



# Charlton Riverside SPD

June 2017

**AECOM**

  
**ROYAL** Borough of  
**GREENWICH**



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View across River Thames  
towards Charlton Riverside



# I. Introduction

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## 1.1 Overview

Charlton Riverside has tremendous potential to become an exemplary new urban district within Royal Greenwich, integrating the Riverside with the existing Charlton community, connecting to the transport network and creating a thriving new neighbourhood which combines homes with employment, community uses and open spaces. Charlton Riverside will be an important and critical piece of the Thames riverside landscape, connecting Greenwich Peninsula to Woolwich town centre. Both of these areas have already undergone major changes in recent years with further developments planned or underway including new homes and transport connections so now is the time to build on that momentum to benefit existing and new communities in and around Charlton Riverside.

The transformational potential of Charlton Riverside was originally identified in 2008 when it was designated as part of an Opportunity Area by the Mayor of London, and then more clearly defined in the 2011 London Plan<sup>1</sup>. The Royal Borough of Greenwich (The Royal Borough) prepared and adopted a Supplementary Planning Document (SPD) for Charlton Riverside in April 2012<sup>2</sup> to provide a strategic planning framework to oversee a major transformation of the area. Since 2012, the Royal Borough has adopted its Core Strategy<sup>3</sup> (July 2014) which sets out its targets of 3,500 to 5,000 new homes at Charlton Riverside, and has faced increasing pressure from landowners, development interests and other key stakeholders for further clarity on the future of the area and what types

of development will be allowed in the area. It has therefore commissioned this Masterplan SPD to provide a refreshed masterplan and more detailed guidance for development at Charlton Riverside.

## 1.2 The SPD Area

The area covered by this SPD is shown in Figure 1.1. It is located in south east London in the Royal Borough of Greenwich and within the Thames Gateway. Charlton Riverside covers 122.33 hectares and is bounded to the north by the River Thames, Horn Link Way/Pear Tree Way to the west, Warspite Road to the east, and Woolwich Road to the south. It also includes part of Charlton Church Lane leading to/from Charlton railway station.

Today it is home to 348 different businesses across a range of industrial sectors, including strategically important aggregates industries on the western edge of the site, two small groups of housing off Anchor and Hope Lane, some education uses at its eastern end, Eastmoor Street Park and the iconic Thames Barrier.

## 1.3 Purpose of the SPD

The purpose of this Masterplan SPD is to provide clear planning guidance for the sustainable regeneration and redevelopment of the Charlton Riverside site with a greater level of direction on development than that provided by the 2012 SPD and which is in line with the adopted Core Strategy. The SPD will facilitate a co-ordinated approach

to development that will provide new jobs and homes. It will set out the principles and parameters for development to achieve the vision. This will include planning policy advice for future planning applications, the nature of acceptable development, potential land uses, urban design requirements and potential Section 106 planning obligations/Community Infrastructure Levy (CIL) contributions. The SPD should be viewed in conjunction with the Employment and Heritage study as an evidence base for the employment, business and design elements of the document.

## 1.4 Structure of the SPD

The remainder of this document is structured as follows:

- Chapter 2 sets out the vision and objectives for Charlton Riverside;
- Chapter 3 provides an overview of the baseline conditions and policy context of the site;
- Chapter 4 explains the development concept underpinning the masterplan;
- Chapter 5 describes an economically active Charlton Riverside;
- Chapter 6 sets out requirements for a residentially diverse Charlton Riverside;
- Chapter 7 looks at how we might deliver a connected and accessible Charlton Riverside;

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1. The London Plan: Spatial Development Strategy for Greater London, GLA, 2011  
2. Charlton Riverside Masterplan SPD, Royal Borough of Greenwich, April 2012  
3. Royal Greenwich Local Plan: Core Strategy with Detailed Policies, Royal Borough of Greenwich, July 2014





Figure 1.1: Charlton Riverside SPD Area





- Chapter 8 considers the nature of an integrated and lifetime ready Charlton Riverside;
- Chapter 9 looks at what makes a well-designed Charlton Riverside;
- Chapter 10 addresses the issues relating to the creation of a sustainable and resilient Charlton Riverside, capable of adapting to change;
- Chapter 11 considers how to provide for a viable and deliverable Charlton Riverside;
- Chapter 12 looks at the illustrative masterplan, and
- Chapter 13 addresses issues relating to phasing, costing and delivery

## 1.5 Stakeholder Engagement

This Masterplan SPD has been prepared in consultation with key stakeholders. During the preparation of this Masterplan SPD, a series of meetings, workshops and drop-in sessions have been held with key stakeholders including commercial landowners, businesses, developers, residential and community groups, service providers, senior officers from the Royal Borough and statutory agencies such as the Environment Agency (EA) and Transport for London (TfL).

Representations from key stakeholders and landowners in response to the recent Site Allocations DPD (March 2016) which identifies Charlton Riverside as a key regeneration area have also been considered as part of the preparation of this Masterplan SPD. Feedback from the pre-engagement consultation is summarised at Appendix D.

The second stage of formal public consultation, also known as Regulation 12 consultation<sup>4</sup>, lasted seven

weeks and allowed for any interested parties to make comments on the draft SPD that had been released. Responses and comments received from stakeholders were reviewed in detail once the consultation has finished and as a result changes were made to the final Masterplan SPD. Once adopted, although not part of the Royal Borough's development plan, the SPD will be a material consideration to be taken into account by the Royal Borough when taking planning decisions.

## 1.6 Masterplanning Process

Chapter 4 provides a brief summary of the baseline studies that have been undertaken by the consultant team who have taken an integrated and evidence-led approach to masterplanning based on technical competency. This has included three day long workshops bringing together the full consultancy team, senior officers from the relevant Royal Borough departments, selected external stakeholders including the Environment Agency and Transport for London. The technical specialists have all undertaken baseline studies – a combination of desktop and site surveys where appropriate – in the following disciplines: urban design and masterplanning; architecture; landscape; transport planning; town planning; built and cultural heritage; townscape; ecology; property market and viability assessment; land assembly; flood risk; sustainability; ground conditions; utilities; and air quality and noise.

<sup>4</sup> Regulation 12 of the Town and Country Planning (Local Development) (England) Regulations 2012



Presentation at a stakeholder event



Stakeholders reviewing the emerging plans for Charlton Riverside

## 1.7 Appendices

This Masterplan SPD includes the following appendices:

A: Proposed Character of Charlton Riverside;

B: Planning Context

C: Baseline Conditions, and

D: Summary of stakeholder engagement to date.

## 1.8 How to use this SPD

The principles and guidance set out in this document draw upon the baseline analysis, melding that understanding of the site and its potential with the objectives The Royal Borough has identified as forming the core of the Vision.

The design principles, grouped into Themes that relate to the Vision and Objectives for Charlton Riverside, are intended to provide guidance for developers as to what is expected from their proposals in respect of a number of key components that would, typically, be addressed at the planning application stage. These are high level design principles and developers will be required to supply sufficient detail to show how they respond positively to the guidance and meet the objectives of the Vision for Charlton Riverside.

Figure 1.2, opposite, sets out the relationship between this SPD, and the Vision and Objectives for Charlton Riverside, and wider planning policy (Core Strategy and other Local Plan Documents).

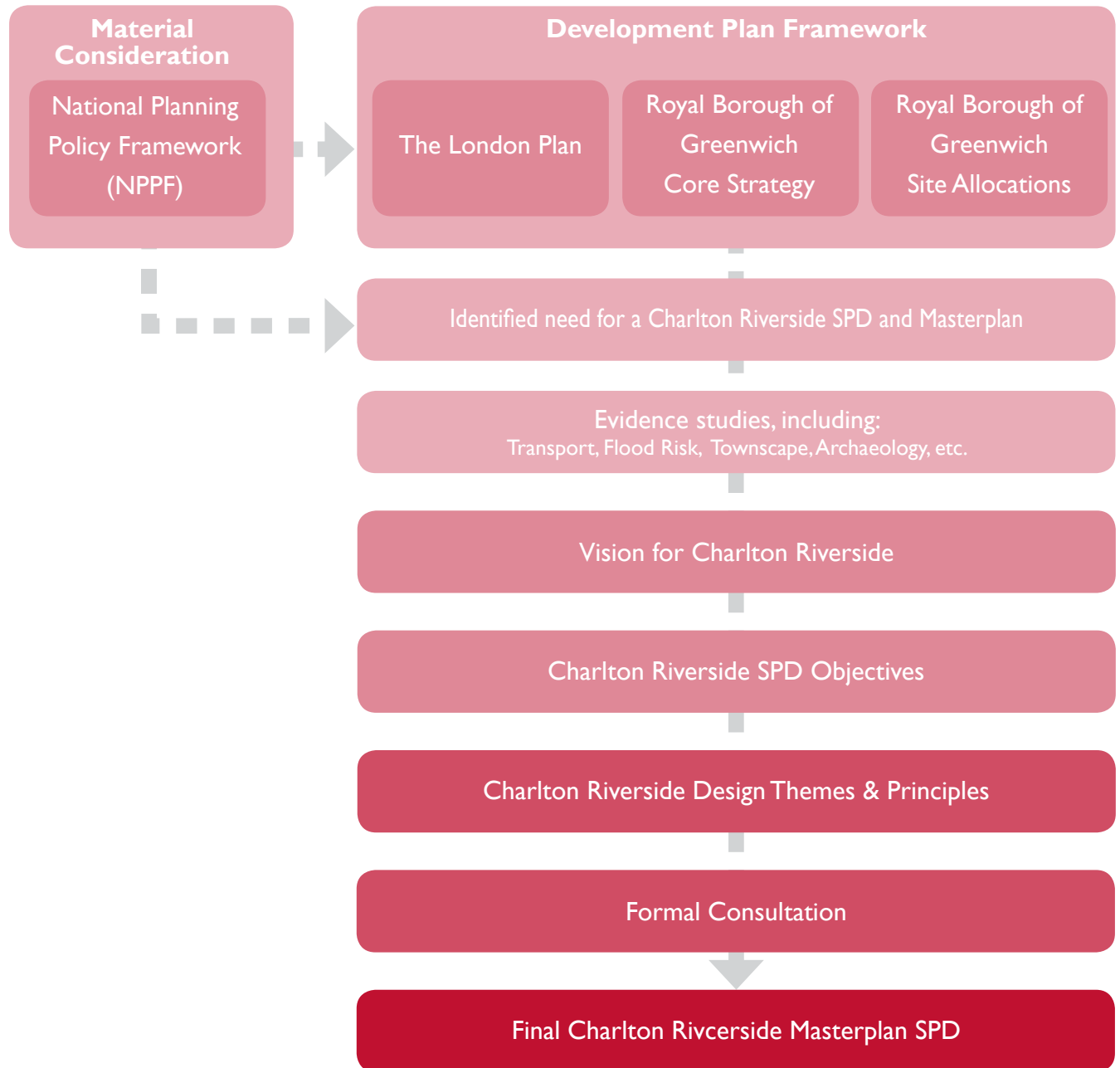


Figure 1.2: Preparing the SPD





Industrial activity on the River Thames at Angerstein Wharf, Charlton Riverside





## 2. Vision and Objectives

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## 2.1 Vision

The vision is underpinned by the following principles:

- An additional 4,400 jobs (over and above existing employment);
- Integration of employment uses into new development;
- An additional 5,000 - 7,500 homes (based on a more detailed assessment of the site's capacity);
- 50% family housing and 35% affordable housing;
- Low to medium rise development (3-6 storeys);
- Transport networks that reflect historic routes;
- In future years, in the SIL area, subject to appropriate relocation, de-designation and new transport infrastructure being provided, some taller buildings may be permitted to transition into the Millennium Village and Peninsula;
- Respect for heritage assets, and
- Creative design response to the need for flood protection.

