

Area by area overview 'flip-up' content

Anchor & Hope Lane / Atlas & Derrick Gardens

The current thinking behind any improvement works is to provide space that can be positively used, benefit the area and provide an opportunity to enhance existing community assets. One idea is to showcase urban food production in the heart of Atlas & Derrick Gardens through pocket parks and urban orchards. However any interventions will need to be developed with residents and the relevant authorities. Key areas for consideration include:

- a. Anchor & Hope Lane improved pedestrian link.
- b. New tree planting to green the footways.
- c. Derrick and Atlas Garden improvements, including new footway materials and planting.

Anchor & Hope pedestrian link

This key pedestrian route is approx. 12m wide and over 80m in length. This is a generous amount of space which can accommodate a range of interventions. It is important that it remains inviting to visitors and anti-social behaviour is discouraged. This can be achieved through recreational features and clear sight lines. Key features could include:

- a. Ribbons of paving to reference the historic rope making history.
- b. Significant planting along each side.
- c. Rain gardens connect with SUDs systems which channels away surface water.
- d. A series of play / exercise features.
- e. Improvements to the fencing along the lane could include a new skin / timber fence.

It is hoped the semi natural planting, rain gardens and ecological enhancements will be of interest to adults and children alike, and encourage them to take an interest in the natural environment.

Town house frontage

The area to the east of the town houses includes a series of small, rain gardens and dry river bed elements. These semi natural systems provide opportunities for Sustainable Urban Drainage (SUD) and improved bio-diversity. The adjacent building includes some of the larger family homes and this area will need a particularly family friendly approach. The application proposes timber bridges that span the rain gardens, with a variety of planting types. The ambition is that these areas will encourage new flora and fauna and can be used as an educational resource. To ensure safety the changes in level and a controlled water level will be carefully integrated.

- a. Seating along the route, surrounded by lush planting.
- b. SUD installations, rain gardens, dry river beds and swales, with timber bridges and wetland planting.
- c. Sloped and stepped access to the main park area.

Main park space

The main greenspace connects a number of routes. It includes a semi natural cycle of the planting which aims to create a unique identity for the scheme, and sense of place. The space needs to be welcoming to all, promote the scheme's ecological aspirations and create a high quality bench mark for the wider Charlton Riverside masterplan area. The range of play spaces, family gathering areas and opportunity for outdoor cafe seating aims to enable residents of all ages to enjoy the space. Ongoing maintenance and management will ensure the area is safe and welcoming at all times. The idea that 'people attract people' is true, therefore the space is surrounded by active uses and incorporates a range of activity areas.

- a. A dedicated nursery play area.
- b. Activity areas, including table tennis, play equipment and sculptural seating.
- c. Petanque / boule court.
- d. Flexible activity area on open lawn.
- e. SUDs systems, dry river bed / rain garden.
- f. Wooden bridge on main east-west route.
- g. Sculptural seating and social space.

Riverside Link

This route was used historically for transporting ropes and sails to boats from the workshops. This heritage influences the detailing of the landscape features, including rope like structures, linear patterning and planting. Safety is a primary concern as this is a narrow space, therefore the proposals include lockable gates at each end of the route, which can be closed at night preventing access along with CCTV and planting to maintain sight lines. Other characteristic features include:

- a. Clear stem tree planting and low level planting set out in bold swaths.
- b. Simple hardwood seats nestled amongst the planting to provide opportunities for rest.
- c. A mix of native, semi native and ornamental planting to boost local levels of bio-diversity and encourage wildlife such as birds and invertebrates.

Environment & ecology

Responding to key issues

SEE RIGHT FOR FLIP BOOK CONTENT

Ecology & biodiversity

Planting & Sustainable Urban Drainage

Trees: A large number of new trees will be provided on the ground floor and many more plants are proposed at podium and roof level. New trees include multi-stem trees and single-stem trees from 2m to 10m high. Proposals aim to get the right tree in the right place and to yield larger-growing, healthier, long-lived trees.

Planting: Site-specific and low maintenance planting aim to ensure plants flourish. Where practicable, new planting will be native species of local provenance, including trees appropriate to the local area. Native planting is likely to optimise the insect population.

Surface: Sustainable Urban Drainage (SUD) system proposals include permeable paving, surface run off attenuation, and a series of rain gardens. Rain gardens will be planted with specific species suited to varying water levels and they will also provide habitats suitable for variety of invertebrates.

Responding to key issues 'flip-up' content

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

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

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

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

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

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

The London Plan requires emissions to be reduced by a minimum of 35% below the building regulations. However, the proposed energy strategy exceeds this by a further 15%, meaning emissions are reduced by 48%.

