

Servicing related to some of the employment activities around New Lydenburg Street and Westmoor Street involves regular HGV movements. This, coupled with the heavily-parked, neighbourhood-scale road network means that the streetscape in site 3 is dominated by vehicles and pedestrian ease of movement through the site is limited.

Generally the vehicle services cluster is serviced more infrequently and by smaller scale vehicles, although parking for their 'products' also contributes to the congested

nature of the street network in this area. The site offers no clear east-west route unless facilitated by the Thames Side path, which can only be accessed via the Thames Barrier site.



Site 3 hosts a cluster of managed industrial estates which are dense in both employment and footprint terms.

Case study business: Cory Environmental

Activity sector:	Utilities
Jobs:	85
Size of premises:	0.68ha
Type of premises:	Pre-1945 industrial buildings & post-1945 industrial buildings
Adjacent activities:	Construction, retail warehousing

Business basics:

- Cory has been based in Charlton since 1874. Originally, it ensured the trade and transport of coal up and down the river Thames for industrial uses.
- Cory now moves 700,000 tones of waste along the Thames annually.
- The Charlton sites employs 85 people.

The Charlton location is a subsidiary of Cory Environmental registered under Riverside (Thames) Ltd and responsible for riverside operations and barge repairs.

Customer and supplier network

As a whole, Cory Environmental has contracts with Tower Hamlets and the City of London to collect household and/or commercial waste as well as a £700m 30-year contract with the Western Riverside Waste Authority (WRWA) a waste disposal authority region covering four London boroughs: Hammersmith and Fulham, Lambeth, Wandsworth and Kensington and Chelsea. Riverside (Thames) Ltd operates a fleet of 5 tugs and 51 container carrying barges transporting the waste to an 'Energy from Waste' plant along the Thames in Belvedere. Bottom ash is produced from the waste and then sold to a 3rd party that redistributes it for use in road construction

and as fill material. The Charlton location is one of the links in Cory's chain of operation along the Thames and provides dry dock and barge yard repair facilities.

Staffing

Cory (Riverside Limited) employs 85 people in Charlton. There are approximately 45 workers on site daily from Monday to Friday. Working hours are organized around tide times, which shift throughout the year and operating hours average around 12h/day. Some activities can only be done at spring tide levels, which occur every two weeks. The fact that Cory is engaged in long-term contracts allows for a certainty and stability in terms of employment needs, which contrasts with other types of riverside employment that can be seasonal-based. Recruitment is usually done through word-of-mouth, and targeted at specialist workers with MCA Boat Master License qualifications. Cory has recently started running an apprenticeship scheme, collaborating with the North Kent College and the Thames Training Academy in an effort to attract a new cohort of workers to the industry and ensure that it will have the adequate skilled workforce in the future.

Doing business in Charlton Riverside

In relation to the location of Cory's contracts and the location of the 'Energy from Waste plant', the Charlton site is at an ideal point along the river to carry out the necessary maintenance and repair work on the barges. The location in relation to the Thames Barrier is also key for the business operations; given that all the waste collections points and the Charlton location are on the same side of the Barrier, businesses operations can continue even when the barrier closes. The encroachment of residential has been



Cory employs 85 on site and has recently implemented an apprenticeship scheme in collaboration with various colleges.



Working hours are organized around tide times, which shift throughout the year.

a challenge in terms of the pressures it puts on business operations. The type of business carried out in Charlton often clashes with residents' expectation of riverside living and also has spatial implications that can affect operations. The company feels that wharves need compatible uses around out them to allow for adequate access and connections with other relevant business locations.

Premises

The premises include dry docks, a barge repair facility and workshops and offices housed in pre-1945 industrial buildings and sheds, some of which pre-date 1911. The analysis of the heritage value of these buildings is detailed in Chapter 3. The various repair workshops on site include a range of specialist equipment is used in the repair of the barges. The two adjacent sites are leased out by Cory, one of which is an industrial yard space, and the other a post-45 industrial shed that is shared between two metal manufacturing companies.

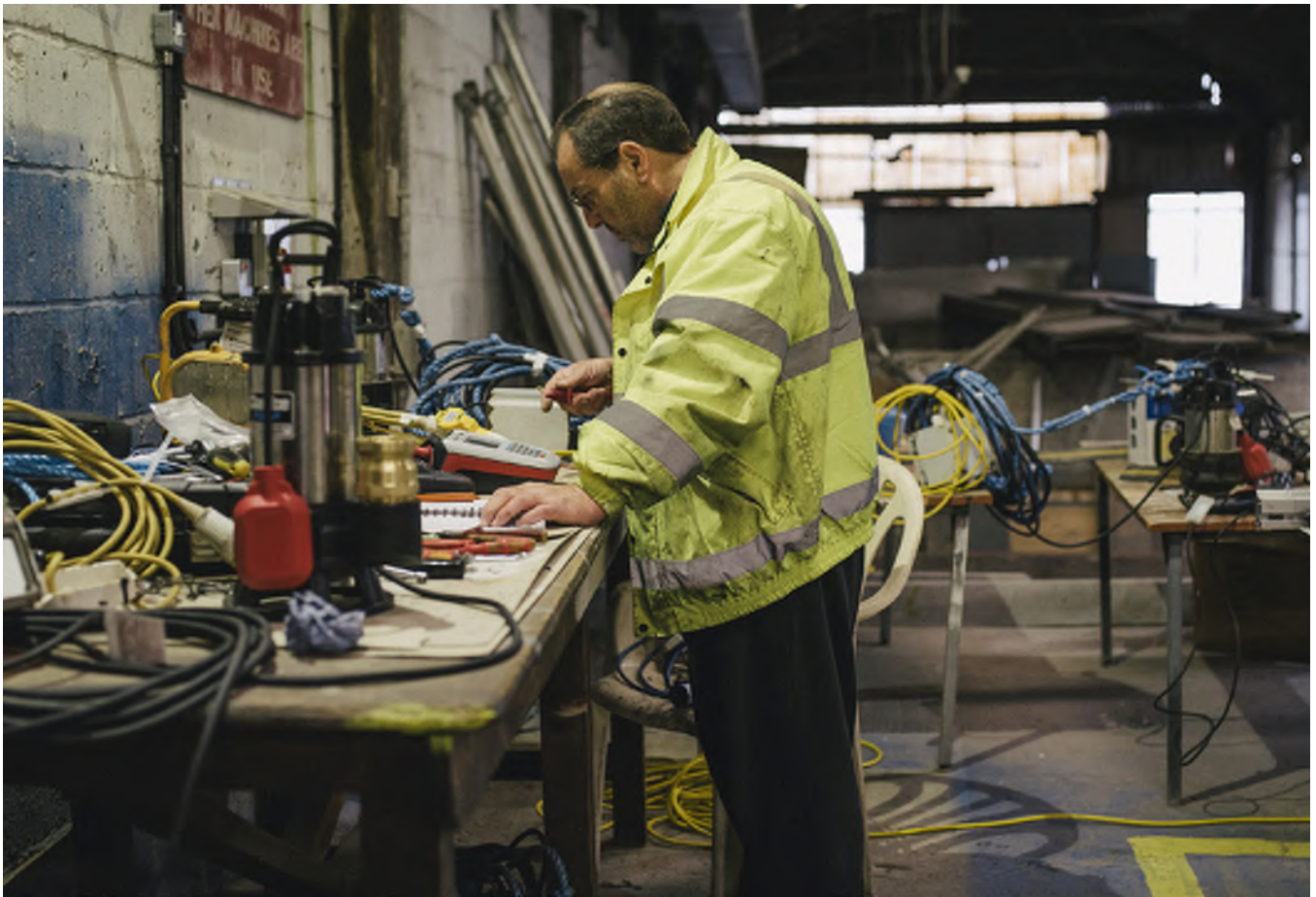
Local links

Cory has a strong historical link to the area, having been on site since 1874. Nowadays, it maintains informal links to the riverside communities, where it sources the majority of its workforce as well as with other riverside businesses that share similar interests related to riverside operations.

Future prospects

Given the long-term nature of the contracts, there is no anticipated increase or decrease in the size of the workforce, as output remains stable for the duration of the contract. The company will potentially have to increase the number of barges in its fleet, as some of them were purchased

in the 1980s and require a high level of maintenance. The most significant upcoming changes will be to the premises; Riverside (Thames) Ltd was granted planning permission to redevelop the whole site and works were schedule to begin in early 2017. The redevelopment stems from the need to modernize the premises, as some of the barges are now too large to be pulled onto the shore and into the sheds for repair. Over the last 14 years, the amount of waste transported by Cory has increased from 500,000 tones to 700,000 tones annually. Further implications in terms of the heritage value of the site is covered in Chapter 3.

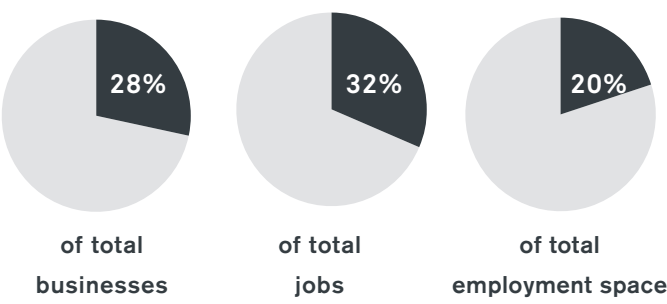


The Charlton Riverside location is responsible for barge repairs.



Systems to pull barges into the workshop require modernization to accommodate increasingly large barges.

Site 4: Mellish & Westminster



Businesses:	99
Jobs:	1,794
Employment Space:	11.50ha
Employment Density:	147 employees/ha
Footprint Ratio:	0.43
Vacancy Rate:	3.1%

The sub-area is comprised of the Mellish and Westminster Industrial Estate, Kingside Business Complex off Ruston Road, as well as the Commonwealth Buildings and the Woolwich Dockyard Industrial Estate off Woolwich Church Street. Much of the site is under SIL designation, although the sub-area also hosts a cluster of education uses and a small strip of high-street type uses, although these are severely under-utilised.

Employment activities

Site 4 hosts around 100 businesses and nearly 2,000 jobs. The nature of these jobs differs from the other 3 sub-area sites due to the strong concentration of artistic and creative activities on site. Thames Side Studios hosts over 450 artist studios, accommodating over 500 people involved in a range of artistic, small-scale making and creative service activities. Site 4 also includes Art Hub and Commonwealth Studios- both of which provide studio spaces for artistic and creative occupiers, although at a smaller scale. Employment activities in these types of provision

range from daily artistic production for sale, to infrequent use of studio spaces for secondary employment streams. Nevertheless, these studio space providers support a huge concentration of creative and small business activity - with over a third of the employment in this sub-area stemming from the arts and culture sectors.

Site 4 is also the site of the greatest concentration of heritage buildings surviving on the Charlton Riverside site today. Most of these buildings have proven flexible in their ability to accommodate a range of uses over time, which presently includes printers, framers, food production, box manufacturers, start up studio spaces, artist studios and leisure uses.

The site is the densest of the four sub-areas in terms of employees per hectare- with analysis suggesting the site averages at 147 employees/ha - far above the 68 employees/ha average for designated industrial space in London. Despite a large proportion of Site 4 operating under SIL designation, the range of employment activities accommodated on site has shifted markedly from traditional SIL uses (manufacturing, heavier industrial processes) to more creative and service-based activities, although some industrial operations remain across the area- including food production and packaging, coffee roasting and distribution and furniture manufacturing.

The site is also home to a Hermes logistics depot, paper waste management services, performance art training spaces and wholesale storage amongst other uses. Printing services are also particularly concentrated on the site, constituting the largest sector in terms of number of

businesses, as well as providing over 10% of employment on the site. Manufacturing still has a presence on the site, making up around 10% of all businesses in the sub-area, although the historic Bowater Road is much diminished in its manufacturing capacities and these activities are now largely confined to the Mellish Industrial Estate and the Woolwich Dockyard Industrial Estate.

Site condition

Recent refurbishments at the Thames Side Studio site are working to present the site as a more of a cohesive set of buildings, although navigation around the complex remains unclear. The cluster of Commonwealth Buildings and other employment sites along Woolwich Church

Street are uneven in their condition, particularly where yard spaces are concerned. Some of the Commonwealth Buildings are lacking in their maintenance and signage, while the Woolwich Dockyard Industrial Estate buildings are generally of a better maintained condition and allow for easier access to locate individual businesses.

The newer industrial units on the Westminster Estate are some of the best presented and rationalised industrial premises across the study site. Site 4 is animated by the education facilities on site, although the visibility and access through to these sites from the neighbouring industrial premises is limited.



Cluster of heritage buildings along Bowater Road, currently accommodating a range of creative, service and leisure uses.

Servicing & access

Typically, artist studios require much more infrequent and small-scale servicing, although Mellish Industrial Estate still receives regular van-based servicing related to the remaining manufacturing operations on the site. Similarly, the businesses in the Commonwealth Buildings and Woolwich Dockyard estate site are typically serviced by vans rather than regular HGV movements.

Some of the larger units in both the Westminster and the Kingsway Business Complex require a higher level of regular HGV servicing, but these requirements are still minimal in comparison with the servicing infrastructure required in sites 1 and 3.

The current enclosed nature of Bowater Road prevents an ease of movement for both vehicles and pedestrians across the sub-area, and access to the riverside is limited by the configuration of the industrial estates, heritage buildings and the Thames Barrier site. The Thames Barrier site forms a strong bounding edge to the sub-area - separating this sub-area from the rest of the Charlton Riverside site and guiding visitors along a north-south route up to the river or down to Woolwich Road.



Specialist stonework and restoration company PAYE operating out of two buildings along Bowater Road.

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Case study business: Based Upon

Activity sector:	Design & manufacturing
Jobs:	46
Size of premises:	2,065m ²
Type of premises:	Post-2005 industrial building & pre-1945 industrial building
Adjacent activities:	Wholesale, leisure, printing services

Business basics

- Bespoke design studio founded in 2004
- Largely commissions-based work for clients around the world
- Specialist design & engineering skills

Customer & supplier networks

Specialising in metal work, Based Upon designs and delivers a range of bespoke sculptural furniture, wall panelling and large-scale artworks every year for an international client base. Most of the studio's work is done on commission, with repeat orders forming a large component of their work.

The greatest proportion of the studio's client base is international, followed by customers based in the UK. Based Upon's primary relationships are with a network of interior designers who link the studio to core client group. The studio is involved in a number of its own showcase initiatives including displaying pieces in Berkley Square and Peckham Chapel, while its involvement in art fairs and other public showcases has been relatively limited. One of the studio's largest commissions on public view was completed last year, in conjunction with Based Upon's 10-year anniversary. The studio unveiled two monumental cast bronze sculptures, commissioned by HSBC and managed by

the CASS Sculpture Foundation. 'A Grain of Rice' comprised of two sister sculptures - the first standing at over 10m high on Queens Road Central, Hong Kong, and the second at 6m tall in London at HSBC's headquarters.

Based Upon's suppliers are mostly UK-based, but the studio does make use of some London-based businesses for services like lacquering and finishing when needed. Most of the studio's resins are supplied from within the UK, while its most distinctive element, a form of liquid metal, is a polymer that is imported from Australia. The studio makes use of a fabrication, casting and foundry facilities across the UK.

Staffing

Based Upon's team works between manufacturing activities in their workshop (15-20 people), warehouse and fabrication activities (6 people) and design and administrative activities in their office and studio spaces (10-15 people). There is some fluidity between roles across the studio and a number of people move between different design phases.

Most of the team are graduate-level staff, some with specialist design and engineering qualifications. Recruitment is largely done through word of mouth, with the occasional use of recruitment firms and specialised design networks. Across the workshop and the office, many of the studio's team have fine arts or design backgrounds, while others come from wider 'making' backgrounds. The workshop is generally a young team - most are London-based, especially around south-east and east London, and a small number are based in RB Greenwich.



Studio staff at work in Based Upon's workshop unit on the Westminster Industrial Estate.



On-site showcase and gallery space with previous commissions on display.

Doing business in Charlton Riverside

The size, quality and value of workspace available in Charlton Riverside is considered to be a key strength of the area. When moving from its previous premises in Deptford two years ago, the studio looked for possible new locations across south and east London, but found the space in Charlton Riverside to be of the best value and quality. The industrial character of the heritage buildings along Bowater Road 'sealed the deal' for the studio's founders. Based Upon has some informal links with businesses on neighbouring sites in the immediate Bowater Road area, but no formal business relationships or supply networks with businesses in Charlton Riverside.

The studio's location is considered remote by some staff and for visiting clients, and the business would like to see improved local amenities and a more generous and well-maintained public realm would make the area more appealing.

Premises

Based Upon moved to current Charlton premises two years ago. The business took up different spaces in the Bowater Road area simultaneously- one office/studio unit on the third floor 17-21 Bowater Road and two industrial units on Swan Road. The mix of spaces works well to accommodate both the design and administrative functions of the businesses in close proximity to its production and warehousing activities. The units on Swan Road also include a 'showroom' or gallery space where finished pieces are on display for visiting clients.

The studio's workshop, metalshop and warehouse activities are housed in industrial units which were already pre-disposed for

larger production activities, catering to appropriate extraction and ventilation needs. Despite this, spaces needed a 6-month retrofit before Based Upon could take up occupation of the premises, including creating internal sub-divisions to cater for metal work and material processing. The business receives irregular large deliveries from suppliers using HGVs, as well as regular smaller-scale daily deliveries. Generally the company makes use of transport companies specialising in fine art to transport their products.

Subsequently, the studio looked for more space in the area to accommodate its 'showroom' space, and looked into renting another floor in 17-21 Bowater Road building, but pricing proved unviable. Given the large-scale nature of many of the studio's works, the business needs larger spaces to manufacture and display their pieces, which include the 400kg bronze 'Fragmented Crack' table and 'The Baby' piano, produced in collaboration with Goldfinch.

Future prospects

Over the next year, the business is expecting to employ a couple more staff in the workshop team, slightly expanding its 'maker' capacities on site. The business would also benefit from additional warehouse space, especially given the current mix of production, design and showcasing activities their current units need to accommodate, in addition to warehousing functions. The studio is involved in research and development through experimentation with materials, and works to constantly innovate in its design processes, meaning that the business's studio and workshop spaces need to work flexibly to accommodate the evolving nature of Based Upon's work.



Reference materials and themes on display in the Based Upon's design studio on Bowater Road.



Specialist manufacturing and industrial skills at work in the studio's workshop.

Case study business: Thames-Side Studios

Activity sector:	Arts & Culture
Jobs:	Estimated 500 people across 460 studios
Size of premises:	2,02ha
Type of premises:	Pre-1945 industrial buildings & post-1945 industrial buildings
Adjacent activities:	Manufacturing, Services, Restaurants, leisure & faith

Business basics

- Europe's largest single-site artist studio provider.
- On site facilities include printing studio, gallery space and sculpture workshop.
- Currently expanding to provide more studios in existing industrial buildings.

Customer & supplier networks

Thames-Side Studios is a large complex of renovated industrial buildings on Mellish Industrial Estate, providing studio spaces and workshop facilities to a range of practising artists and creative makers. The complex has been delivered by Emafyl who have been located on site for more than 30 years. Emafyl manufactures picture-frame mouldings, architectural and caravan mouldings on site, but these operations have been consolidated over the past two decades, and as a result the parent company began to look for new uses for its site. The company began its programme of affordable artist studio provision in 2010.

Monthly studio rental prices range from £9 to £14.50/sqft/year (in line with the London-wide average of around £13.73/sqft year for artist studio spaces). The average monthly rent at Thames-Side Studios is £200/

month for a 200sqft studio space. Monthly rental payments include business rates, buildings maintenance, buildings insurance and site management costs. The studio provider offers two- or three-yearly licence agreements, and a deposit of one month's rent is required to secure a studio space.