## A Vision for Charlton Riverside

### Charlton Riverside - a living, working neighbourhood

Charlton Riverside is a significant employment site in the Royal Borough of Greenwich. Its rich industrial heritage will shape a series of new neighbourhoods, integrating residential development with modern industrial, office and creative employment opportunities. Incoming residential development will be characterised by medium-rise housing and family homes. A network of streets and open spaces will reflect the historical pattern of paths and boundaries, creating a healthy environment that encourages walking over using a car, where children can play outside and residents and visitors can enjoy a varied and attractive selection of leisure, recreation and social activities. Development will be supported by new schools and facilities. Improvements to Charlton Station and Woolwich Road will help to integrate new development with the rest of Charlton.

## 2.2 Objectives

A number of objectives follow on from this vision for Charlton Riverside which has emerged through our analysis of the site, policy context and consultation with stakeholders. At the heart of each objective is the aspiration to deliver development which is both transformative and also firmly rooted in history and that sense of place which defines Charlton Riverside.

To that end, each of these high level objectives – and the resultant development principles as set out in the following chapter - will seek to use existing assets and ‘hidden gems’ (be it buildings, activities of groups of people active on the site) to better integrate the new development with the existing, to make connections and reinforce existing relationships, and to create new linkages where the opportunities arise.

The aim is to achieve high density development at a human scale, creating a strong sense of place. This can be achieved through medium rise, rather than tower blocks. Paris and Madrid are characterized by mid-rise development and yet achieve almost double the density of London’s densest boroughs<sup>5</sup>. Examples in London include Edgware Green, Edgware (81 homes/ha), Silchester (More West), Kensington and Chelsea (122 homes/ha) and St John’s Hill, Wandsworth (231 homes/ha).

New development must positively contribute to the following objectives – many of them overlap in parts - to make Charlton Riverside:

- Residentially diverse;
- Economically active;
- Connected and accessible;
- Integrated and appropriate for all stages of life;
- Well designed;
- Sustainable and resilient, and
- Viable and deliverable.

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<sup>5</sup> Redefining Density: Making the most of London’s land to build more and better homes, London First/Savills, September 2015

### **1. An economically active Charlton Riverside**

Employment provision will be as important to the regeneration of Charlton Riverside as new housing. There will be 4,400 additional jobs in a range of different industries and at a range of scales. The correct space will be ensured to facilitate this employment growth. The proposed mix of uses, including retention of existing heavier industrial uses and provision of a range of new workspace units and housing types and sizes, will encourage a wide spectrum of people to live and work in Charlton Riverside.

### **2. A residentially diverse Charlton Riverside**

Provide a range of housing types and tenures, including a significant proportion of family housing, to ensure that local residents have the opportunity to be part of the new development. Housing will be provided at a human scale (typically varying between 3 to 6 storeys, allowing for 10 storeys in some areas) and actively contribute to a sense of place.

### **3. A connected and accessible Charlton Riverside**

Create new, public-transport accessible routes and walkable neighbourhoods throughout the development area, increase accessibility to the Thames Path, re-design Woolwich road to prioritise public transport, pedestrians and cyclists, and create a green bridge or green link connecting Charlton Riverside with areas south of the Woolwich Road. Allow for future provision of a Waterfront Rapid Transit route connecting Thamesmead to the Peninsula via Charlton Riverside

### **4. An integrated and lifetime ready Charlton Riverside**

Ensure appropriate provision of schools and community facilities within neighbourhoods to ensure development benefits all residents and provides facilities within neighbourhoods to support community life. Ensure that there is sufficient and flexible space provided within the development blocks and movement network for potential changes of use over time to meet the needs of the community over its lifetime; with open spaces designed to meet the recreation and leisure needs of all age groups, from young children to the elderly.



A residentially diverse Charlton Riverside



A connected and accessible Charlton Riverside



Economic activity focused on the River Thames



### **5. A well designed Charlton Riverside**

Ensure that the design and layout of new development, including building heights, is appropriate to the topography and neighbourhood character of the area. High quality design, build, materials and finish will characterise built development at Charlton Riverside. Design of housing and employment uses will be able to accommodate change of use over time. As part of this comprehensive approach to the integration of uses across Charlton Riverside, and the retention of some existing industrial activities, there will be a need to define and manage buffer zones between such uses and any new residential-led development. A high quality public realm, and new development that positively addresses streets, including Woolwich Road, will encourage active use of public spaces. Development at Charlton Riverside will seek to create a series of character areas, drawing on local assets including the River, Thames Barrier, historic buildings and green spaces.

### **6. A sustainable and resilient Charlton Riverside, capable of adapting to change**

Ensure that natural assets, including water supply and disposal, habitat and open space are managed appropriately and new development is designed to maximise energy efficiency of buildings and the wider environment through measures to combat climate change. Public space will be carefully located, and well designed and managed, consisting of a combination of new public open space, enhancement of existing open space and provision of accessible private open space.

### **7. A viable and deliverable Charlton Riverside**

A programme of phased development will ensure that the requisite infrastructure is put in place to support the intensification of housing, employment and community uses. Royal Greenwich will work with developers on appropriate delivery mechanisms and potential meanwhile uses to maximise community benefit. Developers will be required to contribute to the costs of open space, education, transport, etc., and development will only be permitted where the appropriate infrastructure is provided up front.



A community focused Charlton Riverside



A sustainable and resilient Charlton Riverside



An environment suitable for all generations

## 2.3 Charlton Riverside Vision - A Living, Working Neighbourhood

Charlton Riverside is a significant employment site in the Royal Borough of Greenwich. Its rich industrial heritage will shape a series of new neighbourhoods, integrating residential development with modern industrial, office and creative employment opportunities. Incoming residential development will be characterised by medium-rise housing and family homes. A network of streets and open spaces will reflect the historical pattern of paths and boundaries, encouraging public transport, cycling and walking, and providing safe places for children to play. Development will be supported by new schools and facilities. Improvements to Charlton Station and Woolwich Road will help to integrate new development with the rest of Charlton.

### A Place to Live and Work

Charlton Riverside's 340 businesses provide 5,600 jobs. The intention is that new development will create another 4,400 jobs through employment uses, by increasing employment density. The range of employment uses will include industrial workshops, small scale start-up and grow-on office space, creative industry studios, and small-scale retail and leisure provision, as well as health and education facilities.

The masterplan makes provision for an advanced manufacturing and employment cluster in the middle of the site and a creative industries/ start-up hub at the eastern end. Employment

uses, including studios and workshops, will be fully integrated into new development to accommodate existing businesses on Charlton Riverside and businesses wishing to relocate there, this may include heavier industries incorporated into certain building blocks as seen in Camden with the Travis Perkins development.

### Medium-rise Family Housing

Residential development at Charlton Riverside will include at least 50% family housing (3+ bedrooms), in line with the provisions of the Core Strategy (Policy H2). Charlton Riverside is designated as an Opportunity Area in the London Plan, with the potential to deliver a significant number of new homes. However, the location and context for development at Charlton Riverside, including low levels of public transport accessibility, and allied to the requirement for family housing, requires an appropriate urban form. Low-to-medium rise, high density development, as characterised by the mansion block form, allows for flexibility of living spaces, supports shared green spaces and provides high, yet liveable densities for sustainable, walkable urbanism.

Medium rise housing will allow for meaningful contact between residents and ground floor level activities and interaction, as well as greater opportunity for surveillance of common areas. It also accommodates separate entrances and management regimes for a range of tenures.



Travis Perkins, with student accommodation above (Camden)



New apartments, with integral private, outdoor space (Borough)

There may be opportunities for taller buildings (up to 10 storeys) closer to the proposed district centre and along major routes. The height of the buildings should relate to the width of the street.

### **Streets and Squares**

Medium rise, mansion block housing will enable development to follow the grid alignment of historical routes, and to include a series of green squares, providing shared public and private space suitable for children and families. Streets and squares will connect residential development to its surrounding context. For example, this was one of the key factors increasing the desirability of Acton Gardens, Ealing to tenants (HTA consultation event, 2014).

### **Transport**

Transport networks will encourage walking and cycling and social interaction. Treatment of streets will follow Transport for London's Health Streets Framework: people will feel safe and there will be plenty to do and see. Streets will be easy to cross, with shade and shelter, and places to stop. This will minimise noise and air pollution, as well as increasing accessibility and affordability.

Overground rail and bus services will provide the main public transport access to and from central London, pedestrian access will increase

across the site and there are proposals for new bus routes, but overall PTAL levels will remain relatively low, compared to other opportunity areas across London.

### **Existing Character and Sense of Place**

Charlton Riverside was an area of low lying marshland that was first drained for agricultural use and then developed for industrial purposes in the late nineteenth and early twentieth centuries. Large land parcels were allotted to factories such as GA Harveys, Siemens, British Ropes and United Glass Bottles. Two companies, Stone Foundries and Corys Barge Works, have historic links to the site. The maximum height of buildings on site is six storeys. Remnants of the original boundaries and network of paths remain. New development will reflect the historical context and industrial nature of the site, with buildings at a similar scale.

### **Views**

Buildings will be oriented perpendicular to the river, where possible, to maximise views towards and across the river, and to create natural routes from the interior to the river front. This will also protect the views from the north of the river to Maryon Park and Shooters Hill.

### **Buffer Zones**

New housing development and conversions should incorporate in the design and layout, protection against noise, air quality, lighting and/or vibration to preserve the amenity of future residents. Locations close to busy transportation links and those that are adjacent to safeguarded wharves are particularly vulnerable. Buffer zones, using a variety of materials and treatments, and with a limited range of uses, will make the transition between heavy industry and surrounding mixed use development.

### **Neighbourhood Centres**

The district centre at Anchor and Hope Lane will create a new high street, with shops, offices, and health and community facilities. Neighbourhood centres near the river, in the centre of the site and to the west will provide, respectively, a focus for leisure, small scale retail and links to the existing community.





Barrier Park, Charlton Riverside, with Siemens factory building behind





## 3. Context

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### 3.1 Introduction

The wider area, within which Charlton Riverside is located, has seen a number of regeneration initiatives in recent years, some complete and others ongoing. To the west, significant development has already taken place at Greenwich Peninsula including the Greenwich Millennium Village, the O2 Arena and University of Greenwich; to the east, Royal Arsenal, Crossrail and Love Lane, in Woolwich Centre. On the opposite bank of the Thames, the Royal Docks area is being redeveloped as are new residential areas around the Thames Barrier Park, including Royal Wharf.

There is clearly increasing development momentum across the eastern part of London, with a number of larger sites, in particular, being promoted as having the potential for delivering significant numbers of new homes and jobs. The spatial arrangement, scale and relationships between and among these development opportunities is perhaps best captured by the City in the East initiative promoted by the Mayor of London (see figure 3.1, opposite). There are similarities, in terms of scale and, sometimes setting which link these opportunity sites, but each one has a very particular development history and context that sets it apart, in detail, from the other sites.

Understanding how Charlton Riverside has evolved over time, and mapping the existing context, both in terms of its physical attributes and the policy context in which development will be delivered, helps to better define the nature of the opportunity relating to development of this site, at scale.

