



View of the Thames Barrier

# Chapter 08

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Riverview from Greenwich Yacht Club

# Stage 1 exhibition boards


01

## Welcome

### Introduction

Charlton Conversations is a process to discuss a number of development sites within the wider Charlton Riverside regeneration area.

The first to come forward are the Anchor & Hope Lane sites which aim to create a place for families with a new neighbourhood park, new homes and supporting facilities.

This exhibition shows the draft proposals for your feedback. Please let us know what's heading in the right direction and what are the key issues to consider.

PLEASE COMPLETE A FEEDBACK FORM

### Key facts

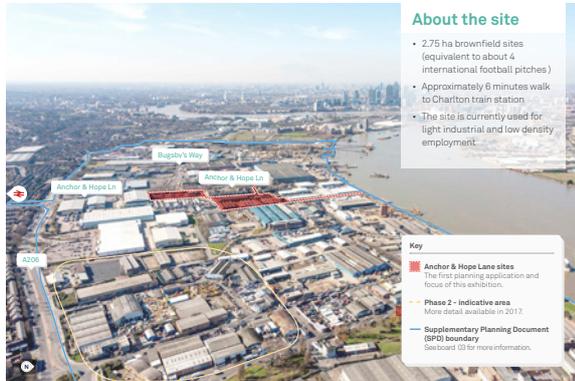
The Anchor & Hope Lane sites are being brought forward by Rockwell Residential.

- **Anchor & Hope Lane sites** (see map) are the focus of this exhibition and a planning application for these is expected to be submitted in late 2016.
- **Phase 2** (see map) details and the exact location of Phase 2 sites are currently under discussion and being co-ordinated with the Royal Borough of Greenwich (RBG). More detail will be available during further consultation in 2017.

All the sites are part of the Charlton Riverside regeneration area which is a strategic part of London identified in the Mayor's and RBG's planning policy to help meet London-wide needs for new homes and enable a more balanced mix of uses.

### About the site

- 2.75 ha brownfield sites (equivalent to about 4 international football pitches)
- Approximately 6 minutes walk to Charlton train station
- The site is currently used for light industrial and low density employment




02

## The project team

### Rockwell

Rockwell is a leading mixed use developer working to enhance, grow and build thriving communities for long term sustainable living.

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



82 West India Dock Road, London

### SimpsonHaugh AND PARTNERS

Since the practice was founded by Rachel Haugh and Ian Simpson in 1987, it has compiled an impressive portfolio of award-winning projects. Its initiation was motivated by a shared belief in the power of high quality design to lead the regeneration of post-industrial cities and instigate new contemporary architectural identities. As projects have increased in scale over the years, these original values have matured and been reinforced such that they remain the practice's guiding principles.



South Village, St John, Macclesfield, Manchester

### Cameo Partners

With over twenty years' experience Cameo & Partners are dedicated to improving everyday lives through Urban Design and Landscape Architecture. Our research led design studio, based in London and Brussels, aims to reconnect people with nature in cities and regenerate places by questioning how the future of cities should develop in a sustainable way. At Cameo & Partners we create alternative approaches to the way development happens by understanding its impact at both local, national and global levels.



Merchant Square, Paddington Basin, London

### The wider team

There are a number of other consultants involved, drawing on the range of expertise necessary to being forward comprehensive proposals for the sites. Just some of these include: Soundings, Community Engagement; GVA, Planning Consultant; Transport Planning Practice (TPP), Transport Consultants; and Ramboll Environ, Environmental Impact Assessment - amongst others.



## The starting point - context

### Strategic & local needs

The Anchor & Hope Lane sites are at the centre of a significant area of change identified in Greater London Authority (GLA) and Royal Borough of Greenwich (RBG) policy.

This forms the starting point for the proposals which need to carefully consider and respond to both local and strategic needs.

A number of drivers set the context for development, including the need to:

- provide new homes
- improve public spaces
- increase density
- provide a balanced mix of uses
- retain employment opportunities
- reference the area's heritage
- ensure physical and social infrastructure can be improved

All proposals in the Charlton Riverside area will need to respond to these alongside the interests and views of the many statutory and local stakeholders involved.

This board summarises the main policy that sets the starting point for proposals and an overview of key local and wider considerations.

### Key planning policy - summary

#### Greater London Authority - London Plan

This is the Mayor's strategic plan for London that sets out a comprehensive framework for development. It identifies Charlton Riverside as a new Opportunity Area to accommodate substantial housing to meet London-wide needs, employment and a mixed intensive use of land. Some key targets for the wider Charlton Riverside area (shown on map) include:

- Minimum 3,500 homes and 1,000 employment capacity.
- Three safeguarded wharves (Angerstein, Murphy's and Riverside Wharves).



#### Royal Borough of Greenwich - Core Strategy & Charlton Riverside SPD (Supplementary Planning Document)

The Core Strategy is the key strategic planning document for the Royal Borough of Greenwich (RBG) and is used to help shape development and determine planning applications. It identifies the wider Charlton Riverside area as a Strategic Development Location and sets-out ambitions for:

- 3,500 - 5,000 new homes (as part of RBG's minimum target for 26,850 new homes in 10 years).
- A mixed use urban quarter including community, education, small businesses, creative industries and employment.
- Improvements to Charlton Rail Station.