Staffing

The studio complex and its facilities are managed by a team of around twenty people, working between building and site maintenance, studio management, exhibition programming and running particular facilities. The core studio management team also offers professional advice, pastoral care and run courses and workshops in the site's education space which offer industry knowledge and guidance to tenants.

An estimated 500 artists, designers, makers, and assistants work across the complex's 460 studios. Tenants include fine artists, jewellery designers, ceramicists, writers, furniture makers, fabric designers, and even a double bass maker. Given the varying nature of the creative activities happening on site, and the variation in the types of tenants on site (from full-time fine artists to more occasional hobbyists), the exact number of people on site each day varies considerably. 90% of the tenants on site are based within three miles of the site.

Doing business in Charlton Riverside Thames-Side Studios operate alongside a range of other industrial production and professional service activities on Mellish Industrial Estate. In most cases these activities are happening in the same buildings as those in which studios are situated so there is a degree of operational and spatial overlap. Emafyl still carries out



Refurbishments to Mellish House to provide additional studios on the industrial estate. The building is also home to food production businesses and facilities for circus arts.



One of Thames-Side Studios 460 tenants at work in her studio.

some manufacturing on the site, and other businesses on the industrial estate include Hangar Arts Trust, a charity that specialises in rehearsal space and facilities for circus training, two businesses involved in coffee roasting and distribution, a specialist frozen food production and packaging company and The Reach- a climbing wall which attracts over 100 visitors every weekend. Annual open studio events attract visitors to the site from across RB Greenwich as well as from further afield in London.

Thames-Side Studios are working on building working relationships with colleges and schools in the area, and to raise the profile of the site within the borough and beyond, something which the provider feels has been previously neglected. In addition to this work, the provider feels the site would benefit from a more engaged and consistent relationship with the council.

Premises

Thames-Side Studios offer self-contained studios ranging from 150 to 1600sqft. The majority of the studios are 250sqft, single-occupancy spaces. The industrial estate is monitored by 24-hour security, and the studio provider offers 24-hour access to its tenants. Free parking is offered to tenants, and two cafes, communal spaces and a running programme of Thames Side Talks support interaction and engagement between the large number of tenants on site.

The studio provider also runs three programmes of exhibitions on site in dedicated gallery spaces. These programmes include showcasing work by some studio tenants as well as off-site practitioners, ranging from internationally renowned artists to university students.

Furthermore, a dedicated education space alongside the River Thames is used by some studio tenants to run art and other classes. Regular programmed talks, presentations and discussions by studio tenants are also hosted in this space. The studio complex is also home to the Thames-Side Print Studio, a 4000sqft print studio which offers facilities and services for experienced printmakers and London Sculpture Workshop which offers facilities for making 3D work, including a metal and wood workshop space with mould making and ceramic areas.

Future prospects

Since its inception on the riverside site, the studio complex has grown from operating in one building to currently offering space in nine buildings on the industrial estate. This expansion has largely been delivered through direct investment by Thames-Side Studios, as part of Emafyl. Expansion is continuing on site, with Thames-Side Studios taking over more space in industrial units previously used by Emafyl and other industrial businesses. 75 new studios have been opened over the past 18 months, delivered through refurbishment to existing buildings, and the provider expects to deliver 50 more in the upcoming year.

In the spring of 2017, Thames-Side Hub will be launched on site: a serviced facility for hot-desking which will offer desks, data connection, power, WiFi, heating and printing facilities in one of the complex's riverside buildings. Desks will be rented for £20/week for the first six months the Hub's opening. A new photographic facility will also be opened this year in which artists and makers can record their practices and pieces to a professional standard, helping artists to maintain professional profiles.



One of the upper floor studio units in Thames-Side Studios.



Refurbished industrial units and additional built units, in use as studios, workshops, office and cafe spaces.

Detailed interview analysis

In addition to site wide employment surveying, structured face-to-face and phone interviews were carried out with a number of businesses to gain further insight into employment activities, premises and operational networks in Charlton Riverside. The sample of businesses selected for longer interviews is reflective of the activity sector breakdown of the overall study area. This ensures that the both the variety and significance of each sector is adequately weighted.

The interview sample represents approximately 10% of total businesses in the overall study area. The businesses interviewed account for 1,245 employees and therefore represent almost 25% of total employment on site. Respondents include businesses such as Victorian Awning company, Jackson Lifts, Makro, etc. The findings that emerge from these longer interviews start to paint a more qualitative picture of the Charlton Riverside economy.

Business basics

Questions addressing organisational structures and employment numbers allow for a more detailed profile of businesses in the study area to be built up. Data gathered reveals a well-rooted business base. Of the total businesses interviewed, 69% have been located on site for 10 years or more, either occupying their current premises, or other nearby premises. As shown in figure 27, the interviewed business base is composed in the majority of independent businesses (56% of businesses).

This figure is lower than in more 'high-street type' industrial locations such as Old

Kent Road where independent businesses account for 77% of total businesses, but higher than in other, more comparable, large-scale industrial locations like North East Enfield, where independent businesses account for 42% of total businesses.

Figure 28 alongside shows the distribution of interviewed businesses by organisational structure and by number of employees. This distribution highlights that large-scale employers (50+ employees) in Charlton Riverside are typically branches or subsidiaries, whereas businesses employing between 0-9 are largely independent businesses.

Figure 28 also highlights that the bulk of businesses interviewed have a workforce size between 10-49 employees (60% of total businesses) - a much larger proportion of businesses of this size than typically employment areas which are largely businesses employing 0-9 people.

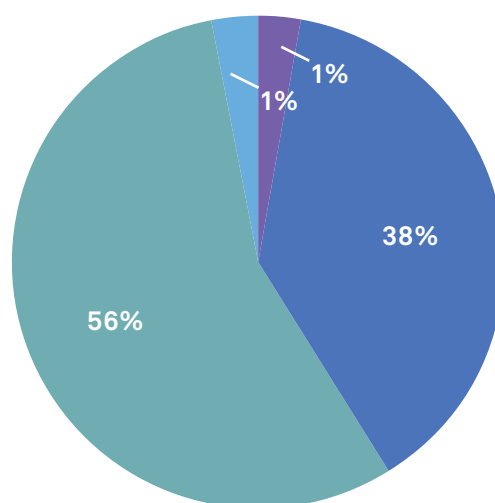


Fig 27. Distribution of interviewed businesses by organisational structure

The Charlton Riverside economy features notable number of businesses operating outside of typical business hours. All interviewed businesses had daytime operating hours (approximately from 8am to 6pm), with half of these businesses also open in the evenings (after 6pm). 9% of businesses had 24-hours on-site operating hours, with an additional 3% of businesses having a 24-hour off-site services. Businesses with 24-hour on-site

activity are typically within the construction, metal manufacturing and retail warehousing sectors, all run by featuring large-scale operators. More typical daytime opening hours are associated to sectors such as Services (30% of responding businesses) and small manufacturing (25% of responding businesses).

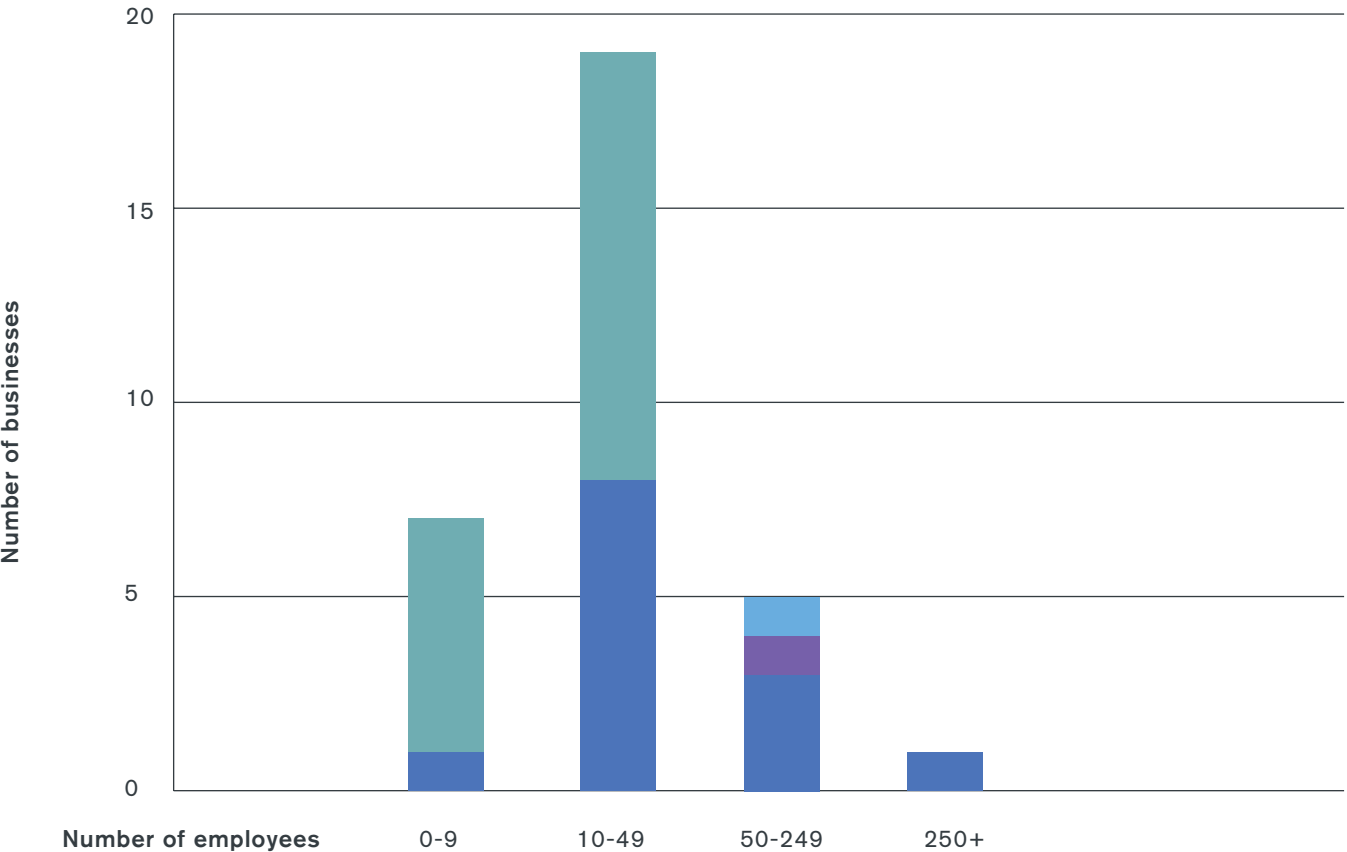


Fig 28. Distribution of interviewed businesses by organisational structure and number of employees

Key

- Headquarter for more sites
- Independent business
- Branch or subsidiary
- Other

Customer and supplier networks
Results from the structured interviews further uncover supplier and customer network links of Charlton Riverside's business base. Figures 29 and 30 below detail the breakdown of interviewed businesses by supplier and customer location. As shown, suppliers are mostly located across the UK and beyond, with 33% of interviews businesses receiving supplies from the UK, 24% from Europe and 15% from the rest of the world. A small proportion of businesses have suppliers based in the borough itself (6%).

Figure 30 reveals a more localised customer base, with 21% of responding businesses catering to mostly RB Greenwich and South East London customers. These hyper-local businesses fall mostly within the retail and service sectors. 42% of interviewed businesses cater to London clients. Responses also reveal the reach of the key sectors identified in Charlton Riverside. Half of those businesses catering to UK-wide customers are within the manufacturing sector, primarily printing and specialised-metal products manufacturing. Of those businesses with European and international customers, 43% are in manufacturing sector; although primarily related to furniture, and 29% are within the arts and culture sector.

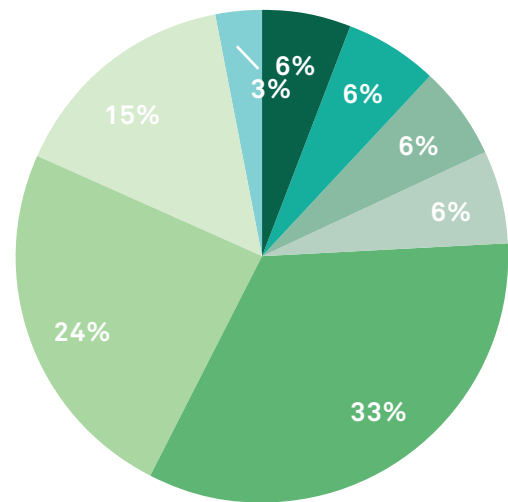


Fig 29. Distribution of interviewed businesses by supplier locations

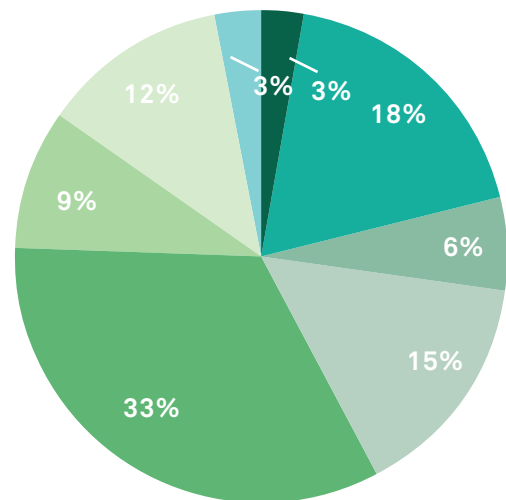


Fig 30. Distribution of interviewed businesses by customer locations

Key

	RB Greenwich		UK
	South East London		Europe
	Central London		Rest of World
	Greater London Area		N/A

Premises tenure

The tenure split in Charlton Riverside illustrates that of the businesses interviewed, a majority are lease holder (46%). Lease timings vary greatly from one business to another, with some renewable annually and other covering periods of over 10 years. Sub-leases and licensing agreements are mostly held by businesses located within individual units of larger-scale studio providers such as Thames-Side Studios located along Harrington Way.

Estimated rent levels gathered from interviewed businesses average approximately £9/sqft per annum. This average includes industrial spaces across lower and higher spec, artist studios and spaces rented to provide recreational facilities. In general, spaces used for creative sector and leisure activities achieve higher rentals (£12.5-£15.4/sqft/annum) while industrial units achieve rents of between £5-£8/sqft per annum. This rental level correlates with more qualitative claims made by a number of businesses interviewed that Charlton Riverside offers affordable and

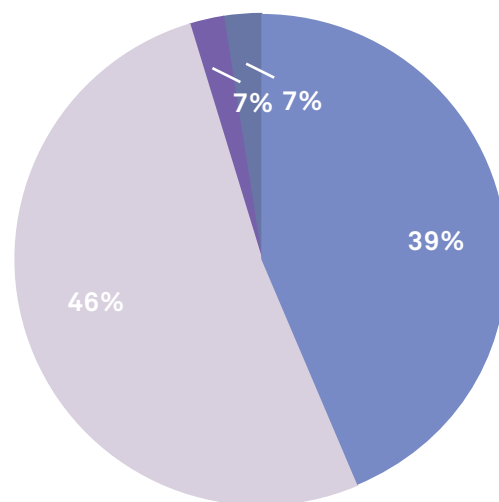


Fig 31. Distribution of interviewed businesses by tenure

Key

	Freehold
	Leasehold
	Sub-Lease
	License

‘best value for money’ industrial premises.

Employment

Local employment stands out as an important contributor to the total workforce in Charlton Riverside. 65% of businesses interviewed had at least 50% of their staff living locally (i.e in RB Greenwich and adjacent boroughs). Of the businesses reporting a local employment rate above 75%, 72% are independent businesses operating from smaller industrial premises. While a handful larger retail warehousing operations also account for a large quantum of local employment, these jobs are typically lower-skilled and part-time opportunities,

tied to particular operators. This analysis highlights the value of smaller industrial businesses in providing a more diverse and robust local employment opportunities. Figure 32 below shows the distribution of local employment across sectors. Arts & culture, services, retail and manufacturing feature average levels of local employment above 50%. This is significant given that retail, manufacturing, services and arts & culture account for 19%, 14%, 13% and 12% of total employment respectively, illustrating the value of these specialisms not only in terms of providing employment in Charlton Riverside, but in terms of

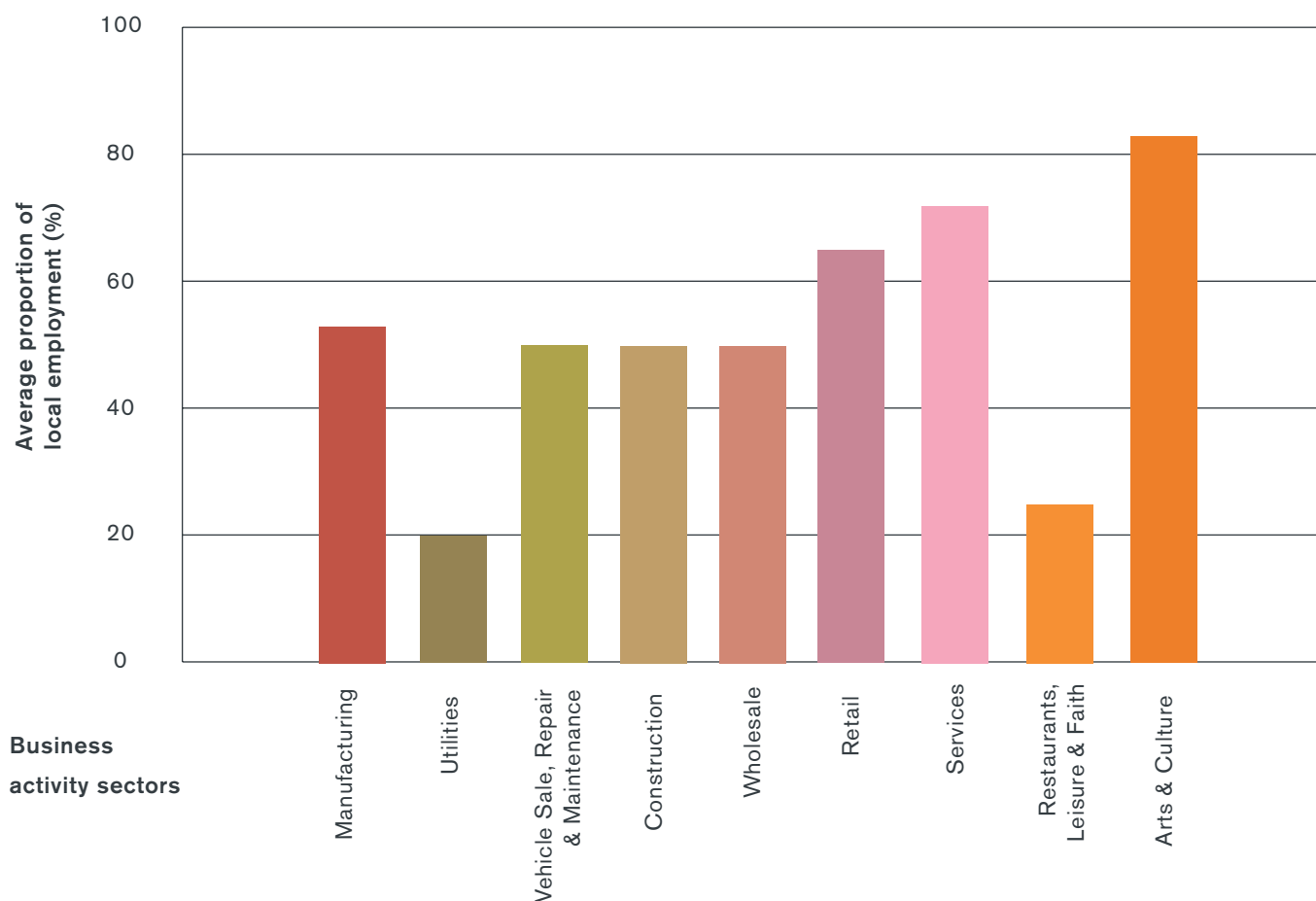


Fig 32. Average proportion of local employment (%) per business activity sector

providing local employment opportunities on site. Based on longer interview data for local employment, the manufacturing sector employs 42% of its workforce locally, which across the entire study area amounts to approximately 350 jobs. For the retail sector, this proportion is 64%, which across the entire study area accounts for approximately 640 jobs.

