



CHARLTON
RIVERSIDE
P H A S E O N E

simpsonhaugh
Rockwell



Charlton Riverside Phase 1 – Revised Submission 10046

DESIGN AND ACCESS STATEMENT ADDENDUM | DECEMBER 2018

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1.0 Introduction

1.1 Purpose of the document

1.2 The applicant and the architect

1.1 Purpose of the document

This Design and Access Statement Addendum has been prepared by SimpsonHaugh and Partners, with input from others and on behalf of Leopard Guernsey Anchor Propco Ltd, in support of the currently submitted planning application for detailed planning permission at the site known as VIP Trading Estate and the VIP Industrial Estate Anchor and Hope Lane, London SE7 7TE, also referred to as Charlton Riverside Phase 1. The planning application reference is 16/4008/F.

This document explains the revised proposals for Charlton Riverside 1 which seek to respond positively to the feedback that has been received to date since the proposals were submitted in December 2017 as well as the adopted Charlton Riverside SPD.

This document should be read in conjunction with the Design and Access Statement submitted in December 2017, latest application drawings and other material submitted in support of the planning application.

The Project

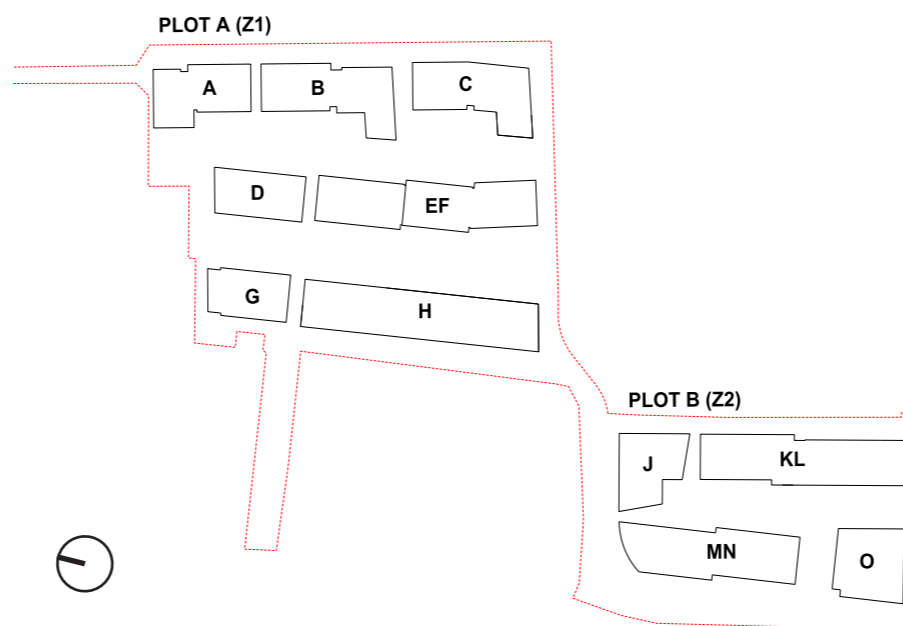
The proposed description of developments is:

Demolition of existing buildings and erection of 11 buildings ranging from 2 to 10 storeys in height for Class C3 residential use, with Class B1 employment space and flexible uses comprising Class A1 (Retail), Class A3 (Café/ Restaurant) and Class D1 (Community Use) at ground floor and first floor level, alterations to existing vehicular access and creation of new pedestrian access from Anchor and Hope Lane and the riverside, creation of new areas of open space and landscaping together with the provision of associated car parking, cycle space, refuse and recycling storage, plant and all other associated works.

The proposed development comprises 771 residential units provided within 11 buildings ranging in height from 2 to 10 storeys, including extensive public and private gardens and roof terraces. The buildings are located on two adjacent sites which are referred to as Plot A (northern plot) and Plot B (southern plot). Commercial and community spaces are located on the ground floor adjacent to current access roads and potential future routes. Parking and plant spaces are located in the basement on plot A and plot B.



Aerial of site



The buildings are located on two adjacent plots and are described in the document as:

PLOT A Building A -H: Residential

Building B and C provide community space on ground floor

Basement: Parking and plant

PLOT B Building J - N: Residential, commercial at ground floor

Building O: Residential, commercial at ground and first floor

Plinth: Commercial, cycle parking and plant

Basement: Plant and parking



ONE Blackfriars Tower, London



Dollar Bay, London



St John's Quarter, Manchester



Chambers Wharf, London

1.2 The applicant and the architect

Rockwell

Rockwell acting on behalf of Leopard Guernsey Anchor Propco Ltd. is a leading mixed use developer working to enhance, grow and build thriving communities for long term sustainable living.

They put innovative thinking at the heart of what they and their integrated approach means that great ideas move efficiently and sensitively from vision to reality. The team has worked on landmark schemes across London and the UK for over 25 years.

SimpsonHaugh and Partners

SimpsonHaugh were founded by Rachel Haugh and Ian Simpson in 1987 and the practice has compiled an impressive portfolio of award winning projects. It originated from a shared belief in the power of high quality design and craftsmanship in detail to lead the regeneration and repair of our urban centres and initiate appropriate contemporary identities.

As projects have varied in scale over the last 20 years, these original values have matured and have been reinforced such that they remain the practice's guiding principles. The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions.

2.0 Design Evolution

- 2.1 Design changes February 2018
- 2.2 Design changes April 2018
- 2.3 Design changes December 2018

2.0 DESIGN EVOLUTION 2018

The following chapter summarizes the changes made after the planning submission in December 2017 .

2.1 DESIGN CHANGES FEBRUARY 2018

Following the submission of the application in December 2017 and the Public consultation held in January 2018, the RBG officers recommended to undertake further changes to the scheme.

The officers had concerns about the height of the linear building H adjacent to Atlas Gardens despite the alignment with the Masterplan SPD. The recommendation was to remove 2 to 3 floors to achieve a terraced building with the maximum heights of 3 to 4 floors.

To meet the target of the total amount of homes 1 floor has been added to building C and E/F.

This advice had been fully acknowledged and the scheme had been revised significantly to respond positively to the issues raised. The following key moves had been made:

- MAXIMUM HEIGHT OF 3 FLOORS FACING ATLAS AND DERRICK GARDENS.
- TERRACED BUILDING TO PROVIDE PRIVACY AND BUFFER.
- MAINTAIN MINIMUM DISTANCE BETWEEN BUILDINGS OF 18M
- TRADITIONAL BACK TO BACK PRIVATE GARDENS ON GROUND FLOOR TO MAXIMISE PRIVACY.
- VARIATION IN HEIGHT AND A SET BACK ON THE UPPERMOST FLOOR HAVE BEEN INTRODUCED TO RESPOND TO NEIGHBOURING RESIDENTIAL PROPERTIES.



BEFORE
AFTER



Playstreet - building H



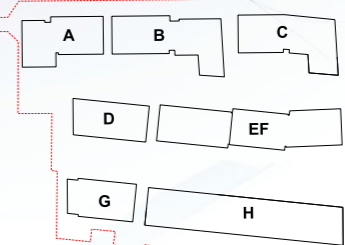
Playstreet -building H - 2 floors removed



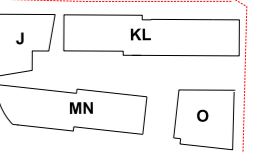
Birds eye view _height development

- HEIGHT REDUCE D BY 2 FLOORS (BUILDING H)
- 1 FLOOR ADDED (BUILDING C,E/F)

PLOT A (Z1)



PLOT B (Z2)



2.2 DESIGN CHANGES APRIL 2018

The indicative plans of the east west link road within the context of the scheme follow discussions with RBG and TFL, who described their combined views on the build-up of the cross section and requirement of a 24 m wide corridor. This includes the following:

- TWO WAY GENERAL TRAFFIC LANES.
- DEDICATED BUS LANES IN EACH DIRECTION.
- SEGREGATED CYCLE LANES IN EACH DIRECTION.
- REMAINING SPACE PROVIDED AS FOOTWAY.

In terms of its alignment, the corridor has been safeguarded within the design of the site to enable its future delivery through the master plan area.