The Charlton Riverside Masterplan SPD (Supplementary Planning Document) provides more detailed guidance for development in this area, adopted in 2012. An updated masterplan is currently being prepared by Aecom on behalf of the Royal Borough of Greenwich (RBG).



### Local context



### Considerations

#### Riverside

- A key local asset.
- The riverside is steeped in industrial activity and heritage.
- Access to the river walk is limited.
- Opportunity to improve the public space.

#### History & identity

- Valued industrial heritage and unique mix of creative and industry.
- Safeguarded wharves and retention of industrial activity / creative hub to the west and east (see local context map to the left).

#### Green routes

- Proximity to greenspace and the Green Chain Walk is an asset.
- Little green space or routes within the existing industrial area.

#### Transport

- On a key east-west route, served by a number of bus routes.
- Close to the Blackwall Tunnel Crossing.
- A short walk to / from Charlton Rail Station.
- Silvertown Tunnel proposals for 2022/23 & associated bus network improvements.

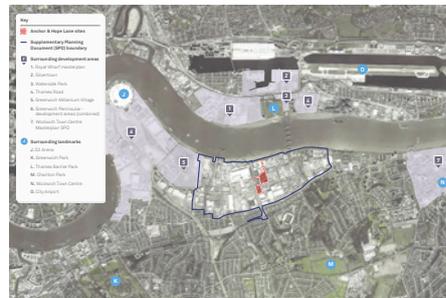
#### Mix of uses

- Division of uses: mostly large scale 'out of town' retail, business parks and industrial uses north of A206. Residential to the south.

#### Development context

- Greenwich Peninsula, Woolwich and Silvertown are all seeing significant change and development.

### Wider context



## Links & connections

### Approach to transport

Charlton station is just over 5 minutes walk from the site and has good links to central London:

- London Bridge - 20mins
- Cannon Street - 24mins
- Charing Cross - 34mins

The team recognise that future transport capacity will be an important local consideration. It is expected that development of the Charlton Riverside area will help provide the funding to enable a range of transport improvements, improving the accessibility level (PTAL) of the area.

All developments are required to make contributions to the Local Authority and Greater London Authority (GLA) for transport improvements. Including addressing site-specific impacts that the transport assessment identifies.

This board sets-out the transport context, site opportunities and provides an explanation of how transport impact is assessed.

### Developing & assessing a transport strategy

Transport modelling is currently underway and a full impact assessment is being prepared to inform the plans. The results will be shared publicly as part of the planning application.

The project team are working in consultation with the Royal Borough of Greenwich (RBG) and Transport for London (TfL) who are responsible for different aspects of the surrounding roads, pavements, cycleways and public transport.

The transport assessment looks at the cumulative impact of the proposals, taking into consideration all other permitted developments and planned transport improvements. It identifies any impacts resulting from the proposals and the ways in which they can be mitigated or agreed with RBG and TfL through the planning process.

### Site opportunities - transport

The draft proposals for the Anchor & Hope Lane sites are outlined on boards 05 to 09. There are a number of on-site approaches and wider opportunities that the plans seek enabling:

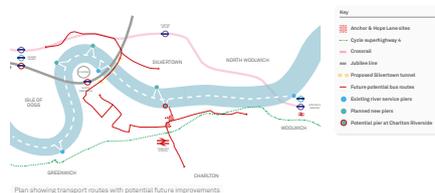
- Plans aim to enhance a key link between Charlton Rail Station and the river by providing a series of new 'green' pedestrian and cycle routes through the site.
- Opening-up potential future routes through the site will help 'unlock' the surrounding areas and allow for better permeability of the area when future development sites in the wider Charlton Riverside area come forward.
- It is currently anticipated that the sites will provide parking at around 0.3 cars per home, meaning approximately 220 resident car parking spaces. It is planned to provide these within the building plots (below landscaped areas) so that the streets and green spaces can remain pedestrian and cycle focused.

- The transport assessment will identify any transport impacts and recommend mitigation measures where needed. It's also worthwhile noting that the nature of vehicles is likely to change from larger vans and lorries for business, to cars for residents.
- As part of the wider development of the area, the diagram above and right shows potential for a new river-pier and enhanced bus service in the riverside area.

### Local transport mapping



### Potential wider improvements relevant to the local area



**Crossrail:** Due to open in 2018, with 12 trains per hour through Woolwich.

**Silvertown Tunnel & Buses:** Silvertown Tunnel proposals for 2022/23 & associated bus network improvements, expected to ease traffic congestion, provide bus connections and prevent closure of the Blackwall tunnel.

**River service:** Three additional riverbus piers are planned for the north bank of the river. There is an aspiration to provide a new River Bus pier at Charlton Riverside. A more densely populated area with good bus links by the river will be a stimulus for this.