Further qualitative insight into individual workforces reveals a wide-range of specialists skills and qualifications engaged in employment activities. A significant proportion of skills on site relate to the manufacturing sector, where businesses require specific engineering and craft skills as well as handling of machinery. The manufacturing sector also often relies on creative sector skills for the design-related aspect of their production processes.

The majority of the workforce in Charlton Riverside travels to work by car (54% of workforce accounted for by interviewed businesses). A smaller proportion use public transportation (38% of workforce accounted for by interviewed businesses), and very few walk or cycle to work, as illustrated in figure 33 alongside.

Questions into individual business aspirations reveal a stable business environment for a significant proportion of interviewed businesses, as well as modest perceived prospects for growth. When asked about predicted changes in employment, 47% of interviewed businesses anticipated their employment needs to remain the same, 34% of businesses anticipate a slight increase and 13% anticipate a significant increase.

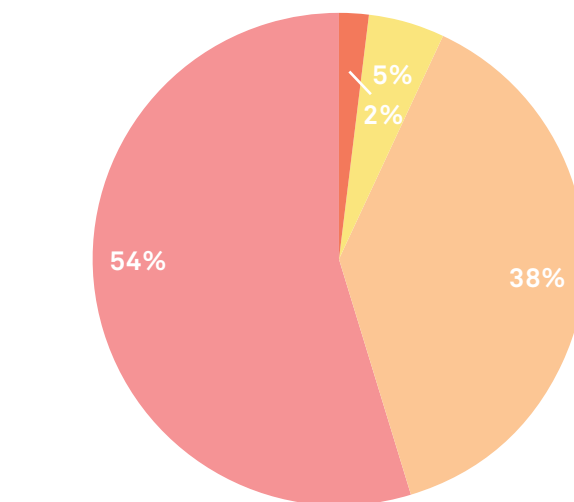


Fig 33. Distribution of employment by method of traveling to work

Key

- Walk
- Cycle
- Public Transportation
- Drive

Only 6% of businesses anticipated their employment needs to decrease. In terms of anticipated changes in spatial needs, the majority of businesses responded that necessary space for business operations would remain the same in the near future (72% of interviewed businesses) and 18% anticipated a slight increase in spatial needs.

Perceived locational advantages and challenges

When asked about locational advantages, the most recurring answer from businesses related to the strong transport links of the site (21% of responses). This includes the site's proximity to North Greenwich station and Charlton station, the various bus routes that run adjacent to the area, as well as the main road networks which many businesses use for supply and delivery purposes. These benefits are understood in terms of both the staff and customers being able to access the site easily.

Other advantages related to the availability of local staff (12% of responses) across the manufacturing, construction and service industries. Access to a local customer base represented 11% of responses across the services, retail and wholesale sectors; businesses identified Charlton as an ideal location to service South East London.

Equally, businesses in Charlton highlighted the benefits of a location in proximity to central London (11% of responses) in terms of the access it gives to specific customer bases; some of the businesses in Charlton are the only London-based branches of wider UK-based chains. The physical proximity to Central London through the Blackwall tunnel is understood as particularly beneficial. Remaining individual responses about the locational advantages of operating in Charlton included the shared parking space in retail park locations, the spatial characteristics of the industrial built (large-scale of workshop sizes), the networks of support across clusters of similar businesses, the 'arts hub' location and the lack of direct competition.

The most recurring challenge identified by the interviewed businesses relates to road congestion issues and mostly to do with traffic going in and out of Blackwall tunnel (22% of responses). Other challenges include the need for improved local amenities (9% of responses) and increased parking provision across the site (9% of responses). Improvement to the public transport links such as increasing the frequency of certain bus links were also mentioned (9% of responses). Additional issues raised were the necessity of improved river crossings, increased street lighting, better public realm and better management of waste (fly-tipping) and infrastructure.

The ties between the businesses and the Charlton Riverside location appears to be most important in terms of customer networks. When asked why they were located in Charlton Riverside and how important the location was to their business, half of businesses answered that location was key in terms of servicing neighbouring customer bases and accessing central London customer networks. This was the case across almost all business activity sectors. Other aspects of Charlton Riverside which made the location valuable to business operations included access to local staff and the size and value of space.

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Comparison across other industrial sites in London

In order to understand the composition and strategic role of the study site in relation to London, it is useful to compare the Charlton Riverside industrial area with two other well-known industrial clusters located within the Greater London Area: the North East Enfield (NEE) Old Kent Road (OKR) and Park Royal (PR) industrial estates.

In terms of scale, the Old Kent Road industrial area hosts 515 businesses, with a total of 7,100 jobs, The North East Enfield industrial hosts 646 businesses and 17,200 jobs and the Park Royal industrial area is the largest, with 1525 businesses and a total of 32,000 jobs. Charlton Riverside hosts 348 businesses, with a total of 5,600 jobs.

The contrasting economies of the four sites further emphasises the construction sector as a defining feature of the Charlton Riverside economy. In terms of employment, construction in Charlton Riverside accounts for 12% of total employment whereas NEE, PR and OKR, it accounts for only 6%, 3%, 3% and total employment respectively.

Retail also stands out as an important business activity in Charlton. Its closest comparative is Old Kent Road, where retail accounts for 11% of all employment. The makeup of the retail sector varies across industrial locations. Charlton Riverside and North East Enfield feature larger-scale retailers concentrated in retail parks, whereas in Park Royal the retail offer is smaller in scale, and less spatially bounded.

Manufacturing is an important sector across all four sites, but comparison

across industrial locations highlights the specific prevalence of metals and machinery manufacturing in Charlton Riverside.

Manufacturing of metals and machinery accounts for 6% of employment in Charlton Riverside but only accounts for 2%, 1% and 2% of employment in North East Enfield, Park Royal and Old Kent Road respectively. This sector is accounted for key businesses on site such as Stone Foundry, but also a wide-range of smaller scale, independent businesses scattered across the study area's various industrial estates. This type of activity is usually associated with site types such as dense industrial and industrial estate that can accommodate 'noisier' and 'messier' use.

The transportation and logistics sector in Charlton is significantly less prevalent in terms of employment than any other industrial site. Accounting for only 3% of total in Charlton, it accounts for 12%, 14% and 27% of North East Enfield, Park Royal and Old Kent Road respectively.

The prominence of the arts and culture sector stands out as a distinctive feature of the Charlton Riverside economy. In the table across, arts and culture is amalgamated with leisure and faith in line with previous research methodologies in other industrial locations. Nonetheless, arts in culture alone in Charlton accounts for 10% of total employment (see p.23) whereas arts, culture, leisure and faith as a whole account for 2% and 7% of total employment in NEE and OKR. The proportion of employment within the arts and culture sector in Charlton Riverside is closer to that of Park Royal, which has a significant creative cluster related to film and media production and supporting industries.

Business activity		Industrial cluster						
	CR	NEE	PR	OKR	CR	NEE	PR	OKR
	% of total number of businesses				% of total number of employees			
Manufacturing: metals and machinery	6%	4%	1%	4%	6%	2%	1%	2%
Manufacturing: food, drink and catering	2%	3%	8%	4%	1%	6%	11%	2%
Manufacturing: other	5%	6%	9%	6%	2%	9%	8%	5%
Printing and publishing	5%	3%	2%	5%	4%	2%	1%	5%
Utilities	3%	1%	1%	6%	2%	3%	1%	6%
Vehicle sale and repair	13%	10%	8%	10%	5%	6%	5%	3%
Construction	9%	9%	4%	5%	12%	6%	3%	3%
Construction related retail, wholesale	7%	4%	2%	6%	4%	1%	2%	4%
Wholesale	5%	2%	1%	0%	6%	1%	3%	0%
Wholesale warehousing	6%	13%	15%	7%	4%	17%	13%	7%
Retail	12%	4%	5%	4%	19%	7%	2%	11%
Retail warehousing	1%	5%	5%	0%	5%	17%	8%	0%
Transport and logistics	5%	5%	6%	11%	3%	12%	14%	27%
Arts and Culture, Leisure and Faith	6%	4%	2%	13%	13%	2%	19%	7%
Services	13%	19%	21%	15%	13%	8%	2%	15%
Unknown		4%	10%	4%		0%	7%	2%



3.

Heritage in Charlton Riverside

Methodology

The heritage research stream of this work drew upon a broad range of archival sources and published works, site visits and interviews with local historians and authors.

Primary sources included historic maps, photographs, building plans, wharf charts, and directories. The main archive searched was the RBG Local History Archive at the Greenwich Heritage Centre, but additionally the London Metropolitan Archive, the Museum of London Docklands Archive, and the National Maritime Museum Archive were searched, along with the National Monuments Record. The principal published source was John Smith's History of Charlton (1970). The report also draws upon the detailed analysis of the history of the Siemens Works made by the Survey of London, Woolwich (2012). Other published sources include Greenwich & Woolwich at Work (2002), Mary Mills and Anchor & Hope (1980), Jo Anderson.

Site visits were undertaken between August and October 2016. These assessed extant assets and current condition of heritage buildings across the site. Several buildings were assessed for internal as well as external condition these include the Rubber Works and Junction Box Factory on Bowater Road, Royal Dockyard Erecting Shop, Foundry and Smithery and GPO Cable Depot. Interviews with local historians proved very useful and thanks is due to Mary Mills (Greenwich Industrial History Society), Peter Guillery (Survey of London), Carol Kenna (Charlton Society), Chris Francis (former employee, Stones Manganese Marine (SMM)), Ian Bull (railway historian), Brian Middlemiss (Siemens Society), Marko Jobst (Greenwich University School of Architecture).

A heritage scoping half day workshop was held on 18th October 2016.

Representatives from the above named organisations were invited, together with others from the Greenwich Historical Society, Historic England, Museum of London Archaeology Service, Royal Borough of Greenwich and the Greater London Authority. A summary of workshop outputs is included as an appendix.

Policy context and protection measures

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

RB Greenwich has one of the oldest, and most out of date, statutory listing surveys in London, undertaken 45 years ago and issued in 1973, at a time when industrial and Victorian heritage was far less valued than today; in consequence, the heritage features of Charlton Riverside have been little considered or understood by today's heritage designation standards and "listing coverage" is poor. The area's coverage by the Buildings of England (Pevsner: London South) researched in the 1970s and published in 1983, is not nearly as comprehensive as more recent volumes

and does not consider the Riverside area at all. For the eastern third of the site, this paucity of research is resolved by inclusion in the Survey of London: Woolwich (2012). However, this new research has not been followed up, to date, by any consideration of heritage features for statutory listing.

Considered as a potential site for heritage led regeneration, the main comparator within the Borough is the Woolwich Arsenal Conservation Area, itself the subject of

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



Figure 34: Overview of heritage context

Key

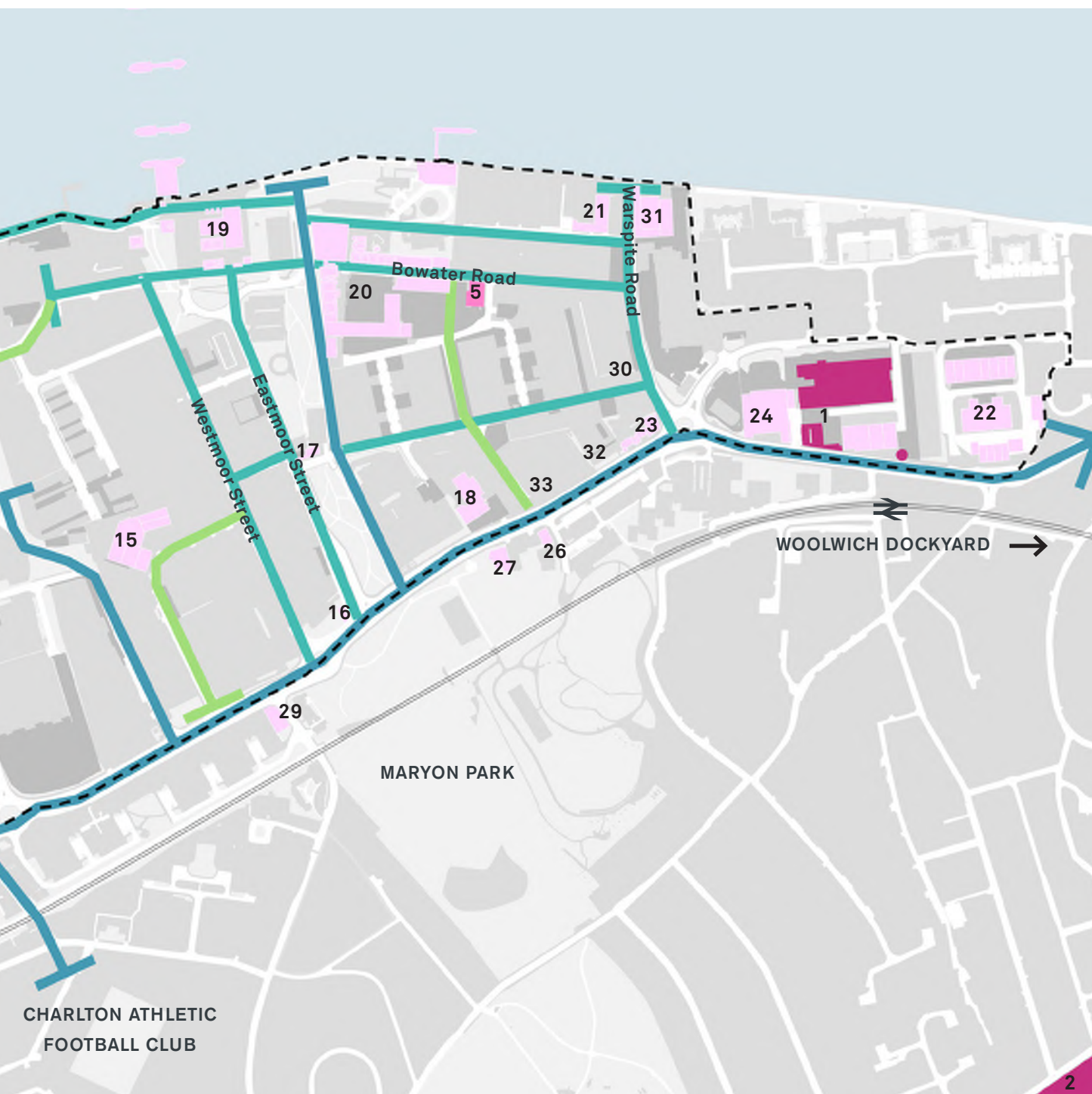
- Listed buildings
- Charlton Conservation Area

Fig 35. Existing heritage assets in Charlton Riverside



Key

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



- | | | |
|--|--|---|
| 15. Beatalls | 22. Woolwich Dockyard Industrial Estate | 29. Cherubim & Seraphim Church (former Horse & Groom pub) |
| 16. The Victoria Inn | 23. Howick Arms & Howick Mansions | 30. Clanceys (former Derby Arms) |
| 17. Barrier Animal Clinic (Lads of the Valley) | 24. Former Apprentice School & dockyard wall | 31. GPO Cable Depot |
| 18. Windrush Primary (Maryon Park School) | 25. Woolwich Road West | 32. Siemens Canteen |
| 19. Thames Barrier Complex | 26. White Horse Pub | 33. Siemens Labour & Welfare Building |
| 20. Bowater Road buildings (Siemens cluster) | 27. Lithuanian Church | |
| 21. Trinity Wharf | 28. Riverside House | |
- N 0 250m

Historic assets overview

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

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

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

Early Development

Drainage and cultivation of the marshes began on the land closest to Greenwich from Tudor times, meaning the Charlton Marsh was late to be drained, certainly at the riverside, the boundary between the Greenwich and Charlton parishes being defined by an embankment called "Lambardes Wall" (now Lombard's Wall). This was constructed by William Lambarde, a local landowner, c.1555 to protect his manor east of Greenwich from flooding. This early boundary is marked on Skinner's Plan of 1746 and Tithe Maps of Charlton and Greenwich parishes.



Skinner's Plan

According to John Smith's "History of Charlton" (1970), traces of this embankment were visible into the 1970s, the land at that date belonging to the engineering firm of GA Harvey. The

boundary is still marked at its northern end by the road bearing its name, the southern continuation of the road to meet Woolwich Road has been covered by recent retail development. A visit by the Greenwich Historical Society located a boundary stone at the junction of Lombard's Wall and Woolwich Road in the 1980s. This has now disappeared, but the 19th Century shop that marks this corner still stands by the new M&S/Sainsburys superstore.



Boundary Stone

Early tracks and roads

Along with Lombard's Wall, a number of other historic routes cross the area. It is suggested that the Lower Woolwich Road may have been a route in Roman times, following the line of the river but sitting on firm ground above the riverside marsh. There is no evidence that a colony existed at Charlton Village at the time of the Roman departure, though remains of a Roman camp adjacent to modern Maryon Park were first excavated in the late Nineteenth Century.

Charlton Village had been established by Saxons by the end of the Tenth Century, and a second route, from the settlement on the hill down to the Thames, came into existence

to access river transportation and fishing. This was subsequently called the Great Manor Way, and much later became Anchor & Hope Lane. The riverside pub at the head of the Great Manor Way seems to have existed from the Seventeenth Century, as payment of rent by the landlords appears in the records of Charlton House (built 1604). Drainage and cultivation of the marsh is evident in the Eighteenth Century as fields are allotted to tenants on Tithe Maps.

Increased cultivation required new access routes, and two more are seen on maps by the start of the Nineteenth Century. These are Harden's Manor Way (named for Sam Hardin, a local farmer) and the

Middle Manor Way (now Stones Driveway). All are visible on the Tithe Plan of 1839, along with drainage ditches between fields and - an important new arrival - the ropeworks developed next to the Anchor & Hope by William Ayles, who had served his apprenticeship at the well known Enderby's manufactory in Greenwich.

Ayles constructed a rope walk and tar kettleshop that, upon his death in 1862, continued as a family business until 1908. This enterprise is significant as the first of the riverside industries that were to transform Charlton Riverside, and is a precursor of the larger Charlton Ropeworks further down Anchor & Hope Lane.



Plan showing land ownerships c.1840, with Wilson family predominating



Tithe Map 1839

Industrial Development

As the Nineteenth Century progressed, the riverside was increasingly adopted for industrial purposes. The reasons were a convergence of factors - the proximity to existing manufacturing centres at Greenwich and Woolwich, with their specialisms in boatbuilding, armaments and other requirements of a military presence; a source of raw materials in the sand and gravel pits below the Charlton Hanging Wood; the easy access to the river, at a time that London's existing docks and wharfs were struggling to accommodate growing traffic; and other developments in road, ship and rail transportation.

In the late 1830s the marshland leading back from the river front was hardly encroached upon by development. The Thames Navigation Plan of c.1839 shows a group of buildings including the Anchor & Hope Inn, the Ayles ropeworks and a small dock or boatyard.



Thames Navigation Plan c. 1839

The Anchor & Hope

The Anchor & Hope is named in an early Eighteenth Century victuallers list and Smith

(1970) notes it is one of the earliest beer houses in Charlton dating from the Sixteenth Century and owned by the Lords of the Manor (Charlton House). Its riverside site meant it was not reliant on a local residential population for custom, but instead was one of the pubs that traditionally served the ferrymen and lightermen operating on the Thames. It was sited where the earliest route from the village met the river.