To accommodate the 24 m wide corridor and associated roundabout at Anchor and Hope Lane, the following design changes have been incorporated :

- SET BACK BUILDING J AND REDUCE CANTILEVER
- SET BACK AND CURVE BUILDING M TO ALLOW FOR THE ROUNDABOUT INCLUDING ASSOCIATED CYCLE PATH

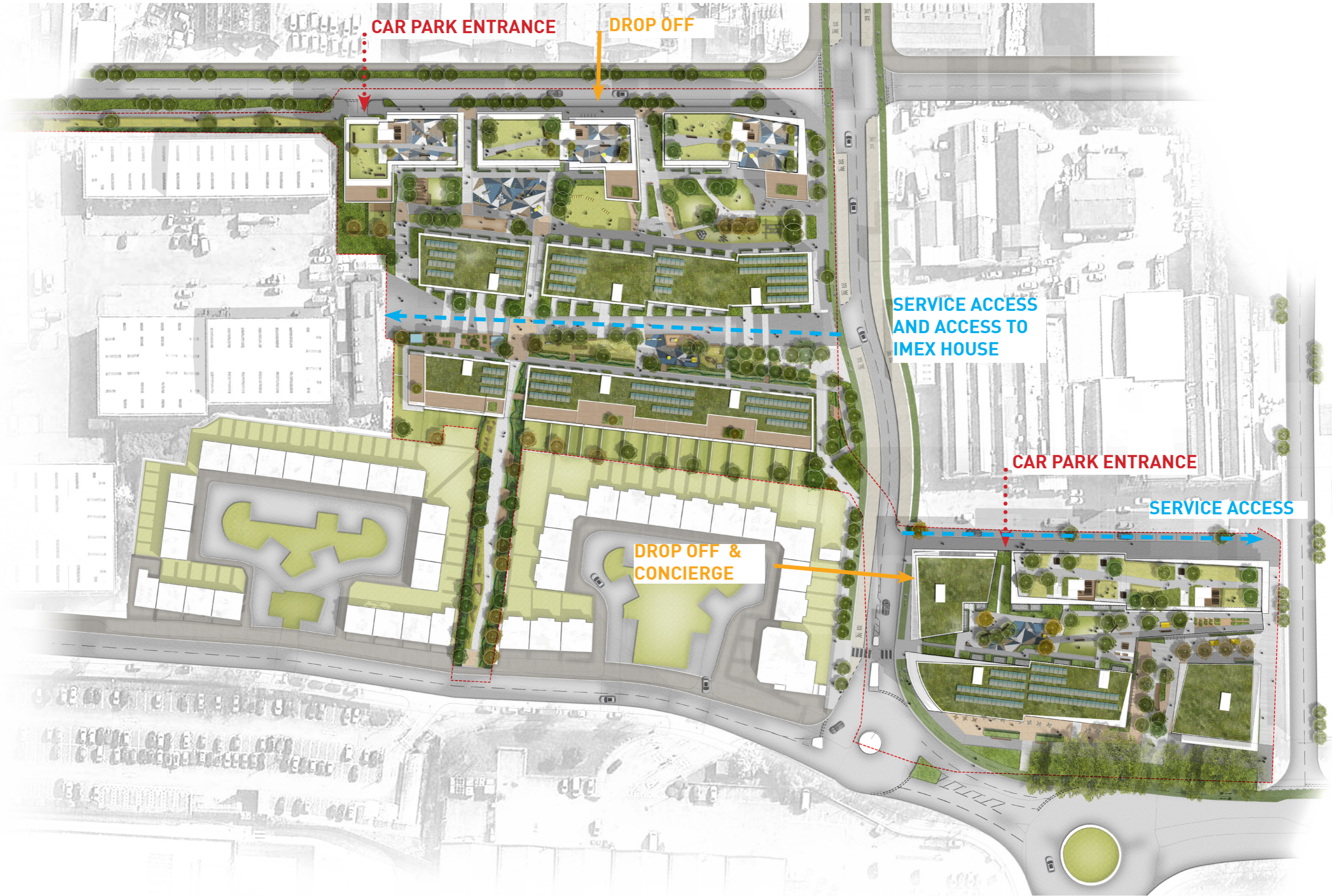


BEFORE
AFTER

Plot A -Future road plan -20 m



Plot A -Future road plan -24 m



Site plan - Future road

2.3 DESIGN CHANGES DECEMBER 2018

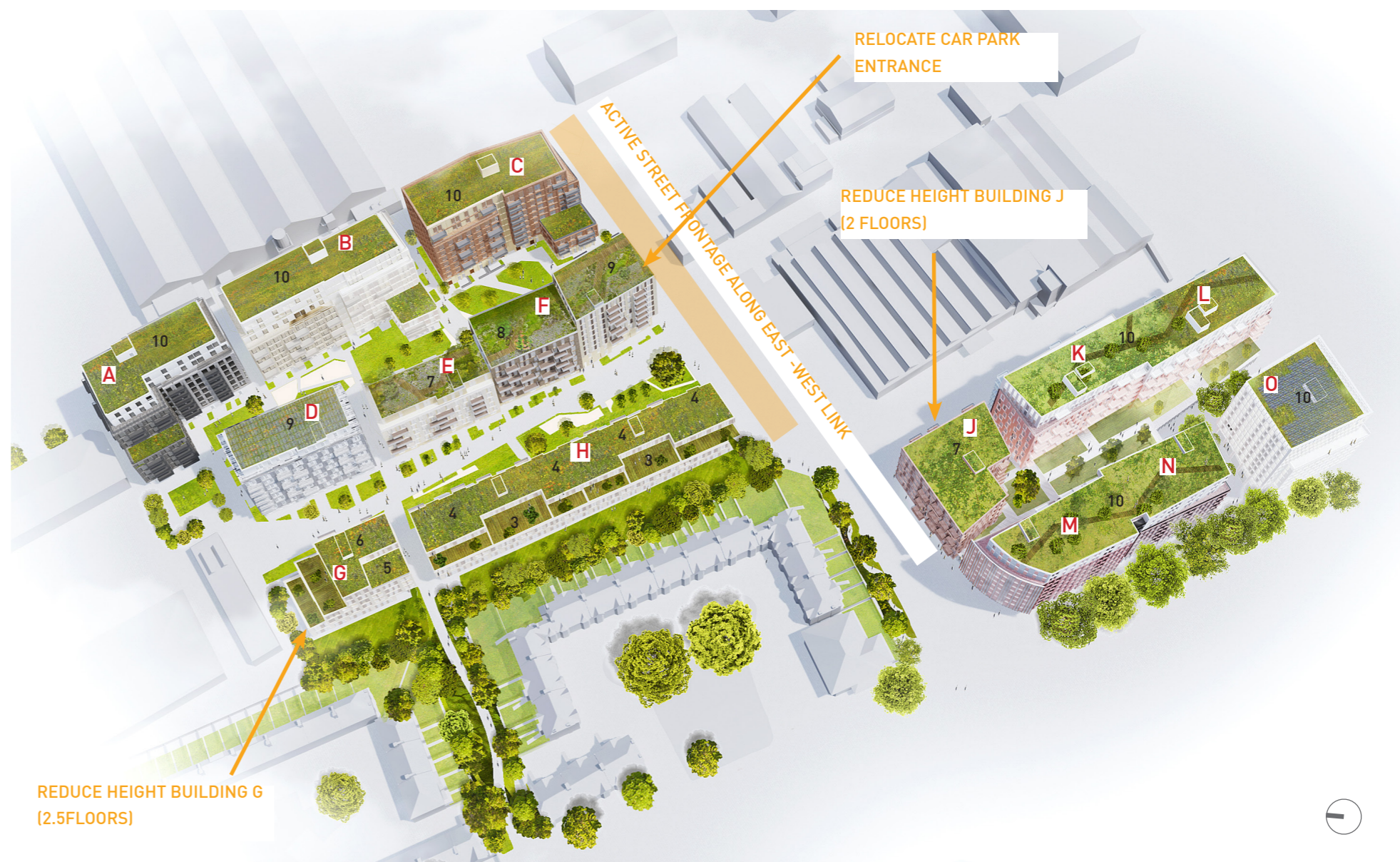
The Mayor of London has called in Greenwich Council's decision to reject the scheme as the proposed development would have a significant impact on the London Plan and the delivery of affordable housing.

The GLA officers recommended to undertake further changes to the scheme which are listed below.