**Jubilee line:** TfL proposed future train frequency increase to 36 trains per hour by 2019.

**Cycle Superhighway 4:** Under review by TfL.



## Design principles

### Emerging ideas

Boards 05 to 09 give an overview of the emerging proposals for the Anchor & Hope Lane sites. These are the focus of this exhibition.

As part of a growth area for Royal Greenwich and the Greater London Authority (GLA) there is a need to optimise the potential of the site, providing new homes and amenities.

Importantly, the approach taken aims to provide spaces of public value that will enhance the experience for all in the area, not only on-site residents or employees.

This board sets-out the key principles and how it is co-ordinating with the wider development framework for the area.



### Project ambitions & placemaking principles



#### WELL CONNECTED

- New river connection
- New routes 'opening up' the area
- Wider improvements through planning contributions (£106 / CIL)



#### OPEN, SAFE & ENJOYABLE

- Green spaces at ground level are open to all
- Activities and overlooking to create active and safe spaces



#### HIGH QUALITY ENVIRONMENT

- A unique design and high quality architecture and landscaping
- Providing new homes, public space and facilities
- Designed to Lifetime Homes Standards



#### INNOVATIVE GREEN SPACE

- A new neighbourhood park and raised gardens
- Incorporating water, wetlands, sustainable urban drainage and natural play
- Use of roofs for accessible green space and wildlife habitats



#### A PLACE FOR FAMILIES

- Providing a range of housing sizes, including family homes
- Affordability across tenures (given lower land values)
- Incorporating play for all ages



#### NEW LOCAL FACILITIES

- Providing a range of local facilities and amenities to create a usable and active place.
- Including, nursery space, shops, cafes and potential health / education facilities.

### A joined-up approach

The Anchor & Hope Lane sites will be the first sites to be brought forward and it is anticipated a planning application will be submitted towards the end of 2016.

The project team are mindful that there is an ongoing revision of the Supplementary Planning Document (SPD) for the area and are working with those involved to ensure

proposals are joined-up with the emerging key principles. As well as enabling new homes to meet London-wide need and Borough targets over the next few years.

The diagrams below focus on the residential area of the SPD and illustrate how some of these key principles are being co-ordinated with the Anchor & Hope Lane sites.



#### Proposals align with SPD route strategy

The SPD aims to improve accessibility of the area and sets out a series of north-south and east-west routes. Key routes through the Anchor & Hope Lane sites incorporate and connect with these.



#### Proposals align with SPD landscape strategy

The SPD incorporates a pedestrian and cycle network of green spaces. Proposals for the Anchor & Hope Lane sites, build on this principle providing a new neighbourhood park and green links (see board 07 for details).



#### Key infrastructure raises area accessibility

Public Transport Accessibility Level (PTAL) is a method to measure how accessible public transport is from any given location. 0 is the lowest accessibility and 5 is the highest. Currently the area is between level 2 and 4, with accessibility increasing away from the river. This diagram shows the future potential PTAL levels across the masterplan area including proposed permeability, the addition of three bus services and a river taxi service.



#### Working with ownership boundaries

There is a very complex pattern of land ownership in the area. Key routes through the proposal work with these ownership boundaries and begin to provide access to the area.



## The proposals

### In summary

- Approximately 900 - 1,000 new homes
- Around 25% 3 bed homes, suitable for families
- Affordability across tenures
- 60% of the site will be publicly accessible
- A pedestrian and cycle focus with a new neighbourhood park and river connection
- Nursery space and potential after school club
- Local shops and cafes
- Workspace
- Community space and potential for health facilities

### A place over time

These are the first proposals to come forward in an area that will, over time, incorporate a greater mix of uses and activities. This naturally brings about a number of challenges and opportunities.

The proposals aim to create an area that will be enjoyable for residents, employees and visitors in 5, 10, 50 years time and beyond as the surrounding context develops and changes.

The public greenspace and facilities are protected from surrounding noise, but open and accessible at ground level. Routes through the site will provide good access to surrounding areas. The ambition is that a strong local amenity will become established over time, contributing to an active neighbourhood as it develops.



### Use & activity



#### ACTIVE & GREEN

The most successful public spaces are activated by vibrant social use, which is why the design aims to combine the new green environment with a mix of social, working and amenity spaces.

To maximise the amount of public space available, the main buildings have been designed with double height spaces at the ground and first floor levels. This is so that everything happening at the lower levels of the buildings can flow seamlessly with the surrounding landscape.

#### COMMUNITY FACILITIES

There are a range of local facilities at ground floor. Proposed uses and locations are shown on the diagram to the left. Spaces are designed to be adaptable and 'future proof' to meet local needs should they change in years to come. In summary, the proposals include:

- a café and restaurant
- space for hire
- a series of small local shops
- a nursery
- potential for a health facility

#### A PLACE FOR FAMILIES

The design integrates the green garden spaces, water features and tree planting with natural play opportunities. As well as dedicated 'doorstep play' for young children.

These spaces are overlooked, creating a new environment that is safe and fun to discover, play in and learn about.

This will be combined with a new nursery facility and proposals incorporate around 25% 3 bed homes, suitable for families.