The current building dates from 1899 and was built by Hoare Bros Ltd (Red Lion Brewery, Smithfield) who had entered into a lease with the owners, the Maryon Wilson Estate in 1874. Its eye catching cupola and veranda befit its riverside situation and



Anchor & Hope, 2016

its role as a landmark for shipping. The pub also had its own private causeway and jetty when the greater proportion of its customers arrived by boat. Despite its refined architecture it predominantly served watermen, lightermen and local industrial workers throughout the Twentieth Century. The building suffered severe damage when the nearby UGB works received a direct hit with a V1 flying bomb in June 1944. It was repaired and renovated under the War Damage Act, to a high architectural standard respecting its original external appearance.

Boatbuilding & Corys

The boatyard shown in the 1839 plan is probably that of the company WR Cunis. Boatbuilding and repair activity would come to characterise much of the riverfront until the mid twentieth century, interspersed with marine industries. Of all the boatyards the most prominent was William Cory & Sons. William Cory had already been associated with the transportation of coal on the Thames for 30 years by the time William Cory & Sons Ltd was established in 1838. The firm's operations at Charlton Riverside had two distinct forms, both influencing the development of the area in ways still evident today.

Colliers brought coal to London which had to be unloaded into lighters to reach riverside wharfs. Corys operated the riverway "lighters" that took coal from the large ships. William Cory's sons William (Jnr) and Richard realised that unloading colliers on the river itself meant they could avoid dock dues payable to the London Docks. In consequence they obtained and converted a floating raft - "Atlas 1" - in 1862, for the transhipment of coal in the middle of the Thames off Charlton. Winning



Atlas Barges- before WWI

a legal challenge from Thames Conservancy in the High Court, they expanded the operation with the purpose built "Atlas 2" in 1866, and by the 1870s Cory & Sons was handling more than half the sea borne coal bought into London (one and a half million tonnes). Atlas 1 was replaced by the larger Atlas 3 in 1898, and the company continued to prosper until World War 1. A legacy of this time is the building of "Atlas" and "Derrick" Gardens to house workers in the terraced maisonettes which still stand today.

Corys other main business was barge building and repair. In 1873 they established - presumably through the success of their coaling venture - bargebuilding premises at Charlton in yards previously occupied by WR Cunis Ltd. The company expanded into iron barges in the 1890s (partly as a result of a long strike by shipwrights) and the absorption of other companies led to a network of wharfs and installations in the Thames and Medway areas under the Cory banner. The distinctive "black diamond" logo became a familiar sight on its fleet of vessels. The sheds on the riverfront today date from the expansion of

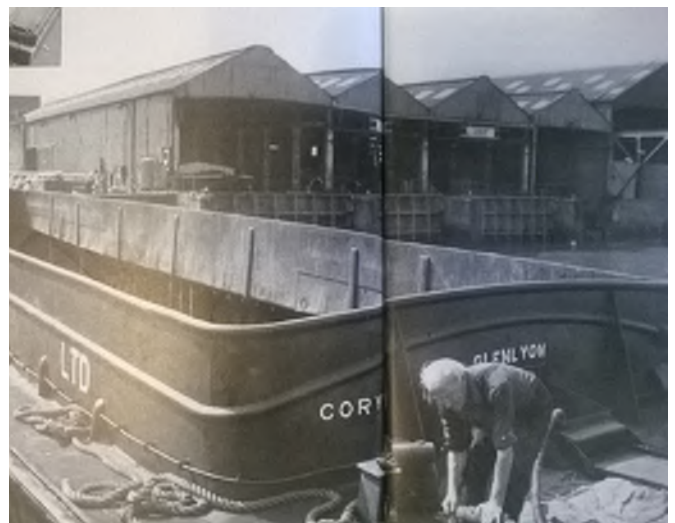
the bargebuilding works in 1911.

In WWI the company faced both losses in its fleet (Atlas 3 was requisitioned and sank crossing the channel in February 1915) and workforce - Corys had its own company of infantrymen. The firm's fortunes revived in the 20s and 30s with the building of larger barges and the distribution of oil as well as coal. By WWII the firm was one of the principal transport enterprises of the Thames and South East, playing its part in the war effort by transporting 60000 tons of fuel a week. Specialised steel barges began to be built at Charlton.

The fundamental changes to the river in the postwar world meant the company underwent numerous changes of operation and ownership - including at one point the repair of historic vessels and the production of replicas for other designs for the National Maritime Museum. It is remarkable therefore to record the company - now trading as Cory Environmental - still trades and undertakes the building and repair of tugboats on its historic Charlton site. Durham's Wharf was adopted by Corys after the departure of UGB Ltd for a project involving the super-sizing of oil tankers (December 1975).



Cory's 1889



Cory's 1965

Mid-Nineteenth Century Developments

In 1818 the Lower Road Trust had been formed to upgrade the dilapidated condition of the Lower Road (Woolwich Road) by making a Turnpike. The list of Trustees meeting to formalise arrangements on June 19th 1818 include a number of prominent landowners at the Riverside who were destined to leave their mark on the area - Sir Thomas Wilson of Charlton House, GB Roupell and John Angerstein MP. To these names can be added a fourth influence, representing the eastern edge of the site, this was John Bowater, a major Woolwich landowner, and his heirs.

John Angerstein was the MP for Greenwich, who amongst other business interests in the area, built a branch railway from the South Eastern Railway at Charlton to the Riverside in 1851. The spoil from the construction of the Blackheath railway tunnel was reputedly used to form the embankment. From the outset the line has been exclusively dedicated to freight. Serving numerous site industries for over 100 years, it survives as the current Angerstein Wharf Branch serving Angerstein & Murphy's Wharves.



Angerstein Wharf Branch Railway 1930s

Glenton's Sand and Ballast Railway

In 1840 Lewis Glenton, a contract haulier of sand and chalk from the pits of the Charlton Valley, was granted permission by the Lower Road Trust to build a narrow gauge railway over the turnpike from the pits to the river. After some legal wrangling with Sir Thomas Wilson, owner of Charlton House, about the right to cross Glebe lands, the railway was eventually completed, to a new riverside ballast wharf in 1841.

The South Eastern Railway extension from Greenwich subsequently arrived in 1849 and crossed over the ballast railway at the Ransom Road (now Walk) bridge. Excavation of sand and chalk continued into the early 20th Century before the pits were exhausted and the tracks fell into disuse. The rail alignment was however re-appropriated along part of its length by British Ropes when they built new premises in Anchor & Hope Lane, using the railway to transport flax and hemp from the river, new rails being laid for their exclusive use.



1869 OS showing sand and gravel extraction in Charlton Valley

Abandoned since the 1960s, a section of railway still remains and is visible from the river path and other parts of the site, while

the Ransom Road railway bridge remains in use as a pedestrian thoroughfare. Through the middle years of the 19th Century Lewis Glenton was also a successful builder of houses in Blackheath and Charlton.

Silicate Paint Company

The Patent Silicate Paint Company began to manufacture lithopone (a white pigment) and domestic oil-bound washable water paints in 1872- the paint was branded Duresco. Initially the lithopone was manufactured under licence from Widnes based JB Orr Ltd. An early illustration shows the purpose built premises by the river in an Italianate style, ranged around a central yard with a chimney. The firm had a long trading history, including the manufacture of camouflage paints during World War Two, despite the riverside works being heavily bombed. The works closed after takeover by Domolac in 1963 and the site was taken over by Maybank's Waste Paper Works who built new premises.



Silicate Paint Works and Ballast Railway

The Wilsons & Roupells

The Wilson family (later Maryon-Wilson) owned Charlton House and estate from the

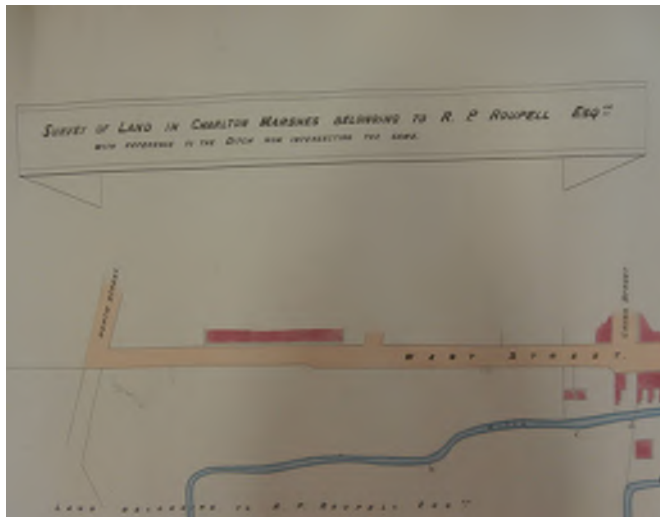
Eighteenth to the Twentieth Centuries, not only the house and park but much of the land between Lower Woolwich Road and the river. This was partially drained for agriculture and grazing and afforded a income from tenants including the leaseholders of the Anchor & Hope pub. Between Charlton Village and the Lower Woolwich Road, much land was in the ownership of another family, the Roupells. By the mid Nineteenth Century, this estate was increasingly the subject of a complex arrangement of Roupell legacies managed by a Trust. The number of family dependencies on the Roupell Trust steadily increased, creating a need for optimisation of the land assets either by sale or development.

After a meeting in 1863 to discuss transfer of ownerships between shareholders, the estate was parcelled up for development, quickly leading to Charlton becoming part of suburban London (its railway station opened in 1849). Roupell lands on Charlton Slopes became a residential enclave, while land parcels close to Charlton House were sold to the Wilson family (by this time the Maryon-Wilsons). Sir Thomas Maryon-Wilson may have taken advantage of the Roupell predicament to sell (or swop) his marshland by the river to the Roupell Trust. In this way the Trust acquired parcels of the Charlton Marsh which, hungry for income, they appear to have progressively developed as cheap working class housing.

The Roupell Trust continued to be a landlord in Charlton into the early Twentieth Century when successive land dispersals meant influence gradually waned. Until recently renamed, the Roupell Arms (now "Pickwick") pub on Woolwich Road remained as its legacy, along with the neat villas of Charlton Slopes.

The Four Streets

Another legacy of the Roupell land ownership was that network of streets and dwellings developed on the marsh off Harden's Manor Way - East, West, North and Cross Streets. Plans of the 1880s, (drawn up in a disputes between the two major landowners about access arrangements for the Roupell estates) show the new streets developed for housing, the land beyond being drained.



Roupell Plan c.1880

The homes built there were by many accounts deficient in both construction and sewerage. They housed the poorest citizens of the parish, including a strong community of boatmen and industrial workers. Charles Booth, in *Life and Labour in London* (1890) states that the area between the Woolwich Road and the river at Charlton:

“..is used for allotment and market gardens, and provides a pitching ground for the vans and the tests of gypsies. Rubbish and refuse from other parts of London coming in barges is tipped on to the land to prepare it for building...in this area are the wretched homes of a very

poor class...in some of them the ground floors being untenable because of the damp, have been filled up with earth...and would better be destroyed. “

First hand accounts of the hard life and tough conditions in the “Four Streets” at the turn of the Twentieth Century appear in Jo Anderson’s “Anchor & Hope”. Charlie Jackson grew up there, and could describe the local characters as such:

“Loopy Thomas a few doors down who used to run along the Riverside in a white sheet trying to scare courting couples till one night someone tripped him over; mad as a hatter he was....Kosher Goodman in Manor Way - he was one of the best footballers Charlton ever had....Jim and Lotty Waites at 68 - he became a boxer and it was said he was also a film extra and banged the Rank Gong...Poor old “Mother No-nose” had a grey porcelain nose tied on with tape round the back of her head....At number 17 West Street was Mrs Richards, the “sweet”; she used to make her own toffee and lay it out in the window with little stickers saying ½ d and ¼ d. We’d sneak in and change the stickers round but she always knew. She had this parrot which used to scream “Mum, he’s pinchin the sweets!” as soon as you went in.”

But the playful observations of childhood are interspersed with a narrative of large scale unemployment, violent strikes, local youth gang battles and the outbreak of World War One. The sewers were too low lying to outfall into the main drain below Woolwich Road and frequently backed up. By the 1930s the Local Authority were actively pursuing demolition of the houses. Wartime



The Four Streets, Siemens and Maryon Park School from Maryon Park, 1900

bombing would greatly assist this process. Another resident interviewed for “Anchor & Hope” describes when demolition men arrived in 1938:

“When they demolished West Street, we all piled on a card with the old lady on the back holding the goldfish bowl. Virtually all they had to do was go to the end of the street and push - those houses came down like a pack of cards...”

The streets with their tightly packed houses are clearly visible in a well known photograph of Siemens Works from Cox’s Mount. The Lads of the Village pub (rebuilt 1899) and the Maryon Park School are other prominent remaining landmarks c.1900. Saunders Field is notable as the place where in 1903 local boys from the

Four Streets honed their skills in weekly football matches and called themselves the “Charlton Reds” - by 1905 they entered Woolwich League Division II as “Charlton Athletic FC”. Despite their fragility some of the houses closer to Woolwich road remained into the 1950s, and the network of Four Streets remains largely unaltered, though Hardens Manor Way has been absorbed into the Thames Barrier Gardens. Backs of houses in West Street are seen in pictures of the “Tramatorium” scrapyards which existed between 1950-52.

The Bowater Estate

The historic development of land at the eastern end of the site, formerly in the Borough of Woolwich, was subject to the fortunes of a different landowner. The land between Harden’s Manor Way and Warspite

(formerly Trinity) Road, along with other Woolwich lands, came into ownership of a family called Bowater from 1693. The Bowater interest (they were not a local family, from Coventry) may have been exploiting the hillside for ballast - sand gravel and chalk extraction. From the 1730s Edward Bowater owned the estate, building a hilltop house in Woolwich, and his son Edward (1746-86) set himself up as a ship and boat builder on the riverside west of Trinity Street. Debts dogged the Bowaters, elder and younger Edward and another son, John.

These continued and mounted after John inherited the estate in August 1777, and the slow dissolution of the estate gave rise to new owners on the riverside land - John Long, a shipowner and shipbreaker, began to operate a sandpit and wharf on the site, and was eventually assigned the Bowater estate in trust in 1809 (John Bowater died shortly after this). Claims on the estate were presented by Joseph Harrington, a lawyer who had married John Bowater's eldest daughter, and it was divided and sold through Chancery in 1830. The legacy of the Bowater's financial difficulties was the breaking up of this area of land into numerous small ownerships and activities and the names of Bowater Road, Harrington Road and Long's Wharf.

John Long

Long made a road along the southern edge of his property (Marsh Street, now Bowater Road) and established a new river landing for a ferry to cross to Plaistow Marshes. Despite being an unpromising commercial proposition the Woolwich Ferry Company gained an Act in 1811 and services began in 1812. Backers included the Wilson family amongst other notable entrepreneurs

and landholders. The ferry house doubled up as a pub.

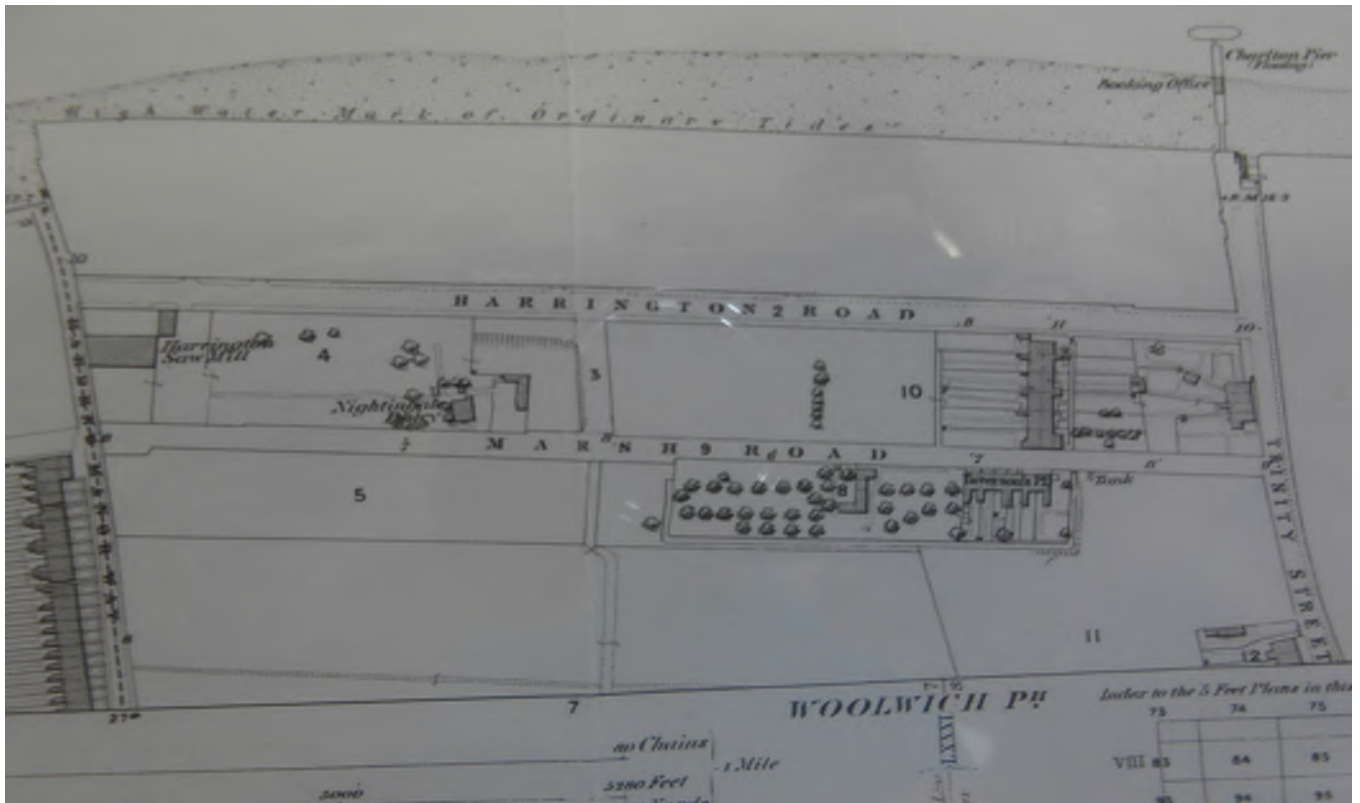


Thames Navigation Plan c. 1839

Unlike Long's sand wharf operation, the ferry did not prosper. By 1815 shareholders had abandoned it and the clerk was in debtor's prison. Long continued to drain the marsh and in 1828, (when he died, deranged) he was building a straight river embankment from Trinity Street. There was some housing between Marsh Street and Harrington Road - Joseph Harrington himself lived there. The frontage was divided into Trinity, Long's and Ferry Wharf. Trinity wharf was first a coal wharf then, from 1902, was acquired by J Watt Torrance & Co who established a sawmill in a new brick shed which still stands, along with an office block added to it in 1914-16.

From 1872, Long's Wharf was used by Castle's shipbreakers and was notable for its extensive timber stocks. The unusual dark structure towering behind Siemens in the photograph of c.1900 (see above) appears to be Castle's timber pile.

Ferry Wharf became Warspite Wharf when in 1883 when White Palmer & Co. established spice mills here. These expanded with the



Harrington Road and Marsh Street before arrival of Siemens in 1863



Thames Conservancy Plan of 1875 showing wharf operators

success of the business and spice mills continued here until the 1950s. Warpsite, Long's and Trinity Wharfs are now unified as the Mellish Industrial Estate (AW Mellish Ltd was a rice miller displaced from Woolwich riverside in the regeneration of the 1970s)

The Nineteenth Century stone coped brick river wall built here still exists behind steel campshedding. Co-incidentally, a private cruise operator's pontoon jetty at the end of the Barrier esplanade now sits where the former ferry landing once stood.