- EXPLORE USE OF GLA GRANT FUNDING TO INCREASE THE QUANTUM OF AFFORDABLE FROM 35% TO 40% BY HABITABLE ROOMS
- REDUCE HEIGHT OF BUILDING G BY 2 FLOORS TO MATCH ADJACENT BUILDING H
- REDUCE HEIGHT OF BUILDING J BY 2.5 FLOORS
- REDISTRIBUTE MASSING TO MAINTAIN TOTAL NUMBER OF 771 APARTMENTS
- ACTIVATE STREET FRONTAGE ALONG THE FUTURE EAST_WEST LINK
- RELOCATE CAR PARK ENTRANCE
- PROVIDE BIKE STORAGE ACCORDING TO THE DRAFT NEW LONDON PLAN

This advice had been fully acknowledged and the scheme has been revised significantly to respond positively to the issues raised.

BEFORE





Eco walk



Eco walk - 2 floors removed from building G



Cross section 1-1

BEFORE
AFTER

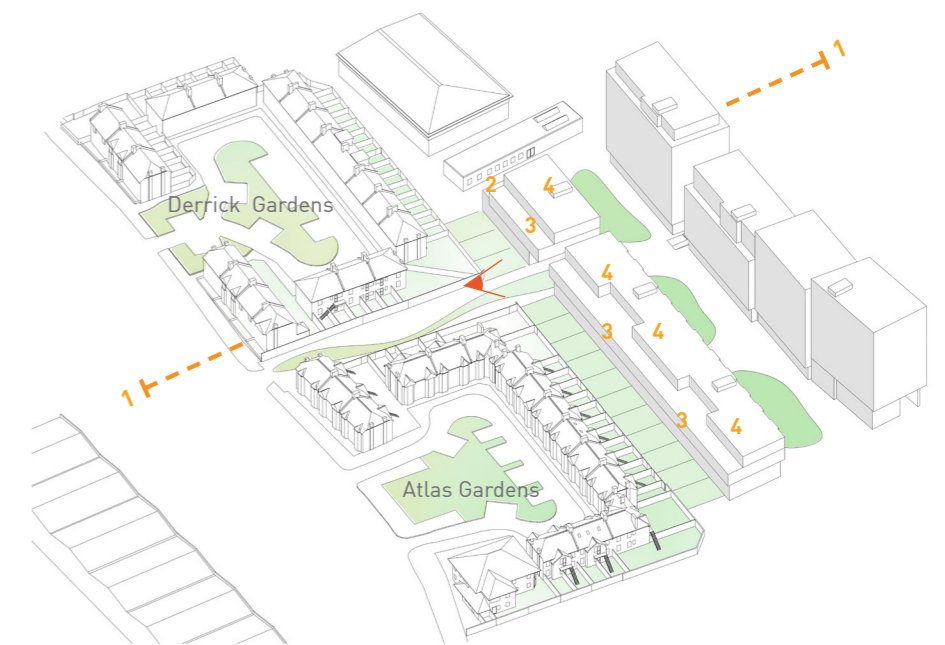


Cross section 1-1

2.3.1 AMENDMENTS TO BUILDING G ADJACENT TO DERRICK GARDENS

Careful consideration has been given to the design of the buildings neighbouring Atlas and Derrick Gardens. Buildings G and H have been reduced in height by 2 floors and stepped in height to correspond with the neighbouring townhouses. The back to back gardens on ground floor follow the concept of a traditional terrace design and create a close relationship with the existing neighbouring buildings.

- BUILDING G REDUCED IN HEIGHT BY 2 FLOORS TO ALIGN WITH BUILDING H
- MAXIMUM HEIGHT OF 3 FLOORS FACING ATLAS AND DERRICK GARDENS
- TERRACED BUILDING PROVIDES MAXIMUM PRIVACY AND BUFFER.
- MINIMUM DISTANCE BETWEEN BUILDINGS OF 18 M MAINTAINED
- TRADITIONAL BACK TO BACK PRIVATE GARDENS ON GROUND FLOOR TO MAXIMISE PRIVACY
- TO OVERCOME THE SHORTFALL OF HOMES 1 FLOOR HAS BEEN ADDED TO BUILDING D



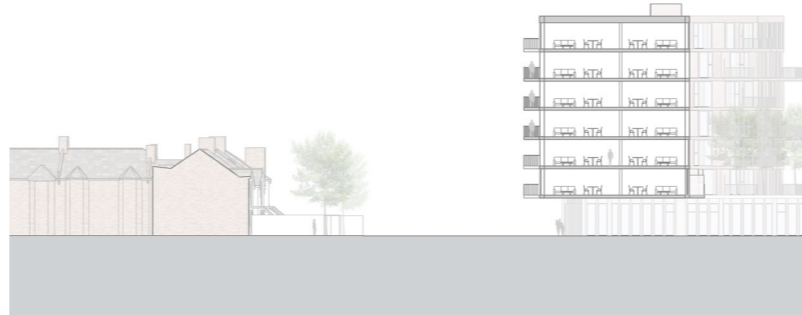
Aerial view from south west



Building J - north-east corner

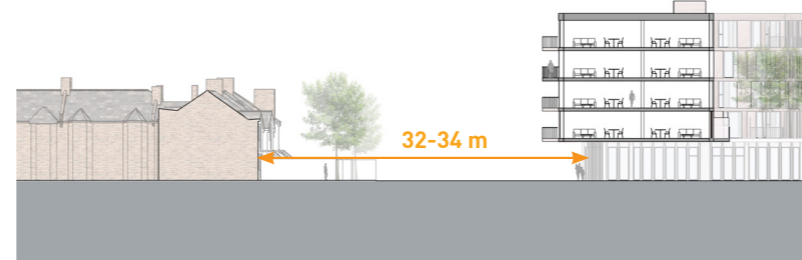


Building J - north-east corner - 2 floors removed



Cross section 2-2

BEFORE
AFTER

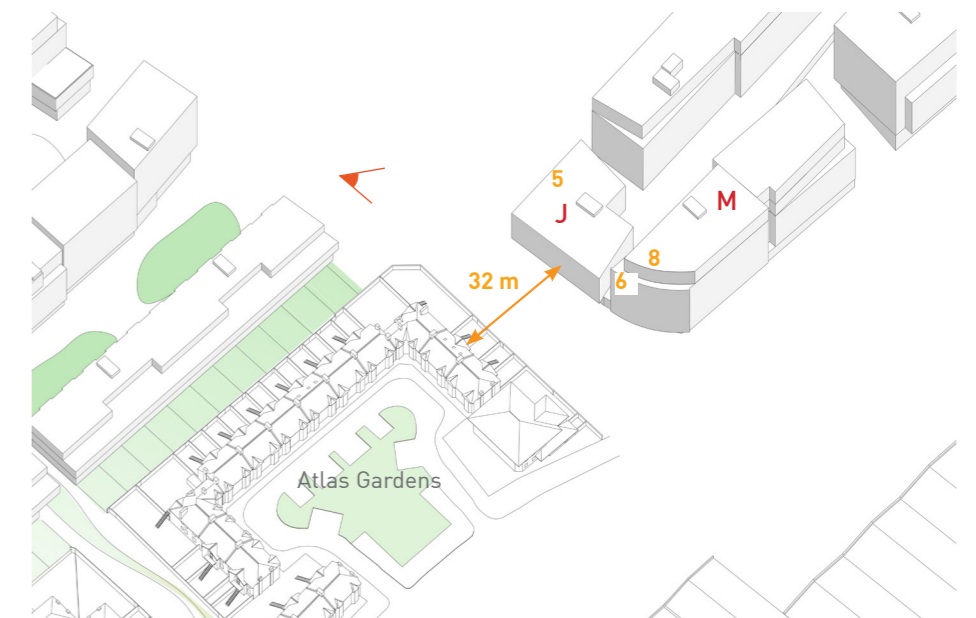


Cross section 2-2

2.3.2 AMENDMENTS TO BUILDING J & M ADJACENT TO ATLAS GARDENS

To align with the Masterplan SPD recommended heights the northern part of plot B has been redesigned. Building J has been reduced in height by 2 floors to align with the neighbouring buildings. The low building at the north-east corner of the development now provides the low point within the composition and corresponds with the high point on the south-eastern corner of the plot.