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

Q. How will the proposals impact air quality?

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

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

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



KEY TOPIC
06

Getting around

Responding to key issues

SEE RIGHT FOR FLIP BOOK CONTENT

Movement plan



Local transport mapping



Potential wider improvements



Approach to transport

The proposals adopt a number of on-site approaches and seek to enable wider opportunities including:

- 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.
- Proposals include parking at around 0.2 cars per home, meaning approximately 200 resident car parking spaces are provided of which 28% are accessible bays. 17% of all spaces will have electric vehicle charging points. Nearly all parking is provided within the building plots so that the streets and green spaces can remain pedestrian and cycle focused.
- Encouraging cycling is important and there are over 1,500 cycle storage spaces. The majority of these are secure, stored within the blocks and 37 cycle parking spaces for visitors will be provided in a convenient location outside the building entrances.
- 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.
- As part of the wider development of the area, the diagram to the right shows potential for a new river-pier and enhanced bus service in the riverside area.

Responding to key issues 'flip-up' content

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

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

In summary, the transport assessment shows that 199 and 115 two-way vehicle trips (including servicing trips) will be generated in the AM and PM peak hours respectively. The impact is reduced when the vehicle trips associated with the existing site operations, which is around 40 two-way vehicles trips in the peak hours, are taken into account. This includes a reduction of the number of larger-scale vehicles currently accessing the site.

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

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

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

Response from Rockwell:

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

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

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

Response from Rockwell:

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

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

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



KEY TOPIC
07

Activities, facilities & social infrastructure

Responding to key issues

SEE RIGHT FOR FLIP BOOK CONTENT

Community facilities

There are a range of local facilities at ground floor. Possible uses and locations are shown on the diagram below, 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 accommodate space for:

- Two cafes and restaurants.
- Three small local shops.
- A nursery with a dedicated garden.
- A healthcare facility.
- A range of workspaces - discussions are currently ongoing with the Ethical Property Company.
- A resident gym, swimming pool and meeting space.







Responding to key issues 'flip-up' content

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

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

To support wider infrastructure in the Borough Rockwell will also make a financial contribution to the Royal Borough of Greenwich for a variety of community infrastructure facilities including education, health/social services, community facilities, open space and transport, amongst others.

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

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

Response from Rockwell:

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

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

Response from Rockwell:

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

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



KEY TOPIC
08

A place to live

Responding to key issues

SEE RIGHT FOR
FLIP BOOK CONTENT

Summary of new homes

Below is an overview of the new homes proposed. This is subject to discussions and agreement with the Royal Borough of Greenwich as part of the planning process.

- 975 new homes
- Approx 18% 1 bed (1 person)
- Approx 24% 1 bed (2 person)
- Approx 32% 2 bed
- Approx 26% 3 bed
- Approx 2% 4 bed

This will include affordable homes, with a mix of both affordable rented and intermediate (such as shared ownership). The level of affordable homes is subject to discussion with the Royal Borough of Greenwich as part of the planning process.

All of the homes provided will meet or exceed London Housing Design Guide standards.

Proposed residential open space & podium gardens



Roof gardens

The roof terraces include both private terraces and communal gardens. Typically the roof terraces will include raised planters and a combination of decking and artificial grass, to create a compact social space which can be enjoyed all year round. These roof top spaces sit at varying levels creating a mix of view points.



Placeholder / artistic impression

Private gardens

Private gardens are included in two different areas of the proposal. This adds to the variety, character and neighbourhood feel of the ground floor area. Privacy and security are important, whilst allowing light and views for both existing and new residents. The team are considering options for attractive / planted screening to enable this.



Placeholder / artistic impression

Park building and tower roof gardens

These high quality landscaped roof spaces are designed to reflect some of the natural characteristics of the River Thames, which they have view over. Environmental benefits from it also include planting provide soft vegetation and there are elements of biodiversity roof planting. The landscaping is designed to stimulate natural play for children and relaxation for adults, with screening to provide protection from the wind.



Placeholder

Podium gardens

The podium garden sits on the first floor and is visible from all surrounding buildings. It is a semi-public space that residents and visitors to the gym and shops below benefit from. It also include lift access from street level. The podium garden needs to fulfil a number of different roles including play, recreation and amenity spaces are combined with social and quiet areas, to create a multi-functional landscape which people can enjoy.



Placeholder

Responding to key issues 'flip-up' content

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

Response from Rockwell: An overview of the size and tenure of new homes can be found to the right. This includes an approximately one-third split between studios/1 beds, 2 beds and 3+ beds. This means that just under one third of all the accommodation is considered family homes, plus another third that will provide two bedroomed apartments. There are 30 homes with ground floor access and all units across the scheme are designed to Lifetime Homes standards.