Castle's Shipbreaking Operation
Henry Castle & Son (Founded 1838) moved their shipbreaking concern from Rotherhithe to Charlton Riverside, just to the east of Anchor & Hope Lane, in about 1860. The Admiralty, whose Royal Naval Dockyard was adjacent, were already breaking up ships locally and it seems that Castle's contracted to dispose of many Admiralty ships. Some of the most famous wooden battleships were dismantled on Charlton riverside, including the Duke of Wellington (Flagship of the Baltic Fleet at the Crimean campaign), the Impregnable, the Caledonian, the steel "Ajax" and iron "Alexandria".

Castle's also operated from Longs Wharf, where an area of half an acre was needed for cutting up and sale of ships timbers. Customers included the builders of Liberty's Department Store, whose Tudor style premises off Regent Street was famously constructed from timbers bought from Castle's. The Charlton site continued to 1933 and that at Long's Wharf to 1938. Castle's archaeological legacy is considered in the Detailed Appraisal.



Watercolour showing HMS Hannibal being broken up at Charlton Riverside in 1905. The dome of the Anchor & Hope pub is visible in the background (right)

Siemens Brothers

Apart from the riverside wharfs described above, the whole of the eastern part of the site beyond Harden's Manor Way came to be dominated by a single company between 1863 and 1967. This was Siemen's Brothers Telegraph and Telephone Works. Werner and Karl Wilhelm (later William) Siemens invented a method to insulate telegraph wires with gutta-percha (a rigid natural latex). William Siemens brought the technology to London as an agent and after five years trading in Millbank the operation moved, in 1863, to a site west of the former Ferry Wharf.

The larger new premises allowed the firm to begin making - and shipping - its own cable. The brothers were joining a growing trend for telecommunications industries on the lower Thames - Enderby's Wharf at Greenwich had produced the earliest Transatlantic submarine cables several years before and the large cable factory at North Woolwich was established in 1859. The Siemens' enterprise, at the forefront of technological advancement, was an immediate success and secured contracts

for the Indo-European Telegraph (1869-71) and the Platino-Brasileira cable (1873) from England to South America).

The orders for thousands of miles of cable required expansion of both workforce and premises. Low slung top lit sheds, two to four story workshops and warehouses for the refinement and storage of gutta percha and rubber, engine and boiler sheds, offices and landing sheds, were all built between 1870-4. Some of these buildings still survive on Bowater Road. In 1881 Siemens took a 99 year lease on their existing land and added to it the rest of the available land between Harrington and Bowater Roads. By 1884 the company was producing an average of one major Atlantic cable every year. More workshops filled the land between the two roads as far as Trinity Street by 1889. Steam power was replaced

by an on-site electricity generating station, said to be the first of its kind. An internal electric tramway was established.

In the Twentieth Century the world's telegraphic network was virtually complete and the firm began to make telephone cables and associated technology. The firm had built their own ship, the Faraday, to undertake cable laying but the future development of the site lay away from the river, access to which became less important as the cable business declined. Three large new buildings of five and six storeys arrived after 1910; the Rubber Shops, 37 Bowater Road (1911) for the making rubber coated copper wire cable,; the offices at 17-21 Bowater Road (1911); and the telephone equipment factory (1912-2) with a single storey engineering shed behind. The former two buildings survive.



Siemens entrance, corner of Bowater Road and Hardens Manor Way, c.1900, showing buildings of 1870s behind



Siemens 1911

In 1916 the British State expropriated the company's controlling German interest so that it effectively became entirely British, most of its work at this time was directly or indirectly government or allied contracts. Field telephone cable was a major contribution to the war effort.

After the First World War, telephone apparatus and cable making were the main activities. In 1930 Siemens introduced what would become the ubiquitous "neophone" to replace the "candlestick" form - a semi pyramidal Bakelite base with a handset - at first these were exclusively made for the GPO at Woolwich. Women had been an important part of the workforce since 1896 and were to remain so throughout the firm's time at Woolwich. Siemens became the co-owners of the Telegraph Construction & Maintenance Co. Ltd (Telcon) at Greenwich, and submarine cable work transferred there.

Corporate relations with Germany were severed once again as the Second World War loomed.

German air attacks heavily damaged the works between September 1940 and the flying bombs of 1944. The earliest block of 1865 was destroyed, and twenty seven separate occasions of serious damage. Special wartime work included the loop of sweep cable designed to explode magnetic bombs in the Clyde, and the high pressure pipe for pumping petrol under the sea, part of Operation Pluto in 1944 (Pipeline Under the Ocean); the Siemens pipe was 2 inches in diameter and 35 miles long. A covert photograph - defying wartime secrecy rules - apparently shows Field Marshal Montgomery visiting the PLUTO preparations at Siemens in 1943.



Field Marshal Montgomery visiting PLUTO preparations 1943



Women employees making candlestick phones at Siemens, 1920s



Siemens neophone, advertisement 1930s

After the war production capacity started to move elsewhere as the site was damaged and becoming dated. A marine radar school was built, optimising the presence of Thames traffic for radar reflections. A large factory workers canteen was built on Woolwich Road (1953) and next to it, a Labour & Welfare Centre (1956). Both still stand, in new uses. Premises on the river built west of Hardens Manor Way before the war were also still in use, for making super tension oil-filled cables.

In 1954 the firm was taken over by Associated Electrical Industries Group (AEI), later to be further amalgamated into the General Electric Group (GEC). With capacity elsewhere to take on the remaining work, the decision was made to close the Woolwich works in early 1968, with the loss of around 6000 jobs. This was a great blow to the area, along with the part closure of the nearby Royal Arsenal. Purchased with commendable foresight by the Greater London Council, many of the more substantial buildings (excepting the 1912 telephone factory) saw new use as lettable trading estate, new standardised buildings appearing alongside the older group around Bowater Road.

Lord Howick and Howick Mansions
Lord Howick public house had first appeared on the corner of Woolwich Road and Trinity Street in the 1830s and offered a large garden and skittle alley. It was rebuilt in 1895–6 for Meux's Brewery through the landlord, Alfred Saunders. The pub is of three storeys, plus an attic story with bold pedimented dormers. The building optimises its corner site, presenting two similar, strong street elevations of paired sash windows on first and second floors

between pilasters. The ground floor has larger plate windows between pilasters with decorative capitals, the corner entrance is flanked by further pilasters and the angled corner is surmounted by a pediment matching those of the dormers, fronting a large corner chimneystack. After the widening of Woolwich Road, Saunders built Howick Mansions next to his pub, a range of tenemental type housing for local working people and the sole surviving example of this type in the area. The building combines flats and shops and was reportedly built with concrete floors. The symmetrical façade has a strong rhythm with projecting central and outer gabled wings, polychromatic brick patterning and a panel with an 'S' monogram (presumably for Saunders). Bays between the gables are recessed with angled windows articulating the entrance doorways and hipped roofs above contributing to the differentiation of dwellings from the street - in contrast to the mean uniformity of nearby terraced houses at this date. In a two-storey and basements range there are twelve 'mansions', four with shops. First occupants worked both at Siemens and at the dockyard depot.



The Lord Howick Public House along Woolwich Road

Maryon Park School

The school was built in 1894–6 to plans by the London School Board's architect, T. J. Bailey and is in the Queen Anne revival style favoured by the LSB. The catchment area was the streets of working class housing to the north of Woolwich Road. At the outset it comprised just the southern classroom range and a central triple-decked hall block (infants below boys below girls) with more classrooms on the east side, built on arches to create a covered play area.

Extension to Bailey's plans duly ensued, in two phases, first in 1909–10 when the main block was completed, again by Kirk and Randall, with a second ogee-capped staircase turret and six more east-side classrooms, taking the capacity up to 1,035. Further enlargement followed in 1914–15, with F. J. Gorham of Greenwich as the builder of a northern cross range. In the 1950s the school mixed primary and secondary accommodation before becoming Charlton Secondary School. In the 1980s the adjoining school house was demolished.

Early Twentieth Century Development

The Ordnance Survey for 1894 shows how, apart from the industries already developed by the riverside and the housing on the Woolwich border, much of New Charlton remained undeveloped with allotments and market gardens filling the now drained marshes between the established roads and tracks. The gathering pace of industrial development meant that this situation would change completely in the forty years leading up to the Second World War.

Atlas & Derrick Gardens were built c.1908 on former market gardens purchased from the Roupell Estates by Cory & Sons. The names allude to Corys coaling operation on the river - the barges and their cranes. The maisonettes were designed in a Domestic Revival style with decorative brickwork and shallow bay windows, and grouped around two attractive, partially enclosed greens. They were sold by Corys to Greenwich in 1979 and

modernised with new windows in 1983/4. United Glass Bottle Works. Glass bottle making began at Charlton on land behind the Anchor & Hope pub in 1907. Glassmaking was an industry dating back to Tudor times in Woolwich and Greenwich, because of the availability of sand at seams in Woolwich and Plumstead. This meant that both skills and raw materials were available locally for the modern production facilities and processes now established at Charlton. United Glass Bottles Ltd, of St Helens, developed and expanded the site in 1920, with American machinery and four large furnaces - sand was still extracted from the Charlton pits at this date and coal for firing brought in via Durham's Wharf.

Later, Dutch and Belgian sand was imported by sea as well, while the products from the factory left via a complex network of railway tracks. Production was diverse and included all manner of commercial requirements including of course milk bottles.



OS 1894



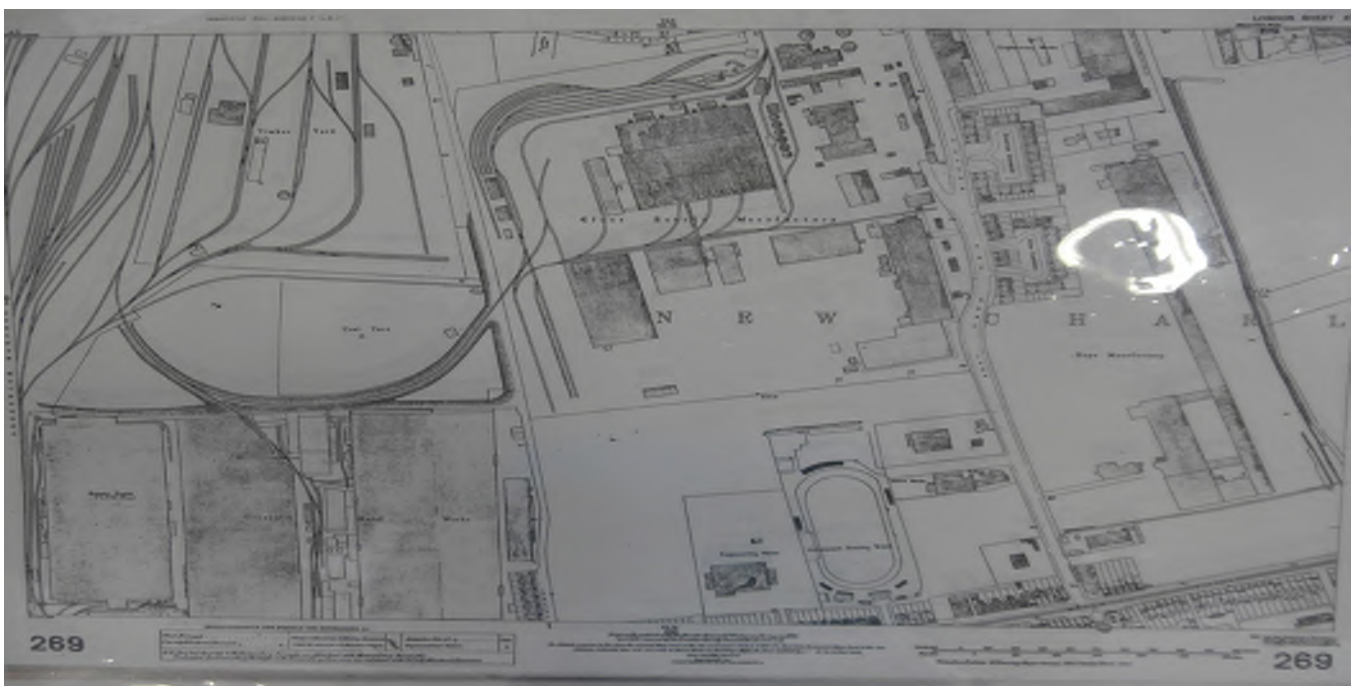
UGB coal trucks loading on Durham Wharf, 1930s

During the war UGB produced 4 million blood transfusion bottles, millions of water sterilisation outfits for British troops, Molotov Cocktails issued to the Home Guard and London's entire milk bottle supply. In the postwar world, the introduction of the NHS and demand for medical and prescription ware gave a boost to production - 220 million glass bottle being produced annually.

In the late Sixties, competition from plastics and rising costs made the manufacture of glass at Charlton unviable, with higher wages, power and other overhead costs in London. In October 1966 United Glass announced the plant was to close. The site was sold in September 1967 to become a Sainsbury's Distribution Depot.

Charlton Ropeworks Ltd

The Charlton Ropeworks were built to the east of Anchor & Hope Lane in 1914 to designs by JJ Frost, with a 300ft by 100ft "walk" covered by north-light sheds. Ropemaking began in earnest after a short period as an Ordnance Depot during the First World War. After becoming part of British Ropes Group in 1924 new buildings were added to the site, which became the principal fibre rope production facility, serving shipping, railway and fishing industries. Synthetic fibres and wire rope production began in the 20s and 30s. Wartime output included cables for



Ordnance Survey map of 1937 showing UGB, GA Harvey's, Greyhound Stadium & rail sidings

Mulberry Harbours. The firm was successful in the postwar market with development of synthetic fibre ropes. The ropeworks maintained a river wharf until the 1960s, linked to the rest of the site by a dedicated narrow gauge railway on the former alignment of the Glendon Ballast Railway. As Bridon Ltd, production continued on the site until the mid 1980s when operations were transferred to other areas.

J Stone & Co

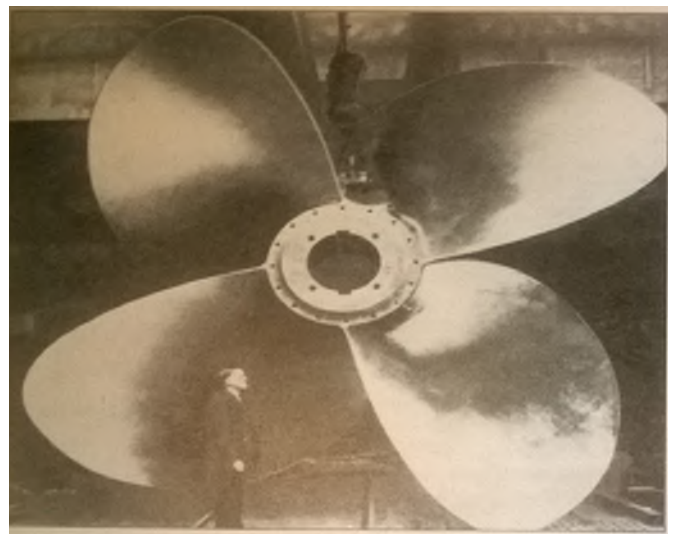
J Stone & Co was founded as an engineering works by Josiah Stone in Deptford in 1831, making copper nails, rivets and fasteners in the construction of wooden vessels. The firm's reputation as marine engineers grew and in 1884 manufacture of propellers in manganese-bronze, an alloy superior to the conventional cast iron used at that date. "Stone's Bronze Propellers" were used by shipping companies and navies throughout the world; over half the Royal Navy Fleet in the First World War had them fitted. This led to pressures on production leading to the purchase of land for construction of new foundries on the riverside at Charlton in 1916.

Between the wars Stones produced "Heliston" design propellers and introduced new alloys including magnesium and "Novoston". The foundry on the river was joined by the Charlton Jubilee Foundries (named for the 1935 Jubilee of King George V). The firm was renowned for the manufacture of the highest quality propellers for some of the most famous ships in the world at that time - Cunard's Queen Mary and Queen Elizabeth, the Normandie and the Empress of Britain. The propellers for the Queen Mary weighed 35 tons and had a diameter of 20 feet. The mould (shown) weighed over 100 tons and the cast bronze

took ten days to cool. The finished propeller then had to be taken by road to Surrey Docks for onward transshipment to the Clyde.



Stones Queen Mary Mould 1930s



Stones Queen Mary Propeller 1930s

The firm's contribution to the Second World War effort cannot be understated. Taking the lead in the development of light metal castings for aircraft frames and engines, the company had to devise highly mechanised foundry processes to overcome labour shortages. Resources were further stretched by extensive bomb damage - at one point nearly half the works were roofless - and in an attack on 20th March 1941 one third of the buildings were destroyed. 24 hour production never stopped for any

length of time however - at the end of the war it was estimated the Charlton foundries had supplied 22,000 propellers to the Royal and Merchant Navies.

Postwar the firm underwent significant expansion and mergers with firms in Birkenhead and Glasgow to be the largest manufacturer of propellers and marine equipment in the world. The Group comprised 40 companies across the globe. The former drawing office and senior management building overlooking the river at the end of Anchor & Hope Lane dates from the high water mark in the company's fortunes. Approximately 1200 people worked at the expanded Charlton site, enjoying amenities that included the sports club, a local landmark. The tide turned in the mid 70s when the

oil crisis, uncompetitive pricing and a worldwide shipping recession led to a rapid fall in fortune. Successful areas of business were sold to help cash flow, by the 1980s much of the business had gone, and only Stones Foundries - no longer engaged in the marine business - exists at Charlton today.

Stones Sports Ground was the most visible part of the complex with its entrance gates and pavilion facing Woolwich Road. The land had been bought from the Maryon Wilson estate in 1928. Tennis courts, football and cricket pitches and a bowling green were all opened by 1930. The site was liable to frequent winter flooding despite having been raised; the War Office requisitioned part of the ground for a balloon barrage unit during the Second World War. The ground was in regular



Riverside in 1947 showing Stones and British Ropes side by side

use until the 1970s when Stone's began to enter difficulties and contraction, and was eventually sold to Langham Industries in 1982, for subsequent development as industrial units.

GA Harveys

GA Harvey, manufactured water tanks and linings, gutterings, and other galvanised products. The firm moved to Woolwich Road from Lewisham in 1911, building a new works on 22 acres of former market gardens. The apocalypse of World War One was a boom time for Harveys, as it specialised in munitions. Trade fluctuated in the 20s and 30s, as the firm diversified into furniture along with existing products. The factory was able to expand along Woolwich Road after new housing for workers was built on the other side of the

railway line (Harvey Gardens). Anticipating moving to a war production footing, further land was bought in 1937 and engineering sheds erected. War work engaged over 3000 people making aircraft parts, flame throwers, jerrycans, petrol and air filters, gasmask gauzes, and - notably - screens and perforated steel plates for the Mulberry Harbour installations. These were assembled in the drained East India Dock.

Skills and innovations honed during the war were subsequently utilised across a spectrum of products fulfilling postwar markets - Harvey Office Furniture, domestic water tanks, perforated sheet metalwork and gauzes, tanks and fractionating columns for the chemical and oil industries. A familiar sight in 1950s Charlton was large and unusual loads leaving Harvey's by



Harvey's works in 1960s

transporter lorry or river barge. The 1970s saw fluctuating order books and attendant cashflow and labour problems, assets were sold off including land parcels for - amongst other things - the new approach road to the Blackwall Tunnel (Bugsby's Way) across the Riverside. Most of the plant had been closed by the early 80s.