- VARIATION IN HEIGHT AND A SET BACK ON THE UPPERMOST FLOOR HAVE BEEN INTRODUCED TO RESPOND TO NEIGHBOURING RESIDENTIAL PROPERTIES
- BUILDING J REDUCED IN HEIGHT BY 2 FLOORS
- MAXIMUM 5 FLOORS IN BUILDING J
- MINIMUM DISTANCE BETWEEN BUILDINGS OF 32-34 M
- TO OVERCOME THE SHORTFALL OF HOMES 1 FLOOR HAS BEEN ADDED TO BUILDING E&F



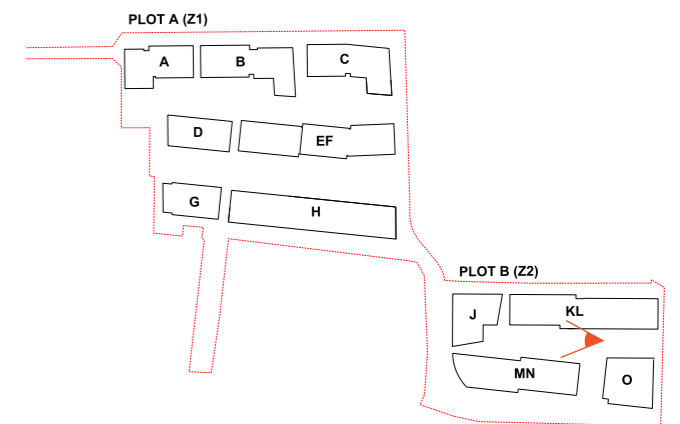
Aerial view from north-west



BEFORE_Plot B



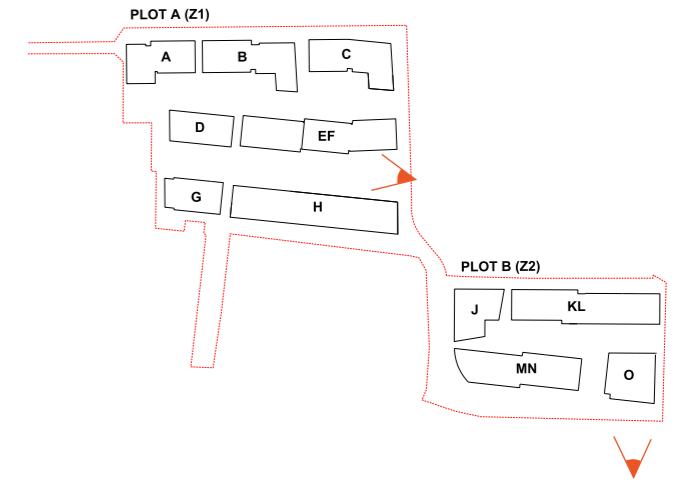
AFTER -Plot B - 2 floors removed from building J and M



2.3.3 AMENDMENTS TO BUILDING D,E & F

The homes removed from buildings G and J have been evenly redistributed to buildings D,E& F. As a result, 1 floor has been added to buildings D,E&F to maintain the concept of the overall composition and its variation in building heights. Buildings A to F create a strong composition around the family gardens whereas buildings G and H have a close relationship with the adjacent buildings of Derrick and Atlas Gardens with traditional back to back gardens.

- TO OVERCOME THE SHORTFALL OF HOMES DUE TO REDUCING THE HEIGHT OF BUILDING G 1 FLOOR HAS BEEN ADDED TO BUILDING D
- TO OVERCOME THE SHORTFALL OF HOMES DUE TO REDUCING THE HEIGHT OF BUILDING J 1 FLOOR HAS BEEN ADDED TO BUILDING E&F



BEFORE _Playstreet



AFTER - Playstreet - 1 floor added to building D



BEFORE- Gateway building



AFTER - Gateway building - 3 floors added

2.3.4 DAYLIGHT AND SUNLIGHT TO NEIGHBOURS & INTERNAL DAYLIGHT AND SUNLIGHT ASSESSMENT

The proposal has been amended to step down in height to all of its residential neighbours resulting in a scheme with an excellent rate of compliance, with no daylight or sunlight effects greater than minor adverse.

Daylight design has been a key consideration in the design of this scheme. The team worked hard to ensure daylight levels are maximised where possible. Elevations of all buildings have been reviewed again and adjusted to improve daylighting levels even further.

As such, the results of the daylight analysis have shown that the provision of daylight within the proposal is excellent with 95% of habitable rooms exceeding the BRE targets.



Building C_West facade

BEFORE

AFTER



Building C_west facade_additional window

2.3.5 AFFORDABLE HOUSING OFFER

PREVIOUS 35% AFFORDABLE HOUSING OFFER*

| PRIVATE / AFFORDABLE HOUSING SPLIT | UNITS | Percentage | Hab rooms | Percentage |
|------------------------------------|-------|------------|-----------|------------|
| TOTAL PRIVATE | 521 | 67.6% | 1363 | 65.0% |
| TOTAL AFFORDABLE HOUSING | 250 | 32.4% | 733 | 35.0% |

| AFFORDABLE HOUSING TYPES | Units | Percentage | Hab rooms | Percentage | Total Units |
|--------------------------|-------|------------|-----------|------------|-------------|
| BUILDING A Level 02-07 | 52 | 64.8% | 125 | 70.1% | 162 |
| BUILDING B Level 02-09 | 58 | | 205 | | |
| BUILDING C Level 02-09 | 52 | | 184 | | |
| BUILDING A Level 08-09 | 11 | 35.2% | 31 | 29.9% | 88 |
| BUILDING K Level 01-09 | 60 | | 147 | | |
| BUILDING L Level 01-02 | 17 | | 41 | | |

- THE APPLICANT IN DISCUSSION WITH THE GLA HAS EXPLORED THE ABILITY TO INCREASE THE AMOUNT OF AFFORDABLE HOUSING IF GRANT FUNDING WAS MADE AVAILABLE.
- IT HAS BEEN AGREED THAT THE APPLICANT COULD INCREASE THE OFFER FROM 35% TO 40% BY HABITABLE ROOM WITH GRANT FUNDING.
- THE SCHEME WILL DELIVER A TOTAL OF 292 AFFORDABLE HOMES WHICH IS AN INCREASE OF 42 HOMES COMPARED TO THE SCHEME PRESENTED TO THE PLANNING COMMITTEE IN JULY 2018.
- THE TENURE WILL BE SPLIT 62% FOR LONDON AFFORDABLE RENT AND 38% SHARED OWNERSHIP BASED ON HABITABLE ROOMS.

REVISED 40% AFFORDABLE HOUSING OFFER WITH GLA GRANT FUNDING

| PRIVATE / AFFORDABLE HOUSING SPLIT | UNITS | Percentage | Hab rooms | Percentage |
|------------------------------------|-------|------------|-----------|------------|
| TOTAL PRIVATE | 479 | 62.1% | 1255 | 60.0% |
| TOTAL AFFORDABLE HOUSING | 292 | 37.9% | 838 | 40.0% |

| AFFORDABLE HOUSING TYPES | Units | Percentage | Hab rooms | Percentage | Total Units |
|--------------------------|-------|------------|-----------|------------|-------------|
| BUILDING A Level 01-07 | 54 | 56.5% | 131 | 62.3% | 165 |
| BUILDING B Level 01-09 | 58 | | 205 | | |
| BUILDING C Level 01-09 | 53 | | 186 | | |
| BUILDING A Level 08-09 | 11 | 43.5% | 31 | 37.7% | 127 |
| BUILDING K Level 01-09 | 60 | | 147 | | |
| BUILDING L Level 01-07 | 56 | | 138 | | |



- 165 HOMES LONDON AFFORDABLE RENT
- 127 HOMES SHARED OWNERSHIP

DELIVERY OF 292 NEW AFFORDABLE HOMES



Site plan Plot A - ground floor

2.3.6 ACTIVATING STREET FRONTAGE ALONG THE FUTURE EAST -WEST LINK

The GLA officers recommended to further animate the southern edge of Plot B along the future East - West link. The revised design includes the following:

- CAR PARK ENTRANCE RELOCATED FROM BUILDING F TO BUILDING A
- ENTRANCES TO APARTMENTS LOCATED ALONG THE SOUTHERN ELEVATION OF PLOT A
- PUBLIC REALM AND LANDSCAPED STREET EDGE