Q. Will homes be marketed locally or UK first?

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

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

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

Responding to key issues 'flip-up' content

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

Response from Rockwell: Rockwell, together with the contractors, will put in place a strategy to communicate with the local community and other stakeholders throughout the construction process. In advance of any construction work, Rockwell will develop a construction management plan, potentially setting up a construction liaison group to help inform local residents. All construction works will seek to be carried out in accordance with the Greenwich Code of Construction with the appropriate approval of the Council.

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

Response from Rockwell: The construction of the proposed development would generate employment and a proportion of the construction employment is expected to be generated on-site, with the rest being elsewhere in the construction supply chain. It is estimated that over 250 full-time equivalent construction jobs would be created during the construction of the proposed development. The construction works would have local benefits through construction training and targeting the local labour force. This would be achieved through employment and training initiatives.

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

Response from Rockwell: Vibration monitoring will be conducted during early piling works, away from any affected property or buried utilities, to quantify the levels of vibration likely to be attained. This will inform an action plan that will be incorporated into the Construction Environment Management Plan to ensure that the adverse effects of subsequent piling work, if identified, are minimised across all works. Individual discussions will be carried out with neighbours as required. An example of standard mitigation measures includes sequencing the piling programme so that a maximum of three piles would be installed at any one time within 10m of an neighbouring property or buried utility; with a break before continuing in that area. It is also anticipated that the piles will use continuous flight auger (CFA) / rotary bored piles (which have minimal vibration) or 'vibrationless' sheet piling techniques.



KEY TOPIC
09

Planning, construction & beyond

Responding to key issues

SEE RIGHT FOR
FLIP BOOK CONTENT

During construction

The strategy could include a wide range of measures that will be taken during construction to minimise any disruption to local people. Below is a list of some of the key aspects. These, and more, will be discussed further with adjacent residents as the detailed Construction Environment Management Plan is developed. As with all London developments, the contractors will be asked to adhere to the Considerate Constructors Scheme.

- Set working hours.
- Regular road sweeping and good site housekeeping.
- Directing lighting away from neighbours and turning it off outside of normal working hours.
- Implementing construction traffic management measures as agreed with RBG and TfL.
- Implementing and monitoring dust management noise, and vibration measure.

Ongoing discussions, community benefit and developer contributions

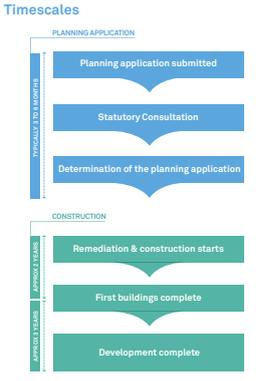
Ongoing discussions
Further to construction liaison, there will be ongoing discussions with the local community (particularly immediate neighbours) to discuss a range of aspects of the proposals such as facilities, details of the design, potential improvements to the existing area and local projects. One option for this could be an ongoing Residents' Liaison Group.

Local benefits
In addition to new community green spaces and active ground floor space, Rockwell is exploring the option to make the resident gym, swimming pool and meeting spaces available to the existing residents on Anchor & Hope Lane / Atlas and Derrick Gardens, as well as new residents in the scheme.

Developer contributions
As part of the planning process, Rockwell will be agreeing a number of contributions towards both local and wider infrastructure. This includes:

- **Section 106:** This is site-specific mitigation for the development. It can include financial or non-financial obligations, typically towards affordable housing, employment and transport.
- **Community Infrastructure Levy (CIL):** This is a fixed rate levy per sqm of development based on use and location. There is both the (London) Mayoral CIL and Local Authority CIL. Its purpose is to fund 'infrastructure' in these respective areas. An initial estimate is that the Anchor and Hope Lane sites will be contributing £6-7 million in CIL.

Timescales



The diagram shows a vertical timeline with three main phases: PLANNING APPLICATION, CONSTRUCTION, and APPROVAL STAGES. The PLANNING APPLICATION phase includes 'Planning application submitted', 'Statutory Consultation', and 'Determination of the planning application'. The CONSTRUCTION phase includes 'Remediation & construction starts' and 'First buildings complete'. The APPROVAL STAGES phase includes 'Development complete'.



Artistic impressions





Integrated routes

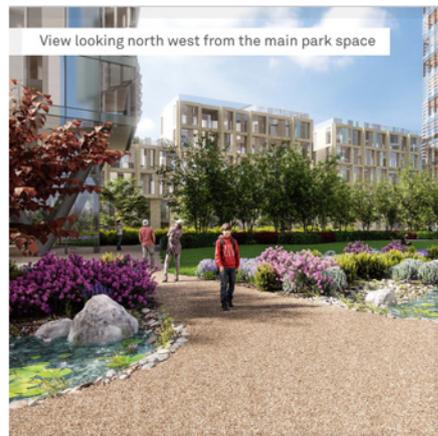
- New pedestrian and cycle routes open up a currently impermeable area.
- A new route to / from the riverside.
- The Truck Align parking area is turned into a new green-link with Anchor & Hope Lane.