Between Harvey's and Anchor & Hope Lane, a Greyhound Stadium Greyhound was built and opened on August 2nd 1930. This was a popular attraction in the years before and after the Second World War and also hosted wrestling matches. The stadium finally closed in 1970.



Harvey's tank being fitted to an AEC lorry, 1963

Beatalls Furniture Ltd

Beatalls were established in 1935 by a former carpenter and joiner in Penhall Road. Principally making wooden kitchen furniture, they were so successful that within two years the building had been extended to accommodate expanded production lines. Wartime production included furniture for evacuation hostels and emergency centres, and ammunition cases. On 19th April 1941 the premises were gutted by incendiaries,

but with the mobilisation of the staff the factory was cleaned up and re-roofed within six weeks. Utility furniture and streamlined production methods helped the firm in the 1950s but the size of the site probably ruled out the opportunities of scale being taken up by competitors and the firm went out of business in 1962. The building was adopted by Stones as their shipping department, which probably accounts for its continued existence today.

Johnsen & Jorgensen (Flint Glass)

Johnsen & Jorgensen Ltd first built premises from August 1920 on the riverside at Thames Wharf for the importation and distribution of glassware made in Scandinavia. The company diversified into the manufacture of glass on site and subsequently specialised in tubular glass and plastic enclosures used in pharmaceutical, cosmetic and food industries.

A large manufacturing and warehouse complex was complemented by wharfs for shipment of raw materials - one L shaped jetty from this period still stands. The firm



J&J Glass, Sunderland & Howletts Wharves, 1930s

continued to prosper in the postwar period and in the mid 1960s largely redeveloped their older buildings with new premises that still stand, these were completed May 1966. Changing production requirements meant the Charlton office closed 1981.

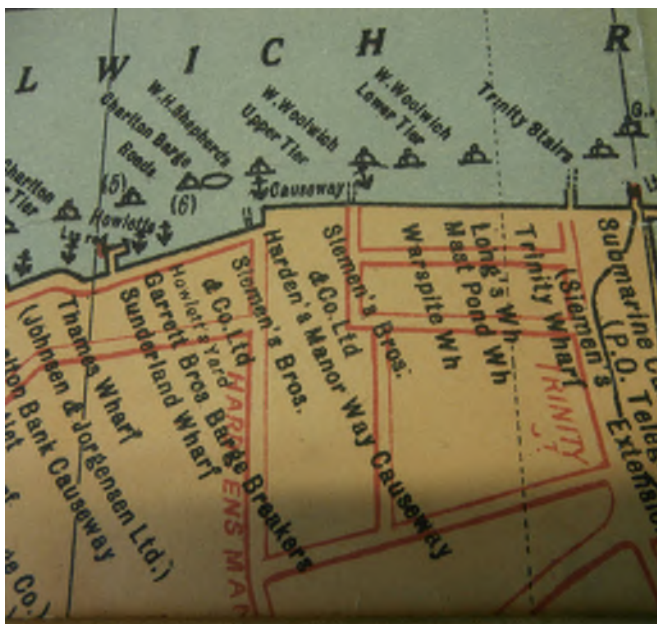
Howletts Barge & Boat Works - 1897-1937
William James Howlett and son Herbert worked side by side in the building and repair of barges, wherries and boats, also leasing barges on hire. The site was adjacent to Westmoor Street above Herringham Road, where the Thames Barrier Control room now stands.

The wharf was adjacent to a surviving jetty probably built by Flint Glass and may have had shared use of it, as per wharf plans of the 1930s. Howletts, together with neighbouring Garretts, Castles and other boatyards would have provided employment for the occupiers of the Four Streets in the late Nineteenth and early Twentieth Centuries.

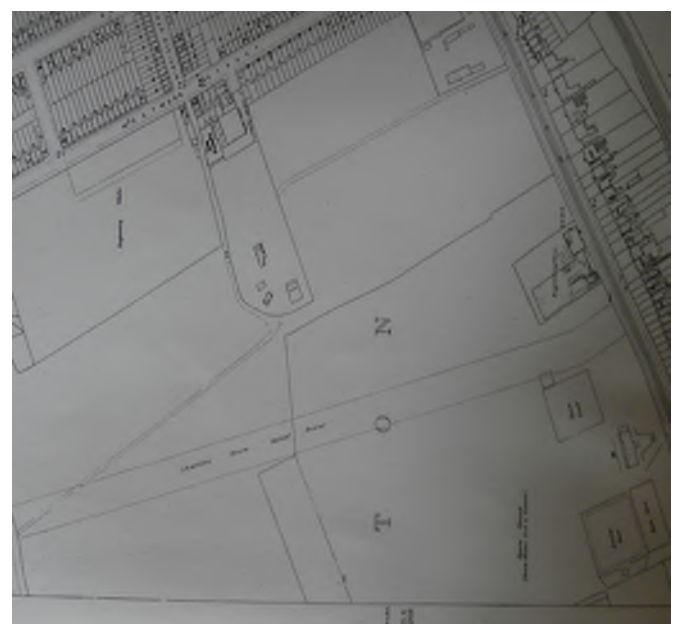
The Charlton Relief Sewer

As a low lying site by the river, the Riverside area has experienced difficulties in the management of ground water, fresh water provision, foul and flood water management. Significantly, Bazalgette's pioneering Southern Outfall Sewer (dug in the 1860s) runs under Woolwich Road on its route to the outfall at Crossness. A second sewer was needed (Southern Outfall No.2) by the early Twentieth Century and this passes under Church Lane and Charlton Athletic, also on its route to Crossness.

A further requirement to manage rainfall run-off led to the construction of the Charlton storm outlet in 1921-24, discharge being piped approximately $\frac{3}{4}$ of a mile between the No. 2 sewer and the river just above the point where the Thames Barrier is today. This is visible on many early maps and - significantly - has never been built over - formerly running under the Stones playing field and in front of the Foundry building.



Occupiers of wharves, 1930s



Charlton Storm Relief Sewer

Post-WWII Development

J & J Maybank Ltd.

Maybanks came into existence to serve the wartime drive for paper recycling, and became the market leader. A new facility was built at Charlton as a result of merger of Maybanks Waste Paper with Reeds Paper Group (1964), and used the old Duresco Paint Products site at a cost of £1m on a 3.5 acre site. The jetty constructed at the same time for handling waste paper measured 140ft by 40ft and shipped paper to world markets.

"Tramatorium"

Penhall Road became the location for a unique chapter in London's transport history when it was selected by the London Transport Executive for the disposal and scrappage of the remaining fleet of 830 London Trams between 1950-1953. A connection from the tramlines of Woolwich Road was made to almost a mile of sidings linked by a specially constructed traverser platform. Upon the phasing out of routes from Battersea in the west to Abbey Wood in the east, trams were brought from all across South London to await scrappage by George Cohen & Co at a rate of one per day. Vehicles were stripped of usable fittings, tipped off their tracks and their timber bodies set on fire, the metal parts being salvaged. The operation provided interest for local people for over two years. An incidental benefit of this historic event is the large number of photographs taken during the course of the operation, forming a better record of local buildings appearing in the background at this date. Siemens large telephone works on Westfield Street, houses on West Street and the Beatalls furniture works are all visible.



Tramatorium



Penhall Road and Traverser

Henry Sykes Ltd

The firm, making pumps and hydraulic pile driving machinery, built its Charlton Works by Harveys in 1930. It has a legacy in the office building dating from the 1970s that still stands on Woolwich Road.

AEG

An engineering firm that specialised in mining equipment, the firm operated from four large sheds in Herringham Road built in the 1950s which still stand.

Thames Barrier

After 300 people died in the UK in the North Sea flood of 1953, the future protection of London from abnormally high water levels in the Thames gained prominence. Early proposals for a flood control system were stymied by the need for a large opening in the barrier to allow for vessels from the London docks to pass through. When containerization replaced older forms of shipping and Tilbury was expanded, a smaller barrier became feasible with each of the four main navigation spans being the same width as the opening of Tower Bridge.

The site at New Charlton was chosen because of the relative straightness of the banks, and because the underlying river chalk was strong enough to support the barrier. The north-west corner of the Siemens site was cleared from 1972 to create access to the site and land for a control building together with ancillary structures including a riverside walkway, cafe, information centre and landing stage. The barrier was designed by Rendel, Palmer and Tritton for the Greater London Council. Work began at the barrier site in 1974 and construction was largely complete by 1982. The flood gates across the openings are

circular segments in cross section, and they operate by rotating, closing at low tide to control upstream levels of water and then slowly raised to allow “underspill”. The gates are hollow, so are filled with water when submerged and empty as they emerge from the river. The barrier was officially opened by H.M. Queen in 1984.

Upon completion, the land between the Barrier and Woolwich Road, that had been cleared for site storage of components and materials, was landscaped as Barrier Gardens in anticipation of tourism to the area. This aspect of the Barrier’s operation has only been partially successful.



Thames Barrier Plan

Fig 36 Location of historic firms at Charlton Riverside



Key

- Existing building/part of building still standing
- Indicative of historic firm's location
- Study area



- | | |
|---|---|
| 1. Corys | 9. Siemens |
| 2. Stones | 10. United Glass Bottle Works |
| 3. Stones Sports Ground | 11. GA Harvey's |
| 4. Charlton Ropeworks | 12. Howlett's Barge & Boat Works |
| 5. Henry Sykes Ltd | 13. Silicate Paint Company,
then J&J Maybank Ltd |
| 6. Johnsen & Jorgensen (Flint
Glass) | 14. Tramatorium |
| 7. Beatalls | 15. LCC Tramway Works |
| 8. AEG | |



Detailed Appraisal

The Siemens group forms the most prominent but by no means the only heritage legacy reflecting the site's earlier history. Other assets include five public houses (one still in use), two separate developments of planned housing for working people, the Maryon Park LSB Board School (still in educational use), extant early movement routes and 19th street patterns as well as the legacy of several major employers.

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

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

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

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

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

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

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



Lombard Wall School Demolition, 1979



Woolwich Road - National School



Waterman's Arts



Charlton Water Works, Charlton Lane



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



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

Summary of significance

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

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

Character area 1: Bowater Road



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

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



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



Siemens Showroom

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

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

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

37 Bowater Road



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




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

17-21 Bowater Road



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

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

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

Siemens Labour & Welfare Building



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

Lord Howick Public House



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

Howick Mansions



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

Maryon Park School (Now
Windrush Primary School)



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

White Horse Public House -
704 Woolwich Road



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

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

Thames Barrier

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

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

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

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



Thames Barrier Control Building

Bowater Road assessment

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

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

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



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



One of the oldest remaining Siemens building at 26 Bowater Road

Character area 2: Riverside

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

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

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

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

Corys Barge Works

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



Angerstein Wharf Cranes



Angerstein Wharf Davits



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

barging of domestic refuse from a number of concentration depots on the Thames to an incineration/power generation plant down river (see p.78). The barges used are built, maintained and repaired at Charlton. In this respect, the Charlton works are probably unique in being a boat repair facility in continuous use on the same site by the same owners since the 1870s. Historic mapping suggests other boat works on the site even before Corys arrival at Charlton in 1873 (see Historic Development).

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

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

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



Cory's Boat Sheds 1911



Cory's Boat Slips



Cory's Boat Slips

1889. It is reasonable to suggest that, because of the style of construction and the evidence of the photograph, this shed is at least of this date and may date from Corys arrival in 1873, or even earlier. In its early condition the shed had an arched iron roof, this was subsequently replaced by a more conventional steel trussed pitched roof (possibly in the enlargement of the works in 1911).

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



Cory's wood framed shed bracket



Cory's wood framed shed external



Cory's 1889



Cory's wood framed sheds

Durham Wharf

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



Durham Wharf Jetty

Anchor & Hope Foreshore

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

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

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

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



Timbers from HMS Wellington stacked at Anchor & Hope foreshore

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

Maybanks Jetty

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

Thames Wharf & Flint Glass Jetty

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

Longs Wharf

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

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



Former Castle's shipbreaking site, Maybanks jetty in background



Thames Wharf

Atlas & Derrick Gardens

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

sympathetic and the original domestic revival style can still be enjoyed.

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



Street-side approach to Derrick Gardens.

Stones - Riverside House

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



Riverside Block- current condition



Atlas Gardens



Ballast Wharf

Riverside assessment

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

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

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

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

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

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

Character area 3: Steam Factory

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

Operative Society who used them as part of its manufacturing operation for many years from 1927 as “Commonwealth Buildings”.

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



Interior of Erecting Shop



Former Apprentice School



Former police station



Smithery exterior

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

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

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

The two main flanks of the Erecting Shop are divided by blind brick arcades, external entrance arches are wholly or partly bricked up and new windows introduced where floors have been inserted towards the centre. The whole Factory was once linked through a connecting block with tall arches to all three parts - this feature is seen from the south side, although altered.

At the time of construction, tall roofs had been incorporated to accommodate travelling cranes around the factory. Floors introduced at different times in the Smithery and through the central part of the Erecting Shops have altered the character of these once lofty spaces.

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

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



Rear of the former police station, which is now home to Commonwealth Studios.



North side of the Erecting Shop, currently in use for metal manufacturing, storage & transportation activities.

Steam Factory assessment

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

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

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

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

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

Other heritage features

Street Pattern & Infrastructure

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

Pre-Industrial

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

Nineteenth Century

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

Twentieth Century

- Yateley Street
- Siemens Road
- Westfield Street

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

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

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

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



Rails set into Durham Wharf



UGB locomotive 'King', now preserved

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

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



Tramatorium Traction Pole



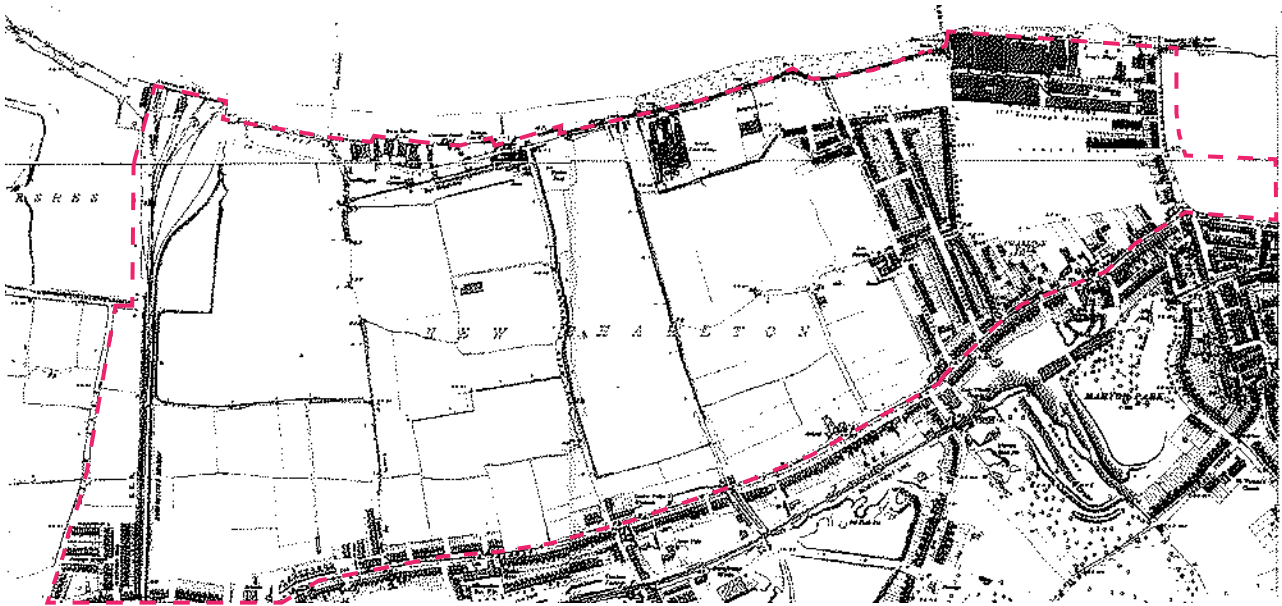
Tramatorium setup, 1950

Green spaces

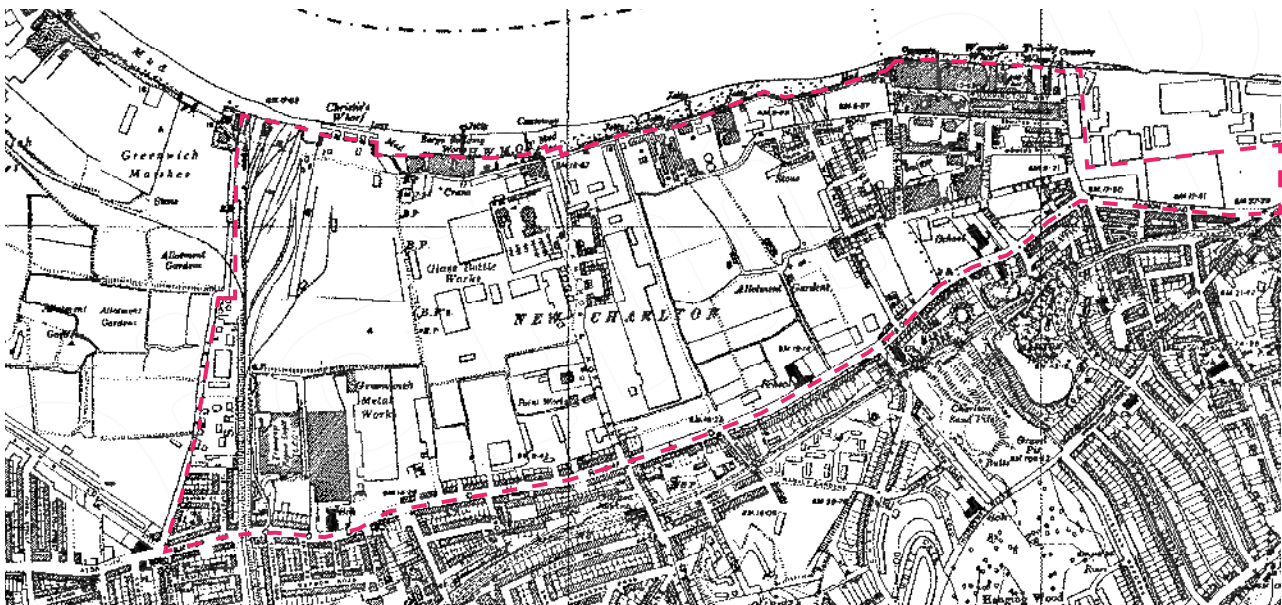
The upper part of Anchor & Hope Lane and New Lydenburg Street benefit from street trees. Hardens Manorway has been absorbed into the Barrier Gardens. There were few planned green spaces in historic New Charlton, Atlas and Derrick Gardens being a notable exception. The largest green space, the Stones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

Lads of the Valley and Victoria Inns

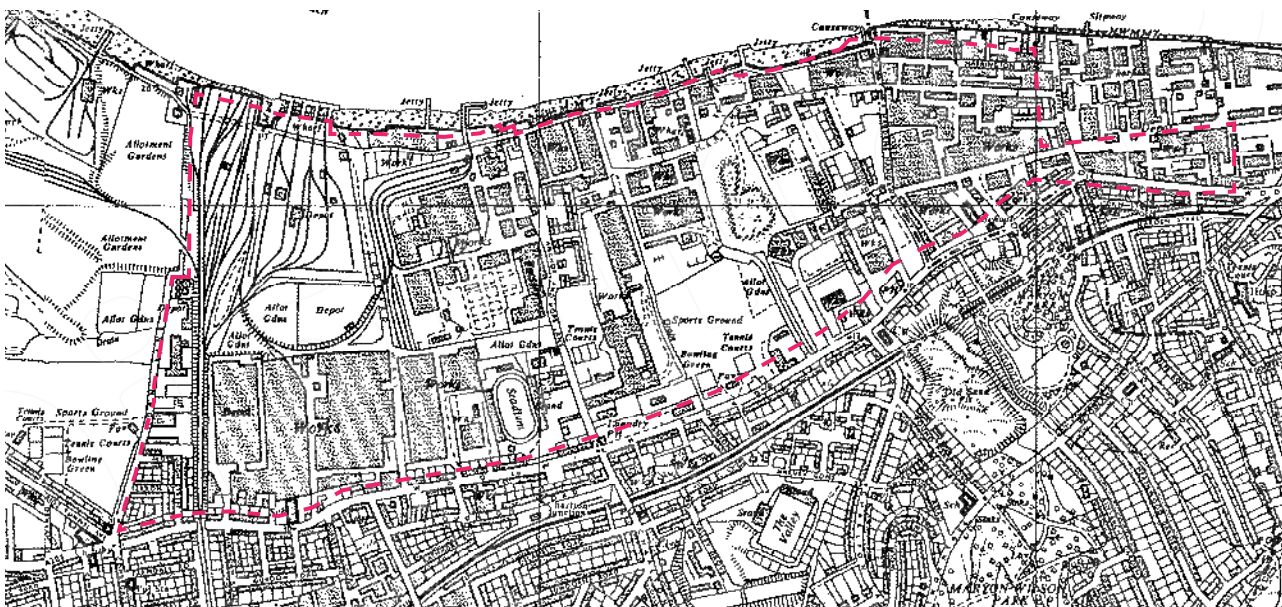
Both these pubs originated in the 1850s but were rebuilt around 1900. The Lads of the Valley largely retains its external appearance (with new UPVC windows) and is now in use as a veterinary surgery. Its interior is understood to have been remodelled after extensive wartime bomb damage.