East-west link plot a - ground floor



Future road - South Elevation Plot A

2.3.7 SUMMARY OF AMENDMENTS

- PROVIDE 40% AFFORDABLE HOUSING.
- BUILDING G REDUCED IN HEIGHT BY 2 FLOORS
- BUILDING J REDUCED IN HEIGHT BY 2 FLOORS
- REDISTRIBUTION OF HOMES TO BUILDING D, E and F (1 FLOOR ADDED)
- CAR PARK ENTRANCE RELOCATED TO BUILDING A



Aerial - site

3.0 Design Proposal Overview

3.1 Concept Design

3.2 Plot A community

3.3 Plot B work space

3.4 Servicing strategy

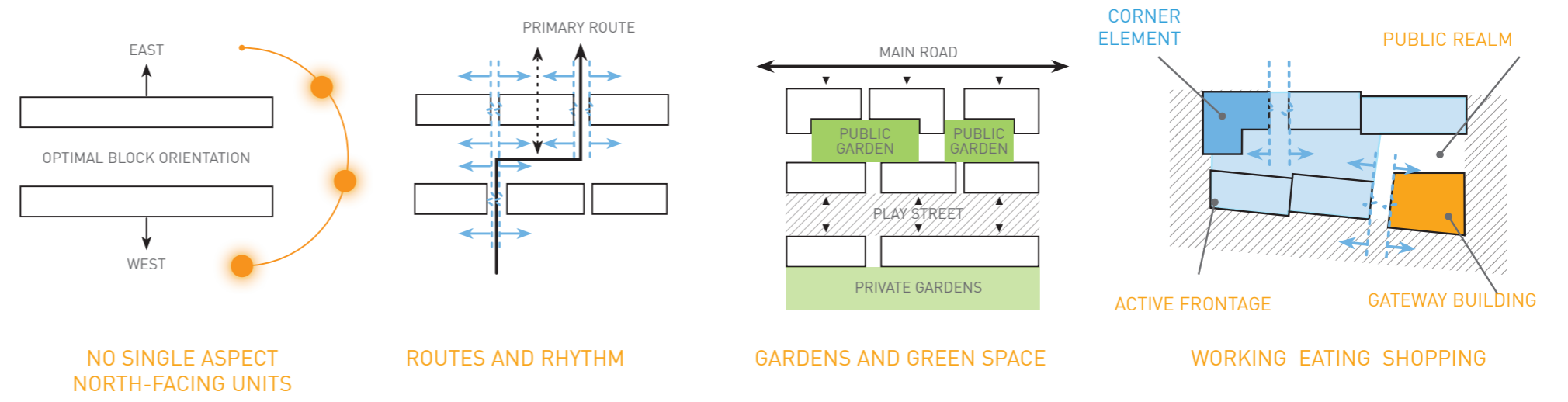
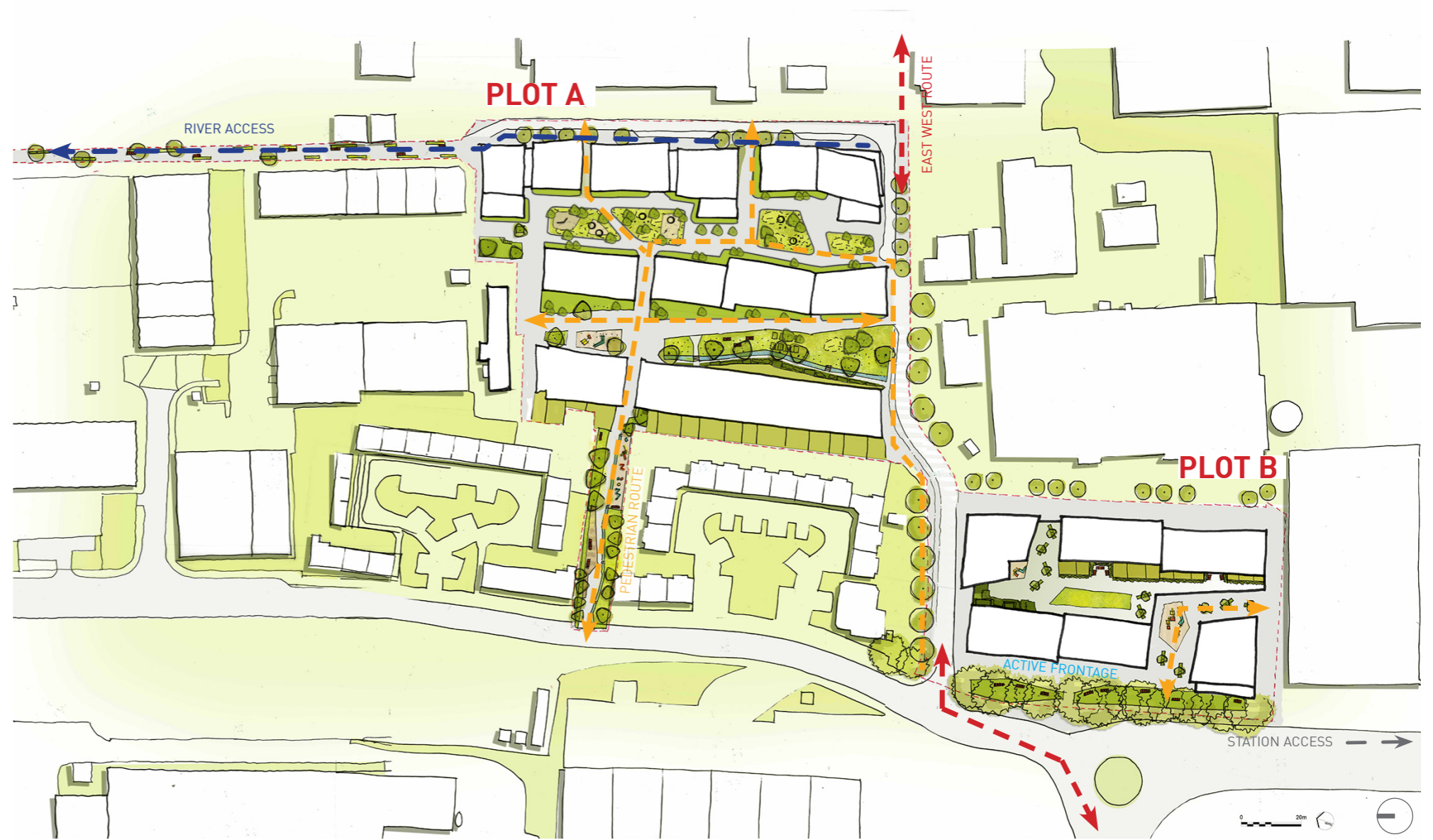
3.0 DESIGN PROPOSAL OVERVIEW

The following chapter provides an overview of the current scheme with all design changes incorporated. Please read this section in conjunction with the document "DAS revised scheme" submitted in December 2017

3.1 DESIGN PROPOSAL OVERVIEW

The design principles remain the same and follow the objectives of the original brief.

- NORTH-SOUTH ORIENTATION OF BUILDINGS WITH EAST-WEST OUTLOOK
- CREATING AN ACTIVE STREET EDGE
- PERMEABILITY AT GROUND LEVEL
- CREATING DISTINCTIVE GARDEN SPACES AND PLAY AREAS AT GROUND LEVEL AND ON ROOF LEVELS
- PEDESTRIAN ROUTES THROUGH THE SITE
- CONNECTION TO THE RIVER
- EXTENSIVE COMMERCIAL STREET EDGE ALONG ANCHOR AND HOPE LANE
- GATEWAY BUILDING WITHIN NEIGHBOURHOOD CENTRE
- CREATING A DESTINATION
- MINIMAL AMOUNT OF NORTH FACING SINGLE ASPECT HOMES
- BUILDING HEIGHTS VARY BETWEEN 2-13 STOREYS





Play street



Aerial - site



Residents gardens

3.2 Plot A community

The ground floor on plot A is predominantly residential with the provision of a community centre and a crèche located adjacent to the residents gardens.

The two storey through apartments are located to the western part of the site providing generous private gardens which create a back to back terrace with the existing Derrick and Atlas Gardens.