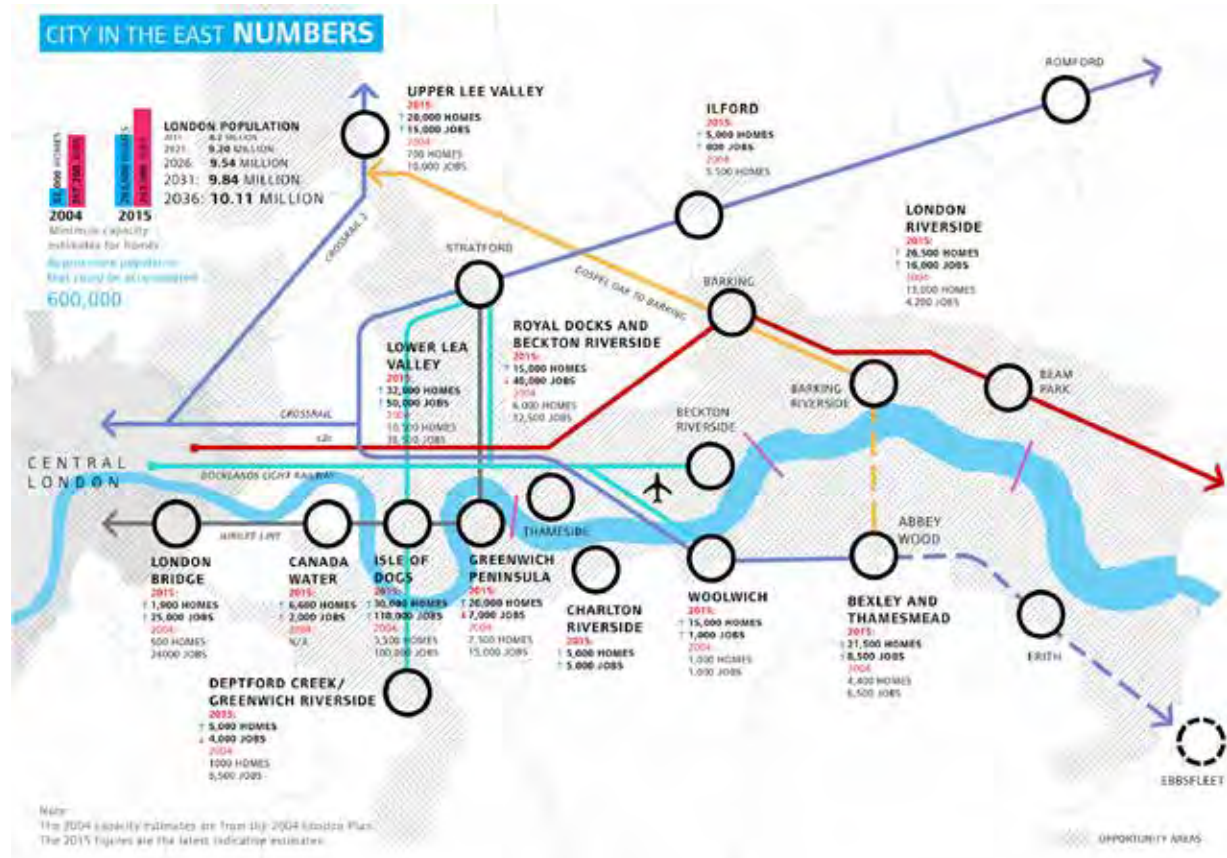


Figure 3.1: The City in the East (Mayor of London, 2015)



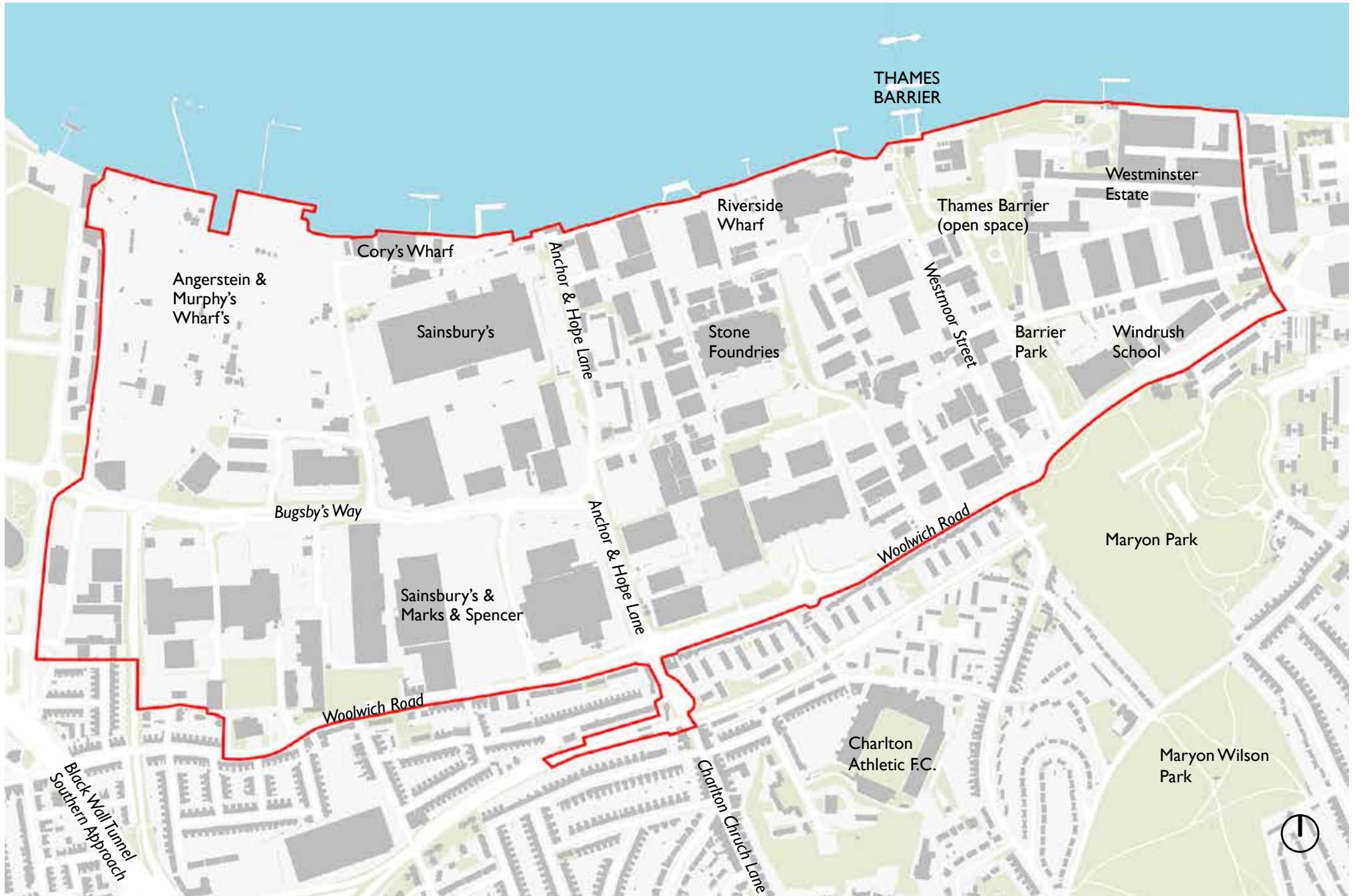


Figure 3.2: Charlton Riverside

This SPD, therefore, is underpinned by baseline analysis which provides the evidence base for the masterplan and development principles that provide direction and guidance for potential developers at Charlton Riverside.

The baseline analysis of the site's physical attributes and current condition is set out, in detail, in the Appendices. Appendix A looks at the physical context, while Appendix B provides more detail as to the policies, at national, regional and local level in relation to the development themes identified in Section 2.

### 3.2 Planning Policy Summary

It is important to fully understand the existing policy context for Charlton Riverside to establish the planning parameters for the development. The relevant core policy documents are:

- National Planning Policy Framework (NPPF), adopted in March 2012;
- The London Plan: the Spatial Development Strategy for London consolidated with Alterations since 2011, adopted in March 2016; and
- Royal Borough of Greenwich Local Plan: Core Strategy with Detailed Policies, adopted in July 2014.

The planning policies in the Core Strategy relating to each theme are listed in Table 3A, opposite.

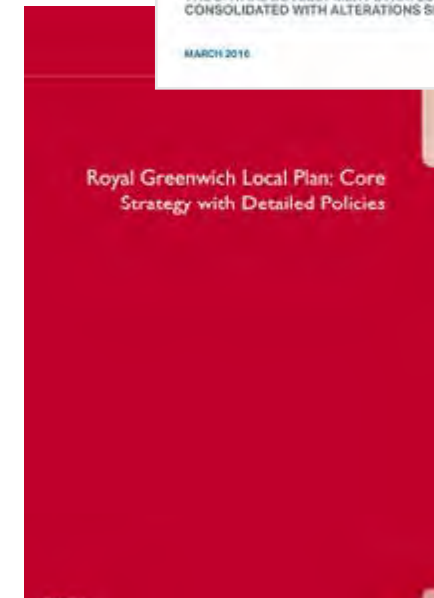
#### **An Economically Active Charlton Riverside** **Policy EA2 of the Core Strategy 2014**

Employment will be consolidated to maximise the use of land whilst maintaining employment levels in the waterfront area. The new development at Charlton Riverside will require sufficient buffering from the retained strategic industrial location land and the safeguarded Riverside, Angerstein and Murphy's Wharves to minimise the potential for conflicts of use and interference to new residents. The core strategy also states that there will be an intensification of use of employment land resulting in no net loss of employment across the Royal Borough of Greenwich.

#### **Policy EA4 of the Core Strategy 2014**

Identifies as strategic industrial locations Charlton Riverside East, an Industrial Business Park (IBP) and Charlton Riverside West (including Aggregates Zone), a Preferred Industrial Location (PIL).

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





Themes	Sub-themes	National Policy (National Planning Policy Framework and supporting documents)	Regional Policy (London Plan & supporting documents)	Local Policy (Local Plans, including Core Strategy, and supporting documents)
An economically active Charlton Riverside	Employment	Paras 2.1, 143	Policy 2.17	Policies EA2, EA4 and IM5
A residentially diverse Charlton Riverside	Housing	Paras. 50, 58 and 61	Policies 2.13, 3.3, 3.4, 3.5, 3.8, 3.9 and 3.10	Policies H1, H2, H3 and H5 South East London SHMA (2009) Affordable Housing Viability Assessment (revised 2012)
A connected and accessible Charlton Riverside	Transport		Policies 6.1, 6.2, 6.7, 6.9, 6.10, 6.11, 6.12, 6.13, 7.26 and 7.27	Policies IM3, IM4, IM5, IM(a) IM(b), and IM(c) Local Implementation plan (for transport) (2011) Cycling Strategy (2014)
An integrated and socially successful Charlton Riverside	Heritage assets		Policies 7.8 and 7.9	Policies DH3, DH(g), DH(i), DH(j) and DH(k)
	Community infrastructure	Para 69	Policies 3.2, 3.18 and 3.19	Policies CH1, CH2, IM1 Infrastructure Delivery Plan Greener Greenwich SPD, Strategic Needs Assessment (2012)
A well designed Charlton Riverside	Design		Policies 3.5, 7.1, 7.2, 7.3.7.4, 7.5, 7.7 and 7.15 Mayor's Housing SPG (2016), Housing Design Guide (2010)	Policies H5, DH1, DH2 and DH(k) Tall Buildings Assessment (2011)
	Protected heritage assets		Policies 7.8 and 7.9	Policies DH3, DH(g), DH(i), DH(j) and DH(k)
	Building height			Tall Buildings Assessment (2011)
A sustainable and resilient Charlton Riverside, capable of adapting to change	Flood risk	Para 100	Policy 5.12 TE 2100 Plan (EA, 2012)	Policies E2 and E3 Strategic Flood Risk Assessment (2011) Developers' Guide for Flood Risk (2015)
	Open space		Policies 2.18, 7.17, 7.18, 7.19 and 7.21	OS1 OS2, OS3, OS4 and OS(a) Open Space Strategy (Vols. 1 and 2)
	Environment		Policies 7.15, 7.15, 7.19, 7.20 and 7.21	Policies E(a), E(b), E(c), E(d) and E(e)
	Waste			Policy IM2 South East London Waste Technical Paper (2013), Greener Greenwich SPD
A viable and deliverable Charlton Riverside		Para 173-177		Planning Obligations SPD (2015)

Table 3A: Planning context at Charlton Riverside

and the sector's skilled employment offering and heritage links should be supported to remain in the area (Charlton Riverside Masterplan Employment and Heritage Study, 2017).