New public greenspaces

- Over 60% publicly accessible space.
- A new local park area with uses and amenities at ground level to help create active and used space.
- A semi-natural style of planting, including wetland planting linked to swales and ponds.

A range of new homes

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



Building scale & density

- The majority of buildings range between 2 and 16 stories, with one 28 storey tower.
- Heights are lowered towards the edges, particularly by adjacent neighbours.
- Buildings are oriented north-south to maximise light that passes through.

Transport & movement

- Around 0.2 cars per home, meaning approximately 200 resident car parking spaces.
- Over 1500 cycle parking spaces.
- The transport assessment shows no material impact on public transport and an average of 137 vehicle movements in the peak hours.



Environment & ecology

- Sustainable Urban Drainage, linked to swales and ponds.
- New ecological areas with wetland and wildflower planting; including native species and increased wildlife habitat.
- A significant number of new trees will be planted at ground level.



New facilities

- A nursery.
- Space for a healthcare facility.
- 2 cafes / restaurants.
- 3 small local shops.
- A range of workspaces - currently speaking with the Ethical Property Company.
- Local resident gym, pool and meeting space.

Local benefit

- Rockwell are exploring if the resident meeting space, gym and pool could be available to existing site neighbours.
- Improvements to Atlas and Derrick Gardens and on Anchor and Hope Lane will be further discussed with residents.

A joined-up approach

- Design proposals are co-ordinated with existing and emerging policy guidance to ensure that key principles are aligned.
- Rockwell have carried out studies to look at how the Rockwell sites could integrate with the wider regeneration area.

A place for families

- 28% 3 or 4 bed homes.
- On-site nursery.
- Pedestrian focused place with new park area.
- Play for all ages including play equipment and natural play.



Character & identity

- Landscape design references the historical use of the site producing ropes for ships.
- Brick and warm 'textured' materials are used at lower levels and lighter / reflective materials above.
- Generous and activated public greenspace.

Project timescale

- A planning application typically takes 3 to 6 months to determine.
- Following approval, the first buildings would be complete in approximately 2 years.
- The overall construction period would be about 5 years, over 2 phases.

Stage 1 Flyer



CHARLTON CONVERSATIONS
ANCHOR & HOPE LANE

Charlton Conversations Anchor & Hope Lane

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

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

We would like to invite you to the Draft Masterplan exhibitions to find out more about the proposals and share your views.



Anchor & Hope Lane sites
■ Phase 1a ■ Phase 1b

Draft Masterplan Exhibitions

Please come along to the drop-in exhibitions. They are open to all and will share the emerging ideas for the Anchor & Hope Lane sites. Give your feedback and let us know what's heading in the right direction and what are the key issues to consider.

Date	Time
Saturday 24th September	10am – 4pm
Wednesday 28th September	6.30pm – 9pm
Thursday 29th September	4pm – 8pm

Address
Greenwich Yacht Club
Pear Tree Wharf, Pear Tree Way
SE10 0BW

Contact us
If you have any questions, please contact us on:
✉ hello@charltonconversations.com
☎ 020 7729 1705 ask for Amanda or Iain
🌐 www.charltonconversations.com



Stage 2 Flyer



Charlton Conversations
Anchor & Hope Lane

Charlton Conversations Anchor & Hope Lane - Final Proposals

This is the second update on Charlton Conversations which is a process to discuss proposals for a number of development sites within the Charlton Riverside regeneration area.

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

We would like to invite you to the Final Proposals exhibitions to update you on how the scheme has progressed and look at next steps.



Anchor & Hope Lane sites - boundary

For more information please visit: www.charltonconversations.com

Final Proposals Exhibitions

Please come along to the drop-in exhibitions. They are open to all and will share the final plans for the Anchor & Hope Lane sites. They will also include responses to key questions raised at the last stage of consultation and a look-ahead to the next steps.

Date	Time
Wednesday 23rd November	4.00pm - 8.00pm
Thursday 24th November	6.30pm - 9.00pm
Sunday 27th November	10.00am - 4.00pm

Address
Greenwich Yacht Club
Pear Tree Wharf, Pear Tree Way
SE10 0BW

Contact us
If you have any questions, please contact us on:

- ✉ hello@charltonconversations.com
- ☎ 020 7729 1705 ask for Amanda or Iain
- 🌐 www.charltonconversations.com