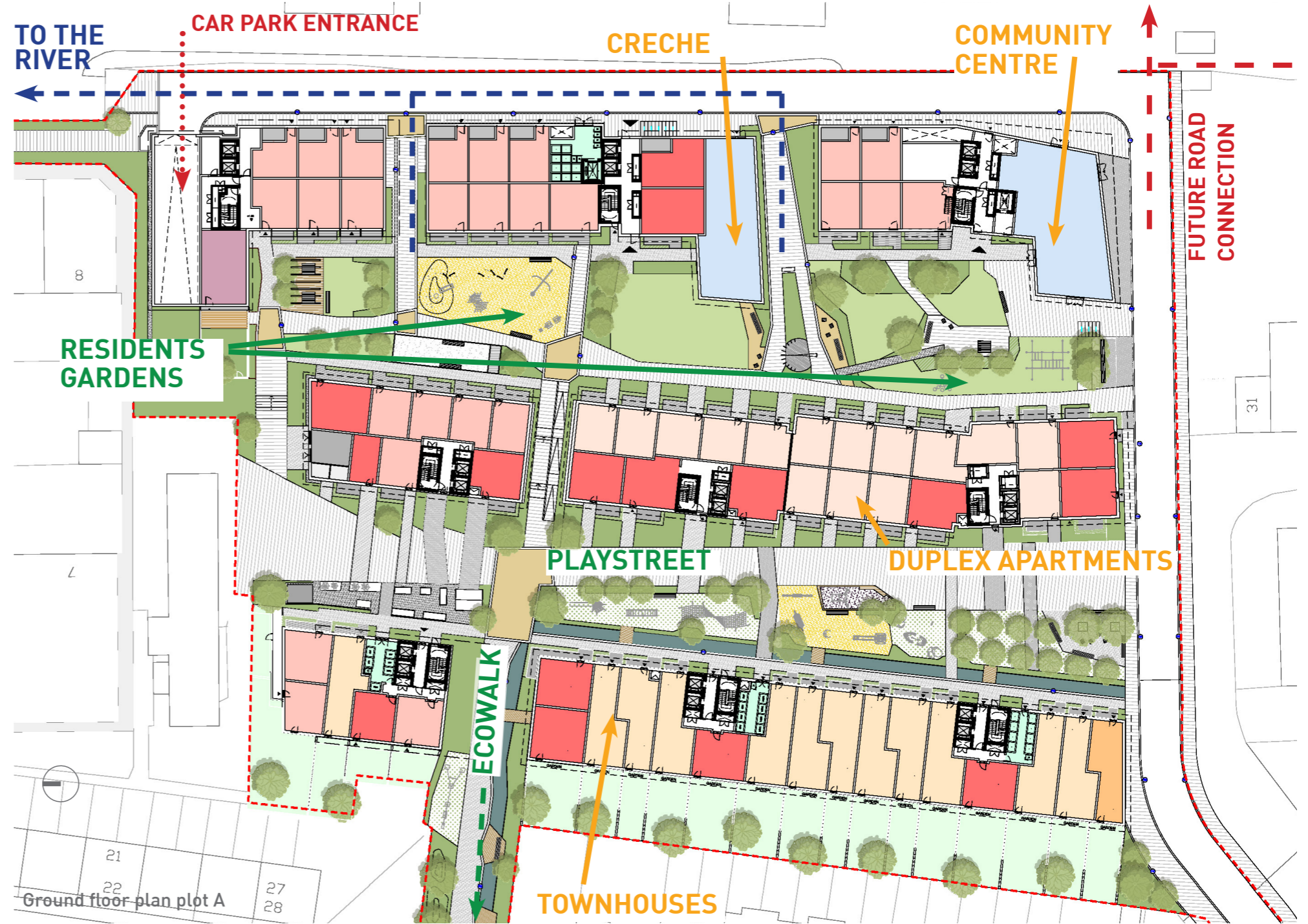
All other homes on ground floor are arranged over two floors with generous outdoor amenity space at ground level.

Between the terrace located on the western boundary and the central buildings a play street is proposed providing green space for the residents and play space for children.

Generous gardens for residents are located to the Eastern part of the site. The composition of buildings, combination of outdoor green and play spaces and ground floor accommodation has been carefully thought through and fosters the creation of a community and provides a secure development.



Level 08 plan plot A





Residents garden - creche

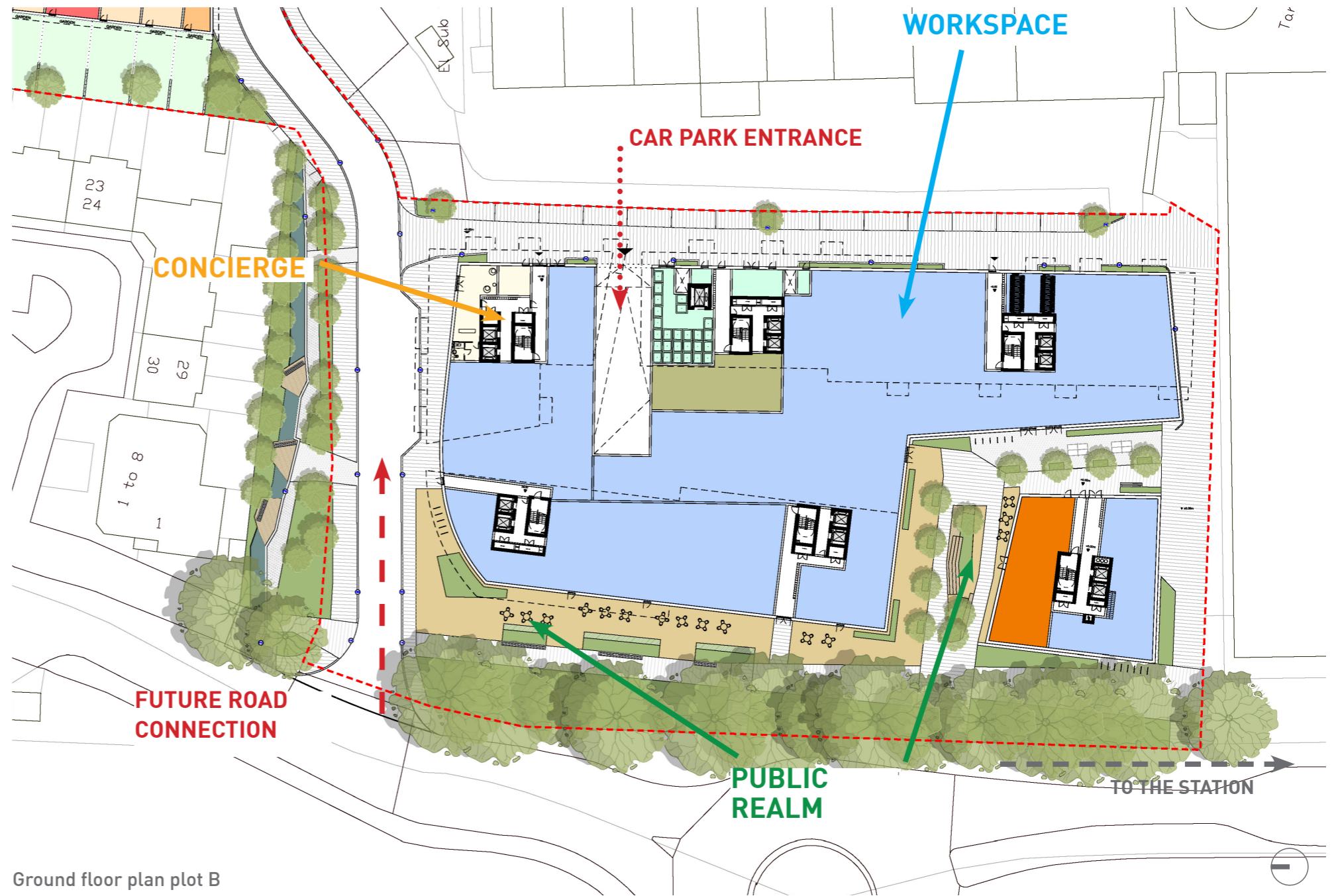
3.3 Plot B ground floor work space

As part of the proposed Neighbourhood Centre within the Charlton Riverside SPD, 35,000 sqft of commercial space is proposed for the ground floor of Plot B with the intention of creating a workspace hub for local third sector and start up companies. The large open plan floor plates can be subdivided to accommodate multiple small tenants.

The delivery of high quality commercial spaces will create an active street edge and a desirable public realm for residents of the wider masterplan.

Generous residents gardens are located on level 1 above the plinth and provide a separation from the ground floor public realm and shelter from the busy Anchor and Hope Lane.