### ***A Residentially Diverse Charlton Riverside***

#### **Policy H1 of the Core Strategy 2014**

Charlton Riverside is one of RBG's six strategic development locations and will be transformed into an attractive and vibrant mixed use urban quarter providing 3,500 – 5,000 new homes. It is identified as an Opportunity Area in the London Plan.

#### **Policy H2 of the Core Strategy 2014**

A mix of housing types and sizes will be required on all developments including conversions and should contain a mix of 3, 4, and 4+ units.

#### **Policy H2 of the Core Strategy 2014**

Outlines the need for different housing types across the Royal Borough, including a proportion of family housing (i.e., 3 beds and above). The focus on family housing at Charlton Riverside, reflects the provisions of Policy H2, which requires location, accessibility and character of the development and surrounding area to be considered when defining a housing mix.

#### **Policy H3 of the Core Strategy 2014**

Developments of ten or more homes or residential sites of 0.5 hectares or more will be required to provide at least 35% affordable housing. The precise percentage, distribution and type of affordable housing will be determined by the particular circumstances of the site and

development, including financial viability.

#### **Policy H5 of the Core Strategy 2014**

New residential development, redevelopment, refurbishment or conversions will be expected to achieve a high quality of housing design including:

- Achievement of the code for sustainable homes level 4 (or equivalent at the time of building);
- A presumption against single aspect north facing units;
- Achievement of lifetime home standards, and
- Family housing should have access to adequate amenity space on site.

### ***A Connected and Accessible Charlton Riverside***

#### **Policy IM3 of the Core Strategy 2014**

The Royal Borough will support transport schemes that are critical to Royal Greenwich's development including protecting and enhancing river bus services and piers.

#### **Policy IM4 of the Core Strategy 2014**

All development in Royal Greenwich should contribute to improved accessibility and safety to reduce the use of the private car and the need to travel. Development should be designed for the needs of pedestrians, cyclists and public transport users first.

#### **Policy IM5 of the Core Strategy 2014**

The impact and movement of goods and materials on the road network will be minimised and Angerstein, Murphy's and Riverside Wharves will be safeguarded for river-based cargo handling. The

railhead at Angerstein Wharf will be safeguarded for aggregate distribution.

#### **Policy IM(a) of the Core Strategy 2014**

When planning transport provision, developers should have regard to the road hierarchy, speed management, traffic calming and provision of shared spaces.

#### **Policy IM(b) of the Core Strategy 2014**

New developments should include a range of measures for pedestrians and cyclists.

#### **Policy IM(c) of the Core Strategy 2014**

Developments must adhere to the Royal Boroughs Car Parking Policies.

### ***An Integrated and Lifetime Ready Charlton Riverside***

#### **Policy DH3 of the Core Strategy 2014**

The Royal Borough will protect and enhance heritage assets, applying a presumption in favour of the preservation of statutory listed buildings and their settings.

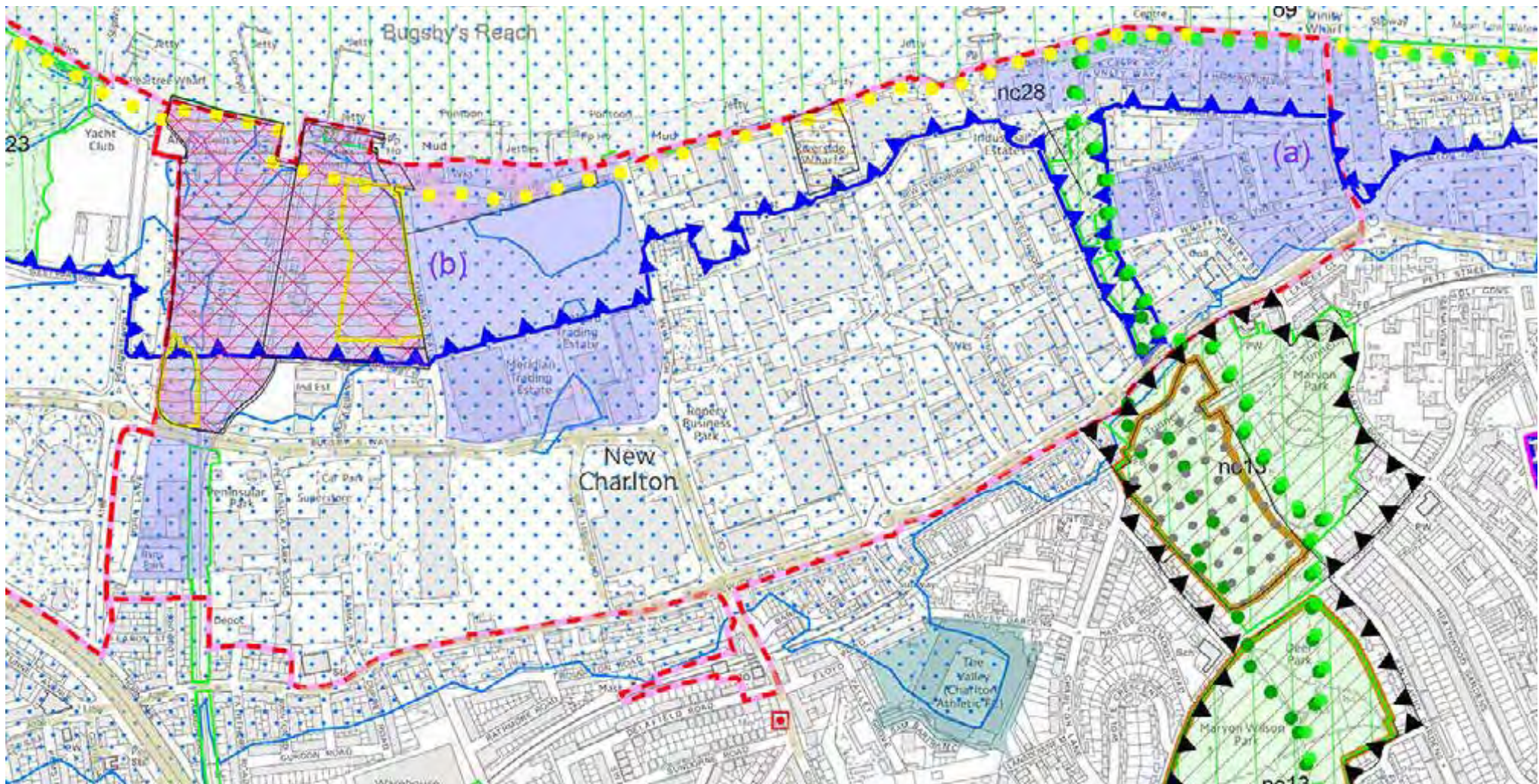
#### **Policy DH(g) of the Core Strategy 2014**

Planning permission will only be given for development which will not have a materially adverse effect on the overall perspective and essential quality of the view identified as Thameside panorama from the Thames Barrier open space.

#### **Policy DH(i) of the Core Strategy 2014**

There will be a presumption in favour of listed buildings. Proposals for external or internal alterations or additions to listed buildings





**Key**

Recreation Open Land - 101, 102, 103a	Strategic Employment Location - 104	Primary Shopping Frontage - 102a, 102b	Conservation Area - 101, 102a	Historic Car Repair Public Parking Zone - 102c	Established Greenbelt Area - 102, 102c
Community Open Land - 101, 102b	Strategic Employment Location - 104	Secondary Shopping Frontage - 102a, 102b	Green Landscape - 102	Strategic Road	New Improved Greenbelt Area - 102, 102c
Open Space - 101	Strategic Employment Location - 104	Local Centre Frontage - 102, 102a	Nature Policy Area - 101a	Local Distribution Road	Green Open Space - 102
Open Space - 102	Suburban Fringe - 101, 102	Neighbourhood Parks - 102, 102a	Area of Special Character - 101	Local Road	Green Open Space - 102
Use of Natural Conditions/Impervious - 101	Suburban Fringe - 101, 102		World Heritage Site Boundary - 101, 102	New Orange Suburban Area - 102, 102c	Green Open Space - 102
Local Market Reserve - 101	Strategic Development Location - 101a, 102, 102a		World Heritage Site Buffer Zone - 101, 102	Proposed Footpath & Cycle	Green Open Space - 102
Use of Natural Conditions/Impervious - 101	Green Open Space - 101, 102, 102a, 102b		Strategic Open - 101a	Street Suburban Area	Green Open Space - 102
Local Market Reserve - 101	Green Open Space - 101, 102, 102a, 102b		Area of High Tree Planting - 101	Land Use Requirement	

Figure 3.3: Royal Borough of Greenwich Core Strategy Policy Plan, (extract)



should respect the integrity of the buildings and harmonise with their special architectural or historical character. The Charlton Riverside Employment Land And Heritage Study 2016 recommends the establishment of conservation areas and listing of certain buildings.

#### **Policy DH (j) of the Core Strategy 2014**

In considering proposals affecting locally listed buildings, substantial weight will be given to protecting and conserving the particular characteristics that count for their designation.

#### **Policy DH(k) of the Core Strategy 2014**

The Royal Borough will seek a high quality of design respecting the special character of the River Thames including developing and enhancing the areas links with the river and contributing to the completion of a continuous public riverside footpath and cycle way.

#### **Policy CHI of the Core Strategy 2014**

All development must include measures that help to create and maintain cohesive communities, that encourage diversity and reduce inequalities between areas, including development of community facilities.

#### **Policy CH2 of the Core Strategy 2014**

All development must allow and enable residents to lead healthier and active lifestyles.

#### **Policy IM1 of the Core Strategy 2014**

The Royal Borough will ensure, through the use of conditions and planning obligations attached to planning permissions, that all qualifying

development provides for the infrastructure, facilities, amenities and other planning benefits that are necessary to support and serve it and too offset any consequential planning loss to the local area in a way that secures the best use of land and a properly planned well designed, accessible and integrated environment.

#### ***A Well Designed Charlton Riverside***

#### **Policy H5 of the Core Strategy 2014**

New residential development, redevelopment, refurbishment or conversions will be expected to achieve a high quality of housing design

**Policy DH1 of the Core Strategy 2014** All developments are required to be of a high quality of design and too demonstrate that they positively contribute to the improvement of both built and natural environments.

#### **Policy DH2 of the Core Strategy 2014**

For Charlton Riverside, tall buildings may be appropriate subject to their impact on the existing character of the area and historical assets and as long as there is adequate public transport to support these.

For heritage assets please see Policies DH3, DH(g), DH(i), DH(j) and DH(k), above.

#### ***A Sustainable and Resilient Charlton Riverside, Capable of Change***

**Policy OSI of the Core Strategy 2014** Access to existing, public and private open space will be safeguarded and enhanced.

**Policy OS2 of the Core Strategy 2014** All metropolitan open land will be maintained and its open character will be protected from further development.

#### **Policy OS3 of the Core Strategy 2014**

The South East London Greenchain and associated Greenchain walk will be promoted and enhanced.

#### **Policy OS4 of the Core Strategy**

**2014** Royal Greenwich's rich Biodiversity and Geodiversity will be protected, restored and enhanced.

#### **Policy IM2 of the Core Strategy 2014**

The Royal Borough will follow an approach based on the waste hierarchy; encouraging reuse then recycling and composting before energy recovery and disposal. Providing support with appropriate infrastructure.

#### ***A Viable and Deliverable Charlton Riverside***

#### **Policy IM1 of the Core Strategy 2014**

Policy IM1 as per 3.2.4. Development should provide adequate physical and social infrastructure to meet any additional demand created.

The Core Strategy states that infrastructure may be delivered by the developer, the council or in partnership.