Charlton Riverside Ordnance Survey map, 1894



Charlton Riverside, 1910s



Charlton Riverside, 1960s



Fig 37. Movement routes pre-1800s



Fig 38. Movement routes 1800-1900s



Fig 39. Movement routes 1900s-1945

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

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



The Victoria - current condition

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

Views and landmarks

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

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

Other notable sites of employment heritage Stone Foundries

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

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



Stone Foundries

Flint Glass

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

Beatalls

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





Beatalls - current condition

Charlton Ropeworks

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

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

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

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

Fenced off rail alignment of railway to River Thames



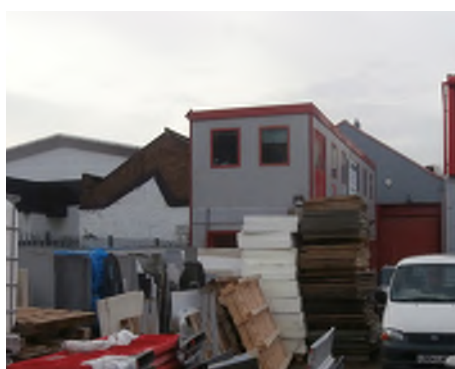
Apart from the existant buildings, legacy remnants of the site's operation appear all over the site in the form of embedded rails from the company's narrow gauge railway system, which linked most of the buildings to the firm's dedicated wharf on the Thames. The route of this railway can still clearly be followed, as the alignment is fenced off and undeveloped. At one time, Stone Manganese Marine occupied the land on either side of this track, and had to seek permission from the ropeworks to cross from one part of their works to the other.

Remains of covered ropewalk (1914)



As well as the embedded rail, and of perhaps even greater significance, the rails of the ropewalk itself, formerly covered and the longest ropewalk in Europe, remain partially exposed under tarmac. The trolleys using these rails were integral to the rope binding process, twisting multiple fibres into rope as they travelled from one end of the track to the other. As such, the remaining rails are of great interest as one of the few remaining traces of industrial processes at Charlton Riverside.

Line of Ropewalk roof visible at rear of copper mill



The ridge and furrow roof formerly covering the ropewalk is now removed, making this feature harder to discern, but the line of production is still clear. The former roofline of the ropewalk is marked on the rear wall of the Copper Mill, with the white painted walls of the walk still in evidence.

Woolwich Road (West)

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

North side

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

East Greenwich Fire Station (325 Woolwich Road)

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



East Greenwich fire station

Holmwood Villas

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

Felltram Way

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

South side

Antigallican pub (428 Woolwich Road)

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

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

The Rose of Denmark pub
(296 Woolwich Road)

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

Pickwick pub
(246 Woolwich Road)

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

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



The Antigallican pub



Pickwick pub



Rose of Denmark pub

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Fig 40. Other heritage features in Charlton Riverside



Key

 Streets & infrastructure

 View corridor

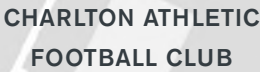
 Study area

 Green Spaces

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

 Notable buildings & landmarks

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



-

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250m

Charlton Riverside vernacular

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

Industrial-scale buildings

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

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

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



Ropeworks



34 Bowater Road



Mellish Industrial Estate



Bowater Road



Bowater Road



Former Steam Factory



15 Bowater Road



25 Bowater Road - interior



Bowater Road - interior



Foundry columns

Residential buildings

Although limited in example within the study boundary, residential buildings in the wider Charlton offer a range of styles. Typical characteristics include 2-4 storey family housing and precedents include detached, paired or terraced arrangements.

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

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

The Progress Estate provides examples of cottage-style architecture; with gables, pitched roofs to highlight specific roofscapes.



Derrick Gardens



Vaisey's wharf



Woodland Terrace



Woodhill, 1960s



Progress Estate



Woodhill



Hillreach



Woodhill



Howick Mansions

Characteristic Charlton Riverside features

Notable Charlton Riverside features include a range of key riverside assets. Of those, the Anchor & Hope pub, with its golden dome and location at the meeting point between the Riverside and the Anchor & Hope Lane, provides a strong example of a distinctive Charlton Riverside attribute. The riverside is punctuated by further functional features, which altogether form a landscape specific to the Charlton Riverside.

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

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



Hope & Anchor Pub



Thames Wharf



20th Century Functional: Royal Dockyard Estate Pavilion



Barrier Animal Clinic



Stucco material example: White Horse



Victoria Inn



Ornamental high-levels: The Antigallican pub



Howick Arms



NO PARKING

4.

Conclusions & Recommendations

Employment recommendations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

As detailed consideration of future provision for employment activities on site develops, details of the scale, specification and servicing requirements of these particular sectors as outlined in this report should be used to inform targeted new workspace provision in Charlton Riverside. This should include an appreciation of the diversity of workspaces and premises types currently offered on site, which helps to sustain a varied ecosystem of industrial and non-industrial employment opportunities.

7. Re-thinking retail activities

The relatively recent introduction of retail activities into the area can be understood to have undermined the coherence of Charlton Riverside as a strategic site of industrial land. Despite this, retail activities do provide a considerable number of steady, primarily local, jobs which, like construction, provide valuable routes into employment for the local labour market. Although this contribution to

the Charlton Riverside economy should not be under-estimated, retail operations are particularly space-hungry and opportunities for future intensification and mixed-use provision should be carefully considered in any future development. It should also be noted that the logistics sector, particularly those operations serving online retail orders, achieve higher employment densities through a lower skilled workforce, and as technologies used in national depots become more viable for these smaller scale logistics operations, there is likely to be an eventual drop in the number of people employed on site in these activities.

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

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

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

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Heritage recommendations

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

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

In anticipation of the quantum of redevelopment anticipated, the following

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

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

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

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

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

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

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

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

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

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

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

Fig 41. Thames Barrier & Bowater Road Conservation Area

Key

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





Building Designations

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

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

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

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

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

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

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

2. Riverside Conservation Area with associated national and local listings

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

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

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

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

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

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

Building Designations

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

Fig 42. Riverside Conservation Area

Key

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





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

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

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

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

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

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

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

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

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

- Trinity Road (Warspite Road)
- Riverside
- The Glendon Sand & Ballast Railway alignment

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

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

4. Consideration of other key heritage assets outside of proposed Conservation Areas as assets to inform future development

Charlton Ropeworks

While it may not be practicable to retain all of the significant remains of the Charlton Ropeworks, the Royal Borough should consider whether individual buildings could contribute to a landscape or cultural strategy (see above). Additionally, development of

the site over historic assets should include preservation by record as a planning condition, together with the removal and conservation of artefacts where possible.

Stone Foundries

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

Views

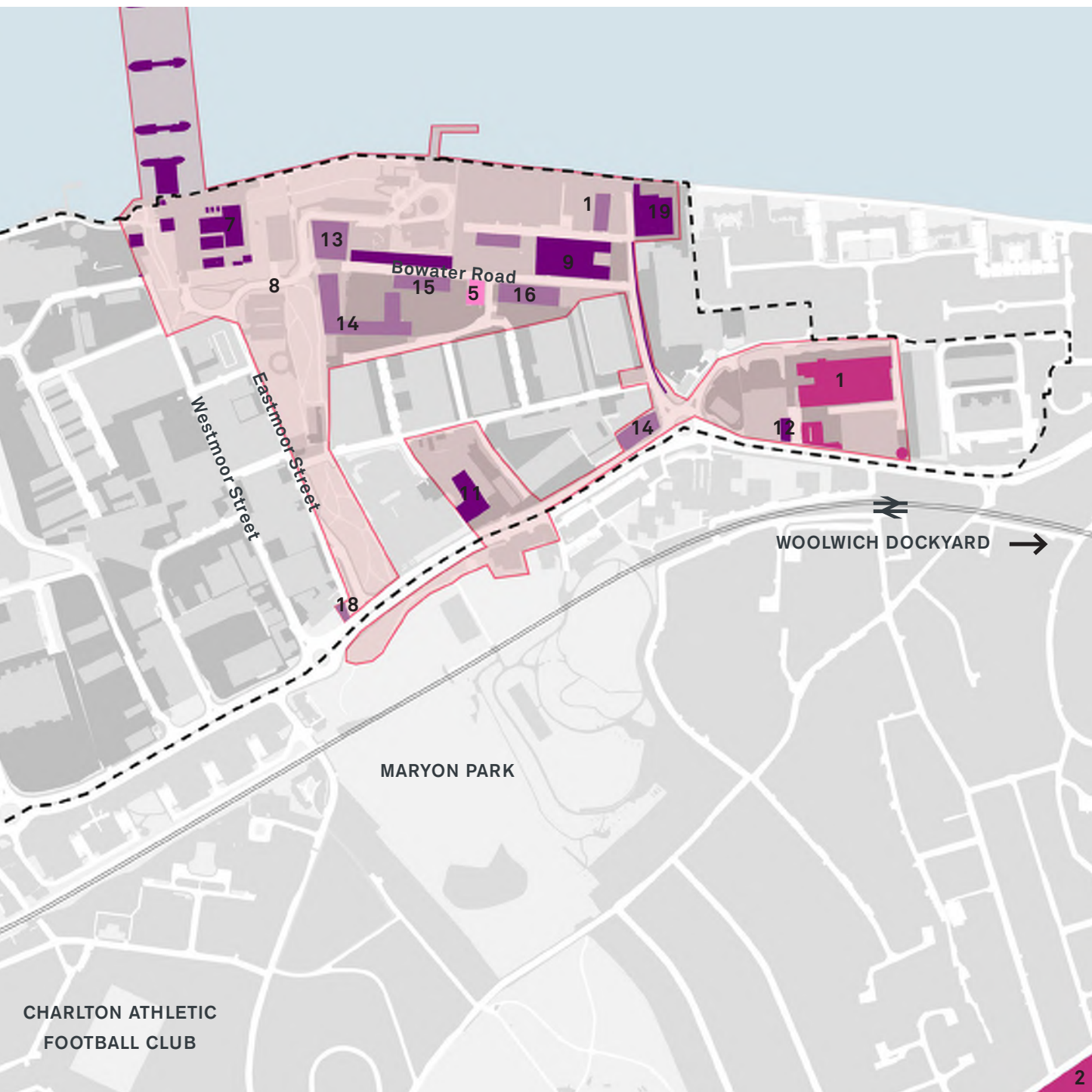
Views along the riverside, along Bowater Road, from Maryon and Maryon Wilson Parks, from Woolwich Common/Repository Road, from Silvertown and from Charlton Village should be considered in the dialogue about appropriate density and building height at Charlton Riverside.

Fig 43. Recommended heritage designations



Key

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



- 21. Atlas & Derrick Gardens
 - 22. Anchor & Hope pub
 - 23. East Greenwich Fire Station
 - 24. Thames Barrier and Bowater Road Conservation Area
 - 25. Riverside Conservation Area
- — Study area
- Proposed Conservation Area



0 250m

Fig 44. Historic routes informing future development



Key



Improved access to heritage assets



Key historic movement routes



Study area

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



0

250m



Appendices

Appendix A.

SIC code breakdown

Business activity	SIC code category	Indicative SIC code	Description
MANUFACTURING: METALS & MACHINERY			
19	Manufacture of coke and refined petroleum products		
		191	Manufacture of coke oven products
		192	Manufacture of refined petroleum products
24	Manufacture of basic metals		
		241	Manufacture of basic iron and steel and of ferro-alloys
		242	Manufacture of tubes, pipes, hollow profiles and related fittings, of steel
		243	Manufacture of other products of first processing of steel
		244	Manufacture of basic precious and other non-ferrous metals
		245	Casting of metals
25	Manufacture of fabricated metal products, except machinery and equipment		
		251	Manufacture of structural metal products
		252	Manufacture of tanks, reservoirs and containers of metal
		253	Manufacture of steam generators, except central heating hot water boilers
		254	Manufacture of weapons and ammunition
		255	Forging, pressing, stamping and roll-forming of metal; powder metallurgy
		256	Treatment and coating of metals; machining
		257	Manufacture of cutlery, tools and general hardware
		259	Manufacture of other fabricated metal products
27	Manufacture of electrical equipment		
		271	Manufacture of electric motors, generators, transformers and electricity distribution and control apparatus
		272	Manufacture of batteries and accumulators
		273	Manufacture of wiring and wiring devices
		274	Manufacture of electric lighting equipment
		275	Manufacture of domestic appliances
		279	Manufacture of other electrical equipment
28	Manufacture of machinery and equipment n.e.c.		
		281	Manufacture of general-purpose machinery
		282	Manufacture of other general-purpose machinery
		283	Manufacture of agricultural and forestry machinery
		284	Manufacture of metal forming machinery and machine tools
		289	Manufacture of other special-purpose machinery
29	Manufacture of motor vehicles, trailers and semi-trailers		
		291	Manufacture of motor vehicles
		292	Manufacture of bodies (coachwork) for motor vehicles; manufacture of trailers and semi-trailers
		293	Manufacture of parts and accessories for motor vehicles
30	Manufacture of other transport equipment		
		301	Building of ships and boats
		302	Manufacture of railway locomotives and rolling stock
		303	Manufacture of air and spacecraft and related machinery
		304	Manufacture of military fighting vehicles

Business activity	SIC code category	Indicative SIC code	Description
		309	Manufacture of transport equipment n.e.c.
33	Repair and installation of machinery and equipment		
		331	Repair of fabricated metal products, machinery and equipment
		332	Installation of industrial machinery and equipment
MANUFACTURING: FOOD, BEVERAGES & CATERING			
10	Manufacture of food products		
		101	Processing and preserving of meat and production of meat products
		102	Processing and preserving of fish, crustaceans and molluscs
		103	Processing and preserving of fruit and vegetables
		104	Manufacture of vegetable and animal oils and fats
		105	Manufacture of dairy products
		106	Manufacture of grain mill products, starches and starch products
		107	Manufacture of bakery and farinaceous products
		108	Manufacture of other food products
		109	Manufacture of prepared animal feeds
11	Manufacture of beverages		
		110	Manufacture of beverages
12	Manufacture of tobacco products		
		120	Manufacture of tobacco products
56	Food and beverage service activities		
		562	Event catering and other food service activities
MANUFACTURING: OTHER			
13	Manufacture of textiles		
		131	Preparation and spinning of textile fibres
		132	Weaving of textiles
		133	Finishing of textiles
		139	Manufacture of other textiles
14	Manufacture of wearing apparel		
		141	Manufacture of wearing apparel, except fur apparel
		142	Manufacture of articles of fur
		143	Manufacture of knitted and crocheted apparel
15	Manufacture of leather and related products		
		151	Tanning and dressing of leather; manufacture of luggage, hand-bags, saddlery and harness; dressing and dyeing of fur
		152	Manufacture of footwear
16	Manufacture of wood and of products of wood and cork, except furniture; manufacture of articles of straw and plaiting materials		
		161	Sawmilling and planing of wood
		162	Manufacture of products of wood, cork, straw and plaiting materials
17	Manufacture of paper and paper products		
		171	Manufacture of pulp, paper and paperboard
20	Manufacture of chemicals and chemical products		
		201	Manufacture of basic chemicals, fertilisers and nitrogen compounds, plastics and synthetic rubber in primary forms
		202	Manufacture of pesticides and other agrochemical products
		203	Manufacture of paints, varnishes and similar coatings, printing ink and mastics

Business activity	SIC code category	Indicative SIC code	Description
		204	Manufacture of soap and detergents, cleaning and polishing preparations, perfumes and toilet preparations
		205	Manufacture of other chemical products
		206	Manufacture of man-made fibres
21	Manufacture of basic pharmaceutical products and pharmaceutical preparations		
		211	Manufacture of basic pharmaceutical products
		212	Manufacture of pharmaceutical preparations
22	Manufacture of rubber and plastic products		
		221	Manufacture of rubber products
		222	Manufacture of plastics products
23	Manufacture of other non-metallic mineral products		
		231	Manufacture of glass and glass products
		232	Manufacture of refractory products
		233	Manufacture of clay building materials
		234	Manufacture of other porcelain and ceramic products
		235	Manufacture of cement, lime and plaster
		236	Manufacture of articles of concrete, cement and plaster
		237	Cutting, shaping and finishing of stone
		239	Manufacture of abrasive products and non-metallic mineral products n.e.c.
26	Manufacture of computer, electronic and optical products		
		261	Manufacture of electronic components and boards
		262	Manufacture of computers and peripheral equipment
		263	Manufacture of communication equipment
		264	Manufacture of consumer electronics
		265	Manufacture of instruments and appliances for measuring, testing and navigation; watches and clocks
		266	Manufacture of irradiation, electromedical and electrotherapeutic equipment
		267	Manufacture of optical instruments and photographic equipment
		268	Manufacture of magnetic and optical media
31	Manufacture of furniture		
		310	Manufacture of furniture
32	Other manufacturing		
		321	Manufacture of jewellery, bijouterie and related articles
		322	Manufacture of musical instruments
		323	Manufacture of sports goods
		324	Manufacture of games and toys
		325	Manufacture of medical and dental instruments and supplies
		329	Other manufacturing n.e.c.
MANUFACTURING: PRINTING & PUBLISHING			
18	Printing and reproduction of recorded media		
		181	Printing and service activities related to printing
		182	Reproduction of recorded media
58	Publishing activities		
		581	Publishing of books, periodicals and other publishing activities
		582	Software publishing
UTILITIES			
35	Electricity, gas, steam and air conditioning supply		