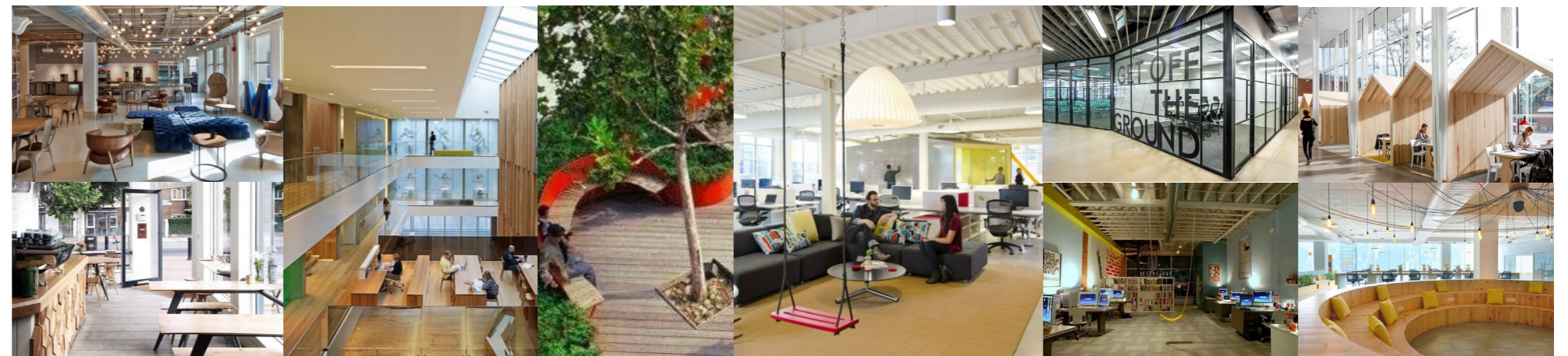
The standalone gateway building creates a marker visible from the station and an entrance to the site and public realm.



Ground floor plan plot B



Level 01 plan plot B





Commercial space and public realm



Residents garden and public realm



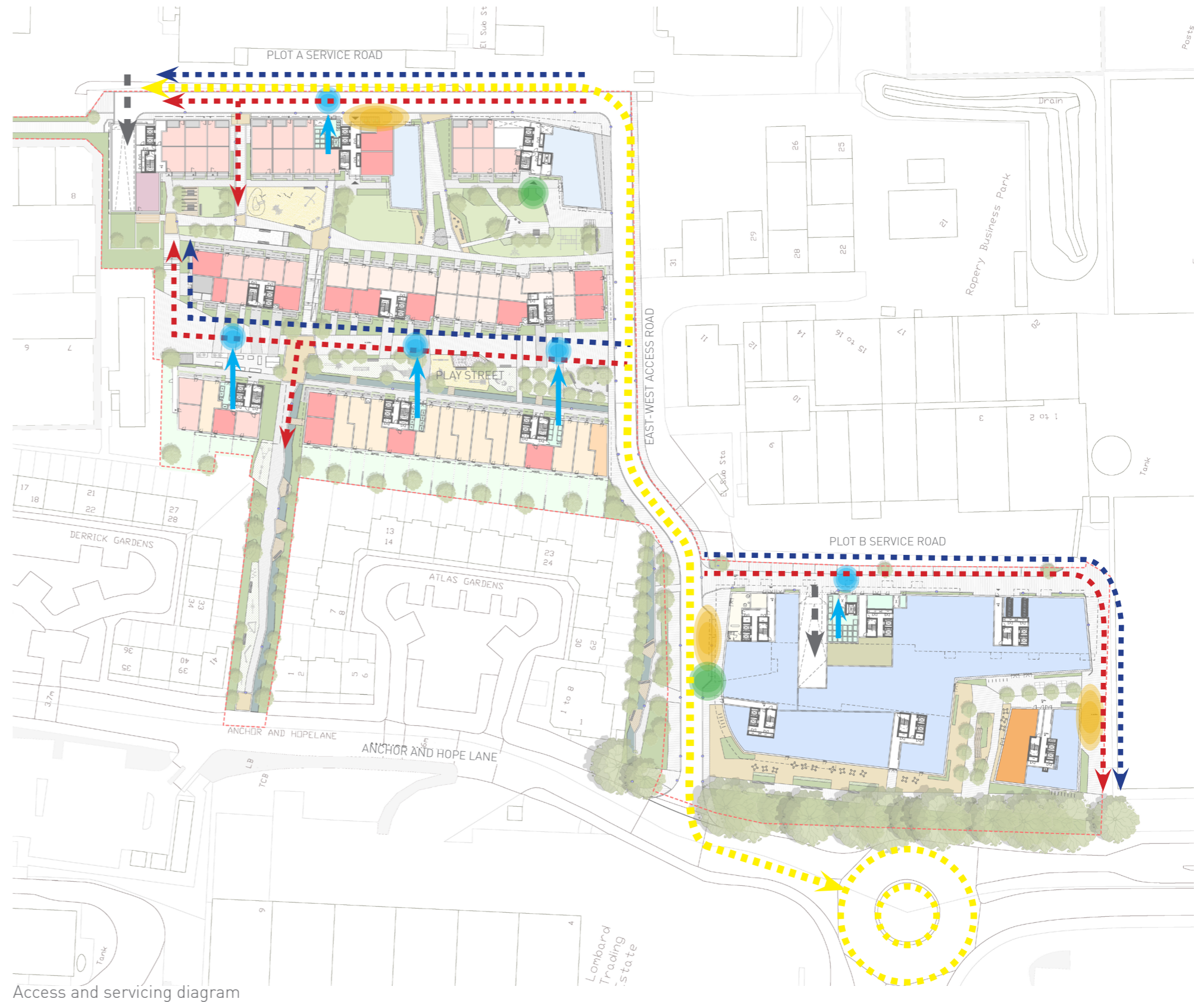
Gateway building

3.4 Access and servicing strategy

The access and servicing strategy remains the same in principle.

In order to activate the street frontage on the southern side of plot A the car park entrance has been moved to the eastern edge of plot A and is now located in building A with access from the eastern road.

The proposed cycle parking has been reviewed and amended according to the new draft of the London Plan. In total 1,298 long stay cycle parking spaces are provided within the development. 5 percent of this will be sheffield stands for larger bikes. An additional provision for 20 short stay cycle parking for residential visitors and 25 for commercial visitors will be provided in a convenient location outside the building entrances. As the none residential elements of the scheme are “shell and core” long stay commercial cycle parking will be provided within the demise of the commercial spaces.



Access and servicing diagram

- KEY:
- FIRE BRIGADE ACCESS
 - REFUSE TRUCK ROUTE
 - MAIN ROADS
 - BIKE ACCESS
 - REFUSE COLLECTION POINT
 - DROP-OFF/ SERVICE
 - CAR PARK ENTRANCE

3.4.1 Imex house access

The adjacent diagrams show that the access for a 13.5 m long tour bus intended to be used by the Imex house owner is maintained.

The team have worked with this requirement during the entire design process.

The proposed access road to the property and allowance for turning circles exceeds the area allocated within the title rights .