### 3.3 Baseline Conditions Overview

Figure 3.2, above, shows the current conditions at Charlton Riverside, with key occupants and activities and the principal movement routes identified. The following section sets out the key physical conditions with potential to impact on the extent and form of any new development at Charlton Riverside.

#### Mix of Uses

The existing mix of uses at Charlton Riverside comprises non-residential uses with a concentration of small scale manufacturing and small scale industries in the east of the site with lower density, wholesale and retail activities in the south and west of the site.

Charlton Riverside is home to 348 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 (Charlton Riverside Masterplan Employment and Heritage Study, 2017)

Retail and manufacturing provide 19% and 14% of total jobs on site respectively. Services (13%), construction (12%) and arts & culture (10%) 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 (Charlton Riverside Masterplan Employment and Heritage Study, 2017). The central part of the site tends towards



Strategic aggregates activity on the Thames



Mixed commercial activity on Westminster Estate



Royal Greenwich University Technical College



Strategic infrastructure (the Thames Barrier)



Figure 3.4: Economic activity at Charlton Riverside (Reproduced by Permission of We Made That, 2017)



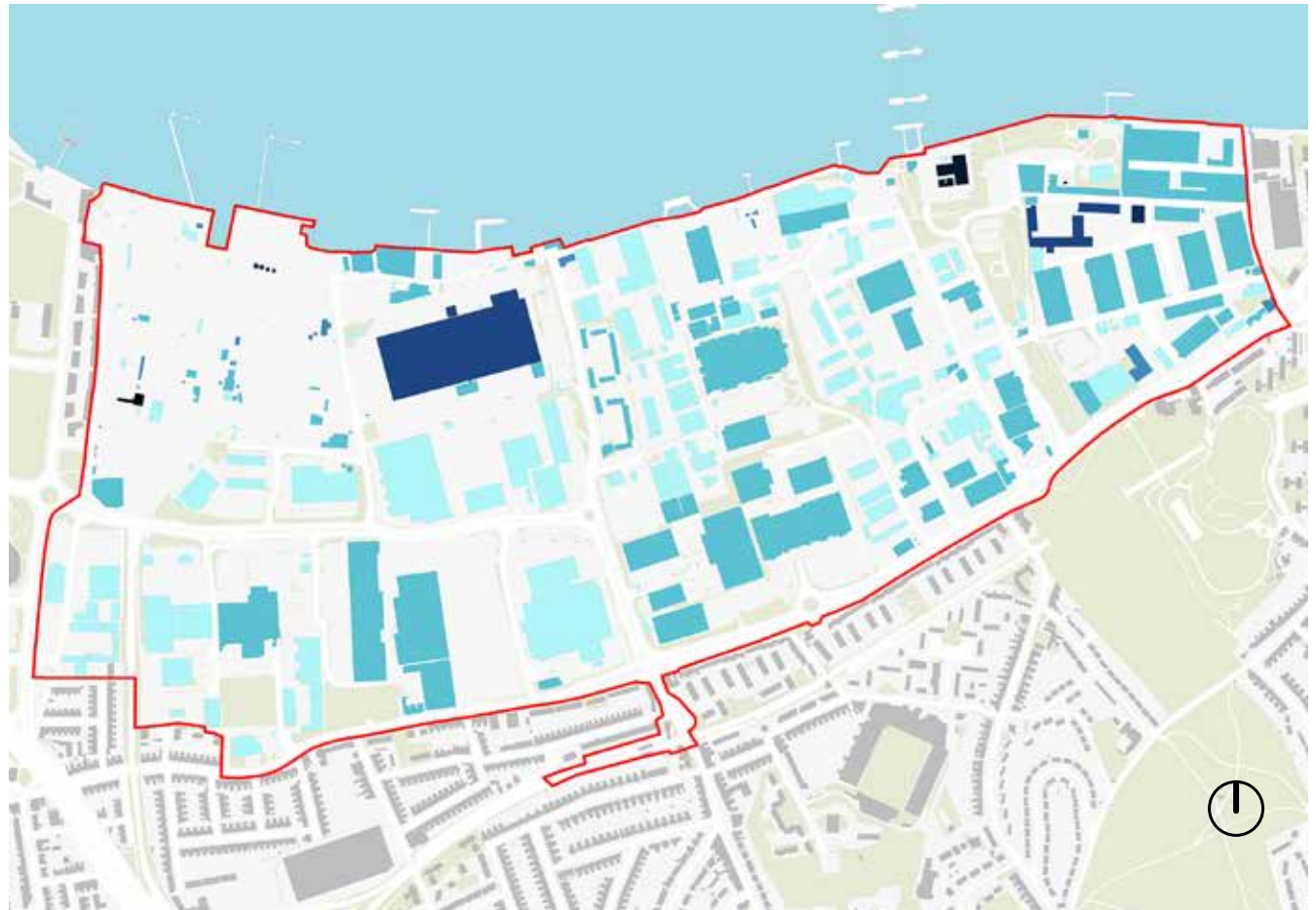
lower density employment activities, while the more intensive employment activities are located in older buildings to the east or newer, commercial activities to the west. This spatial distribution of employment activity is one reason why the central part of the site is considered a suitable location for the early phases of masterplan development.

### Building Heights

Charlton Riverside is characterised by industrial buildings between 1 and 3 storeys in height. There are a few taller buildings (the Sainsbury's logistics hub, the Siemens buildings and some of the industrial structures on the wharves), but they are not typical of building heights within the study area.

Charlton Riverside is relatively low lying with lower building heights affording views towards the higher land in the South and East. There are important views into and across Charlton Riverside from both the north and the south, and these have been important considerations in framing the masterplan proposals. These views will need to be addressed by detailed development proposals.

The selection of images, opposite, shows that there is a variety of built form across the Charlton Riverside site, both in terms of height and massing. Taller buildings, where they do exist, tend to be older buildings and not more than 4-6 storeys (the Thames Barrier building being the exception). The prevailing pattern of building heights, however, tends to be industrial/commercial buildings of 1-3 storeys.



#### Key









	Site boundary		4 - 5 storeys
	1 - 2 storeys		4 - 6 storeys
	2 - 3 storeys		4 - 8+ storeys
	3 - 4 storeys		
	3 - 5 storeys		

Figure 3.5: Existing building heights





Aggregates industry plant and structures



Thames Barrier control tower



Former office building, Anchor and Hope Lane



Former Siemens' works on Westminster Estate



Residential development, Atlas and Derrick Gardens



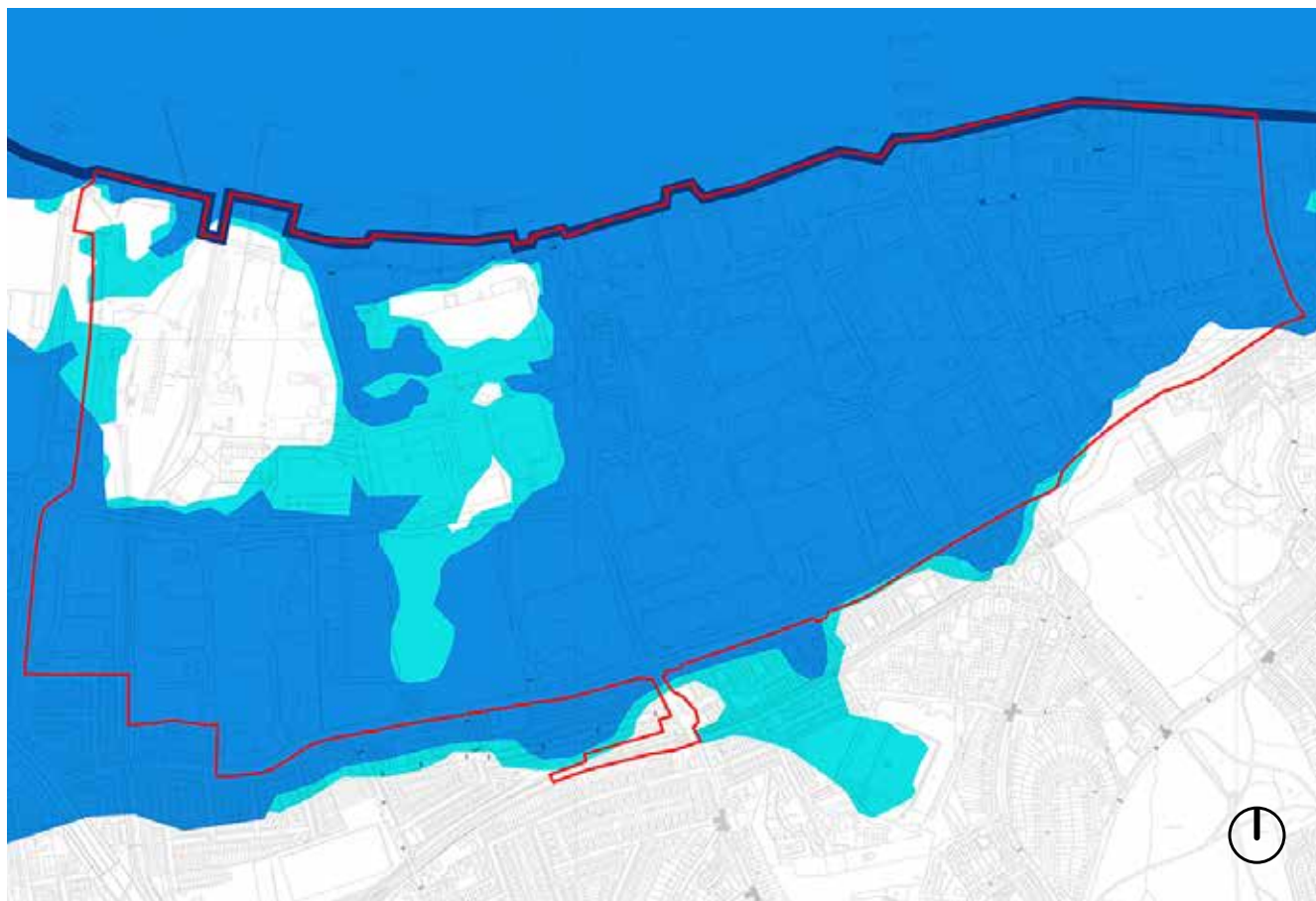
Panorama showing Charlton Riverside site, viewed from the north west, with key taller buildings and structures identified

## Flood Risk

The majority of Charlton Riverside is located within Flood Zone 3 (a 1 in 100 year flood). Widespread areas have been identified as susceptible to surface water flooding, due to low lying land. The Charlton Riverside site lies within the Greenwich Policy unit of the TE2100 Plan, with the majority of the site upriver of the Thames Barrier. TE2100 anticipates river defences being raised during the period to 2100, to manage expected sea level change to 2135. Increased crest levels are, potentially, subject to change as modelling is updated and developers will be required to liaise with the Environment Agency to confirm the future crest levels in any given location.

If development comes forward in a piecemeal fashion, it will need to satisfy the TE2100 conditions on a site-by-site basis. This is potentially problematic for a variety of reasons, not least timing/phasing and co-ordination. For this reason, this SPD advocates a more comprehensive approach to delivery.

It is essential the Thames Barrier remains secure and fully accessible to operational staff during demolition and construction phases of delivery. The Environment Agency requires 24 hour access to the site, every day of the year. The Royal Borough of Greenwich recommend developers of sites near the Thames Barrier contact the Environment Agency for pre-application discussions to ensure they can meet their security and operational requirements.