Business activity	SIC code category	Indicative SIC code	Description
		351	Electric power generation, transmission and distribution
		352	Manufacture of gas; distribution of gaseous fuels through mains
		353	Steam and air conditioning supply
36	Water collection, treatment and supply		
		360	Water collection, treatment and supply
37	Sewerage		
		370	Sewerage
38	Waste collection, treatment and disposal activities; materials recovery		
		381	Waste collection
		382	Waste treatment and disposal
		383	Materials recovery
39	Remediation activities and other waste management services.		
		390	Remediation activities and other waste management services
VEHICLE SALE, REPAIR & HIRE			
45	Wholesale and retail trade and repair of motor vehicles and motorcycles		
		451	Sale of motor vehicles
		452	Maintenance and repair of motor vehicles
		453	Sale of motor vehicle parts and accessories
		454	Sale, maintenance and repair of motorcycles and related parts and accessories
77	Rental and leasing activities		
		771	Renting and leasing of motor vehicles
CONSTRUCTION			
41	Construction of buildings		
		411	Development of building projects
		412	Construction of residential and non-residential buildings
42	Civil engineering		
		421	Construction of roads and railways
		422	Construction of utility projects
		429	Construction of other civil engineering projects
43	Specialised construction activities		
		431	Demolition and site preparation
		432	Electrical, plumbing and other construction installation activities
		433	Building completion and finishing
		439	Other specialised construction activities
45	Wholesale and retail trade and repair of motor vehicles and motorcycles		
		452	Maintenance and repair of motor vehicles
46	Wholesale trade, except of motor vehicles and motorcycles		
		467	Other specialised wholesale
49	Land transport and transport via pipelines		
		494	Freight transport by road and removal services
70	Activities of head offices; management consultancy activities		
		701	Activities of head offices
74	Other professional, scientific and technical activities		
		741	Specialised design activities
77	Rental and leasing activities		
		773	Renting and leasing of other machinery, equipment and tangible goods

Business activity	SIC code category	Indicative SIC code	Description
81	Services to buildings and landscape activities		
		811	Combined facilities support activities
CONSTRUCTION-RELATED RETAIL, HIRE & WHOLESALE			
46	Wholesale trade, except of motor vehicles and motorcycles		
		467	Other specialised wholesale
77	Rental and leasing activities		
		773	Renting and leasing of other machinery, equipment and tangible goods
46	Wholesale trade, except of motor vehicles and motorcycles		
		464	Wholesale of household goods
		465	Wholesale of information and communication equipment
		466	Wholesale of other machinery, equipment and supplies
47	Retail trade, except of motor vehicles and motorcycles		
		477	Retail sale of other goods in specialised stores
WHOLESALE			
46	Wholesale trade, except of motor vehicles and motorcycles		
		463	Wholesale of food, beverages and tobacco
WHOLESALE WAREHOUSING			
46	Wholesale trade, except of motor vehicles and motorcycles		
		463	Wholesale of food, beverages and tobacco
		464	Wholesale of household goods
		467	Other specialised wholesale
		452	Maintenance and repair of motor vehicles
52	Warehousing and support activities for transportation	466	Wholesale of other machinery, equipment and supplies
		521	Warehousing and storage
		522	Support activities for transportation
Retail		701	Activities of head offices
47	Retail trade, except of motor vehicles and motorcycles		
		471	Retail sale in non-specialised stores
		472	Retail sale of food, beverages and tobacco in specialised stores
		473	Retail sale of automotive fuel in specialised stores
		474	Retail sale of information and communication equipment in specialised stores
		475	Retail sale of other household equipment in specialised stores
		476	Retail sale of cultural and recreation goods in specialised stores
		477	Retail sale of other goods in specialised stores
		478	Retail sale via stalls and markets
		479	Retail trade not in stores, stalls or markets
RETAIL WAREHOUSING			
47	Retail trade, except of motor vehicles and motorcycles		
		473	Retail sale of automotive fuel in specialised stores
		474	Retail sale of information and communication equipment in specialised stores
		479	Retail trade not in stores, stalls or markets
		475	Retail sale of other household equipment in specialised stores
		477	Retail sale of other goods in specialised stores

Business activity	SIC code category	Indicative SIC code	Description
		494	Freight transport by road and removal services
		521	Warehousing and storage
TRANSPORTATION & LOGISTICS			
49	Land transport and transport via pipelines		
		491	Passenger rail transport, interurban
		492	Freight rail transport
		493	Other passenger land transport
		494	Freight transport by road and removal services
		495	Transport via pipeline
52	Warehousing and support activities for transportation		
		522	Support activities for transportation
53	Postal and courier activities		
		532	Other postal and courier activities
SERVICES			
55	Accommodation		
		551	Hotels and similar accommodation
59	Motion picture, video and television programme production, sound recording and music publishing activities		
		591	Motion picture, video and television programme activities
61	Telecommunications		
		612	Wireless telecommunications activities
63	Information service activities		
		631	Data processing, hosting and related activities; web portals
		639	Other information service activities
65	Insurance, reinsurance and pension funding, except compulsory social security		
		651	Insurance
68	Real estate activities		
		681	Buying and selling of own real estate
		682	Renting and operating of own or leased real estate
		683	Real estate activities on a fee or contract basis
70	Activities of head offices; management consultancy activities		
		701	Activities of head offices
		702	Management consultancy activities
71	Architectural and engineering activities; technical testing and analysis		
		711	Architectural and engineering activities and related technical consultancy
72	Scientific research and development		
		721	Research and experimental development on natural sciences and engineering
74	Other professional, scientific and technical activities		
		741	Specialised design activities
77	Rental and leasing activities		
		773	Renting and leasing of other machinery, equipment and tangible goods
78	Employment activities		
		781	Activities of employment placement agencies
80	Security and investigation activities		
		801	Private security activities
		802	Security systems service activities
		803	Investigation activities

Business activity	SIC code category	Indicative SIC code	Description
81	Services to buildings and landscape activities		
		811	Combined facilities support activities
		812	Cleaning activities
		813	Landscape service activities
82	Office administrative, office support and other business support activities		
		821	Office administrative and support activities
		822	Activities of call centres
		823	Organisation of conventions and trade shows
		829	Business support service activities n.e.c.
84	Public administration and defence; compulsory social security		
		841	Administration of the State and the economic and social policy of the community
85	Education		
		855	Other education
88	Social work activities without accommodation		
		889	Other social work activities without accommodation
94	Activities of membership organisations		
		949	Activities of other membership organisations
95	Repair of computers and personal and household goods		
		951	Repair of computers and communication equipment
		952	Repair of personal and household goods
96	Other personal service activities		
		960	Other personal service activities
RESTAURANT, LEISURE & FAITH			
56	Food and beverage service activities		
		561	Restaurants and mobile food service activities
90	Creative, arts and entertainment activities		
		900	Creative, arts and entertainment activities
93	Sports activities and amusement and recreation activities		
		931	Sports activities
		932	Amusement and recreation activities
4	Faith		
OTHER			
1	Vacant		
2	Unknown		

Appendix B.

Business survey questions

Business survey questions

Observational survey

1.1 Site ID

1.2 Business ID (e.g. 1, 2, 3)

1.3 Street Number(s)

1.4 Floor

1.5 Street Name(s)

1.6 Business Name

1.7 Telephone Number

1.8 Website / email address

1.9 Key contact name

1.10 Key contact email/phone

2.1 Main Business Activity

2.2 Is the building shared by multiple businesses? Y/N

2.3 Estimated number of employees (or exact if know)

- 0 - 9
- 10 - 49
- 50 - 249
- 250 and over

2.4 Estimated unit footprint multiplier for business area

- Basement floors
- Ground floor
- Upper floors

2.5 Condition of building

- Particularly good (e.g. well-maintained, recently painted, clear signage)
- Average
- Particularly poor (e.g. dilapidation, damage, poorly maintained)

2.6 Building type (choose one)

- Bespoke industrial or utilities site
- Post-2005 industrial building
- Post-1945 industrial building
- Pre-1945 industrial building
- Yard – no building or small building
- Office building

- Shop/cafe/restaurant/pub/takeaway
- Retail development with car parking
- Other - specify

2.7 Type of associated yard space (when applicable)

- Working yard (ie. use related to overall site activity)
- Private parking
- Shared

2.8 Servicing

- Dedicated yard space (typically allowing for HGV loading access)
- Shared yard space (typically allowing for van loading access)
- No yard space (typically allowing for street loading access)

2.9 Is accessibility poor for any of the following modes of transport:

- HGV
- Pedestrians
- Car/ small van
- Cycling

2.10 Rating for case study (very low 1 - 5 very high)

In-depth interviews

3.1 Is the business an... (select one)

- Independent business
- Headquarters for more sites
- Branch or subsidiary
- Franchise
- Other (specify)

3.2 What are the business's typical operating hours?

3.3 How many employees including the head are based at this location?

3.4 What % of employees of employees live:

- locally (e.g. Greenwich, Bexley, Lewisham)?
- in the rest of London?

3.5 What % of total employees:

- Walk to work?
- Cycle to work?
- Use public transport to get to work?
- Drive to work?
- Other:

3.6 How many years has the business been at this location?

3.7 In what year was this business first established?

3.8 Where are the suppliers of the business based?
(Select all that apply)

- Greenwich
- South East London
- Greater London area
- UK excluding London
- Europe excluding UK
- Rest of world

3.9 Where are the customers of the business based?
(Select all that apply)

- Greenwich
- South East London
- Greater London area
- UK excluding London
- Europe excluding UK
- Rest of world

4.1 Do you anticipate over the next year that the total number of employees on this site will...

- Decrease substantially
- Decrease slightly
- Remain the same
- Increase slightly
- Increase substantially

4.2 Do you anticipate over the next year that the space needed by the business will...

- Decrease substantially
- Decrease slightly
- Remain the same

- Increase slightly
- Increase substantially

4.3 What is the tenure of your premises?

- Freehold
- Leasehold
- Sub-lease
- Licence
- Don't know
- Refused

4.4 If renting, what is your rent per square foot per year?

4.5 If renting, what are your current lease timings (ie how long and when does it expire)?

4.6 What level of business rates do you pay?

4.7 What specialist skills does your business possess?

4.8 In an average month, how much does your business produce and/or sell?

4.9 How is the business typically serviced? (eg daily deliveries by HGVs, shared yard with other businesses, irregular deliveries by smaller vans, on-street loading)

4.10 What links does the business have with other businesses?

4.11 What are the top three aspects of your location that are beneficial to your business?

4.12 What are the top three improvements to your location that would be beneficial for your business?

4.13 Does the business plan to move away in the next 1 year? (Yes/no) If yes, where to? And why?

4.14 Additional notes for case study (e.g. special skills and knowledge, background of owner and business, interesting stories)

Appendix C.

Heritage roundtable minutes

Session 1: Mapping Charlton Riverside's heritage assets

Table 1: Industry & Employment

General:

- Site of the oldest free car ferry- waterfront transit a key opportunity
- Problem getting from the Dome to Greenwich – still ferry doesn't stop at Charlton
- 15 years ago, rise of small-scale manufacturing with associated retail from business units
- Pottery on Woolwich Road- made elements (fuels) for gas fires (Crown Fuel Company) – related to associated 'Lime Villa' housing site
- South East Enterprises, located at the Gatehouse in Woolwich, is also a good source to speak with about small business and enterprise in the area

Link between employment activities and local skills & education

- Royal Greenwich College has strong IT skills focus
- Lack of education and training for technical skills related to manufacturing/ more industrial trades
- Legacy of Siemens and ongoing technical research – now an IT leader
- Strong argument for the intellectual base in Charlton around engineering and specialist skills (leading back to 17th century Royal Military Academy research and expertise)
- What links could be developed with Greenwich University (previously Thames Polytechnic)?
- Links to naval education and maritime history education but no current linkages
- Key question is what skills are needed locally (in Charlton and across the borough)
- Reference to German meister system (master tradesman/ member of a guild –system moving through apprentice stages)

Research at Stone Foundries:

- On-site R&D related to propulsions and alloys
- Research into 'anti-ping' alloys which were fitted to submarines (deterred detection through sonar)
- Had their own metallurgical laboratory

- Propulsion research in combination with colleges of technology
- Telcon did related research, developing their own polythene (Telcothene)
- Stones was an insular operation- didn't have many links with the local community

Other notable sectors/ businesses:

- Paper merchants
- Lewis Coaches
- Printing sector: still large presence in the area, is a saturated market and an easy to establish business, printing businesses largely producing products for advertising / printing at scale (rare to find bespoke/ book printer)
- Historic cake company (sold 'historic' cake replicas to London hotels)
- Harvey's- produced perforated metals (holes)

Food:

- Italian food distributor on Westminster Estate
- Reference to Meantime Brewery as good model (mix of facilities they now offer on their sites)
- Charlton Riverside is a cosmopolitan site in terms of the mix of food wholesale and different ethnic provisions
- These activities might actually provide the type of jobs which are constants (vs changing/agile manufacturing activities)
- Greenwich Co-operative Development Agency has done some small scale surveying of food production in Greenwich (see: Made in Greenwich)

Leisure uses:

- Unit in the Siemens building used for leisure activities (bunker space)
- Leisure uses allow opportunities to 'claim back the river'
- Consider jetty uses
- Consider industrial 'theme park' uses
- More leisure uses like cafs can work to engage businesses /employees with one another across wider Charlton

Visibility:

- Visibility of employment uses is not good at present- people don't know what happens in Charlton Riverside

- People expected noise complaints from new developments near wharf sites but there have been minimal complaints, now understand what happens on those sites, appreciate employment uses
- At present, no one looks to the river/ has a view to what's going on along the river
- Riverwatching offers opportunities for access to heritage

Housing:

- Cory's housing at Atlas & Derrick Gardens presents interesting model of worker housing
- Named after Cory barges

Table 2: Riverside

General

- Greenwich Historical Society noted the former existence of a boundary stone at Lombards Wall - extant until recently. Tithe maps were suggested as useful for the older history of the site.
- Representatives from Charlton Society were concerned about views from Charlton Village and the Slopes to the river being impacted by future development.
- The former police station at the Dockyard was an early example of an arts space (Space Structure Workshop).

Riverside

- PLA's exemption from the Harbour Act meant that they did not consider public access to the riverside a priority.
- The riverfront is not optimised as a destination, is neglected in part and access to the river (specifically at Anchor & Hope stairs and Trinity stairs) is obscure. This deters ordinary visitors from recognising the heritage of the riverside - river wall and artefacts seen at low tide.
- The general neglect of the riverfront at Charlton is seen as part of a wider trend of indifference to the Thames and its history, across London.
- The deep rooted significance of the Thames to London's development is not acknowledged in the operations of the PLA and they do not encourage heritage orientated activity such as historic boat operations on a regular basis.
- The former vibrancy of the river with intensive shipping activity, as seen in old photographs, contrasted with its limited use today.

Table 3: Housing & connections to the wider neighbourhood

Existing housing typologies on site and nearby:

- Charlton Village Conservation Area is predominantly residential, focused around the site of the former Manor House and the high street.
- There are some examples of larger villa-type houses, but mainly typical terraces and semi-detached Georgian and Victorian properties.
- Noted that historically there was an opportunity to both live and work in the area (to varying degrees of proximity including worker housing, but also those who lived in the Village and worked closer to the river.
- Would the 'U' shape courtyard block of Derrick and Atlas Gardens have previously been repeated on the plot to the South?
- Integrated typologies that include housing with other uses (e.g. pubs and shops) can be seen on site, in particular those to the west of the Warspite Rd junction.
- There is currently a lack of visual identity in Charlton Riverside, new housing typologies are essential to inform this.

Connections to the Wider Neighbourhood:

- The Western end of Woolwich Road demonstrates a more positive relationship between urban form and the Woolwich road.
- Multiple former north-south links have been lost – the relationship between Charlton and the Riverside would formerly have been much stronger, but is now severed e.g. the ballast railway.
- Improved connectivity to Woolwich in the east-west direction does not have a historic precedent due to the arsenal site, but would now be positive.

Session 2: Opportunities of Charlton Riverside's heritage in the context of regeneration

Table 1

The group were not as concerned about the appearance of new development so much as its function and the types of dwelling provided - family housing and affordable housing was seen as a priority, ranged in two to four stories. Density at this scale was not seen as a problem as long as schemes were well designed to provide privacy and green space. Tall buildings along the river were anticipated by local residents, who were concerned about loss of views to the river from their homes and an erosion of the former industrial character of the riverside.

The riverfront was seen as an opportunity for "early wins" in the regeneration of Charlton, because it was relatively easy to provide facilities there on publicly owned land. These could potentially relate to the emergence of the River Thames as a recognised World Heritage Site. It was proposed that a pontoon from one of the jetties would provide suitable moorings for one or more of the heritage vessels built on the Thames that currently do not have a home on the river. Historic structures such as the iron Charing Cross Pier, currently in Docklands, could also be brought into use on site. These would form the basis for an attraction, being used for regular tours along the river and also provide an opportunity for training and employment in boat repair and maintenance, continuing a long tradition on Charlton riverside. Ancillary facilities - toilets and cafe - would also enhance the river path. Organisations such as the Maritime Volunteers Service might relocate to the area, and the Waterman's School and Master Maritime Guild be invited to develop proposals.

Parallels were drawn to other riverside sides in London where maritime heritage was a basis for regeneration - Burrells Wharf on the Isle of Dogs, Shad Thames, Cutty Stark, Convoy's Wharf Deptford and the Royal Arsenal.

Reflecting heritage through uses: The history of employment, technology and engineering in Charlton Riverside was felt to be of equal importance in respecting the area's heritage to consideration of its built assets.

Table 2

Reflecting on case study cards:

- Poundbury reflects a village typology, but this not suitable for Charlton as its an urban place- also concerns that Poundbury doesn't have a clear centre
- Poundbury does offer some useful precedent in that it built its industrial units/employment spaces first, then housing followed
- Royal Arsenal: has created a gated community, doesn't utilise the town centre
- Royal Arsenal: potential for connection with the river through the commuter clipper
- Royal Arsenal: does provide good example of public realm and a good scale of open space
- Glasgow: retaining of industrial signage added to character

Other useful examples:

- Brindleyplace in Birmingham (incl. Icon Arts Gallery)
- Liverpool examples of re-use of industrial heritage
- The Progress Estate is a strong example of local housing
- Surrey Canal Road as road precedent

Key concerns for any new development:

- The 'domestic dimension' of the built environment
- Calming Woolwich Road and integration with upper Charlton should be a key aspiration ('if we're to avoid creating another Royal Arsenal')
- Pedestrian linkages through the site are a key need
- More use of, and access to, the river
- Consider times of operation and school run when considering options for Woolwich Road
- Key question to ask: who is the community? Business voices are potentially transient as they move on to different locations

Design aspects:

- Yellow brick is a good precedent texture – ages well
- Some materials in next developments age quickly
- Thamesmead offers good precedents of materials and scales
- Rooflines in Woolwich town centre and evident on some Charlton pubs offer strong design features and reference points

- There is variation in Charlton's skyline – new development should reflect the anomalies of the skyline (eg dome on top of Anchor & Hope pub is functional- provides a river lookout point)
- Lookout points could provide key leisure spots and pull people to the river
- A 'landmark' along the river (not necessarily art piece/ sculpture, but rather something function, like a ferry pier or viewing platform)
- Need a visual link across from Charlton station – topography offers an incline which supports a view down to the river
- This view relates back the historical importance of the river to upper Charlton and Blackheath

Other points:

- Is there scope for a pedestrian ferry?
- Is there scope for a tram link or re-using of land previously used as transit route through the site (eg rail sites)

Attendees:

Charlton Society

Carol Kenna, Chairperson

Greenwich Historical Society

Julian Watson, Vice President

Greenwich Industrial History Society

Mary Mills, Secretary

Thames Discovery Programme

Elliott Wragg, Foreshore Development Officer

Survey of London

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GLA

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Royal Borough of Greenwich

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Acknowledgements

Royal Borough of Greenwich
Jane Nielsen
Fran Toomey
Rebecca Duncan
Kingsley Otubushin

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

WE MADE THAT

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All photographs courtesy of Philipp Ebeling
for We Made That unless otherwise stated.

Unless otherwise indicated, the data for
this study is based on field and desk survey
work undertaken by We Made That, James
Hulme and Royal Borough of Greenwich in
late 2016.

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With thanks to all those who gave their time
to contribute to this report.