4.0 Masterplan Alignment

4.1 Masterplan context

4.2 Future connection with Masterplan

4.1 Masterplan Context

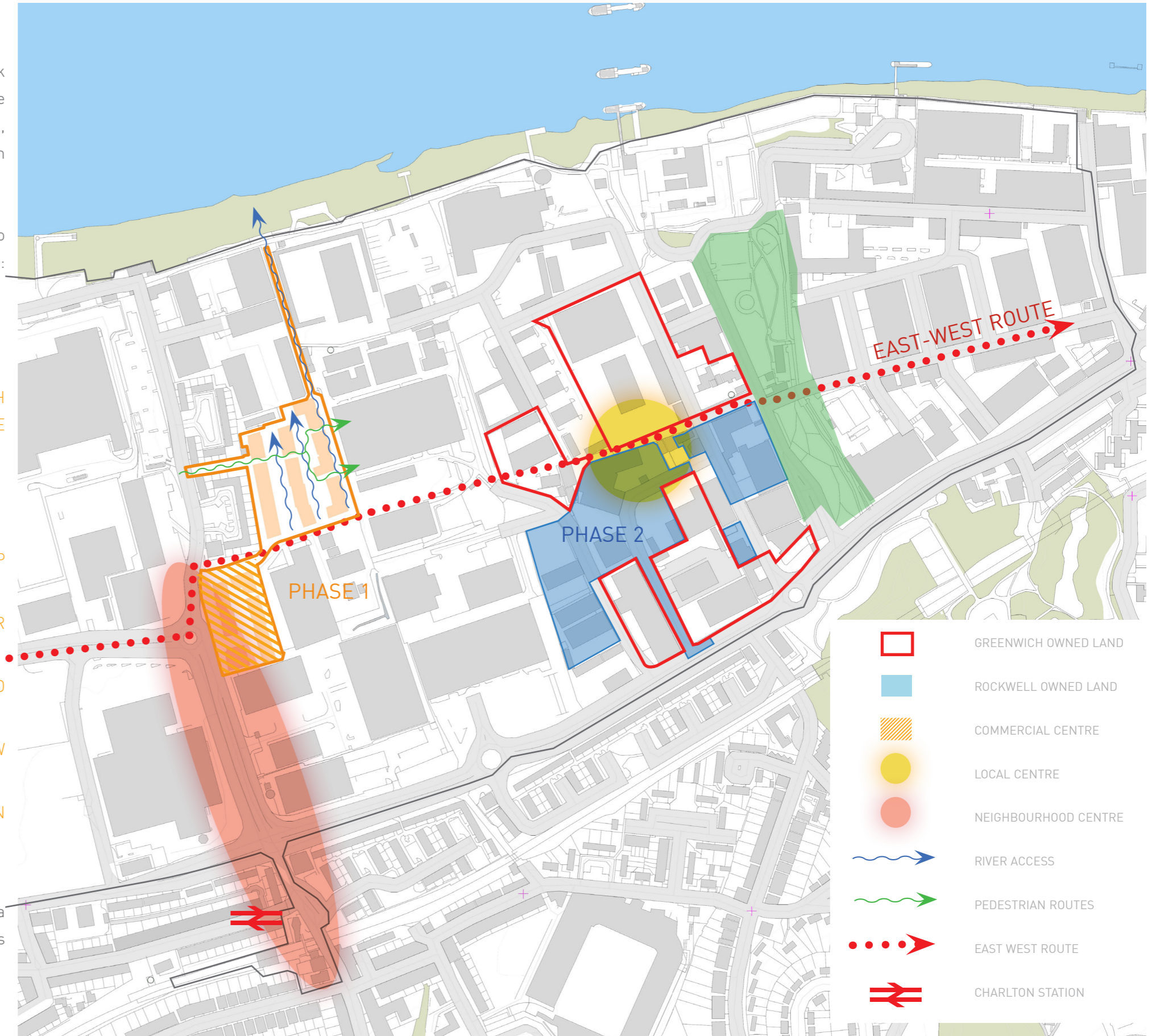
The Charlton Riverside SPD (adopted in June 2017) seeks to unlock Charlton's development potential to help support the regeneration of the surrounding areas by offering new homes, (including affordable housing), new workspaces, new/enhanced transport links and high quality open spaces.

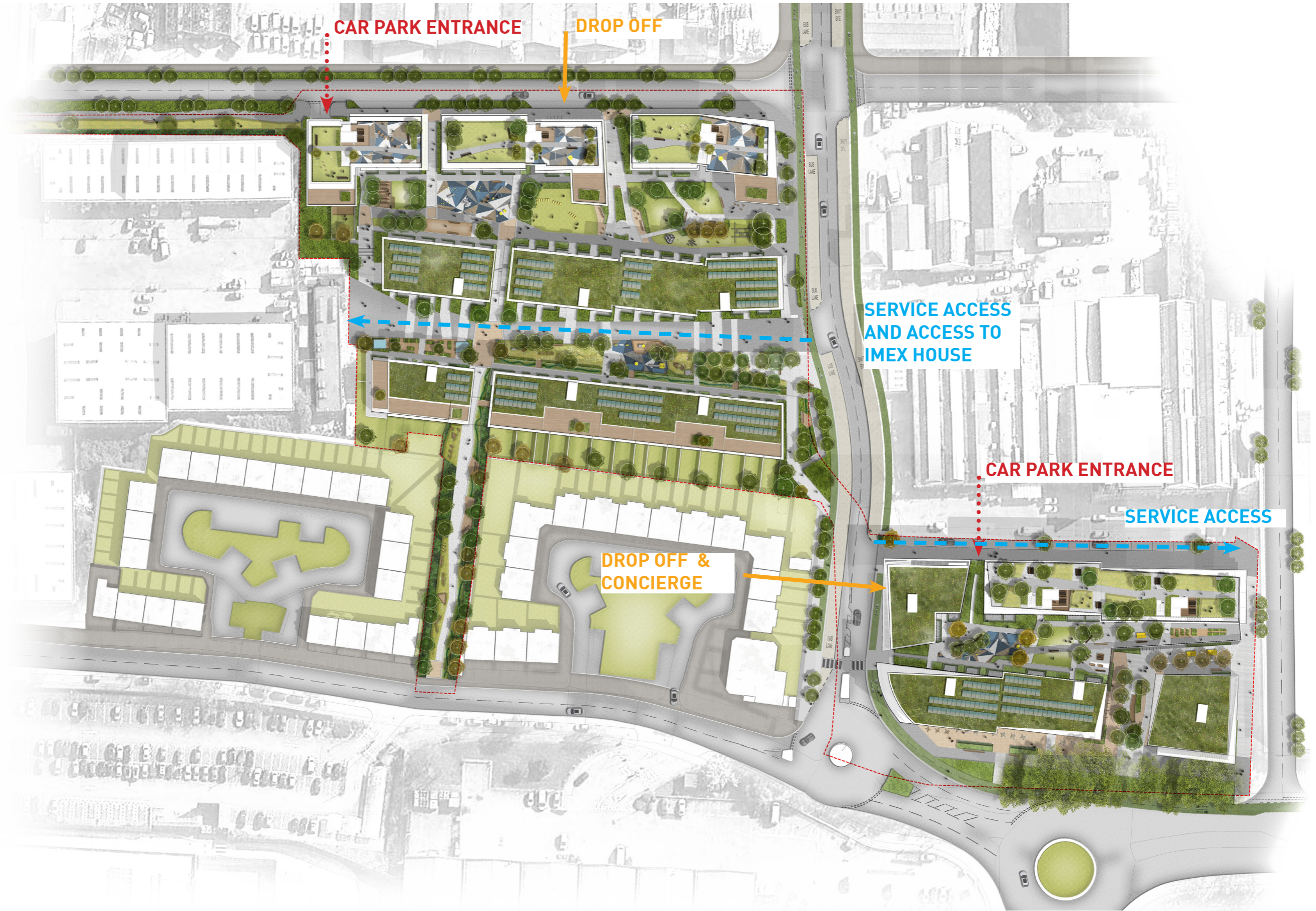
The SPD calls for the delivery of up to 7,500 new homes.

In alignment with the Charlton Riverside SPD the proposed plans seek to bring a range of new assets to the area and include the following ambitions:

- HIGH QUALITY NEW HOMES
- NEW WORKSPACES
- CONTRIBUTE TO THE NEW NEIGHBOURHOOD CENTRE WITH RESTAURANTS, CAFES, SHOPS, CRECHE AND COMMUNITY CENTRE AND A NEW PUBLIC REALM
- EXTENSIVE PRIVATE AND PUBLIC GREEN SPACES
- A PLACE FOR FAMILIES
- DEVELOP AN EMPLOYMENT HUB AND CREATIVE COMMUNITY TO HELP DRIVE LOCAL REGENERATION
- NEW PEDESTRIAN LINKS TO THE RIVER THAMES AND THE WIDER MASTERPLAN AREA
- DELIVER 20% OF THE PROPOSED EAST-WEST ROUTE IN PHASE 1 AND ANOTHER 20% IN PHASE 2 .
- IMPROVE TRANSPORT LINKS AND INFRASTRUCTURE INCLUDING NEW BUSES DELIVERED THROUGH S.106 CONTRIBUTIONS
- ACT AS A CATALYST FOR THE REGENERATION OF THE CHARLTON RIVERSIDE AREA

Rockwell are continuing to invest in the Charlton Riverside masterplan area in order to consolidate landholdings, a strategy that aims to deliver key parts of the masterplan.





Futre road plan

CHARLTON RIVERSIDE
PHASE ONE



simpsonhaugh

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