### Key




-  Flood Zone 2 (1 in 1,000 year)
-  Flood Zone 3 (1 in 100 year)
-  Flood defences

Figure 3.6: Flood risk



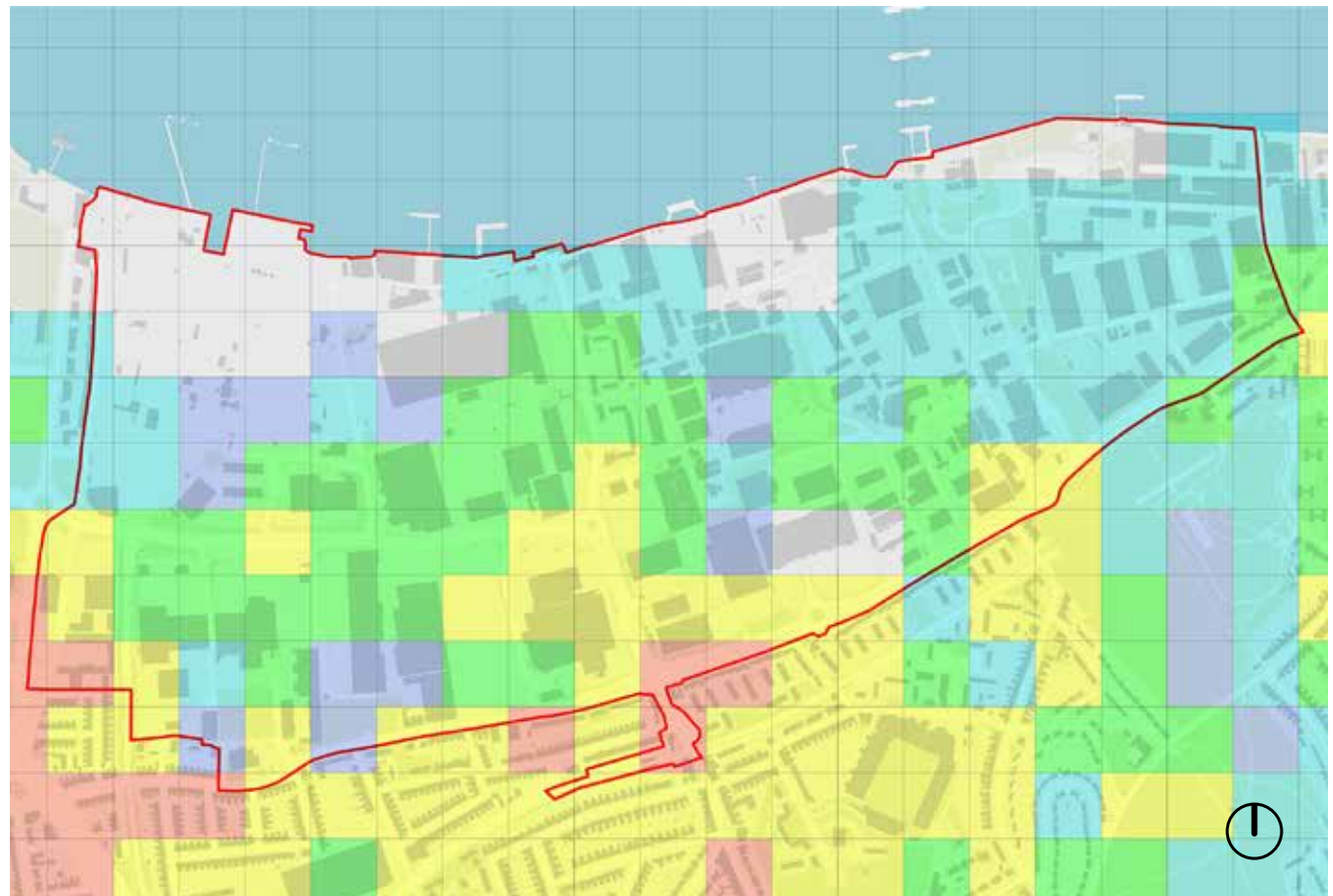
## Public Transport & Accessibility

There are remnants of a network of historic routes which derive from the site once having been flood pasture. These consist of;











- The historic east-west route along the old southern bank of the Thames running along Woolwich Road, and
- A series of north-south routes which correspond with historic field boundaries levees and dykes and footpaths.

These routes will give shape and structure to the future urban form at Charlton Riverside. Some of these historic routes are complete and connected, while others have been truncated or all but completely lost as a consequence of development. Here these routes have been lost or disturbed the intention is to reintroduce them on or as close as possible to, the original line.

The site is currently not well-served by public transport - there is no Underground or DLR provision and the site is served, primarily, by limited bus services. This results in a low PTAL score for many parts of the site (see Figure 3.7), which reduces the potential for very high density development (only 20% of the site is PTAL 4 or above, approximately).



### Key

	Site boundary		3
	0		4
	1a		5
	1b		6a
	2		6b

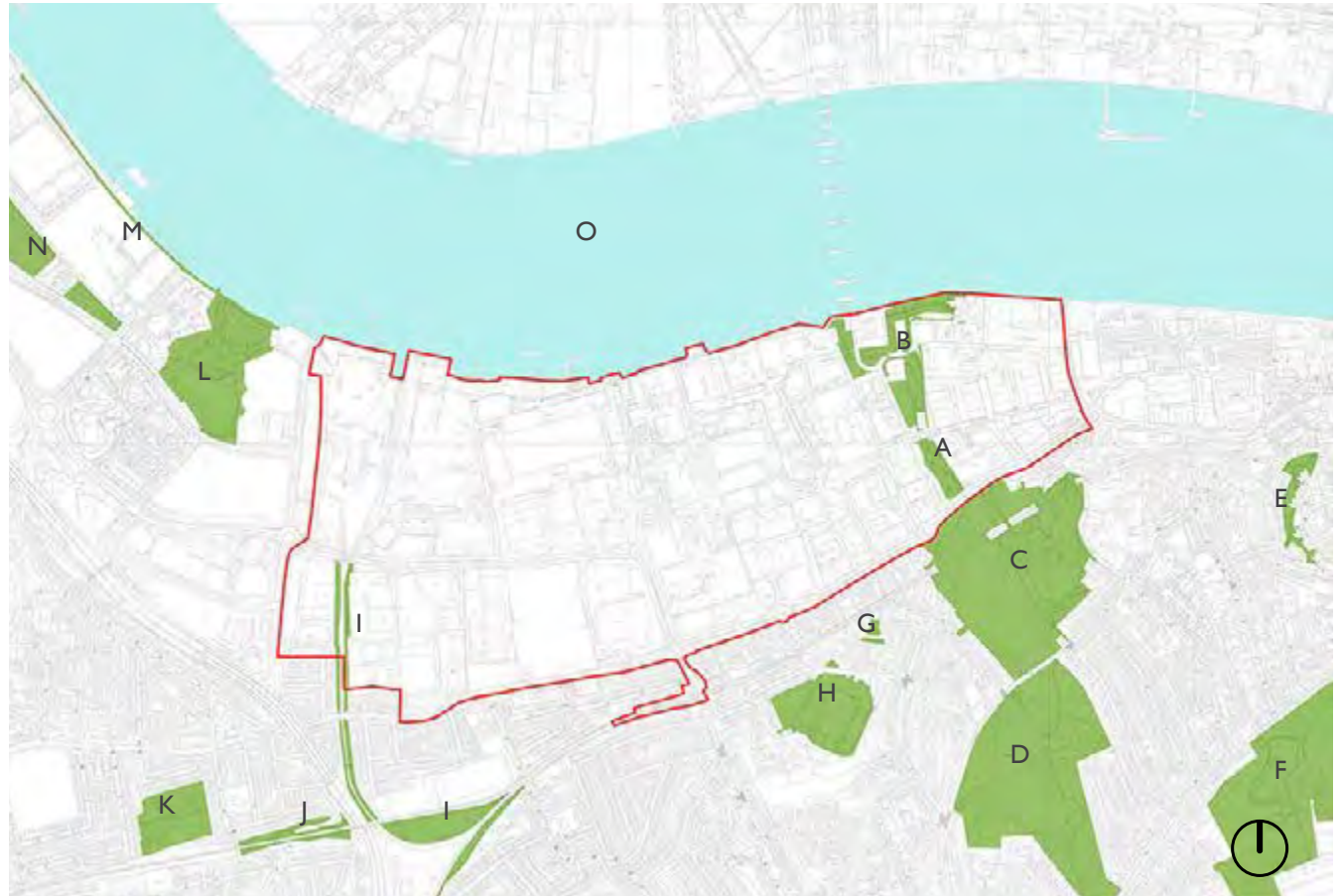
PTAL (public transport accessibility level) measures the level of access to different modes of public transport, within a specified geographical area. In London, a higher PTAL usually means there is potential for higher density of development.

Figure 3.7: Existing Public Transport Accessibility Level (PTAL)

## Open Space

Charlton Riverside has limited open space with the main component comprising the sequence of spaces linking Woolwich Road to the Thames Barrier, on the eastern edge of the study area.

The fine grain of land ownership across the site has the potential to make delivery of site-wide open space more challenging and will require co-ordination among land owners and with Royal Greenwich, so ensure delivery of open space that provides for the day-to-day needs of residents and contributes to the character and sense of place at Charlton Riverside.



### Key

- |   |  |   |   |
|---|--|---|---|
| A | Barrier Park (small local park/open space)                   | I | Westcombe Park Railsides (natural/semi-natural urban green space) |
| B | Thames Barrier/Eastmoor Street Park (local park)             | J | Station Crescent (natural/semi-natural urban green space)         |
| C | Maryon Park (local park)                                     | K | East Greenwich Pleasance (local park)                             |
| D | Maryon Wilson Park (local park)                              | L | Ecology Park & Southern Park (local park)                         |
| E | Samuel Street (amenity green park)                           | M | Peninsula Riverside Walkway (linear open space/green corridor)    |
| F | Repository Woods (amenity green park)                        | N | Central Park (local park)   |
| G | Harvey Gardens (amenity green park)                          | O | River Thames  |
| H | Charlton Athletic FC (private outdoor sports/playing fields) |   |   |

Figure 3.8: Existing open space





ANCHOR &  
HOPE LANE

 **THAMES CYCLE ROUTE**  
Greenwich via Blackwall Pt 4<sup>1</sup>/<sub>2</sub>m  
Central London 10<sup>3</sup>/<sub>4</sub>m

 **Charlton Station**  
via Woolwich Rd 

 **THAMES PATH**  
Greenwich Yacht Club  
Blackwall Point  
Greenwich Foot Tunnel  
1<sup>2</sup>/<sub>2</sub>m  
1<sup>3</sup>/<sub>4</sub>m  
4 m

 **THAMES CYCLE ROUTE**  
Thamesmead  
Dartford 4<sup>5</sup>/<sub>4</sub>m  
14<sup>1</sup>/<sub>4</sub>m

 **THAMES PATH**  
Thames Barrier  
Woolwich Foot Tunnel  
Crayford Ness

Connections and directions, Anchor and Hope Lane, Charlton Riverside



## 4. Development Concept

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## 4.1 Development Concept

The Development Concept, opposite, draws on the baseline analysis and the Royal Borough's aspirations for the site, as set out in the Vision for Charlton Riverside.

The Development Concept provides a high level framework for the spatial planning of Charlton Riverside. In broad terms, the Development Concept provides direction as follows:

- Identifies where development opportunity exists;
- Identifies those parts of Charlton Riverside where it is not expected that there will be significant change in built form or land use;
- Shows the network of primary connections, including new and upgraded roads;
- Sets out a rationale for a series of mixed use neighbourhood and local centres to provide for the day-to-day needs of residents, employees and visitors;
- Proposes locations for new community hubs, focused on education sites, both new and existing, and
- Identifies a Green Infrastructure strategy comprising a network of spaces (both new and existing) linked by a series of green routes and streets with a focus on providing improved access to and use of, the River Thames, via a new promenade along the line of the Thames Path.



### Key















	Site boundary		Necklace of riverside parks		Local green links
	Potential development zones		Principal movement routes		Thames Path, a new riverside promenade
	Retained as existing		Primary, strategic green links		Landmark events
	Neighbourhood & local centres		Secondary, strategic green links		Key gateways
	Schools/community hubs				
	Local open space				

Figure 4.1: Development Concept Plan

## 4.2 Movement Network

Woolwich Road is an obstacle to north-south movement and presents an environment that is very hostile to pedestrians. There is considerable potential for this route to retain its capacity and continue to fulfil its role as a strategic east-west route, but with a character and layout that makes for a much more pleasant, attractive and safer pedestrian space. Resolving the integration and environmental issues relating to Woolwich Road will help to deliver a successful development outcome that benefits the wider area beyond Charlton Riverside. Further works on the Woolwich Road will be undertaken as part of the Charlton Riverside Delivery Project, once this SPD has been adopted.

Bugsby's Way will continue to provide access for traffic using the river crossings, as well as providing access to the significant industrial and minerals sites to the north. There is scope, however, for this route to be re-planned to create a less hostile pedestrian environment.

From the junction of Anchor and Hope Lane and Bugsby's Way, a new East-West route would open up access to potential development parcels and provide alternative circulation routes for public transport and local traffic. This route would use existing routes (public, where possible) and recovered historic routes, using property boundaries, wherever possible.

A new route, looping around the central parts of the site using a mix of existing and new/



### Key





-  Site boundary
-  Primary route: Woolwich Road
-  Primary route: East-west Link, including Bugsby's Way
-  Primary route: a new Riverside connection

Figure 4.2: Movement concept



recovered historic routes, would loop around the central part of the site, adding another layer to the primary movement network and giving access to development parcels adjacent to the River Thames.

Secondary and tertiary movement networks would amplify and connect the primary routes, giving shape and form to the various development parcels.

Figure 4.3, opposite, shows how the movement concept translates into a network of primary, secondary and tertiary streets, predicated on the re-use of historic movement routes, wherever possible.

The existing passenger rail line and station will continue to serve Charlton Riverside, while the minerals line will remain in freight use as long as the aggregate wharves are in operation. If the aggregate wharves were to move in the future, the mineral railway should be safeguarded for passenger purposes. Along the River Thames, usage of the Thames Clipper service continues to grow and there is a real opportunity for the creation of a new Clipper Pier at Charlton Riverside.



### Key

-  Site boundary
-  Primary streets
-  Secondary streets
-  Tertiary streets
-  Historic route (1867 OS)
-  Historic route (1894 OS)
-  Historic route (1914 OS)

Figure 4.3: Proposed movement structure

### 4.3 Development Opportunity

A - The Westminster Estate has potential for some element of re-development varying between re-use of existing buildings (e.g., the Siemens Works) and replacement of some of the existing sheds to accommodate new infrastructure and allow for an intensification of industrial activity, building on the existing SIL designation.

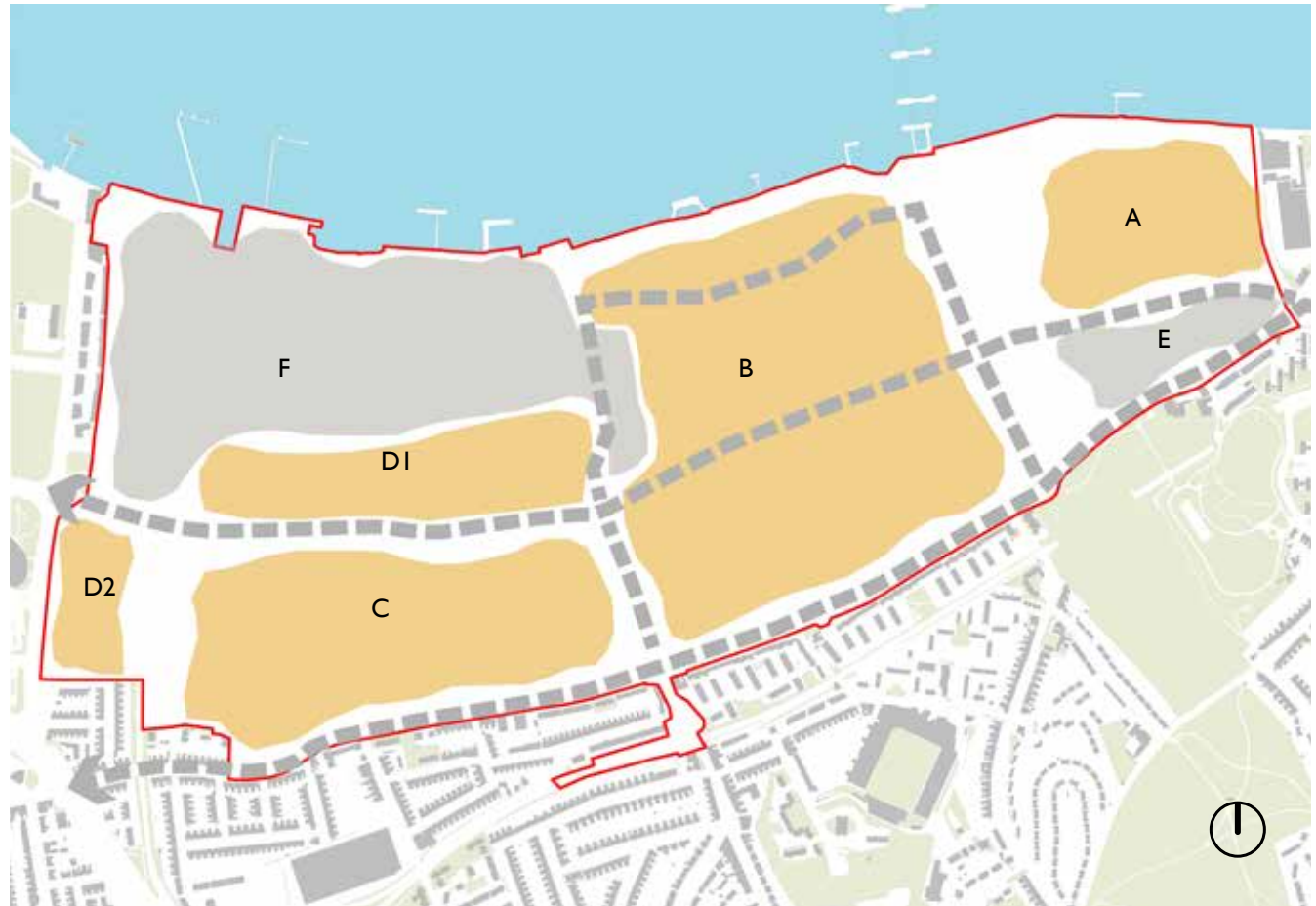
B - The central section of the site has the greatest potential of development, with much of the existing commercial activity either replaced by mixed use or more intensive forms of commercial/industrial activity. The protected wharf based in this area will remain in place.

C - The existing out-of-town retail activity does not conform with the Royal Borough's policy relating to promote Woolwich as a metropolitan town centre. There is potential for some of the retail activity to remain, potentially embedded within new neighbourhood or local centres, but with a significant change to a mixed use form of development.

D - The industrial activities would remain, but potentially with a change to a more intensive, higher value added form of activity.

E - Existing education provision would remain and be improved, while the existing mix of commercial activities would be re-focused on providing flexible space for SME and creative arts; existing residential and heritage assets would be retained.

F - The safeguarded Angerstein and Murphy's minerals wharves adjoining commercial/industrial



#### Key




-  Site boundary
-  Potential development zones
-  Retained as existing

Figure 4.4: Development opportunity



uses would remain, and any new development would have to reflect the continued presence of these non-residential uses and be designed, laid out and mitigated to minimise the potential for conflict and ensure the future operation of the wharves is not prejudiced.

Figure 4.5 illustrates how the larger land parcels identified in the development concept plan might be shaped and defined by the network of routes. This urban structure forms the basis for the development parameter plans that follow.



### Key






-  Site boundary
-  Development parcels
-  Key historic routes retained to give structure to the urban form
-  Key new routes introduced to help structure Charlton Riverside and provide access to development parcels
-  Key existing routes (not historic)

Figure 4.5: Proposed urban structure

## 4.4 Centres and Hubs

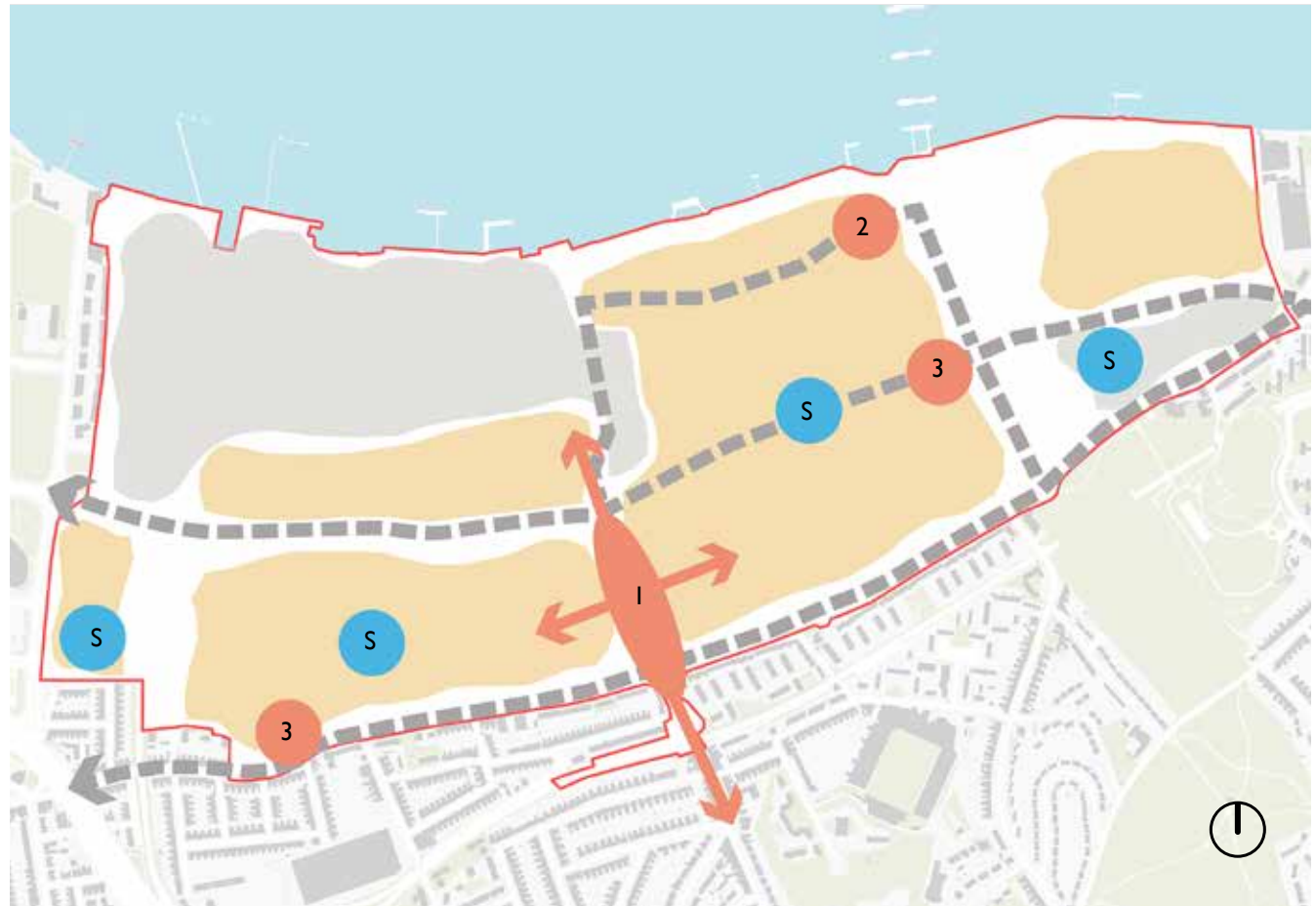
A site as large as Charlton Riverside is capable of supporting a rich mix of retail, leisure, commercial and community uses. The spatial distribution of those uses needs to provide the best coverage and levels of access, while avoiding over-provision, duplication or gaps in provision. The Development Concept for Charlton Riverside proposes the following:

**1** - A new neighbourhood centre, focused on the southern stretch of Anchor and Hope Lane. This will provide a mix of retail, food and drink, commercial leisure and community provision, as well as some employment space, that provides for the day-to-day needs of residents, employees and visitors to Charlton Riverside.

**2** - A local centre, with a focus on providing a mix of uses that reflects its riverside location. The emphasis will be more on food and drink and commercial leisure associated with the open space and River Thames, with some element of retail and community uses that services the local area.

**3** - Local centres, one located on Woolwich Road, at the junction between new and existing communities, and the other close to Charlton Riverside Park. The emphasis will be more on providing local services, retail and community services.

**S** - Across the site, local schools will act as a focus for community provision, with co-location of key services and out-of-hours use of school facilities by community organisations.



### Key




-  Site boundary
-  Neighbourhood & local centres
-  Schools/community hubs

Figure 4.6: Community hubs



Figure 4.7 gives direction as to the location of the main centres (neighbourhood and local) and their relationship with the surrounding area. The plan also shows how the schools will be located, providing secondary provision of community facilities, in addition to their main education function.

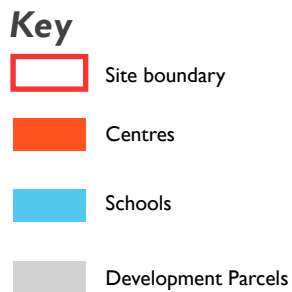
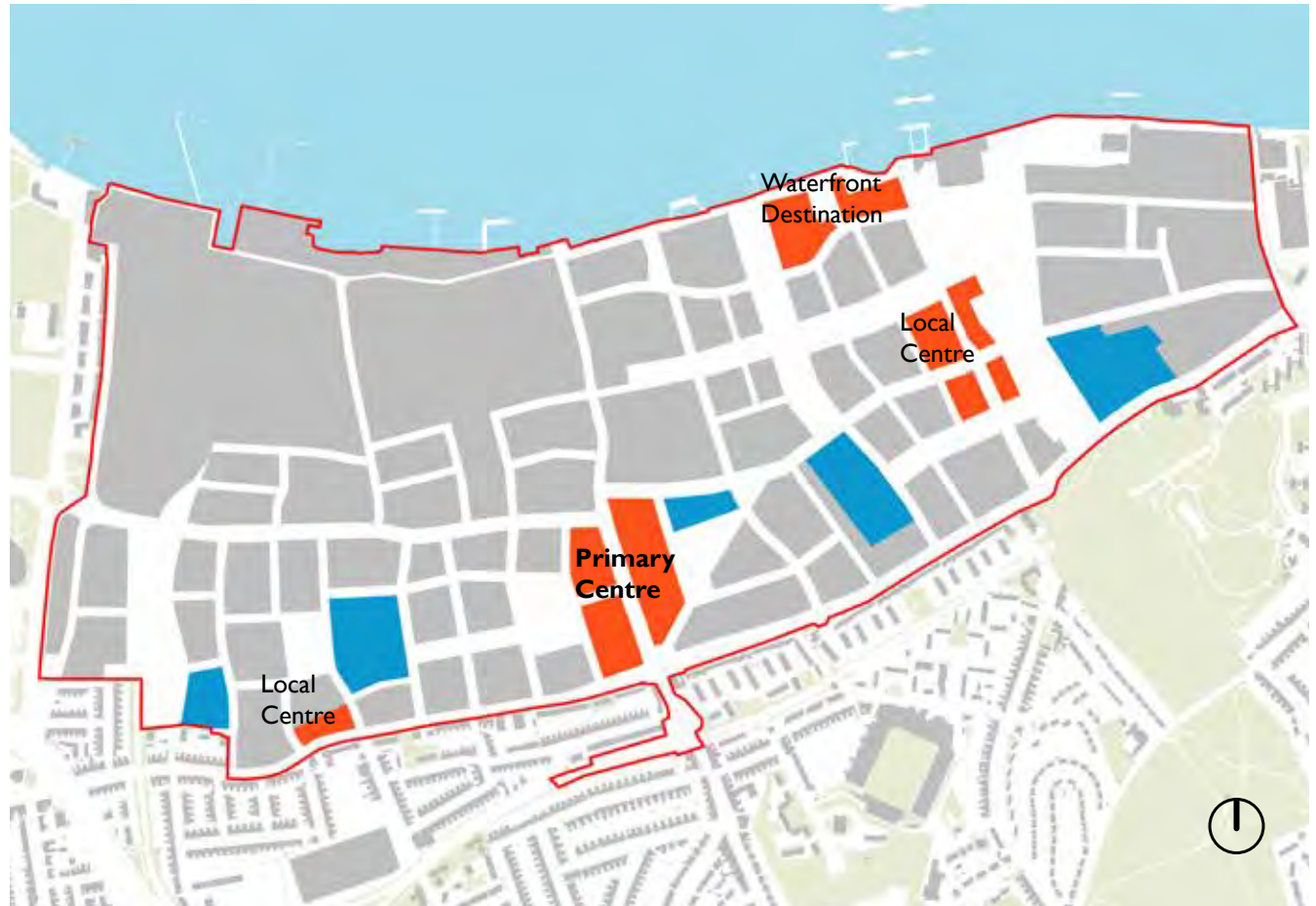


Figure 4.7: Proposed centres and hubs

## 4.5 Green and Blue Infrastructure

There is currently a deficit of open space at Charlton Riverside, and the introduction of a significant residential population will require additional provision of open space, sports facilities and children's play. In addition, the site's waterfront location, allied to new development that provides improved access to the waterfront, means that there will also be a need to create spaces along the Thames which complement development and celebrate the river.

The Green Infrastructure strategy, as proposed, is predicated on retaining existing strategic open space where it exists (the sequence of spaces leading up the Thames Barrier) and creating new space, where possible. There would also be a framework of local open spaces providing for the needs of the local areas within which they are situated, interconnected by a series of green routes (which might be tree lined streets or linear spaces) that integrates Charlton Riverside with its hinterland, but also connects it to the River Thames.

Along the river, an enhanced Thames Path would link a series of pocket parks arrayed along the southern bank of the Thames. These spaces would provide a series of destinations at key points, where development and open space combine to create attractive water front public space animated by occasional commercial activity. The Safeguarded Angerstein, Murphy's and Riverside Wharves will remain and any development coming forward will need to have regard to ensuring they do not prejudice their operation, subject to the provisions of Core Strategy Policy EA2, in respect of Riverside Wharf.



### Key










	Site boundary		Local green links
	Local open space		Thames Path, a new riverside promenade
	Necklace of riverside parks		Landmark events
	Primary, strategic green links		Key gateways
	Secondary, strategic green links		

Figure 4.8: Green and Blue Infrastructure



Figure 4.9 illustrates the spatial arrangement of the main public open spaces, including a new, consolidated Charlton Riverside Park, on the eastern edge of the site, and a network of inter-connecting spaces that provide access to an enhanced Thames Path and the River Thames.



### Key

-  Site boundary
-  Green Infrastructure
-  Development Parcels

Figure 4.9: Network of parks and public spaces

## 4.6 Character of Charlton Riverside

Charlton Riverside will become a new, mixed use neighbourhood, with the introduction of more than 5,000 (and up to 7,500) new homes. Although large parcels of land will remain in commercial/industrial use, there will be a significant change in land use across the rest of the site to clusters of smaller scale retail, commercial and industrial at ground floor level, with residential above, together with some purely residential blocks. Where possible, and appropriate, a mix of uses (including commercial and employment) will be delivered, integrated both horizontally and vertically within development parcels.

The Development Concept envisages Charlton Riverside as having a series of character areas. The site is large enough to accommodate a variety of different development character areas or sub-neighbourhoods.

The key factors influencing the extent and nature of each of the character areas are as follows:

- Proximity to the River Thames and strategic open space;
- Quantum of employment/commercial activity relative to new residential development, and
- Spatial relationship with existing communities.

A set of high-level design and development principles will apply across all the character areas, albeit with the potential for localised variation in their application, depending on context.



### Key


	Site boundary		Westminster Estate
	Neighbourhood Centre		Woolwich Road West
	Woolwich Road East		Bugsby's Industrial
	Charlton Parks		
	Riverside		

Figure 4.10: Character areas



## Neighbourhood Centre



The central area focused on the Neighbourhood Centre lends itself to the notion of a distinct character area. This is the location for most of the key commercial activities, including retail and leisure, which will serve the day-to-day needs of residents of Charlton Riverside and the communities close by.

This area can be characterised as being more civic, both in terms of the built form and the public realm. It will also have the potential for taller buildings, potentially up to 10 storeys, with commercial, retail, leisure and community uses on the lower floors and residential above. The Neighbourhood Centre will also be a transport and movement hub, with a confluence of bus, cycle and pedestrian routes and connections to the south, towards Charlton Station, and to the north, towards a new Clipper Pier.

## Villages, East and West



These character areas have a large residential component, with a rich mix of complementary uses, such as schools and community facilities, interspersed with significant commercial activity at ground and lower floors on key routes and frontages.

There will be a greater proportion of houses within the residential mix and a focus on family provision in these areas. The public realm, including the mix of street types and the design and management of public space, will create a more intimate, village feel. Each of the Village character areas will look south, as well as north, making connections with existing residential areas via a re-designed Woolwich Road. These character areas are important interfaces between the new and the existing neighbourhoods of Charlton.

## Charlton Park



This area is very much characterised by its relationship with key open space, particularly the new, enhanced Charlton Riverside Park. The interface between built form, mostly medium rise apartment blocks, and larger areas of open space will heavily influence the quality and sense of place. In addition, this space will act as a link between the Village East and Riverside character areas. In terms of built form, it will share some of the qualities of both the adjoining areas, with a gradient from a more intimate character (and a clearer delineation between public and private space) towards a more open urban grain and a greater mix of public and semi-private space towards the River Thames.

## Riverside



This character area is very much shaped by its relationships with the River Thames, the river defences and the Thames Path.

The movement of people to and along the waterfront will influence block structures, building orientation and the interplay between the public and private realms. In particular, an enhanced Thames Path, with more of a promenade character and a series of small pocket parks leading back into the site, will create a very specific sense of place in this part of Charlton Riverside.

In terms of the mix of uses, there will be an opportunity for a range of commercial uses on lower floors in a number of development parcels, with residential above.

## Westminster Estate



The Westminster Estate already has a strong character, with the older industrial buildings and the diverse range of commercial and industrial activities providing a very particular sense of place.

The intention is that the heritage assets and economic activity should be retained and, wherever possible, restored both in terms of their fabric and the rich mix of uses they once contained. New buildings and modifications to existing buildings will need to be designed in a sensitive manner to ensure the continued coherence of the character area, however, there will be parcels where up to 10 storeys might be appropriate, along the riverfront. The design of the public realm will also need careful consideration, with a harder, more urban aesthetic being employed to complement the industrial character of the built fabric.

## Bugsby's Industrial



These two areas, one to the north of Bugsby's Way and the other to the west of the mineral railway, will remain in commercial industrial use. However, there is an opportunity for them to be re-configured, with a focus on a different mix of employment uses rather than the predominant wholesale/retail use that currently exists. This will result in a different built form and a more positive relationship between building frontages and the public realm (especially Bugsby's Way). Internally, there will be a significant change in the way that the public realm functions and looks, with a mix of formal streets and public space, intermingled with more discrete parking and service yards, replacing the current arrangement of large surface area car parks and yards.





Cafe Modern, Westminster Estate, Charlton Riverside